



Metropolitan Transportation Authority

Finance Committee Meeting

September 2013

Committee Members

A. Saul, Chair
F. Ferrer, Vice Chair
J. Ballan
J. Banks, III
R. Bickford
N. Brown
A. Cappelli
I. Greenberg
J. Kay
C. Moerdler
M. Page
M. Pally
J. Sedore, Jr.
C. Wortendyke

MEETING AGENDA

MTA FINANCE COMMITTEE

Monday, September 16, 2013 – 12:30 PM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
I. PUBLIC COMMENTS PERIOD	
II. APPROVAL OF MINUTES – JULY 22, 2013	II-1
III. COMMITTEE WORK PLAN	III-1
IV. BUDGETS/CAPITAL CYCLE BudgetWatch (handout) FinanceWatch	IV-1
V. MTA HEADQUARTERS & ALL-AGENCY ITEMS	
<i>Action Items:</i>	
Resolution to Authorize the Execution, Filing and Acceptance of Federal Bonds	V-1
Selection of Bond Underwriters (to be distributed at meeting)	
<i>Report and Information Items:</i>	
Annual Review of MTA's Derivative Portfolio - Including Fuel Hedge (distributed separately)	
Overtime Report (distributed separately)	
MTA 2013 Semi-Annual Investment Report	V-9
2014 Preliminary Budget/2014-2017 Financial Plan (Material previously distributed)	
Procurements	V-14
VI. METRO-NORTH RAILROAD (No Items)	
VII. LONG ISLAND RAIL ROAD	
<i>Action Item</i>	VII-1
Procurements	VII-3

AGENDA ITEMS

Page

VIII.	NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS Procurements	VIII-1
IX.	BRIDGES AND TUNNELS Procurements	IX-1
X.	FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY Information Item FMTAC Annual Presentation - Including MetroCat Re Update (Material Separately Distributed) <ul style="list-style-type: none">• FMTAC Financial Statements• FMTAC's Actuarial Loss Reserve Certification• FMTAC Investment Performance Report	X-1
XI.	MTA CONSOLIDATED REPORTS <u>JULY</u> Statement of Operations Overtime Report Report on Subsidies Positions Subsidy, Interagency Loans and Stabilization Fund Transactions Farebox Recovery Ratios MTA Ridership Fuel Hedge Program <u>JUNE</u> Statement of Operations Overtime Report Report on Subsidies Positions Subsidy, Interagency Loans and Stabilization Fund Transactions Farebox Recovery Ratios MTA Ridership 12-Month Allocation – 2013 Mid-Year Forecast	XI-1 XI-1 XI-9 XI-13 XI-20 XI-23 XI-26 XI-27 XI-51 XI-54 XI-61 XI-65 XI-72 XI-75 XI-78 XI-79 XI-103
XII.	REAL ESTATE AGENDA Action Items Report and Information Items	XII-3 XII-43

Date of next meeting: Tuesday, November 12, 2013 at 12:30 PM

Minutes of the MTA Finance Committee Meeting
July 22, 2013
347 Madison Avenue
New York, NY
12:15 PM

The following Finance Committee members attended:

Hon. Andrew M. Saul, Chairman

Hon. Fernando Ferrer

Hon. Jonathan A. Ballan

Hon. John H. Banks III

Hon. Robert C. Bickford

Hon. Norman Brown

Hon. Allen P. Cappelli

Hon. Ira Greenberg

Hon. Charles G. Moerdler

Hon. Mark Page

Hon. Mitchell H. Pally

Hon. James L. Sedore, Jr.

Hon. Carl V. Wortendyke

The following Finance Committee members did not attend:

Hon. Jeffrey A. Kay

The following Board Members were also present:

Hon. Andrew Albert

Hon. Susan Metzger

Hon. Mark Lebow

Hon. John Molloy

The following also attended:

Nuria Fernandez

Robert Foran

James Henly

Douglas Johnson

Patrick McCoy

Jeffrey Rosen

William Wheeler

Stephen Berrang

Paul Fleuranges

Chairman Andrew M. Saul called the July 22, 2013 meeting of the Finance Committee to order at 12:30 PM.

I. Public Comments

There was one public speaker. William Henderson, Executive Director, PCAC, commented on service restorations and funding.

II. Approval of Minutes

The MTA Board approved the minutes to its prior meeting held on June 3, 2013.

III. Committee Work Plan

There is no change to the 2013 work plan.

IV. Budgets/Capital Cycle

A. BudgetWatch

Mr. Johnson noted that there is no BudgetWatch for July. A special session of the Finance Committee will be held at the Board Meeting on July 24, 2013 to discuss the updated Forecast for 2013, a Preliminary Budget for 2014 and an updated Financial Plan through 2017.

B. FinanceWatch

Mr. McCoy reported on recent transactions. On June 6, 2013, MTA executed a \$7,702,834 million ultra-low sulfur diesel fuel hedge with Goldman, Sachs & Co./J Aron at an all-in price of \$2.8142/gallon. Three of MTA's existing approved commodity counterparties participated in competitive bidding on the transaction: Deutsche Bank, Goldman, Sachs & Co./J Aron and J.P. Morgan Ventures Energy Corporation. The hedge covers the period from May 2014 through April 2015.

On May 31, 2013, MTA issued \$500 million of MTA Transportation Revenue Bonds, Series 2013C, to finance existing approved transit and commuter projects. Proceeds of the issue will be used to finance existing approved Transit and Commuter Capital Projects. The bonds have an average life of 19.07 years and an all-in true interest cost of 4.25%. The transaction closed on June 11, 2013. The transaction was led by book-running senior manager JP Morgan, together with special co-senior manager Loop Capital Markets. Hawkins Delafield and Wood served as bond counsel and Lamont Financial served as financial advisor.

On July 2, 2013, MTA priced \$333.79 million of MTA Transportation Revenue Bonds, Series 2013D, to refinance commercial paper notes that were issued to finance existing approved transit and commuter projects. The Series 2013D bonds were issued as tax-exempt fixed-rate bonds with a final maturity of November 15, 2043. The transaction closed on July 11, 2013. The transaction was led by book-running senior manager RBC Capital Markets, together with co-senior manager M.R. Beal & Company. Nixon Peabody served as bond counsel and Lamont Financial served as financial advisor. MTA delayed the originally scheduled pricing of the Series 2013D Bonds by six business days due to market volatility. The all-in TIC for the Series

2013D was 4.63%, reflecting deterioration in market conditions since the pricing of the Series 2013C Bonds.

Mr. Bickford asked why the BIC was charged for the Series 2013C and Series 2013D transactions and if the MTA has requested a waiver of the BIC for new money transactions. McCoy stated that MTA has been able to secure a waiver of the BIC for the refunding transactions; however, the Series 2013C and Series 2013D Bonds were not included in that waiver. Mr. McCoy noted that the State has stated that the BIC is required by law for new money transactions and the revenue from the BIC is included in their budget.

V. MTA Headquarters and All-Agency Items

A. Action Items

Mr. Johnson reported that there were four action items.

1. MTA 2010-2014 Capital Plan Amendment

Mr. Stewart presented the amendment to the 2010-14 Capital Plan, provided an overview of the contents of the Plan Amendment and some detailed highlights of specific changes. There are several important factors driving this 2010-2014 Plan Amendment. The Amendment identified at the project-level the details on how the MTA is budgeting the \$2 billion efficiencies promised in the January 2012 Amendment that achieved full funding for the Capital Plan. The Amendment also supports the ongoing process of keeping the 2010-2014 Capital Plan up to date. With this amendment, all budgets and funding levels will reflect the latest scopes, schedules, and budgets which are critical to our transparency commitment. Finally, the Amendment programs \$5.8 billion in new mitigation projects that will harden the MTA system against future climate events and disruptions. These monies are in addition to the \$4.8 billion in Sandy recovery projects programmed in the January 2013 Amendment.

Mr. Stewart noted that the Plan Amendment will increase the 2010-2014 Capital Plan to \$34.8 billion. The Plan Amendment also reflects \$4.8 billion in Sandy recovery projects. The MTA amended the Plan back in January 2013 and has now added the \$5.8 billion in new mitigation projects. All recovery and mitigation projects have been programmed in a dedicated security and disaster recovery section. This same approach proved effective in managing the 9/11 recovery, and it is designed to facilitate tracking the recovery and mitigation efforts separately from the ongoing state of good repair core work.

Mr. Stewart stated that the 2010-2014 Capital Plan has been through several revisions since its inception. This is the third amendment to the capital plan. The first amendment fully funded the last three years of the capital plan and promised \$2 billion in efficiencies. The second amendment added in \$4.8 billion in Sandy Recovery projects. This amendment adds in the \$5.8 billion in proposed mitigation projects.

The Sandy recovery projects and the proposed mitigation projects add substantially to the 2010-14 Capital Plan, effectively doubling the capital commitment plans on an annual basis for the

next few years. Mr. Stewart noted that as discussed in previous updates to CPOC, the MTA Agencies have been working to achieve \$2 billion in 2010-2014 efficiencies promised in the January 2012 amendment. MTA agencies have already completed 41% of the target or \$825 million. The agencies have budgeted the balance of the savings (59%) or about \$1.2 billion. The Plan Amendment ensures that the remaining 59% of efficiencies are implemented at a detailed project-level.

Mr. Berrang outlined the impact on each agency of the capital amendment. With the addition of over \$5 billion in mitigation projects, NYC Transit will have a capital plan of approximately \$20 billion. Similarly the addition of \$46 million in mitigation projects for MTA Bus brings its capital plan to nearly \$400 million.

Mr. Berrang stated that NYC Transit achieved its savings through good bids, scope revisions and re-sequencing of projects. Some projects were re-sequenced into the next 2015-2019 Capital Plan to better reflect the timing of evolving needs and to align with other capital projects along the right-of-way. Some of the savings are also going to fund new needs that have emerged in the course of this Plan. Finally, this amendment will address NYCT's ten percent issues in such areas as track, depots and insurance.

Mr. Berrang noted that LIRR's capital program grew to nearly \$3 billion with the addition of \$409 million in mitigation projects. The LIRR combined refined scopes and estimates, good bids, productivity and project re-sequencing to achieve the efficiency savings. Efficiencies in the LIRR capital plan are headlined by Jamaica Capacity Improvements, with \$79 million in Phase I savings due to refined estimates and good bids and another \$19 million achieved by re-phasing the schedule for Phase II early design. An improved diesel fleet strategy allowed for savings of \$41 million in this capital plan by using existing equipment versus buying new. Additional savings include a targeted approach to replacing ties saving \$26 million and improved productivity on the Atlantic Avenue project saving \$20 million along with some good bids. LIRR also re-sequenced some work into the next 2015-2019 Capital Plan to take advantage of evolving needs and more favorable alignment with other capital projects. As with all agencies, some LIRR savings is being applied to fund critical new needs, including Main Line double track Phase I construction and East River Tunnels track. Finally, this Amendment will address 10% issues related to track and insurance.

Mr. Berrang stated that MNR capital program grew to \$2 billion. When combined with the previously approved recovery amendment, the mitigation projects increase the MNR capital program by over \$400 million. Unique among the agencies, MNR achieved its target primarily through productivity improvements and not utilizing good bids. MNR identified ways to incrementally improve work productivity through better coordination and expand right-of-way access for combined savings \$32 million. MNR opted to rehabilitate existing yard locomotives, rather than purchasing new equipment, thus saving \$13 million. MNR worked to reduce administrative costs for the capital program, thus saving \$12 million. MNR also recognized opportunities for re-phasing scopes where project timelines meant that funding is not required until the 2015-2019 timeframe. MNR did not have any significant new needs, but this Amendment will address 10% issues related to signals and power.

Mr. Berrang noted that this Amendment brings net increase to MTACC's capital program of \$126 million. The most significant change to the MTACC plan is a \$247 million budget increase for East Side Access and Regional Investments. This is based upon the results of the May 2012 risk-informed budget and schedule update. Half of the increase is funded from internal MTACC program efficiencies and half is funded from MTA HQ. In addition, a modest grant of \$2 million was added into the program for the construction of an ESA elevator in GCT. The budget for Second Avenue Subway, as well as the other mega projects, remains unchanged. Finally, this Amendment will address 10% issues in Regional Investments.

Mr. Berrang noted that the approval of the Amendment for Bridges and Tunnels is subject to approval of the MTA Board the MTA Board but not the CPRB. B&T's capital program grows by \$100 million in mitigation project to a total of about \$3 billion. Bridges and Tunnels was unique among the agencies in that it primarily used good bids to achieve its efficiency target. One project at the Throgs Neck Bridge was re-phased, with \$75million of work moved to the second phase of the project in the 2015-2019 plan. This repackaging lowered overall project cost and risk and had no impact on either completion date or customer benefits. Other efficiency savings were realized at the Henry Hudson Bridge, when 3 projects were combined into one, saving \$12 million. As with other agencies, some savings are being applied to fund additional needs, including advancing some Verrazano-Narrows ramp work from the 2015-2019 Capital Plan and expediting the delivery of an essential link in the new Staten Island-Brooklyn HOV/bus corridor. Since B&T is not a CPRB Agency, 10% issues do not apply.

This Amendment also includes the introduction of Sandy inspired mitigation projects. These projects have been developed in line with the recommendations of the Statewide 2100 Commission report and are designed to improve the resiliency of the MTA system in the face of future climate events and disruptions. In total, the amendment reflects \$5.8 billion in proposed mitigation projects. All of these projects are anticipated to be funded with federal grants. The most significant change is the addition of proposed funding for the \$5.8 billion in mitigation scope. Federal participation for mitigations is, of course, subject to future appropriation, discussion and approval with our partners at FTA and FEMA.

In summary, the Amendment represents an essential update to our 2010-2014 Capital Plan. It reflects \$34.8 billion of vital investments that will enable the MTA to rebuild, strengthen, and expand the MTA system to provide mobility and economic prosperity for the region.

Mr. Berrang stated that MTA Capital Programs and the Agencies will work together to ensure that all of these projects are delivered in a coordinated manner that ensures that the MTA system receives vital investment, while minimizing disruption to its customers.

Mr. Page asked if the mitigation projects are contingent on receiving federal funding. Mr. Berrang noted that MTA has received an allocation of \$900 million from the federal government for mitigation projects to date and are working to determine the total amount of federal mitigation funds available to MTA. The Federal government has a total of \$3.35 billion for mitigation projects available for disbursement to all parties affected by Superstorm Sandy. Mr. Stewart noted that MTA would not proceed with the mitigation projects without adequate federal funding. Mr. Pally noted that not all projects may receive federal funding but approving the

amendment would allow planning to progress on these projects. Mr. Pally also noted that under state law, projects must be included in five year capital plan in order to be eligible for capital financing.

Mr. Ballan asked for a clarification of the federal funding assumptions for mitigation projects.

Mr. Berrang noted that MTA has received 72% of the total available federal funds authorized by Congress for Superstorm Sandy recovery allocated to date.

Mr. Albert asked a clarification of the Staten Island Bus Rapid Transit mitigation project. Mr. Berrang noted that the Staten Island Bus Rapid Transit is proposed new service designed to be able to provide additional transportation to the ferry in the event of disruption of bridge service during a future event.

Mr. Foran noted that MTA was authorized to issue up to \$950 million for bonds for repair and mitigation projects and had \$160 million in pay-as-you-go capital for the capital plan amendment. MTA initially assumed that federal government would provide 75% of the funds for these projects and MTA would provide the remaining 25% for the local match. Based on experience to date, MTA's expectation is that federal government would provide 90% of the funds for these projects and MTA would provide the 10% for the local match. MTA has available bond proceeds and pay-as-you-go capital for local match funds.

Mr. Page asked if federal funds were available for planning and if MTA had adequate liquidity. Mr. Berrang noted that MTA can use bond proceeds to fund these projects and MTA can reimburse MTA with Federal funds when received.

Mr. Pally noted that there are two types of Sandy-related projects -- repair and mitigation. Mr. Stewart noted that amendment to the Capital Plan adopted in January for \$4.8 billion provided for the repair projects and the amendment currently being considered for \$5.8 billion is for the mitigation projects.

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

2. Authorization to Modify Swap Agreements

To obtain approval of a resolution, authorizing MTA, MTA New York City Transit, and MTA Bridges and Tunnels as needed (a) to enter into agreements relating to changes in laws impacting swap transactions as a result of the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 (the "Act"), including the International Swap Dealers Association, Inc. ("ISDA") March 2013 DF Protocol and future ISDA Protocols (collectively, the "DF Protocols") and/or direct agreements to be entered into with individual swap dealers; and (b) to make necessary amendments and elections to existing swap agreements pursuant to such DF Protocols and direct agreements. Such resolution also ratifies all prior actions taken with respect thereto or with respect to the ISDA August 2012 DF Protocol.

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

3. Transportation Revenue Anticipation Notes ("RANs")

To obtain authorization of the necessary documentation and activities to issue taxable revenue anticipation notes under the Transportation Revenue Resolution ("RANs") to provide for short-term liquidity of up to \$350 million. The notes will be used from time to time, and may be repaid and reissued, to address potential unanticipated operating funding needs.

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

4. Transportation Revenue Commercial Paper Program

To obtain authorization of the necessary documentation and activities to issue up to \$350 million of Transportation Revenue Bond Anticipation Notes ("BANs") to be issued in the form of Commercial Paper ("CP-3") to finance existing approved transit and commuter capital projects. Authorization was requested for long-term financing to permanently finance such CP-3 from time to time including accrued interest thereon. Mr. McCoy noted that an RFP process will be conducted when the Commercial Paper is issued. This action item only provides the authorization to issue \$350 million in Commercial Paper to replace the existing capacity provided by the Royal Bank of Canada.

Mr. Ballan asked if this would change the amount of MTA's debt in the variable rate mode. Mr. McCoy confirmed that the percent of MTA's debt in the variable rate mode would be unchanged.

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

B. Information Items

Mr. Johnson noted that there were two reports and information items:

1. The MTA is seeking to adopt revisions to the All Agency Procurement Guidelines and All Agency Guidelines for Procurement Services.. This item will be discussed at the Governance Committee and then voted on by the Board.

2. A Regional Context for Twenty Year Capital Needs

Mr. Wheeler presented a report, "A Regional Context for the Twenty Year Needs Assessment", which provided a larger context for the twenty year needs in the MTA region which is the first step in developing a five-year capital program. The report outlined several key factors including: a growing transit demand and complexity of travel paths and times, growing economy with changing types and locations of employment, a new generation that embraces transit but expects a "21st" century system and strategic investments in the system beyond the core program needed to sustain ridership growth and the regional economy. Mr. Wheeler noted that travel demand is changing. There has been significant MTA ridership growth over the past twenty years, but peak hour transit use to the Manhattan central business district is flattening. Commutation ticket sales are trending down while non-commutation tickets sales are growing. Residence of workers is

forecast to change. Annual crossing of MTA Bridges and Tunnels has been trending down since 2007 mirroring the national drop in auto usage.

Mr. Wheeler noted that there were several key factors affecting regional travel changes including population changes, economic transition from "9 to 5" jobs to "24/7/365" jobs and the emergence of non-traditional work patterns. There is continued population growth in the region and the characteristics of the younger "millennials" and older "boomers" were affecting transit use. MTA forecasts continued employment growth in the region and growth in industries that are less tied to the "9 to 5" jobs. The factors of a changing demographics and employment, growing transit use but peak hour flattening, new "24/7/365" travel patterns spreading ridership to hours where capacity exists and transit travel to suburbs and among outer boroughs growing where capacity exists suggests a "new normal".

As MTA addresses these issues, it must also prevent capacity and reliability backslide and maintain a state of good repair and normal replacement, complete projects such as a full length Second Avenue Subway addressing longstanding problems and use possible technology strategies to address current trends and support future growth. MTA should also address subway capacity obstacles, optimize the subway and bus networks and optimize the rail network build new markets, build a "21st" century transit system and build and operate a resilient MTA

Mr. Wheeler stated that the next steps to accomplish these goals MTA would continue outreach to stakeholders, brief the CPOC committee on core capital needs, publish the Twenty Year Needs Assessment document, launch development of the 2015-2019 Capital Plan and then present that 2015-2019 Capital Plan.

Ms. Fernandez noted that this material will be presented to the CPOC committee in September.

Mr. Page noted that this presentation contained a large amount of valuable data and asked if smaller group meeting could be scheduled to discuss the report's findings in more details. Ms. Fernandez stated that smaller group meetings would be scheduled to discuss this report.

C. Procurements

There are seven procurement items for MTA headquarters, six competitive and one ratification, for a total of \$1,048,700.

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

VI. Metro-North and Long Island Railroad

A. Procurements

There is one non-competitive and two competitive procurements for MNR for a total of \$11,620,755.

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

There are two competitive procurements (both are multi-agency) for LIRR for a total of \$ 11,965,243.

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

VII. NYCT/MTA Bus Operations

A. Action Item

The action item regarding omnibus budget modifications to the 2010 – 2014 capital program was withdrawn.

B . Procurements

There are two non-competitive and six competitive procurements for NYCT and MTA Bus operations for a total of \$382,376,347.

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

VIII. Bridges and Tunnels

A. Procurements

There are one non-competitive procurement and seven competitive procurements for Bridges and Tunnels for a total of \$16,990,239 million.

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

IX. FMTAC

A. Procurements

There were no procurements items for FMTAC.

X. MTA Consolidated Reports

This month includes consolidated reports for April and May 2013.

XII. Real Estate Agenda

A. Action Items

Mr. Rosen noted that there were twenty-one action items for committee approval. Mr. Rosen highlighted three such items: the release of 19 East Houston Street, New York, NY from

NYCT's master lease with the City of New York, in consideration of cash and substitute property having a combined value of approximately \$40 million; a new lease for warehouse and archival storage space in Brooklyn to be used by the Transit Museum (so as to free up space at 2 Broadway to accommodate MTA headquarters functions to be relocated from 341-347 Madison Avenue) and by various NYCT departments (to replace warehouse space that was damaged by Superstorm Sandy); and an all-agency policy to govern the MTA's responses to requests by prospective commercial sponsors to acquire naming rights with respect to MTA station facilities.

In response to questions posed by Mr. Pally, Mr. Rosen confirmed that such proposed naming rights policy would not apply to proposals to rename facilities after prominent individuals, and that any proposal to enter into any particular naming rights transaction pursuant to the new policy would be subject to Board approval.

Mr. Albert asked what considerations would govern the ordering of sponsors' names and geographic points of reference in devising new station names. Mr. Rosen responded that maintaining the navigability of the system would always remain the MTA's first priority. Mr. Rosen noted that the naming of the Mets-Willets Point, 161st Street/Yankee Stadium and Atlantic Av-Barclays Center stations predated the naming policy.

Mr. Page asked what the process had been for changing the name of Jay Street to Jay Street Metro Tech and noted that the process of pricing by assessed value may not include all costs. Mr. Ferrer also asked for additional information regarding the Jay St. Metro-Tech station and Mr. Fleuranges promised to reply directly to him.

Mr. Brown asked what types of firms provide appraisals for naming rights. Mr. Rosen stated that there are firms that specialize in evaluating naming rights for stadiums and purport to be qualified to value other naming rights opportunities as well..

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

XIII. Executive Session

Upon motion duly made and seconded, the Committee voted to convene an Executive Session pursuant to Section 105 (1) (h) of the Public Officers Law. Upon motion duly made and seconded, the Committee voted to return to open session.

XIV. Adjournment

Upon motion duly made and seconded, the July 22, 2013 meeting of the Finance Committee was adjourned.

Respectfully submitted,

Lara C. Muldoon

2013 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2013

SBP/Budget/Capital:

2014 Preliminary Budget/2014-2017 Financial Plan
(Materials previously distributed)

MTA Div. Mgmt/Budget

Action Item:

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

MTA Grant Mgmt

Other:

Annual Review of MTA's Derivative Portfolio
Annual Report – Fuel Hedge Program

MTA Finance
MTA Div. Mgmt/Budget
and MTA Finance
MTA Treasury

MTA 2013 Semi-Annual Investment Report

November 2013

SBP/Budget/Capital:

Updated Forecast for 2013/2014 Final Proposed Budget/
2014-2017 Financial Plan (Joint Session with MTA Board)

MTA Div. Mgmt/Budget

Other:

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

MTA Comptroller
MTA CFO

December 2013

SBP/Budget/Capital:

Action Items:

MTA 2014 Budget and 2014-2017 Financial Plan
Adoption Materials
MTA and TBTA Reimbursement Resolutions for
Federal Tax Purposes
Approval of Supplemental Resolutions Authorizing Refunding Bonds

MTA Div. Mgmt/Budget

MTA Treasury
MTA Finance

Other:

Draft 2014 Finance Committee Work Plan

MTA Div. Mgmt/Budget

January 2014

SBP/Budget/Capital:

Overview of the February Financial Plan 2014-2017

MTA Div. Mgmt/Budget

Other:

Special Report: 2013 Year-End Review

MTA Finance

March 2014

Action Items:

2013 TBTA Operating Surplus
Mortgage Recording Tax – Escalation Payments to
Dutchess, Orange and Rockland Counties
All-Agency Real Property Disposition Guidelines and
All-Agency Personal Property Disposition Guidelines

MTA Bridges and Tunnels
MTA Treasury/MTA Div.
Mgmt/Budget

All-Agency Annual Procurement Report

MTA Real Estate/MTA
Corporate Compliance
MTA Procurement/Agencies

Other:

MTA Prompt Payment Annual Report 2013

MTA Business Service

April 2014

Action Item:

MTA 2013 Annual Investment Report

MTA Treasury

Other:

Annual Report on Variable Rate Debt

MTA Finance

June 2014

SBP/Budget/Capital:

Action Item:

PWEF Assessment

MTA Capital Program Mgmt/
MTA Div. Mgmt & Budget

Other:

Station Maintenance Billings

MTA Comptroller

Annual Pension Fund Report (Audit Committee Members to be invited)

MTA Labor

July 2014

SBP/Budget/Capital:

Updated Forecast for 2014/2015 Preliminary Budget/

2015-2018 Financial Plan (Joint Session with MTA Board)

MTA Div. Mgmt/Budget

Other:

Annual FMTAC Meeting

MTA RIM

Annual FMTAC Investment Performance Report

MTA RIM

DETAILS – 2013

SEPTEMBER 2013

SBP/Budget/Capital:

2014 Preliminary Budget/2014-2017 Financial Plan

Public comment will be accepted on the 2014 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:

Annual Review of MTA's Derivative Portfolio

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

Annual Report – Fuel Hedge Program

The Division of Management and Budget and the Finance Department will update the Committee on the MTA Fuel Hedge Program; which was established to provide greater budget certainty over one of the most volatile portions of the budget. Accessing established markets, the MTA reduces price volatility through the use of financial instruments that may include: swaps, caps, floors, collars, options, and future contracts, (collectively, "future fuel price agreements").

MTA 2013 Semi-Annual Investment Report

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

NOVEMBER 2013

SBP/Budget/Capital:

Updated Forecast of 2013/2014 Final Proposed Budget/2014-2017 Financial Plan (to be presented at the Joint Session with the MTA Board)

The MTA Division of Management and Budget will present an updated forecast for 2013, a Final Proposed Budget for 2014, and an updated Financial Plan through 2017.

Other:

Station Maintenance Billings Update

The MTA Comptroller Division will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2013.

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 2013

SBP/Budget/Capital:

Action Items:

MTA 2014 Budget and 2014-2017 Financial Plan Adoption Materials

The Committee will recommend action to the Board on the MTA 2014 Budget and the 2014-2017 Financial Plan Adoption Materials.

Action Item:

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 refunding's comply with the Board approved refunding policy.

MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes

Board approval is required to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.

Other:

Draft 2014 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2014 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

JANUARY 2014

SBP/Budget/Capital:

Overview of the February Financial Plan 2014-2017

The MTA Division of Management and Budget will apprise the Committee of any material changes to the December Board-approved Financial Plan. The full release and distribution of the February Plan will continue to take place within the month of February.

Other:

Special Report: 2013 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2013.

MARCH 2014

Action Items:

2013 TBTA Operating Surplus

MTA Bridges and Tunnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2013 Operating Surplus and Investment Income, (2) advances of TBTA 2014 Operating Surplus, and (3) the deduction from 2014 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 1989 (even if the taxes collected fall below the 1989 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1989 totals. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

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

Board approval of the 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 Prompt Payment Annual Report 2013

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).

APRIL 2013

Action Item:

MTA Annual Investment Report

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

JUNE 2013

SBP/Budget/Capital:

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:

Station Maintenance Billings

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 2013 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.

JULY 2014

SBP/Budget/Capital:

Updated Forecast of 2014/2015 Preliminary Budget/2015-2018 Financial Plan (to be presented at the Joint Session with the MTA Board)

The MTA Division of Management and Budget will present an updated forecast for 2014, a Preliminary Budget for 2015, and an updated Financial Plan through 2018.

Other:

Annual Meeting of the First Mutual Transportation Assurance Company

The MTA's Captive Insurance Company will hold its statutorily required annual meeting in which it will review the prior year's operations as well as submit its financial statements and actuarial report for final approval.

Annual First Mutual Transportation Assurance Company Investment Performance Report

The MTA Treasury and Risk Management Divisions, along with the FMTAC's outside investment managers, should be prepared to answer questions on a report that reviews outside-managers performance.

FinanceWatch

September 16, 2013

Fuel Hedges

\$18,420,266 Diesel Fuel Hedge

On August 9, 2013, MTA executed an \$18,420,266 Ultra-low sulfur diesel fuel hedge with J.P. Morgan Ventures at an all-in price of \$2.826/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Deutsche Bank, Goldman, Sachs & Co./J Aron and J.P. Morgan Ventures Energy Corporation. The hedge covers the period from June 2014 through July 2015.

Remarketing

\$197,415,000 MTA Dedicated Tax Fund Refunding Bonds, Series 2008B-1 and 2008B-4

On August 13, 2013, MTA effected a mandatory tender and remarketed through competitive bidding \$97.415 of Dedicated Tax Fund Refunding Bonds, Series 2008B-1 and \$100,000,000 of Dedicated Tax Fund Refunding Bonds, Series 2008B-4, because the letter of credit (LOC) issued by Bank of Nova Scotia that related to Series 2008B-1 expired by its terms and the LOC issued by KBC Bank N.V. that related to Series 2008B-4 was terminated. The Series 2008B-1 and Series 2008B-4 bonds were converted from a weekly-rate mode to a fixed-rate mode with final maturities of November 15, 2034 and November 15, 2025, respectively. The winning bid for these Series of bonds was submitted by Citigroup Global Markets Inc. with a TIC of 3.4993% (all-in TIC of 3.51%). The transaction closed on August 13, 2013. Hawkins Delafield & Wood served as bond counsel, and Lamont Financial Services was financial advisor.

Transaction Summary Statistics

	<u>DTF 2008B-1 and 2008B-4</u>
Par Amount:	\$197.415 million
Net Premium:	\$23.625 million
All-in TIC:	3.51%
Average Life:	10.82 years
Average Coupon:	4.82%
Final Maturity:	11/15/2034
Underwriter's Discount:	\$3.53 (\$697,725)
Cost of Issuance:	\$0.97 (\$191,242)
Ratings (S&P/Fitch)	AA/AA-
Senior Manager:	Citigroup Global Markets

Transportation Revenue Commercial Paper

MTA negotiated extension agreements with the three existing letter of credit (LOC) providers in connection with the existing approved Transportation Revenue Bond Anticipation Notes (BAN), Series CP-2 Credit Enhanced commercial paper program. The Subseries designation, LOC providers and amounts are as follows: Subseries A, TD Bank, N.A. for \$100 million; Subseries B, Barclays Bank PLC, for \$250 million; and Subseries D, Citibank, N.A. for \$200 million. The original Subseries C Notes of \$350 million were associated with a LOC from Royal Bank of Canada, which LOC was not renewed and the notes were paid off with the proceeds of the Transportation Revenue Bonds, Series 2013D issued on July 2. The BAN was authorized by the Board in July, 2010 for a maximum period of five years from the date of original issue, which was September 16, 2010. The extension renewals will allow the commercial paper program to continue to operate until the end of the five year BAN period on September 16, 2015. The dealers for the Notes are as follows: Subseries A, Morgan Stanley; Subseries B, Barclays Capital; Subseries D, Citi.

Upcoming Transactions

New Money

\$500,000,000 MTA Transportation Revenue Bonds, Series 2013E

In September 2013 MTA expects to issue \$500 million of MTA Transportation Revenue Bonds, Series 2013E, to finance existing approved transit and commuter projects. Hawkins Delafield and Wood will serve as bond counsel and Lamont Financial will serve as financial advisor.

Remarketing

\$200,000,000 Transportation Revenue Bonds, Series 2002G-1

In September 2013 MTA will effect a mandatory tender and remarket \$200 million of Transportation Revenue Bonds, Series 2002G-1 into the term mode as Floating Rate Notes, because the letter of credit issued by Bank of Nova Scotia that relates to Series 2002G-1 expires by its terms on October 7, 2013. Hawkins Delafield and Wood will serve as bond counsel and Lamont Financial will serve as financial advisor.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)
July 2013

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.2	\$31.3	\$0.8		
Commuter Railroads	6.7	6.8	(0.0)		
<i>Dedicated Tax Fund Subtotal</i>	\$38.9	\$38.1	\$0.8	2.0%	
MTA Transportation Revenue:					
NYC Transit	\$67.5	\$67.4	\$0.1		
Commuter Railroads	41.5	\$41.8	(0.3)		
MTA Bus	1.8	\$2.7	(0.9)		
<i>MTA Transportation Subtotal</i>	\$110.8	\$111.9	(\$1.0)	-0.9%	
Commercial Paper:					
NYC Transit	\$1.8	\$0.0	\$1.8		Lower than budgeted rates.
Commuter Railroads	1.2	\$0.0	1.2		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.0	\$0.1	\$2.9	98.2%	
2 Broadway COPs:					
NYC Transit	\$1.1	\$1.1	\$0.0		
Bridges & Tunnels	0.2	\$0.2	0.0		
MTA HQ	0.2	\$0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$1.5	\$1.4	\$0.0	1.2%	
TBTA General Resolution (2)					Lower than budgeted variable rates; reversal of prior timing related to BAB subsidy.
NYC Transit	\$14.9	\$14.0	\$0.9		
Commuter Railroads	7.0	\$6.3	0.7		
Bridges & Tunnels	18.0	\$11.6	6.4		
<i>TBTA General Resolution Subtotal</i>	\$39.8	\$31.8	\$8.0	20.2%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$6.0	\$4.9	\$1.0		
Commuter Railroads	2.6	\$2.2	0.5		
Bridges & Tunnels	2.4	\$2.0	0.4		
<i>TBTA Subordinate Subtotal</i>	\$11.0	\$9.1	\$1.9	17.4%	
Total Debt Service	\$205.0	\$192.3	\$12.7	6.2%	
Debt Service by Agency:					
NYC Transit	\$123.5	\$118.8	\$4.7		
Commuter Railroads	59.0	57.0	2.0		
MTA Bus	1.8	2.7	(0.9)		
Bridges & Tunnels	20.5	13.7	6.8		
MTA HQ	0.2	0.2	0.0		
Total Debt Service	\$205.0	\$192.3	\$12.7	6.2%	

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 (1)
DEBT SERVICE
(\$ in millions)
July 2013 Year-to-Date

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$192.6	\$191.3	\$1.3		
Commuter Railroads	41.2	\$41.3	(0.2)		
<i>Dedicated Tax Fund Subtotal</i>	\$233.8	\$232.6	\$1.1	0.5%	
MTA Transportation Revenue:					
NYC Transit	\$426.9	\$425.4	\$1.5		
Commuter Railroads	266.5	\$265.9	0.5		
MTA Bus	15.2	\$16.8	(1.6)		
<i>MTA Transportation Subtotal</i>	\$708.5	\$708.1	\$0.4	0.1%	
Commercial Paper:					
NYC Transit	\$4.0	\$0.5	\$3.5		Lower than budgeted rates.
Commuter Railroads	2.5	\$0.2	2.3		
MTA Bus	0.1	\$0.1	0.0		
<i>Commercial Paper Subtotal</i>	\$6.6	\$0.8	\$5.8	87.8%	
2 Broadway COPs:					
NYC Transit	\$6.7	\$6.7	\$0.0		
Bridges & Tunnels	1.0	\$0.9	0.0		
MTA HQ	0.9	\$0.9	0.0		
<i>2 Broadway COPs Subtotal</i>	\$8.6	\$8.6	\$0.1	0.7%	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$110.2	\$111.5	(\$1.4)		
Commuter Railroads	50.0	\$49.9	0.1		
Bridges & Tunnels	98.3	\$92.2	6.0		
<i>TBTA General Resolution Subtotal</i>	\$258.4	\$253.7	\$4.7	1.8%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$41.4	\$40.4	\$1.0		
Commuter Railroads	18.2	\$17.8	0.4		
Bridges & Tunnels	16.3	\$16.0	0.4		
<i>TBTA Subordinate Subtotal</i>	\$75.9	\$74.1	\$1.8	2.4%	
Total Debt Service	\$1,291.9	\$1,277.9	\$14.0	1.1%	
Debt Service by Agency:					
NYC Transit	\$781.7	\$775.8	\$6.0		
Commuter Railroads	378.3	375.2	3.1		
MTA Bus	15.3	16.9	(1.6)		
Bridges & Tunnels	115.6	109.1	6.4		
MTAHQ	0.9	0.9	0.0		
Total Debt Service	\$1,291.9	\$1,277.9	\$14.0	1.1%	

Notes:

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

METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: WEEKLY MODE
RATE RESETS REPORT (Trailing 6-Weeks)

Transportation Revenue Bonds

Issue		TRB 2002G-1		TRB 2005E-1		TRB 2005E-2		TRB 2005D-1		TRB 2011B	
Remarketing Agent		Merrill Lynch		BoFA Merrill Lynch		J.P.Morgan		Merrill Lynch		Merrill Lynch	
Liquidity Provider		Bank of Nova Scotia		BoFA Merrill Lynch		J.P.Morgan		Helaba		Bank of America	
Liquidity/Insurer		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		200.00		100.00		75.00		150.00		99.58	
Swap Notional (\$m)		194.10		60.00		45.00		150.00		22.37	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/24/2013	0.05%	0.05%	-0.01%	0.05%	-0.01%	0.06%	0.00%	0.07%	0.01%	0.05%	-0.01%
7/31/2013	0.05%	0.04%	-0.01%	0.04%	-0.01%	0.06%	0.01%	0.06%	0.01%	0.04%	-0.01%
8/7/2013	0.05%	0.04%	-0.01%	0.04%	-0.01%	0.06%	0.01%	0.06%	0.01%	0.04%	-0.01%
8/14/2013	0.06%	0.06%	0.00%	0.06%	0.00%	0.07%	0.01%	0.08%	0.02%	0.06%	0.00%
8/21/2013	0.06%	0.04%	-0.02%	0.05%	-0.01%	0.07%	0.01%	0.08%	0.02%	0.05%	-0.01%
8/28/2013	0.06%	0.04%	-0.02%	0.05%	-0.01%	0.07%	0.01%	0.07%	0.01%	0.05%	-0.01%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-1		DTF 2008A-1		DTF 2008A-2		DTF 2008B-1		DTF 2008B-4	
Remarketing Agent		Morgan Stanley		Morgan Stanley		Goldman		Barclays		Barclays	
Liquidity Provider		State Street Bank		Morgan Stanley		Bank of Tokyo		Bank of Nova Scotia		KBC Bank N.V. (NY)	
Liquidity/Insurer		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		150.00		171.86		171.85		97.42		100.00	
Swap Notional (\$m)		None		168.38		168.38		None		None	
		Spread to		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/24/2013	0.06%	0.04%	-0.02%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.30%	0.24%
7/31/2013	0.05%	0.04%	-0.01%	0.05%	0.00%	0.04%	-0.01%	0.04%	-0.01%	0.30%	0.25%
8/7/2013	0.05%	0.04%	-0.01%	0.05%	0.00%	0.04%	-0.01%	0.04%	-0.01%	0.30%	0.25%
8/14/2013	0.06%	0.04%	-0.02%	0.05%	-0.01%	0.05%	-0.01%	0.00%	-0.06%	0.00%	-0.06%
8/21/2013	0.06%	0.06%	0.00%	0.07%	0.01%	0.07%	0.01%	0.00%	-0.06%	0.00%	-0.06%
8/28/2013	0.06%	0.06%	0.00%	0.07%	0.01%	0.05%	-0.01%	0.00%	-0.06%	0.00%	-0.06%

TBTA General Revenue Bonds

issue		TBTA 2005B-3	
Remarketing Agent		BofA Merrill Lynch	
Liquidity Provider		BofA	
Liquidity/insurer		SBPA	
Par Outstanding (\$m)		194.80	
Swap Notional (\$m)		194.80	
Date	SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.09%	0.03%
7/31/2013	0.05%	0.08%	0.03%
8/7/2013	0.05%	0.08%	0.03%
8/14/2013	0.06%	0.10%	0.04%
8/21/2013	0.06%	0.09%	0.03%
8/28/2013	0.06%	0.09%	0.03%

TBTA General Revenue and Subordinate Revenue Bonds

Issue		TBTA 2001B		TBTA 2001C		TBTA 2003B-1		TBTA 2003B-2		TBTA 2005A-2		TBTA 2005A-3	
Remarketing Agent		Citigroup		Citigroup		Citigroup		Citigroup		US Bancorp		US Bancorp	
Liquidity Provider		State Street		JP Morgan		CALPERS		CALSTRS		CALSTRS		U.S. Bank	
Liquidity/Insurer		LoC		SBPA		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		130.85		130.85		91.61		49.47		32.09		38.01	
Swap Notional (\$m)		None		None		None		None		None		None	
Date	SIFMA	Spread to SIFMA		Spread to SIFMA		Spread to SIFMA		Spread to SIFMA		Spread to SIFMA		Spread to SIFMA	
7/23/2013	0.06%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%
7/30/2013	0.05%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%
8/6/2013	0.05%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%	0.04%	-0.01%
8/13/2013	0.06%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.06%	0.00%	0.06%	0.00%
8/20/2013	0.06%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%	0.05%	-0.01%
8/27/2013	0.06%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%	0.04%	-0.02%	0.05%	-0.01%	0.05%	-0.01%

Issue		TBTA Sub 2000AB		TBTA Sub 2000CD	
Remarketing Agent		JP Morgan		Citigroup	
Liquidity Provider		JPMorgan		Lloyds TSB (NY)	
Liquidity/Insurer		SBPA/Assured		SBPA/Assured	
Par Outstanding (\$m)		113.30		78.15	
Swap Notional (\$m)		113.30		None	
		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA
7/23/2013	0.06%	0.30%	0.24%	0.28%	0.22%
7/30/2013	0.05%	0.30%	0.25%	0.30%	0.25%
8/6/2013	0.05%	0.30%	0.25%	0.30%	0.25%
8/13/2013	0.06%	0.30%	0.24%	0.30%	0.24%
8/20/2013	0.06%	0.30%	0.24%	0.30%	0.24%
8/27/2013	0.06%	0.30%	0.24%	0.30%	0.24%

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

Transportation Revenue Bonds

Issue		TRB 2002D-2		TRB 2012A-2		TRB 2012A-3	
Remarketing Agent		Wells Fargo		BoNY Mellon		BoNY Mellon	
Initial Purchase Date		Note 1		05/15/14		05/15/15	
Liquidity/Insurer		CCA/Assured		None		None	
Par Outstanding (\$m)		200.00		50.00		50.00	
Swap Notional (\$m)		200.00		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.96%	0.90%	0.25%	0.19%	0.45%	0.39%
7/31/2013	0.05%	0.95%	0.90%	0.24%	0.19%	0.44%	0.39%
8/7/2013	0.05%	0.95%	0.90%	0.24%	0.19%	0.44%	0.39%
8/14/2013	0.06%	0.95%	0.89%	0.25%	0.19%	0.45%	0.39%
8/21/2013	0.06%	0.95%	0.89%	0.25%	0.19%	0.45%	0.39%
8/28/2013	0.06%	0.95%	0.89%	0.25%	0.19%	0.45%	0.39%

Issue		TRB 2012G-1		TRB 2012G-2		TRB 2012G-3		TRB 2012G-4	
Remarketing Agent		JP Morgan		JP Morgan		JP Morgan		JP Morgan	
Initial Purchase Date		11/1/2014		11/1/2015		11/1/2016		11/1/2017	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		84.45		125.00		75.00		75.00	
Swap Notional (\$m)		84.45		125.00		75.00		75.00	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.55%	0.49%	0.66%	0.60%	0.83%	0.77%	0.97%	0.91%
7/31/2013	0.05%	0.55%	0.50%	0.66%	0.61%	0.83%	0.78%	0.97%	0.92%
8/7/2013	0.05%	0.55%	0.50%	0.66%	0.61%	0.83%	0.78%	0.97%	0.92%
8/14/2013	0.06%	0.55%	0.49%	0.66%	0.60%	0.83%	0.77%	0.97%	0.91%
8/21/2013	0.06%	0.55%	0.49%	0.66%	0.60%	0.83%	0.77%	0.97%	0.91%
8/28/2013	0.06%	0.55%	0.49%	0.66%	0.60%	0.83%	0.77%	0.97%	0.91%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-3a		DTF 2002B-3b		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		Morgan Stanley		Morgan Stanley		Morgan Stanley		Morgan Stanley	
Maturity Date		11/01/17		11/01/18		11/01/19		11/01/20	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		46.60		48.60		50.70		15.90	
Swap Notional (\$m)		46.60		48.60		50.70		15.90	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
7/31/2013	0.05%	0.80%	0.75%	0.95%	0.90%	1.00%	0.95%	1.05%	1.00%
8/7/2013	0.05%	0.80%	0.75%	0.95%	0.90%	1.00%	0.95%	1.05%	1.00%
8/14/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
8/21/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
8/28/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%

Issue		DTF 2008B-3a		DTF 2008B-3b		DTF 2008B-3c	
Remarketing Agent		Goldman Sachs		Goldman Sachs		Goldman Sachs	
Maturity Date		11/01/12		11/01/13		11/01/14	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		35.00		54.47		44.74	
Swap Notional (\$m)		35.00		54.47		38.73	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.29%	0.23%	0.61%	0.55%	0.74%	0.68%
7/31/2013	0.05%	0.28%	0.23%	0.60%	0.55%	0.73%	0.68%
8/7/2013	0.05%	0.28%	0.23%	0.60%	0.55%	0.73%	0.68%
8/14/2013	0.06%	0.29%	0.23%	0.61%	0.55%	0.74%	0.68%
8/21/2013	0.06%	0.29%	0.23%	0.61%	0.55%	0.74%	0.68%
8/28/2013	0.06%	0.29%	0.23%	0.61%	0.55%	0.74%	0.68%

TBTA General Revenue Bonds

Issue		TBTA 2005B-4a		TBTA 2005B-4b		TBTA 2005B-4c		TBTA 2005B-4d		TBTA 2005B-4e	
Remarketing Agent		N/A		N/A		N/A		N/A		N/A	
Initial Purchase Date		1/1/2014		1/1/2014		1/1/2015		1/1/2016		1/1/2017	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		29.60		37.50		38.70		43.80		45.20	
Swap Notional (\$m)		29.60		37.50		38.70		43.80		45.20	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2013	0.06%	0.38%	0.32%	0.22%	0.16%	0.50%	0.44%	0.72%	0.66%	0.78%	0.46%
7/31/2013	0.05%	0.38%	0.33%	0.22%	0.17%	0.50%	0.45%	0.72%	0.67%	0.78%	0.45%
8/7/2013	0.05%	0.38%	0.33%	0.22%	0.17%	0.50%	0.45%	0.72%	0.67%	0.78%	0.45%
8/14/2013	0.06%	0.38%	0.32%	0.22%	0.16%	0.50%	0.44%	0.72%	0.66%	0.78%	0.46%
8/21/2013	0.06%	0.38%	0.32%	0.22%	0.16%	0.50%	0.44%	0.72%	0.66%	0.78%	0.46%
8/28/2013	0.06%	0.38%	0.32%	0.22%	0.16%	0.50%	0.44%	0.72%	0.66%	0.78%	0.46%

¹The TRB 2002D-2 Bonds are privately placed with Wells Fargo through 5/27/2014.

Report Date 9/1/2013

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

Transportation Revenue Bonds

Issue		TRB 2005D-2		TRB 2005E-3	
Dealer		Morgan Stanley		PNC Capital	
Liquidity Provider		Helaba		PNC	
Type of Liquidity		LoC		LoC	
Par Outstanding (\$m)		100.00		75.00	
Swap Notional (\$m)		100.00		45.00	
Date	SIFMA	Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA
8/22/2013	0.06%	0.06%	0.00%	0.04%	-0.02%
8/23/2013	0.06%	0.07%	0.01%	0.06%	0.00%
8/24/2013	0.06%	0.07%	0.01%	0.06%	0.00%
8/25/2013	0.06%	0.07%	0.01%	0.06%	0.00%
8/26/2013	0.06%	0.07%	0.01%	0.06%	0.00%
8/27/2013	0.06%	0.07%	0.01%	0.06%	0.00%
8/28/2013	0.06%	0.06%	0.00%	0.06%	0.00%
8/29/2013	0.06%	0.06%	0.00%	0.06%	0.00%
8/30/2013	0.06%	0.06%	0.00%	0.04%	-0.02%
8/31/2013	0.06%	0.06%	0.00%	0.04%	-0.02%

TBTA General Revenue Bonds

Issue		TBTA 2002F		TBTA 2003B-3		TBTA 2005A-1		TBTA 2005B-2a	
Dealer		JP Morgan		US Bancorp		US Bancorp		JP Morgan	
Liquidity Provider		Helaba		US. Bank		CALPERS		CALPERS	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		209.64		58.61		59.39		89.36	
Swap Notional (\$m)		194.80		None		24.86		89.36	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/22/2013	0.06%	0.10%	0.04%	0.04%	-0.02%	0.04%	-0.02%	0.07%	0.01%
8/23/2013	0.06%	0.11%	0.05%	0.06%	0.00%	0.07%	0.01%	0.08%	0.02%
8/24/2013	0.06%	0.11%	0.05%	0.06%	0.00%	0.07%	0.01%	0.08%	0.02%
8/25/2013	0.06%	0.11%	0.05%	0.06%	0.00%	0.07%	0.01%	0.08%	0.02%
8/26/2013	0.06%	0.10%	0.04%	0.06%	0.00%	0.06%	0.00%	0.08%	0.02%
8/27/2013	0.06%	0.10%	0.04%	0.06%	0.00%	0.07%	0.01%	0.08%	0.02%
8/28/2013	0.06%	0.10%	0.04%	0.06%	0.00%	0.06%	0.00%	0.08%	0.02%
8/29/2013	0.06%	0.09%	0.03%	0.05%	-0.01%	0.06%	0.00%	0.07%	0.01%
8/30/2013	0.06%	0.08%	0.02%	0.05%	-0.01%	0.05%	-0.01%	0.06%	0.00%
8/31/2013	0.06%	0.08%	0.02%	0.05%	-0.01%	0.05%	-0.01%	0.06%	0.00%

Issue		TBTA 2005B-2b		TBTA 2005B-2c	
Dealer		JP Morgan		US Bancorp	
Liquidity Provider		CALPERS		US. Bank	
Type of Liquidity		LoC		LoC	
Par Outstanding (\$m)		48.30		57.14	
Swap Notional (\$m)		48.30		57.14	
Date	SIFMA	Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA
8/22/2013	0.06%	0.07%	0.01%	0.04%	-0.02%
8/23/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/24/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/25/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/26/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/27/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/28/2013	0.06%	0.08%	0.02%	0.06%	0.00%
8/29/2013	0.06%	0.07%	0.01%	0.05%	-0.01%
8/30/2013	0.06%	0.06%	0.00%	0.05%	-0.01%
8/31/2013	0.06%	0.06%	0.00%	0.05%	-0.01%

Report Date 9/1/2013

**METROPOLITAN TRANSPORTATION AUTHORITY VARIABLE RATE REPORT:
AUCTION RATE**

WEEKLY AUCTIONS

Issue	LIBOR Formula Fail Rate	LIBOR Formula Fail Rate		
	TRB 2002B-1	COPs 2004A-1	COPs 2004A-2	COPs 2004A-3
Outstanding Par (\$ M)	105.250	9.800	11.225	37.250
Swap Notional (\$m)	None	9.800	11.225	37.250
Final Maturity	11/1/2022	1/1/2030	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JP Morgan Merrill Lynch	JP Morgan	JP Morgan Merrill Lynch
Insurer	Assured	Ambac	Ambac	Ambac
Auction Frequency	Tuesday	Monday	Tuesday	Wednesday
July 15 thru July 19, 2013	0.381%	0.528%	0.524%	0.527%
July 22 thru July 26, 2013	0.380%	0.524%	0.523%	0.521%
July 29 thru Aug 2, 2013	0.374%	0.513%	0.515%	0.514%
Aug 5 thru Aug 9, 2013	0.370%	0.512%	0.509%	0.509%
Aug 12 thru Aug 16, 2013	0.368%	0.508%	0.506%	0.506%
Aug 19 thru Aug 23, 2013	0.366%	0.505%	0.503%	0.504%
Aug 26 thru Aug 30, 2013	0.365%	0.506%	0.502%	0.501%
Corresponding Libor Rate	0.183%	0.184%	0.183%	0.182%
Fail Rate	200%	275%	275%	275%

28 & 35 DAY AUCTIONS

Issue	LIBOR Formula Fail Rate		
	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	104.025	38.450	4.100
Swap Notional (\$m)	None	38.450	4.100
Final Maturity	11/1/2022	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JP Morgan	JP Morgan
Insurer	Assured	Ambac	Ambac
Auction Frequency	28-Days	35-Days	35-Days
April 2013	0.398%	0.551%	0.549%
May 2013	0.396%	0.548%	0.541%
June 2013	0.385%	0.529%	0.531%
July 2013	0.384%	0.527%	0.513%
August 2013	0.370%	0.506%	0.501%
Corresponding Libor Rate	0.185%	0.184%	0.182%
Fail Rate	200%	275%	275%

Report Date 9/1/2013

MTA DEBT OUTSTANDING (\$ in Millions)

As of 9-1-2013

Type of Credit					Outstanding			Total Outstanding	TIC ¹	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A2/A/A)	2002A	5/9/02	11/15/2032	2,894.185	165.725	-	-	165.725	5.31	
	2002B	5/28/02	11/1/2022	210.500	-	209.275	-	209.275	1.57	(2)
	2002D	5/29/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.72	
	2002E	6/12/02	11/15/2031	397.495	26.935	-	-	26.935	5.13	
	2002G	11/19/02	11/1/2026	400.000	-	5.900	194.100	200.000	3.88	
	2003A	5/8/03	11/15/2032	475.340	275.520	-	-	275.520	4.49	
	2003B	7/30/03	11/15/2032	751.765	137.020	-	-	137.020	5.10	
	2005A	2/9/05	11/15/2035	650.000	440.420	-	-	440.420	4.76	
	2005B	6/22/05	11/15/2035	750.000	590.985	-	-	590.985	4.80	
	2005C	10/19/05	11/15/2016	150.000	59.750	-	-	59.750	4.19	
	2005D	11/1/05	11/1/2035	250.000	-	-	250.000	250.000	4.55	
	2005E	11/1/05	11/1/2035	250.000	-	100.000	150.000	250.000	3.69	
	2005F	11/16/05	11/15/2035	468.760	373.370	-	-	373.370	4.88	
	2005G	12/7/05	11/1/2026	250.000	233.540	-	-	233.540	4.34	
	2006A	7/13/06	11/15/2035	475.000	401.650	-	-	401.650	4.89	
	2006B	12/13/06	11/15/2036	717.730	668.720	-	-	668.720	4.52	
	2007A	6/27/07	11/15/2037	425.615	387.845	-	-	387.845	4.84	
	2007B	12/6/07	11/15/2037	415.000	379.365	-	-	379.365	4.75	
	2008A	2/13/08	11/15/2038	512.470	480.700	-	-	480.700	4.91	
	2008B	2/13/08	11/15/2030	487.530	446.680	-	-	446.680	3.07	
	2008C	10/17/08	11/15/2013	550.000	488.000	-	-	488.000	6.68	
	2009A	10/6/09	11/15/2039	502.320	474.095	-	-	474.095	3.79	(3)
	2010A	1/6/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	(3)
	2010B	2/4/10	11/15/2039	656.975	646.975	-	-	646.975	4.29	(3)
	2010C	6/30/10	11/15/2040	510.485	497.210	-	-	497.210	4.27	
	CP2	9/16/10	11/15/2015	900.000	-	550.000	-	550.000	1.33	(4)
	2010D	11/23/10	11/15/2040	754.305	729.655	-	-	729.655	5.15	
	2010E	12/21/10	11/15/2040	750.000	750.000	-	-	750.000	4.57	(3)
	2011A	7/12/11	11/15/2046	400.440	396.505	-	-	396.505	4.95	
	2011B	9/13/11	11/1/2041	99.560	-	77.190	22.370	99.560	1.83	
	2011C	11/2/11	11/15/2028	197.950	191.435	-	-	191.435	3.99	
	2011D	11/30/11	11/15/2046	480.165	471.735	-	-	471.735	4.57	
	2012A	3/7/12	11/15/2042	150.000	50.000	100.000	-	150.000	1.72	
	2012B	3/7/12	11/15/2039	250.000	246.625	-	-	246.625	3.85	
	2012C	4/18/12	11/15/2047	727.430	723.930	-	-	723.930	4.22	
	2012D	6/28/12	11/15/2032	1,263.365	1,263.365	-	-	1,263.365	3.51	
	2012E	7/13/12	11/15/2042	650.000	646.630	-	-	646.630	3.91	
	2012F	9/20/12	11/15/2030	1,268.445	1,226.620	-	-	1,226.620	3.17	
	2012G	11/7/12	11/1/2032	359.450	-	-	359.450	359.450	4.15	
	2012H	11/9/12	11/15/2042	350.000	350.000	-	-	350.000	3.70	
	2013A	1/17/2013	11/15/2043	500.000	500.000	-	-	500.000	3.79	
	2013B	3/22/2013	11/15/2043	500.000	500.000	-	-	500.000	4.08	
	2013C	5/31/2013	11/15/2043	500.000	500.000	-	-	500.000	4.25	
	2013D	7/11/2013	11/15/2043	333.790	333.790	-	-	333.790	4.63	
Total				24,350.015	16,593.465	1,042.365	1,175.920	18,811.750	4.17	
									WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)	EFC 1996A	6/26/96	1/1/2030	28.445	5.770	-	-	5.770	5.85	(5)
	2001B	12/18/01	1/1/2032	148.200	-	130.845	-	130.845	2.36	
	2001C	12/18/01	1/1/2032	148.200	-	130.845	-	130.845	2.57	
	2002B	9/19/02	11/15/2032	2,157.065	216.765	-	-	216.765	4.56	
	2002F	11/8/02	11/1/2032	246.480	-	14.840	194.800	209.640	2.46	
	2003B	12/9/03	1/1/2033	250.000	-	199.685	-	199.685	2.50	
	2005A	5/10/05	11/1/2035	150.000	-	104.635	24.855	129.490	2.81	
	2005B	7/6/05	1/1/2032	800.000	-	-	584.400	584.400	3.54	
	2006A	6/8/06	11/15/2035	200.000	80.065	-	-	80.065	4.72	
	2007A	6/13/07	11/15/2037	223.355	140.700	-	-	140.700	4.84	
	2008A	3/13/08	11/15/2038	822.770	653.115	-	-	653.115	4.93	
	2008B	3/13/08	11/15/2038	252.230	252.230	-	-	252.230	4.02	
	2008C	7/16/08	11/15/2038	629.890	523.785	-	-	523.785	4.72	
	2009A	2/11/09	11/15/2038	475.000	429.365	-	-	429.365	4.73	
	2009B	9/10/09	11/15/2039	200.000	200.000	-	-	200.000	3.63	(3)

MTA DEBT OUTSTANDING (\$ in Millions)

As of 9-1-2013

Type of Credit					Outstanding			Total Outstanding	TIC ¹	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
	2010A	10/20/10	11/15/2040	346.960	336.055	-	-	336.055	3.45	(3)
	2011A	10/4/11	1/1/2028	609.430	602.245	-	-	602.245	3.59	
	2012A	6/6/12	11/15/2042	231.490	229.670	-	-	229.670	3.69	
	2012B	8/3/12	11/15/2032	1,236.898	1,353.055	-	-	1,353.055	2.66	(6)
	2013B	1/29/2013	11/15/2030	257.195	257.195	-	-	257.195	2.25	
	2013C	4/18/2013	11/15/2043	200.000	200.000	-	-	200.000	3.71	
	Total			9,613.608	5,480.015	580.850	804.055	6,864.920	3.60	
									WATIC	
TBTA Subordinate	2000AB	11/01/00	1/1/2019	263.000	-	-	113.300	113.300	6.48	
Revenue Bonds	2000CD	11/01/00	1/1/2019	263.000	-	78.150	-	78.150	1.67	
(A1/A+/A+/AA-)	2002E	10/23/02	11/15/2032	756.095	436.370	-	-	436.370	5.34	
	2003A	2/27/03	11/15/2032	500.170	15.195	-	-	15.195	4.91	
	2008D	7/16/08	11/15/2028	491.110	410.945	-	-	410.945	4.69	
	2013A	1/11/2013	11/15/2032	761.600	761.600	-	-	761.600	3.13	(6)
	Total			3,034.975	1,624.110	78.150	113.300	1,815.560	4.18	
									WATIC	
MTA Dedicated	2002B	9/4/02	11/1/2022	440.000	116.050	311.800	-	427.850	1.80	
Tax Fund Bonds	2004A	2/26/04	11/15/2018	250.000	125.300	-	-	125.300	3.49	
(AA/AA-)	2004B	3/9/04	11/15/2028	500.000	294.460	-	-	294.460	4.51	
	2004C	12/15/04	11/15/2018	120.000	57.850	-	-	57.850	3.77	
	2006A	6/7/06	11/15/2035	350.000	237.035	-	-	237.035	4.18	
	2006B	10/25/06	11/15/2036	410.000	296.445	-	-	296.445	4.28	
	2008A	6/24/08	11/1/2031	352.915	-	6.945	336.755	343.700	4.65	
	2008B	8/6/08	11/1/2034	348.175	204.980	134.210	-	339.190	2.31	
	2009A	3/12/09	11/15/2039	261.700	248.375	-	-	248.375	5.55	
	2009B	4/23/09	11/15/2030	500.000	477.930	-	-	477.930	5.00	
	2009C	4/23/09	11/15/2039	750.000	750.000	-	-	750.000	4.89	(3)
	2010A	3/17/10	11/15/2040	502.990	487.425	-	-	487.425	3.91	(3)
	2011A	3/23/11	11/15/2021	127.450	115.115	-	-	115.115	2.99	
	2012A	10/16/12	11/15/2032	1,065.335	1,065.335	-	-	1,065.335	3.07	(6)
	Total			5,978.565	4,476.300	452.955	336.755	5,266.010	3.86	
									WATIC	
MTA Certificates of	2004A	9/21/04	1/1/2030	357.925	-	-	100.825	100.825	3.59	(2)
Participation (2 Broadway)	Total			357.925	-	-	100.825	100.825	3.59	
(Caa2/CC/NR)									WATIC	
All MTA Total				43,335.088	28,173.890	2,154.320	2,530.855	32,859.065	4.00	
State Service Contract Bonds	2002A	6/5/02	7/1/2031	1,715.755	272.670	-	-	272.670	5.29	
(AA-/AA-)	2002B	6/26/02	7/1/2031	679.450	73.535	-	-	73.535	4.93	
	Total			2,395.205	346.205	-	-	346.205	5.21	
									WATIC	

Notes

- (1) Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception through 12/31/2012 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 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.
- (2) Variable Rate Bonds initially issued in Auction Rate Mode.
- (3) Fixed rate bonds, all or part of which, were issued as federally taxable Build America Bonds (BABs).
- (4) Variable Rate BANs issued as Commercial Paper. Maturities range from 1 to 270 days.
- (5) Subsidized loan provided through the NYS Water Pollution Control Revolving Fund for certain projects designed to remedy sources of groundwater MTA sites.
- (6) Principal Issued Amount reflects Capital Appreciation Bonds (CABs) at the par amount at the time of issuance.
The Current Amount Outstanding reflects the CABs at their maturity value, current value is less than the par amount at the time of issuance.

[THIS PAGE INTENTIONALLY LEFT BLANK]

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

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

Date
September 18, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	App	Info	Other
1	Finance	9/16/2013	x		
2	Board	09/18/2013	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Capital Programs		
2	Corporate Affairs		
3	CFO		
4	Legal		
5	Chief of Staff		

Narrative

Purpose

To secure MTA Board approval to file for and accept Federal grants for Federal Fiscal Year (FFY) 2013 and 2014.

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 2013 and FFY 2014.
- 2) Authorize the Chairman/Chief Executive Officer 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 2014. 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 June 18, 2013 at the MTA, at which the Deputy Director of Grant Management 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 attached under separate cover. Eight members of the public spoke at the public hearing. There were comments from speakers about the recently announced service changes and some 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 2013 and 2014.

**Proposed Program of Projects
Federal Fiscal Year 2014**

ACEP ID/ Agency PIN Program/Project Description

LONG ISLAND RAILROAD

Stations

L60204UC	Wantagh Station Platform Replacement
L60204UD	Escalator Replacement Program
L60204UE	East Side Access (ESA)/Grand Central Terminal (GCT) Support
L60204UH	Elevator Replacement Program
L60205U1	Wyandanch Parking Facility

Track

L60301TE	2014 Annual Track Program
L60301TF	Construction Equipment
L60304TU	Jamaica Capacity Improvements - Phase I
L60304TX	Second Track Farmingdale to Ronkonkoma - Phase I

Line Structures

EL0402ZA	East River Tunnels
EL0402ZB	Line Structures

Communications and Signals

EL0502ZC	Long Beach Branch System
L60502LA	Positive Train Control (PTC)

Shops and Yards

EL0602ZD	Western Rail Yards
L506XXUF	Mets/Willets Pt. Station Renovation
L60601YB	Hillside Facility Roof Renewal
L60604YT	Employee Facilities Renewal

Power

EL0702ZE	Substation Replacement
L60701AQ	Port Washington Substation Replacement
L60701AR	Richmond Hill Substation Replacement

Miscellaneous

EL0902ZF	Infrastructure System Upgrade
L60904NA	Program Administration

METRO-NORTH RAILROAD

Rolling Stock

EM010201	Rolling Stock Restoration
----------	---------------------------

Stations

M6020101	GCT Train Shed/Tunnel Structure
M6020106	GCT Elevator Renewal
M6020108	GCT Utilities
M6020203	Harlem Line Stations Improvements –Phase I
M6020208	Customer Communication/Connectivity Impr

Track and Structures

EM030202	Right-of-Way Restoration
M5030206	Overhead Bridge Program – East of Hudson
M6030102	Turnouts: Mainline/High Speed
M6030103	GCT Turnouts/Switch Renewal
M6030104	Turnout Yards and Sidings
M6030114	2014 Cyclical Track Program
M6030209	Employee Welfare and Storage Facility

Communication and Signals

EM040205	C&S Infrastructure
M6040101	Positive Train Control - East of Hudson

Power

EM050206	Power Infrastructure
M6050103	Harlem & Hudson Lines Power Improvements
M6050104	Replace Motor Alternators

Shops and Yards

M6060101	Harmon Shop Replacement
----------	-------------------------

Miscellaneous

EM080201	Haverstraw Ferry Terminal
M6080106	Program Administration

MTA BUS

Facilities

EU030201	Far Rockaway Recovery
U6030205	Depot Equipment
U6030225/226	Bus Radio System & Command Center - MTABC

CAPITAL CONSTRUCTION COMPANY

Miscellaneous

EG160214 Integrated Electronic Security System

NEW YORK CITY TRANSIT

Staten Island Railway

ES070209 Staten Island Railway Storm Damage Restoration
S6070103 Modernize Interlocking: St. George Interlocking, Ph 1 Staten Island
S6070105 New Power Substation: Prince's Bay

Subway Cars

T6010102 Purchase 300 B-Division Railcars

Buses

T6030207 Purchase 285 Express Buses
T6030215 Purchase 156 Articulated Buses
T6030217 Purchase 222 Paratransit Vehicles

Stations

ET040201 South Ferry/Whitehall Storm Damage Restoration
ET040204 Major Station Storm Damage Restoration
T6040705 10 Hydraulic Elevators - Lexington Ave Line
T6041202 Station Renewal and Components: 9 Stations on the Culver Line
T6041223 Station Component Repairs: 2014
T6041238 Station Renewal: 9 Location, Sea Beach Line
T6041241 Station Renewal: 6 Stations on the New Lots Line
T6041260 Station Component: 6 Stations, Jamaica Line
T6041264 Station Component: 3 Locations, Astoria Line
T6041307 ADA: 68th Street-Hunter College Station - Lexington Line
T6041405 Grand Central Station Access Improvements
T6041406 Station Reconstruction: Times Square, North End Stair

Track

T6050213 2014 Mainline Track Replacement
T6050216 2014 Continuous Welded Rail (CWR)
T6050305 2014 Mainline Switch Replacement

Line Equipment

T6060401 Rehabilitate Deep Wells: Nostrand Avenue - Ph 2
T6060403 Pumps: 4 Locations / Pelham-Jerome-Lenox Lines

Line Structures

T6070311	Flood Mitigation at 6 Locations
T6070312	Rehabilitate Retaining Walls/ Sea Beach Line
T6070317	Overcoat Painting: West 8th to Church Ave Portal - Culver Line
T6070319	Overcoat Painting: Broadway Junction-New Lots, Canarsie Line

Signals and Communications

ET080202	Rockaway Line Storm Damage Restoration
ET080207	Signals Storm Damage Restoration
T6080310	Modernize 2 Interlockings: Union Turnpike and 71st Ave-Queens Blvd Line
T6080312	Signal Control Modifications, Ph 5
T6080313	Dyre Ave Line Signals
T6080315	34 St Interlocking - 6th Avenue Line
T6080316	West 4 St Interlocking / 6th Avenue
T6080319	CBTC Queens Blvd - West 50 Street to Union Turnpike

Power

T6090206	Substation Hatchways: Phase 3 - Various Locations
T6090405	CBH 403 Vanderbilt / Flushing Line
T6090407	Replace Emergency Alarms
T6090409	Rehabilitate CBH #275: Pearl Street / Clark St Line

Shops

ET100208	Shops, Yards, and Other Facilities Storm Damage Restoration
T6100401	207 St Overhaul Shop: Expand AC Shop
T6100407	Department of Car Equipment Shop Repairs Ph 2
T6100409	Yard Lighting: Jerome and Westchester Yards - Bronx
T6100415	2014 Yard Track
T6100421	2014 Yard Switches

Depots

T6120403	Bus Radio System & Command Center
T6120416	8 Bus Washers at 4 Bus Depots

Service Vehicles

T6130202	Purchase 54 Flat Cars
----------	-----------------------

Miscellaneous

T6160709	Department of Subways Roof Replacement Phase 3
T6160712	Power Upgrade: RCC, PCC

**RESOLUTION ADOPTED AT A MEETING OF
METROPOLITAN TRANSPORTATION AUTHORITY**

September 18, 2013

WHEREAS, on and after May 23, 2013, 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 2013 and federal fiscal year 2014 for the New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Long Island Rail Road, Metro-North Commuter Railroad, 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 2013 and federal fiscal year 2014, 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 Authority; and

WHEREAS, all of the 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 project application were notified by mail of such application; and

WHEREAS, on June 18, 2013 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 and Chief Executive Officer, 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 MAP-21, 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 and Chief Executive Officer, 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 and Chief Executive Officer 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 and Chief Executive Officer, 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 MAP-21 (in such amounts as may become available) in connection with the projects upon such terms and conditions as the Chairman and Chief Executive Officer, 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 18th day of September 2013, at 347 Madison Avenue, New York, New York at which meeting a quorum of the said Authority was present and acting throughout.

Victoria Clement
Assistant Secretary

Dated: _____



Metropolitan Transportation Authority

Investment Performance by Type of Fund For the Period Jan. 1, 2013 to June 30, 2013

Type of Fund	Net Earnings this Period	Average Daily Portfolio Balance	End of Period Portfolio Balance	Weighted Average Yield at End of Period	Weighted Average Days to Maturity	Net Portfolio Yield, 365-day Basis
All Agency Investments	\$ 284,885	\$ 576,261,341	\$ 664,016,841	0.10 %	59	0.10 %
MTA Special Assistance Fund	274,742	415,937,202	462,510,881	0.13	44	0.13
TBTA Investments	68,222	141,827,905	104,455,931	0.09	10	0.10
MTA Finance Fund	165,357	311,833,198	367,716,681	0.12	13	0.11
MTA Transportation Resolution Funds	1,356,324	1,328,436,282	1,621,326,815	0.16	148	0.21
State Service Contract Debt Service Fund	245	792,946	34,258,000	0.05	1	0.06
MTA Dedicated Tax Fund Resolution Funds	53,393	130,468,180	142,921,282	0.05	138	0.08
2 Broadway Certificates' Funds	5,613	12,747,880	10,307,958	0.04	53	0.09
TBTA General Purpose Resolution Funds	115,636	258,967,596	388,242,803	0.09	83	0.09
TBTA Subordinate Resolution Funds	11,471	30,035,526	43,689,822	0.06	138	0.08
Other Restricted Funds	108,866	204,332,543	216,265,876	0.09	94	0.11
	\$ 2,444,754	\$ 3,411,640,600	\$ 4,055,712,890	0.12 %	95	0.14 %

Average Yield on 6 month Generic Treasury Bill (1/1/13 - 6/30/13) 0.09%
Average Yield on 12 month Generic Treasury Note (1/1/13 - 6/30/13) 0.13%

Note 1: Table above only includes information on funds actively managed by MTA Treasury in accordance with the Board approved Investment Guidelines. It does not include defeasance investments for tax benefit lease transactions or insurance set asides.

Note 2: 'Other Restricted Funds' includes:

Fulton Street Maintenance,
MTA Real Estate and Advertising Revenue,

Hudson Yard ERY/WRY - From Related,
Relocation from Madison Ave.,

Hudson Yard Infra Corp.,
SIRTOA-Capital.

**Investment Inventory with Market Value
By Security Type**

As of: 6/30/2013

Instrument Type	Original Settlement		Sched Book Value	Market Value*	Accrued Interest	Accrued (Prem)/Disc	Amortized Book Value
	Sched Par	Amount					
Certificates of Deposit	\$ 6,980,055	\$ 6,980,055	\$ 6,980,055	\$ 6,980,055	\$ 6,792	\$ -	\$ 6,980,055
Commercial Paper	1,307,456,000	1,307,375,955	1,307,375,955	1,307,375,955	43,591	-	1,307,375,955
Federal Farm Credit Bank Discount Notes	64,066,000	64,021,430	64,021,430	64,022,108	29,941	-	64,021,430
Federal National Mortgage Association Discount Notes	181,035,000	180,925,139	180,925,139	180,929,793	64,991	-	180,925,139
FHLB Discount Notes	249,836,000	249,709,462	249,709,462	249,789,851	43,031	-	249,709,462
Freddie Mac Discount Notes	241,098,000	240,950,807	240,950,807	240,950,807	69,651	-	240,950,807
REFCO Strip Principal	47,403,000	19,670,626	19,670,626	24,291,193	-	3,825,896	23,496,523
Repurchase Agreement - Interest	383,649,000	383,649,000	383,649,000	383,649,000	2,354	-	383,649,000
US Treasury Bill	596,824,000	596,635,587	596,635,587	596,780,671	102,613	-	596,635,587
US Treasury Notes End of Month	50,000,000	50,092,919	50,092,919	50,042,969	52,141	(2,416)	50,042,506
US Treasury Notes Middle of Month	942,930,000	945,781,657	945,575,041	944,468,507	1,163,746	(545,666)	944,684,591
US Treasury Strips	15,205,000	10,126,868	10,126,868	13,493,118	-	1,541,112	11,667,980
Grand Total	\$ 4,086,482,055	\$ 4,055,919,506	\$ 4,055,712,890	\$ 4,062,774,028	\$ 1,578,851	\$ 4,818,926	\$ 4,060,139,035

**Portfolio Statistics
By Security Type**

As of: 6/30/2013

Instrument Type	Wtd Avg Rate	Wtd Avg Yield	Wtd Avg Days to Mat	Scheduled Par Value	Scheduled Book Value
Certificates of Deposit	0.40%	0.40%	101	\$ 6,980,055	\$ 6,980,055
Commercial Paper	-	0.12	9	1,307,456,000	1,307,375,955
Federal Farm Credit Bank Discount Notes	-	0.12	73	64,066,000	64,021,430
Federal National Mortgage Association Discount Notes	-	0.12	74	181,035,000	180,925,139
FHLB Discount Notes	-	0.11	106	249,836,000	249,709,462
Freddie Mac Discount Notes	-	0.13	95	241,098,000	240,950,807
REFCO Strip Principal	-	4.34	6,043	47,403,000	19,670,626
Repurchase Agreement - Interest	0.07	0.07	2	383,649,000	383,649,000
US Treasury Bill	-	0.06	66	596,824,000	596,635,587
US Treasury Notes End of Month	0.25	0.10	215	50,000,000	50,092,919
US Treasury Notes Middle of Month	0.58	0.08	127	942,930,000	945,575,041
US Treasury Strips	-	2.70	1,547	15,205,000	10,126,868
Grand Total	0.15%	0.12%	95	\$ 4,086,482,055	\$ 4,055,712,890



Metropolitan Transportation Authority

Investment Maturity Distribution

As of: 6/30/2013

Maturity Curve	No. of Secs.	Principal Cost*	%	Cum %
one day to 1 Month(s)	51	\$ 1,935,077,781	47.71 %	47.71 %
1 to 2 Month(s)	22	469,245,080	11.57	59.28
2 to 3 Month(s)	29	478,680,207	11.80	71.08
3 to 4 Month(s)	15	71,613,935	1.77	72.85
4 to 5 Month(s)	23	745,372,022	18.38	91.22
5 to 6 Month(s)	6	109,420,345	2.70	93.92
6 to 12 Month(s)	15	222,115,695	5.48	99.40
12 to 120 Month(s)	3	4,715,028	0.12	99.52
>120 Months	2	19,670,626	0.48	100.00 %
Grand Total	166	\$ 4,055,910,718	100.00 %	

* Principal Cost includes current purchase interest.



Metropolitan Transportation Authority

Broker Activity Distribution

From: 1/1/2013
To: 6/30/2013

Broker	Total No. of Trans	Purchase of Securities	Principal Roll In	% Purchases & Roll In	Sale of Securities	% Sales	REPOS	% REPOS	Net Total	% Net Total
Barclays	173	\$ (4,191,336,529)	\$ -	17.20 %	\$ 325,844,789	38.29 %	\$ -	0.00 %	\$ (3,865,491,740)	5.06 %
Bank of America/Merril Lynch	496	(10,864,104,359)	-	44.58	304,439,447	35.78	(10,063,487,000)	19.01	(20,623,151,912)	26.98
DAIWA	225	(259,444,638)	-	1.06	-	0.00	(22,418,751,000)	42.36	(22,678,195,638)	29.67
Goldman Sachs	71	(2,939,841,562)	-	12.06	46,314	0.01	-	0.00	(2,939,795,248)	3.85
HSBC	147	(623,922,749)	-	2.56	124,531,323	14.62	(7,616,222,000)	14.39	(8,115,613,426)	10.62
Mizuho	168	(90,182,649)	-	0.37	-	0.00	(12,826,963,000)	24.24	(12,917,145,649)	16.90
Morgan Stanley	177	(4,685,477,322)	-	19.23	93,638,906	11.01	-	0.00	(4,591,838,416)	6.01
No Broker	8	(2,500,000)	(6,107,200)	0.04	2,563,591	0.30	-	0.00	(6,043,609)	0.01
UBS	18	(675,181,906)	-	2.77	-	0.00	-	0.00	(675,181,906)	0.88
Wells Fargo	1	(31,445,137)	-	0.13	-	0.00	-	0.00	(31,445,137)	0.04
Wilmington	2	(924,898)	-	0.00	-	0.00	-	0.00	(924,898)	0.00
Grand Total	1,486	\$ (24,364,361,749)	\$ (6,107,200)	100.00 %	\$ 851,064,371	100.00 %	\$ (52,925,423,000)	100.00 %	\$ (76,444,827,579)	100.00 %

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject
Request for Authorization to Award Various Procurements
Department
Executive
Department Head Name
Nuria Fernandez
Department Head Signature
<i>[Signature]</i>
Division Head Name
Clifford Shockley <i>[Signature]</i>

Date
September 9, 2013
Vendor Name
Various
Contract Number
Various
Contract Manager Name
Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/16/13			
2	Board	9/18/13			

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement <i>[Signature]</i>	3	COO <i>[Signature]</i>
2	Legal <i>[Signature]</i>	4	CFO <i>[Signature]</i>

PURPOSE:

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

DISCUSSION:

of Actions \$ Amount

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

Schedule F: Personal Services Procurements

- Louis T. Cerny
 - Mortimer L. Downey
 - Jack Quinn
 - Conrad Ruppert, Jr.
 - Rodney E. Slater
 - William Van Trump
- } = \$ 294,208

	6	\$ 294,208.00
SUBTOTAL	6	\$ 294,208.00

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts

Schedule F: Personal Service Contracts

	1	\$ 80,000.00
	3	\$22,800,000.00
SUBTOTAL	4	\$22,880,000.00

MTAHQ presents the following procurement actions for Ratification:

	None	None
TOTAL	10	\$23,174,208.00

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

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

BOARD RESOLUTION

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

LIST OF PROCUREMENTS FOR BOARD APPROVAL, SEPTEMBER 2013
NON-COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Majority Vote:

F. Personal Service Contracts

Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- | | | |
|---|------------------------------|-------------------------------|
| 1. Blue Ribbon Panel
Contract No. 13191-0100 thru 0600 | \$294,208
(not-to-exceed) | <u>Staff Summary Attached</u> |
| a. Louis T. Cerny | | |
| b. Mortimer L. Downey | | |
| c. Jack Quinn | | |
| d. Conrad Ruppert, Jr. | | |
| e. Rodney E. Slater | | |
| f. William Van Trump | | |

Non-Competitive – 6 months

MTAHQ to engage the services of a Blue Ribbon Panel of transportation safety officials and railroad industry leaders, following a recent series of safety-related incidents, including derailments and workplace accidents, involving MTA Metro-North Railroad, MTA Long Island Rail Road and MTA New York City Transit. The Blue Ribbon Panel members are uniquely qualified to review the maintenance and workplace practices, protocols and strategies at each of the three agencies and determine if they promote an appropriate culture of safety at the agencies. The Panel will also provide assistance in identifying improvements to agency track and infrastructure programs in order to help prevent future occurrences. The six (6) selected panel members will be paid their customary rates, ranging from \$150/hr. to \$300/hr., which fall within the range that these experts have charged Federal and State Governments. Based on the above, these hourly rates are considered fair and reasonable.

Staff Summary

Schedule F: Personal Service Contracts



Page 1 of 2

Item Number: 1						SUMMARY INFORMATION	
Dept & Dept Head Name: Chief of Staff						Vendor Name: Various	
Division & Division Head Name: Catherine A. Rinaldi						Contract Number: 13191-0100 thru 0600	
						Description: Blue Ribbon Panel	
						Total Amount: \$294,208.00	
						Contract Term (including Options, if any) September 19, 2013 to March 18, 2014	
						Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Procurement Type: <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
						Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	
						Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	9/16/13	X		
2	Board	9/18/13	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement <i>ac</i>	3	Diversity and Civil Rights <i>MM</i>		
2	Chief of Staff <i>MB</i>	4	Legal <i>MB</i>		
		5	CFO <i>MB</i>		

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of six (6) negotiated, non-competitive personal services contracts to engage a Blue Ribbon Panel of transportation safety officials and railroad industry leaders, following a recent series of safety-related incidents, including derailments and workplace accidents, involving MTA Metro-North Railroad, MTA Long Island Rail Road and MTA New York City Transit. The Blue Ribbon Panel members are uniquely qualified to review the maintenance and workplace practices, protocols and strategies at each of the three agencies and determine if they promote an appropriate culture of safety at the agencies. The Panel will also provide assistance in identifying improvements to agency track and infrastructure programs in order to help prevent future occurrences. The contracts are for a six-month period from September 19, 2013 to March 18, 2014, to panel members listed below, in an amount of \$234,208.00, with a contingency of \$60,000 for an aggregate amount of \$294,208.00

- | | |
|-----------------------|------------------------|
| 1. Louis T. Cerny | 4. Conrad Ruppert, Jr. |
| 2. Mortimer L. Downey | 5. Rodney E. Slater |
| 3. Jack Quinn | 6. William Van Trump |

II. DISCUSSION

Over the past several months, Metro-North, LIRR and New York City Transit have experienced a series of mainline derailments. Since the derailments had track-related defects identified as either a potential cause or contributing factor, track maintenance practices are currently being examined. In addition, as a result of a recent employee fatality involving the operation of a revenue service train on a section of track that had been closed to traffic, the agencies have been reviewing safety procedures and the overall culture at the agencies. The work of the Panel is expected to complement the work of TTCI, which, pursuant to Board approval in July, has been retained by Metro-North to conduct an expedited review and assessment of Metro-North's Maintenance of Way Division. The TTCI contract approved by Board also included an option for LIRR to use TTCI for a similar assessment, which assessment is expected to begin this fall.

In light of these incidents and the concerns that they have raised, Chairman Thomas F. Prendergast has formed a Blue Ribbon Panel of six distinguished railroad and transportation experts. Rodney Slater was director of the Federal Highway Administration and U.S. Secretary of Transportation in the Clinton Administration. Jack Quinn is a former member of the House of Representatives who served on the Transportation and Infrastructure Committee. Mortimer L. Downey held the position of U.S. Deputy Secretary of Transportation for eight years, and was for 12 years the MTA's executive director and chief financial officer. Conrad Ruppert is a senior research engineer at the University of Illinois and a 35-year veteran of Amtrak with expertise in railway

Staff Summary



Contract No. 13191-0100 thru 0600

track engineering, track safety, maintenance operations, and track research. Louis Cerny is a former executive director of the American Railway Engineering Association (AREA, now known as AREMA) and executive director of the Association of American Railroads (AAR) Engineering Division. William Van Trump is a former Senior Assistant Vice President of Engineering for the Union Pacific Railroad and a director and past president of AREMA. The Blue Ribbon Panel members are uniquely qualified to review the recent derailments and to make recommendations regarding track maintenance practices and how the agencies can improve their safety using best industry practices and current technologies.

The objectives of the Blue Ribbon Panel Initiative include but are not limited to the following:

- to ensure that a culture exists in which agency leadership embraces the importance of safety and effectively communicates safety as a core agency value and in which staff and first-line management possess the core competencies to implement necessary changes to existing practices and procedures;
- to identify any commonalities among the recent incidents and determine if there are any system-wide improvements to agency track and infrastructure programs that would help prevent future occurrences;
- to determine if we are complying with internal and external standards for maintaining and inspecting track and infrastructure system elements;
- to assess the adequacy of existing inspection and maintenance programs, including the use of available technologies, and identify whether track and infrastructure programs and practices are effective in meeting our objectives; and
- to identify latent conditions and/or active failures that have the potential to pose a safety hazard, including the prioritization and timely response to these conditions, and implement appropriate corrective actions to address any such conditions in a meaningful, permanent and effective manner, in accordance with industry best practices.

The six (6) selected panel members will be paid their customary rates, ranging from \$150/hr. to \$300/hr., which fall within the range that these experts have charged Federal and State Governments. Based on the above, these hourly rates are considered fair and reasonable.

III. D/M/WBE INFORMATION

No D/M/WBE goals were established by the MTA's Department of Diversity and Civil Rights for this contract. There are no subcontracting opportunities for the nature of services to be provided.

IV. IMPACT ON FUNDING

This contract is being funded by MTA Headquarters.

V. ALTERNATIVES

1. Perform all services in-house. This alternative is not feasible. The MTA needs to engage independent experts to examine MTA practices and procedures from an outside perspective.
2. Do not approve award of the contracts. This would impair MTA's ability to identify improvements.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, SEPTEMBER 2013
COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

- | | | |
|--|-----------------|-----------------|
| 1. NASDAQ OMX Corporate Solutions | \$80,000 | |
| Board Communication System | | (not to exceed) |
| Contract No. 13119-0100 | | |

Competitively Negotiated – 4 proposals – 36 months

To recommend that the Board approve an award to NASDAQ OMX Corporate Solutions to provide software service that will publish Board and committee materials and support board communications, offering features and functionality that will improve efficiency, reduce paper usage, enhance flexibility, and offer easy-to-use collaboration tools. The Board and its committees each typically hold a set of meetings eight times per year at roughly six week intervals, although the frequency of Board and most committee meetings will be increased to eleven times per year, beginning January, 2014. For every MTA meeting cycle, over one thousand pages of preparatory material are printed, bound in multiple books, and delivered to the Board members. This current process is antiquated and the materials are extremely cumbersome. The new software would allow Board Members and MTA staff to instantly access Board and Committee books and other pertinent documents in a more efficient and timely manner through a secure internet-based portal via iPad, laptop or desktop computer. As a result of negotiation, the yearly cost was negotiated down from \$32,500 to \$25,000, a savings of \$7,500 or 23.07% (\$5,000 is included for implementation and as needed training). There are no prior contracts for these services. Based on the above, the negotiated price is deemed fair and reasonable.

F. Personal Service Contracts

Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- | | | |
|---|--------------------|--------------------------------------|
| 2. Miller Advertising Agency, Inc. | \$5,800,000 | |
| All-Agency Classified, Legal and Recruitment | | <u>Staff Summary Attached</u> |
| Advertising Services | | (not-to-exceed) |
| Contract No. 13102-0100 | | |

Competitively Negotiated – 2 proposals – 48 months

Contractor to provide as-needed classified, legal and recruitment advertising services. Various departments at MTA and the agencies place classified/legal/recruitment advertisements on an ongoing basis. These advertisements are placed either due to legally mandated requirements or business necessity. As a result of negotiations, MTA will receive a discount for all media equal to 9.25% of the 15% commission (industry standard rate is 15% commission which is not typically shared). This discount is .75% greater than the discount under the current contract. Based on a projected four-year media expenditure of \$5,800,000.00, which includes a contingency of \$200,000.00, the 9.25% discount MTA will receive represents a savings of \$536,500. Based on the above, the negotiated discount is considered fair and reasonable.

METROPOLITAN TRANSPORTATION AUTHORITY
COMPETITIVE PROCUREMENTS

3. **Business Transformation Consulting Services** \$5,000,000 Staff Summary Attached
Contract No. 13200-0100 thru 0800 (not-to-exceed)
- a. Deloitte Consulting LLP
 - b. First Data Government Solutions LP
 - c. Grant Thornton LLP
 - d. KPMG LLP
 - e. McKinsey & Company, Inc.
 - f. Public Financial Management, Inc.
 - g. Public Strategies Group
 - h. International Business Machines, Corp.

Ride Competitively negotiated NY State Contract No. C000410 – 36 months

Contractors to provide as-needed business transformation consulting services. For several years, MTA has been aggressively reducing costs and increasing revenues from its non-core functions. The consulting services utilized under this agreement will complement and enhance MTA's efforts to improve its business processes, identify and implement opportunities for operating and capital cost savings, and increase revenue generation. It is anticipated that additional management consulting support from these firms may be helpful in identifying additional savings opportunities going forward. These as-needed services will be performed based on the rate structure established in each firm's NY State contract (ranging from a low of \$116 to a high of \$719 per hour). Specific work assignments with these firms will be awarded after conducting a mini-RFP process among all of the firms. The pricing being obligated under this agreements is the same pricing offered under the NY State contract.

4. **Pulsar Advertising, Inc./Arcade Creative Group, Inc.** \$12,000,000 Staff Summary Attached
All-Agency Full Service Marketing Agency (not-to-exceed)
Contract No. 12104-00100

Competitively Negotiated – 9 proposals – 36 months

Contractors to provide full service marketing and advertising services to MTAHQ and its agencies. Due to rapid change in the way MTA customers wish to access information about MTA services, the marketing needs of the MTA are similarly evolving from print to digital advertising. As a result of negotiations, the firm's originally proposed fully-loaded hourly rates ranging from \$100 to \$230 (for production) were negotiated down to a range of \$55.65 to \$195 for a savings of 15.21% to 44.35% (these rates are lower than the firm's federal government rates). These fully-loaded rates are \$24.15 to \$105 higher than the rates under the previous contracts which were in effect since 1998, or 15 years. Projected spending utilizing the negotiated hourly rates (for production) and commission rates (for media) demonstrates a combined savings of 4.2%. The negotiated fully-loaded rates and commission percentages will remain firm for the base three year period, with the optional years (i.e. Years 4 and 5) subject to escalation of 3% or CPI, whichever is lower. Based on the above, the negotiated rates are considered fair and reasonable.

Staff Summary

Schedule F: Personal Service Contracts



Metropolitan Transportation Authority

Page 1 of 2

Item Number:					
Dept & Dept Head Name: Corporate & Internal Communications/Paul Fleuranges					
Division & Division Head Name: Marketing & Communications/Mark Heavey					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	9/18/13			
2	Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement	4	Dept. of Diversity and Civil Rights		
2	Marketing & Comm	5	Legal		
3	Corp. & Internal Comm	6	CFO		

SUMMARY INFORMATION	
Vendor Name: Miller Advertising Agency, Inc.	Contract Number: 13102-0100
Description: All Agency Classified, Legal and Recruitment Advertising Services for MTA and the Agencies	
Total Amount: \$5,800,000.00	
Contract Term (Including Options, if any): October 1, 2013 – September 30, 2017	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of a competitively negotiated, all-agency personal services contract to Miller Advertising Agency, Inc. to provide classified, legal and recruitment advertising services to comply with legal mandates or business necessity for a period of four (4) years from October 1, 2013 through September 30, 2017, in the not-to-exceed amount of \$5,600,000.00 with \$200,000.00 for contingencies for an overall cost of \$5,800,000.00.

II. DISCUSSION

The current contract for classified, legal and recruitment advertising services will expire on September 30, 2013. In order to continue the services, a Request for Proposals (RFP) was publicly advertised and letters advising potential proposers of the RFP's availability were sent to 30 vendors, 10 of which are D/M/WBE firms. Two (2) proposals were received. The firms were evaluated based on their relevant experience and expertise in providing classified, legal and recruitment advertising services, staff qualifications and cost. The Selection Committee, consisting of representatives from MTA Marketing Division, MTA New York City Transit, MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bridges and Tunnels, evaluated the proposals and recommended the award be made to Miller Advertising, the incumbent, on the basis of the quality of their proposal and best pricing.

Various departments at MTA and the agencies place classified/legal/recruitment advertisements on an ongoing basis. These advertisements are placed either due to legally mandated requirements or business necessity. Since July 1992, all of the agencies have been using one master contract for these services. As a result, savings and efficiencies have been achieved in a variety of ways, as indicated below.

Miller will continue to assist MTA and the agencies to further reduce advertising costs and improve advertising effectiveness through the following services:

- i) On a regular basis, reduce advertising costs by redesigning advertisements to use less linage, columns and other variables that go into the media charges.

Staff Summary

Contract No. 13102-0100

Page 2 of 2

- ii) Reduce costs and improve effectiveness by combining the advertisements of one or more agencies.
- ii) Continue to encourage the major newspapers to view the MTA system in a favorable manner for the purpose of the rate schedules that will be applied.
- iii) Reduce costs through commission sharing.
- iv) Improve the effectiveness of recruitment advertising programs for specific positions, through the use of the Internet and other new technologies that will be in addition to, or in lieu of, traditional print media.

As a result of negotiations, MTA will receive a discount for all media equal to 9.25% of the 15% commission (industry standard rate is 15% commission which is not typically shared). This discount is .75% greater than the discount under the current contract. Based on a projected four-year media expenditure of \$5,800,000.00, which includes a contingency of \$200,000.00, the 9.25% discount MTA will receive represents a savings of \$536,500. Based on the above, the negotiated discount is considered fair and reasonable.

III. D/M/WBE INFORMATION

No MBE/WBE goals were established by the MTA Office of Civil Rights for this contract. The MBE/WBE requirement was waived due to the nature of the classified/recruitment advertising business, which affords no opportunities for sub-contracting.

IV. IMPACT ON FUNDING

The actual expenditures for classified, legal and recruitment advertising are dependent on the actual need for the advertisements and will be funded from each Agency's operating budget. Funding is not to exceed \$5,800,000.00 including a contingency of \$200,000.00.

V. ALTERNATIVES

1. Contract directly with Media. This alternative is neither cost-effective nor practical. If MTA and the agencies deal directly with the media, there would be no cost savings and the individual agencies would incur additional administrative costs associated with placing advertisements directly with the media.
2. Do not approve placement of legal and recruitment advertising. This is not a feasible alternative since these advertisements are placed because they are legally mandated or of business necessity.

Staff Summary

Schedule F: Personal Service Contracts



Page 1 of 2

Item Number:						SUMMARY INFORMATION	
Dept & Dept Head Name: CFO, Bob Foran						Vendor Name: Various	
Division & Division Head Name:						Contract Number: 13200-0100 thru 0800	
						Description: Business Transformation Consulting Services	
						Total Amount: 5,000,000 NTE	
						Contract Term (including Options, if any) September 25, 2013 to August 8, 2016	
						Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
						Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
						Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of eight (8) competitively negotiated, personal services contracts, riding New York State Contract C000410 for as-needed business transformation consulting services for a period of three (3) years from September 25, 2013 to August 8, 2016 (two option years are included), to the firms listed below in the not-to-exceed amount of \$5,000,000.

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. Deloitte Consulting LLP 2. IBM 3. McKinsey & Company, Inc. 4. KPMG LLP | <ol style="list-style-type: none"> 5. First Data Government Solutions LP 6. Grant Thornton LLP 7. Public Financial Management, Inc. 8. Public Strategies Group |
|--|--|

II. DISCUSSION

For several years, MTA has been aggressively reducing costs and increasing revenues from its non-core functions. MTA's July Financial Plan 2014-2017 contemplates that MTA will identify and implement additional saving initiatives and revenue opportunities over the next four years. The consulting services utilized under this agreement will complement and enhance MTA's efforts to improve its business processes, identify and implement opportunities for operating and capital cost savings, and increase revenue generation.

Business transformation consulting services may include, but are not limited to:

- Analysis of business and operational processes and identification of opportunities for improving efficiency, sharing services, reducing costs, raising revenues and enhancing the customer experience; and
- Review of existing organizational and governance practices, policies and structures and recommendations for improvements.

Staff Summary

Contract No. 13200-0100 thru 0800

In 2009 and 2010, the MTA introduced a number of savings initiatives and programs that included operational consolidations, strategic initiatives, paratransit savings and improved MTA-wide business practices. When combined with new recurring savings initiatives, these efficiencies are projected to yield \$809 million of recurring savings in 2013, growing to more than \$1.3 billion annually by 2017. Included in these projections are assumed savings, as yet unidentified, of \$25 million in 2014, \$50 million in 2015, and \$95 million in 2016 and 2017. In the November Plan, MTA Division of Management and Budget anticipates increasing the annually recurring savings targets further.

Management consulting support from several firms, including Accenture and McKinsey, has been instrumental in enabling MTA to achieve savings to date in many areas. For example, in connection with initiatives developed by McKinsey under its Board-approved gain-share contract, MTA has already achieved \$26 million in savings and MTA estimates annual recurring savings from these initiatives of \$112 million starting in 2015. It is anticipated that additional management consulting support from the firms eligible under New York State Contract C000410 may be helpful in identifying additional savings opportunities going forward. As has been the case in the past, consultant services will only be used in connection with initiatives where the expected savings are a significant multiple of the associated consulting fees.

In addition, MTA faces significant challenges preserving existing and identifying new funding sources for the Capital Program. Consulting services from one or more of the eligible firms under this contract may be determined to be useful in support of MTA's efforts with respect to future Capital Program funding and the related operating budget impacts.

These as-needed services will be performed based on the rate structure established in each firm's NY State contract (ranging from a low of \$116 to a high of \$719 per hour). Specific work assignments with these firms will be awarded after conducting a mini-RFP process among all of the firms. The pricing being obligated under this agreements is the same pricing offered under the NY State contract. In conformity with the applicable provisions of the Public Authorities Law, the MTA will not issue any specific work assignments to its outside auditor without the approval of the Audit Committee.

III. D/M/WBE INFORMATION

The MTA's Department of Diversity and Civil Rights established 10% WBE and 10% MBE goals for this contract.

IV. IMPACT ON FUNDING

The work under this contract will be funded from the MTAHQ operating budget. It is anticipated that any costs will be more than made-up with operating savings throughout the MTA and its Agencies.

V. ALTERNATIVES

1. Do not Approve Award of these Contracts. This is not practical or cost effective. This would delay and compromise MTA's ability to streamline its operations and realize recurring savings as a result of these services.

2. Perform the Services In-house. This alternative is not practical. The Authority does not have all of the resources or the trained personnel to perform these services.

Staff Summary

Schedule F: Personal Service Contracts

Item Number: Dept & Dept Head Name: Corporate & Internal Communications/Paul Fleuranges						SUMMARY INFORMATION Vendor Name: Pulsar Advertising, Inc./ Arcade Creative Group, Inc.		Contract Number: 12104-0100
Division & Division Head Name: Marketing & Communications/Mark Heavey						Description: All-Agency Full Service Marketing Agency		
Board Reviews						Total Amount: \$12,000,000		
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) October 1, 2013 to September 30, 2016		
1	Finance	9/16/13				Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
2	Board	9/18/13				Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Internal Approvals						Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Order	Approval		Order	Approval		Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
1	Procurement		4	Diversity and Civil Rights		Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
2	Marketing & Comm		3	Legal				
3	Corporate & Internal Comm		5	CFO				

Narrative

I. PURPOSE/RECOMMENDATION:

To recommend that the Board approve the award of an All-Agency competitively negotiated personal services contract to Pulsar Advertising, Inc. and Arcade Creative Group, Inc. to provide full service marketing and advertising services for a period of thirty-six (36) months from October 1, 2013 to September 30, 2016, with an option for two additional one-year periods. Total marketing expenditures will not exceed \$2 million for the balance of the 2013 calendar year, and \$10 million for the 2014 calendar year. Expenditures for subsequent years will be determined by the marketing programs planned and Board approval of budgets for those years.

II. DISCUSSION:

The current competitively awarded contract for a full service advertising agency expires on December 31, 2013. Due to rapid change in the way MTA customers wish to access information about MTA services, the marketing needs of the MTA are similarly evolving from print to digital advertising. Pulsar Advertising, Inc./Arcade Creative Group, Inc. will provide MTA and its agencies full service marketing services in order to:

1. Continue to provide service-related information necessary for customers to use the MTA's transit system.
2. Increase awareness of MTA corporate communications initiatives, including campaigns for security, safety, capital improvements, and special programs.
3. Continue to improve perceptions of the MTA by leveraging the benefits of the region-wide public transportation system and keep customers aware of improvements, diversions, service enhancements, and other customer-focused initiatives; and
4. Expand the MTA's customer communications outreach via new electronic, social, and emerging media forms to better accommodate the preferred information sources of our customers, such as via mobile devices and social networking, and shift media spending toward these more cost-effective and highly measurable media forms.

In order to continue the Authority's advertising and marketing programs and respond to such emerging customer needs, a competitive Request for Proposal (RFP) using the e-procurement process was publicly advertised and letters informing prospective proposers of the availability of the RFP package were sent to thirteen firms, three of which were DBE firms. The Office of Diversity and Civil Rights established 17% DBE goals under this contract. Nine (9) proposals were received, one of which was a DBE firm. The Selection Committee, consisting of representatives from MTA Marketing & Corporate Communications, MTA New York City Transit, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Bridges Tunnels, MTA Office of Civil Rights Office, and MTA Office of Security evaluated the proposals and unanimously determined that five of the firms were technically qualified. Those firms were invited for oral presentations of which two firms were short-listed to participate in the live, on-line e-procurement negotiations.

Staff Summary

As a result of the e-procurement process and subsequent negotiations, the selection committee determined that Pulsar Advertising, Inc./Arcade Creative Group was the most technically qualified and best suited to perform the services identified by the RFP. MTA has conducted a responsibility review and other due diligence on the proposed awardees and has deemed each to be responsible for the award.

As a result of negotiations, the firm's originally proposed fully-loaded hourly rates ranging from \$100 to \$230 (for production) were negotiated down to a range of \$55.65 to \$195 for a savings of 15.21% to 44.35% (these rates are lower than the firm's federal government rates). These fully-loaded rates are \$24.15 to \$105 higher than the rates under the previous contracts which were in effect since 1998, or 15 years.

The current contract commission rates (for media) averages 13.87%. The negotiated commission rates averages 5.5% which is 8.37% lower than the current contract rates.

Projected spending utilizing the negotiated hourly rates (for production) and commission rates (for media), demonstrates a combined savings of 4.2%.

The negotiated fully-loaded rates and commission percentages will remain firm for the base three year period. Option years 4 and 5 are subject to escalation of 3% or CPI, whichever is lower.

Based on the above, the negotiated rates are considered fair and reasonable.

III. D/M/WBE INFORMATION:

The MTA's Department of Diversity and Civil Rights established 17% DBE goals for this contract.

IV. IMPACT ON FUNDING:

Total marketing expenditures will not exceed \$4 million for the balance of the 2013 calendar year, and \$10 million for the 2014 calendar year. Expenditures for subsequent years will be determined by the marketing programs planned and Board approval of budgets for those years.

Actual expenditures for the balance of 2013 are dependent upon approval of projects currently in development or anticipated. Any expenditure incurred will be apportioned to the operating agencies and the MTA in accordance with the cost of projects actually implemented by the respective entities.

V. ALTERNATIVES:

1. Do not approve the award of the contract. This would not be practical. Without the ability to communicate broadly, customers and potential customers would not receive the service-related information they need to know, or the service improvement information they ought to know. Furthermore, any absence of communication could negatively impact perceptions of the MTA among customers.
2. Perform the work in-house. This alternative is not feasible. The MTA and its operating agencies do not have the staff nor expertise to buy media or create the breadth and depth of communications required to meet their marketing objectives.

**Staff Summary**

Subject						Date			
LIRR Service Investments						September 16, 2013			
Department						Vendor Name			
Sr. Vice President - Operations						Contract Number			
Department Head Name						Contract Manager Signature			
M. Gelormino									
Department Head Signature									
<i>Michael Gelormino</i>									
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Comm.	9/16				4	President		
2	MTA Fin. Comm.	9/16				3	Sr. VP Op.		
3	MTA Board	9/18				2	VP Mgmt. & Finance		
						1	VP Mkt. Dev. & Public Affairs		

Purpose

To obtain Board approval of a proposal to restore half-hourly service on the Port Washington Branch on weekends, and to operate weekend service on the Ronkonkoma Branch between Ronkonkoma and Greenport for approximately 10 additional weekends each year.

Discussion

As part of its service investments, the LIRR proposed an increase in service on the Port Washington and Ronkonkoma branches. The increase in service will include the restoration of 32 daily weekend trains on the Port Washington Branch to provide half-hour service, effective with the November 11 schedule. Currently, trains operate hourly on the weekend. The increase in service will also include the extension of weekend service on the Ronkonkoma branch to and from Greenport by approximately 10 weeks, providing service starting in April and extending through November of each year. Currently, weekend Greenport service runs from Memorial Day Weekend through Columbus Day Weekend.

The MTA held a public hearing on the proposed changes on August 27, 2013 at the MTA Board Room. It also permitted customers to record videotaped comments about the proposed changes on August 28, 2013 at the Great Neck and Port Washington Stations and on August 29, 2013 at the Ronkonkoma and Riverhead Stations. Board Members are being provided with the comments made by the public.

Budget impact

The net cost is as submitted to the Board as part of the July Financial Plan.

Recommendation

That the Board approve the restoration of half-hourly service on the Port Washington Branch on weekends, and weekend service on the Ronkonkoma Branch between Ronkonkoma and Greenport for approximately 10 additional weekends each year.

The Long Island Rail Road Company
BOARD RESOLUTION

WHEREAS, in a Staff Summary dated September 16, 2013, the Senior Vice President of Operations has recommended the following actions:

- To restore half-hourly service on the Port Washington branch on weekends.
- To operate weekend service on the Ronkonkoma branch between Ronkonkoma and Greenport for approximately 10 additional weekends per year.

WHEREAS, a public hearing, as required by MTA Board-adopted Service Change Guidelines, was held on the proposed changes on August 27, 2013 and a summary of public comments was provided to Board Members;

WHEREAS, upon a review of the Staff Summary and the documents provided to Board Members, the Board has determined that:

- The Proposed changes would provide increased service on the Port Washington and Ronkonkoma branches;
- The funding for the proposed changes are included in the July Financial Plan; and

WHEREAS, Board of the LIRR has considered the analyses of these major service changes prepared in accordance with Title VI requirements, and has considered impacts of these proposed changes upon riders of commuter rail services, including minority and low-income users of such services;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary; and authorizes the President or her designee to implement such changes at such time as deemed practicable.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Long Island Rail Road

Item Number: 1

Vendor Name (& Location) New York State Industries for the Disabled, Inc.
Description Penn Station and West Side Yard Janitorial Services
Contract Term (including Options, if any) January 1, 2014 thru December 31, 2018
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: Preferred Source

Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	Renewal- \$19,510,997 EST Ratification- \$ 1,782,024 FFP For Approval- \$21,293,021 EST
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: Transportation Dept. / Rod Brooks, VP, Transportation	
Contract Manager: Donald Riker	

Discussion:

LIRR requests MTA Board approval to award a renewal contract to a preferred source, New York State Industries for the Disabled ("NYSID"), to provide Janitorial Services at LIRR's Penn Station and West Side Yard Facilities, that includes all labor, material, and equipment for a period of 5 years, from January 1, 2014 thru December 31, 2018, in the estimated amount of \$19,510,997, and to ratify a 6 month extension from July 1, 2013 thru December 31, 2013 in the firm fixed amount of \$1,782,024 and at the current monthly rate of \$297,004 that is required to finalize negotiations and to provide the time (up to 90 days) to obtain contract approval from the NYS Office of General Services and Office of the State Comptroller.

This renewal contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law (State Finance Law), which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is expressly exempt from New York State Statutory competitive procurement requirements provided (i) it is capable of providing the service in the form, function and utility required by LIRR and (ii) the price it offers is as close to the prevailing market prices as is practicable, but in no event greater than 15% above the prevailing market price.

NYSID's proposed pricing for this 5 year contract was \$19,612,842. LIRR P&L and MTA Audit staff identified opportunities for targeted savings, which consisted mostly of salary and fringe benefits. Pursuant to negotiations, reductions were obtained in, labor hours, salary and fringe benefits and a revision to the ratio of experienced to new workers. These negotiations achieved the MTA suggested savings and reduced the 5 year total to \$19,005,506 or an average price per year of \$3,801,101. The hours and administrative fees from the prior contract remain unchanged during the term of the new contract. However, the negotiated contract value reflects a 6% increase over the prior contract value due primarily to the increase in the July 1, 2013 published adjustment in wage and supplemental benefit changes in the NYS Prevailing Wage Rates. Specifically, rates for an experienced worker increased from \$26.63 to \$33.54 and from \$20.94 to \$26.16 for a new worker over the current contract. These prevailing wage rates are effective for the next two years and are reflected in the firm fixed pricing for years 1 and 2 of the new contract. Absent the same prevailing wage rate information for the remaining three years of the contract, years 3, 4 and 5 reflect an estimated increase of 2% per year, and will be adjusted annually based on the revised prevailing wage rate schedule released each July. Taking all factors into account, the costs associated with this contract are deemed to be fair and reasonable.

To ensure proper charging for the headcount associated with this contract, NYSID will use a biometric time clock system at Penn Station and will supply monthly certified payroll records that will be reconciled semi-annually. The Business Service Center reviewed the Scope of Work and determined that, due to the unique nature and level of the services required for Penn Station cleaning versus traditional office cleaning, this service was not an appropriate candidate for a multiagency joint procurement.

This Contract is subject to approval by the New York State Office of General Services and the New York State Comptroller. Therefore, the 6 month ratification includes a request for an additional 3 months extension to obtain said approvals.

Funding will be provided through the LIRR's Operating Budget.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Strategic Investments, Elisa Picca					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/13			
2	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Kawasaki Rail Car, Inc (KRC)	Contract Number TBD
Description Design, manufacture, test and deliver M-9 Rail cars	
Total Amount \$1,834,888,620	
Contract Term (Including Options, if any) 9 Years	
Options(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:** To obtain Board approval to authorize LIRR and MNR to award the M-9 Car Procurement Contract to Kawasaki Rail Car Inc. (KRC) in an amount not-to-exceed \$1,834,888,620 to design, test, furnish and deliver up to 92 LIRR self-powered married pair cars on a base order and up to 584 LIRR and MNR cars (including unpowered cars) on future options. The base order costs include spare parts, special tools, diagnostic test equipment, technical documentation and training. Base order cars, which will replace an equal number of M-3 vehicles, are funded in the 2010-2014 Capital Program. Option cars, which would be funded in the approved 2015-2019 program, will be used for both Railroads' M-3 car replacements and ridership growth.

II. **DISCUSSION:** The M-9 car will be produced as an electric Multiple Unit (EMU) in pair configuration as well as an unpowered single car. The M-9 car builds on the success of the M-7 car and M-8 car procurements and continues to modernize the Railroads' fleets. For example, each car utilizes AC traction, has unitized HVAC systems for improved reliability and customer comfort, improved diagnostics, larger windows, single leaf car doors for improved reliability, and incorporates automated public address announcements in the car interior and exteriors.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), and evaluation credits described below, Kawasaki Rail Car ("KRC") was clearly the highest rated proposer (only slightly below the highest technical rating and KRC offered the lowest unit price and overall price).

In June 2012, the M-9 RFP was advertised in compliance with Public Authorities Law Section 1265-a. Aggressive outreach by the Railroads resulted in 12 separate carbuilders receiving the RFP package. Of these, seven carbuilders fully participated in the vendor qualification discussions, and six were found qualified to submit Price and Technical Proposals. Initial Technical and Price Proposals were received in April 2013 from three out of the qualified six as follows: KRC, CAF USA, Inc. ("CAF") and Bombardier Transportation ("BT"). The proposals were evaluated by the Railroads in accordance with the advertised technical and financial criteria. The proposers were invited to provide oral presentations and participate in a series of separate technical reviews. All three proposers were found qualified and invited to submit Best And Final Offers, which were received on August 12, 2013.

BAFOs were evaluated based on stated criteria including price of base and option cars and related apparatus (80%), and technical qualifications (20%). KRC provided the most attractive BAFO pricing. The evaluation took the BAFO pricing

Staff Summary



Long Island Rail Road

Page 2 of 2

and adjusted it based on the probability of the base cars being awarded (100% probability) and option cars (ranging from 20% to 95% probability) being exercised by both Railroads. The final evaluation also gave credit for higher technical evaluation, improvements offered to Life Cycle Cost, NYS Content and Domestic Steel content. In addition to its favorable pricing, KRC provided an attractive proposal in terms of Domestic Steel content (where it committed to the highest US steel content), and in terms of NYS Content (CAF had the highest proposed NYS content at 36.45%, but KRC committed to 33.5%). Using this evaluation approach, KRC had the lowest evaluation price while meeting all technical requirements.

In post-BAFO discussions KRC agreed to increase the base car order by 16 cars and reduce the total option quantity to 584 cars. This base order quantity was increased due to the very favorable car pricing offered by KRC. Further, the Railroads negotiated a provision requiring KRC to use commercially reasonable efforts to obtain at least 40% of the generally purchased spare parts as "Commercial Off-The-Shelf" products or products available from multiple sources. This is a significant improvement over M-7 spare parts sourcing. Additionally, the RFP incorporated new provisions used by NYCT in its car procurement to require the following: KRC must make spare parts available for twenty years after the warranty for the last car has expired, provide "most favored customer pricing," including cost disclosure to the Railroads for their procurement of spare parts in the aftermarket, and finally cap profits at 8%.

Optional car features include customer amenities such as assisted listening devices, customer information media screens, and internet access. An option is also included for interoperability between M-9 and future M-9A.

III. M/WBE INFORMATION:

KRC has committed to achieving 4.80% MBE participation and 3.99% WBE participation as against the total contract value. This is significantly better than the other proposers (Bombardier - 3.12/2.12% and CAF - 3.50/0.4%). Additionally, this is a significant improvement on prior state-funded car procurements where M/WBE requirements were based on only the NYS Content portion of contracts. Thus, KRC's M/WBE commitments yield a per car average of \$278,553, as opposed to M-7, where \$62,978 per car was required. The Railroads were able to maximize M/WBE participation working closely with the MTA Department of Diversity and Civil Rights.

IV. IMPACT ON FUNDING: The Base Contract will be funded from LIRR's approved 2010-2014 Capital Program and Options for additional LIRR/MNR cars will be funded in an approved 2015-2019 MTA Capital Program.

V. ALTERNATIVES: None. A new solicitation is highly unlikely to result in better pricing.

VI. RECOMMENDATION: It is recommended that the Board (i) approve the award of a competitively negotiated contract to KRC in the amount of \$1,834,888,620 to design, furnish and deliver base order cars to LIRR and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training, and (ii) authorize LIRR and MNR to exercise their respective car and apparatus options pursuant to an M-9 contract and consistent with an approved 2015-2019 Capital Program.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis M. [Signature]					
Department Head Signature & Date					
Division & Division Head Name: Strategic Investments, Elisa Picca					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/2013			
2	MTA Board	9/18/2013			
Internal Approvals					
Order	Approval	Order	Approval		
6	President [Signature]	3	VP/CFO [Signature]		
5	Executive VP [Signature]	2	Sr. VP/Operations [Signature]		
4	VP/Gen'l Counsel & Sec'y [Signature]		Sr. VP/Administration [Signature]		

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation/Invensys Rail	Contract Number TBD
Description: Positive Train Control System Integrator	
Total Amount \$421,293,044	
Contract Term (including Options, if any) September 2013 – December 31, 2018	
Options(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:	

PURPOSE: To obtain Board approval to authorize LIRR and MNR (the Railroads) to award contracts to a joint venture of Bombardier Transportation/Invensys Rail in the amount, inclusive of phases and options, of \$214,420,544 for LIRR and \$206,874,500 for MNR to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options (e.g. – Post Warranty Software Maintenance, Railway Workers Protection System, etc.) consistent with approved capital funding in 2015-2019.

DISCUSSION:

PTC is a technology that meets the requirements mandated by the 2008 Rail Safety Improvement Act (RSIA) and implementing FRA regulations. MNR/LIRR are among 42 railroads and commuter agencies nationwide that are required to implement a PTC system. PTC is capable of preventing train-to-train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train into work zones.

The LIRR as lead agency solicited proposals for a System Integrator (SI). Two vendors responded to the RFP issued on April 9, 2012, as follows: Bombardier Transportation and Invensys Rail (as a joint venture) and Parsons Transportation. Both proposers were found qualified and thus invited to submit technical and price proposals, and thereafter, Best And Final Offers ("BAFOs"). Invensys Rail initially responded to the RFP on its own behalf; but thereafter joint ventured with Bombardier. The Railroads conducted a series of technical and contractual meetings with the proposers to clarify the requirements of the PTC system and ensure that the proposers fully understood the system requirements.

The SI is responsible to develop, modify, design, deliver, provide, test and commission a new PTC system for each Railroad. The vendor will provide a PTC system interoperable with Amtrak's ACSES II, an FRA Type Approved system. The PTC system is comprised of four subsystems. These include the central back office, wayside, communications and onboard systems. The system provided must comply with FRA regulations in 49 CFR 236, subpart I. The procurement

Staff Summary



Page 2 of 2

was structured to require the SI to provide common hardware and software systems that will be installed by the Railroads. This approach permits economies of scale and assists in reducing costs.

The contract will be executed in three phases: the design/engineering phase, the Pilot Phase and the Production Phase. During the design/engineering phase, the SI will develop the necessary hardware and software systems to provide the PTC functionality. The functionality will be demonstrated in two Pilot tests for each railroad. The Pilots require the installation, testing and FRA approval of the hardware and software systems. All functionality will be verified during the Pilots. Also, all wayside and onboard equipment will be tested and verified. The Production Phase will be based on the successful completion of the Pilot Phase. The main Production Phase consists of the delivery of the wayside and onboard systems for various segments for installation by the Railroads' work forces.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), Bombardier/Invensys ("Bombardier") was the highest rated proposer with the lowest overall price and highest rated technical proposal. Bombardier was rated slightly above Parsons in the technical scoring and submitted a substantially lower price.

LIRR and MNR filed updates to their respective PTC implementation plans with the FRA and reported that compliance by the currently mandated date of December 2015 was not possible, and advocated for an extension of the deadline until 2018. The Railroads will make all reasonable efforts to implement PTC at the earliest date possible.

The contract includes competitively solicited spare parts provisioning (a 10% level of spares), most favored customer pricing for additional parts and an option for software maintenance services.

IMPACT ON FUNDING:

Base funding is included in the 2005-2009 program (LIRR and Metro-North), and the 2010-2014 Capital Program (LIRR and MNR) and funding for subsequent phases and contract options will be included in the 2015-2019 Capital Program (LIRR and MNR). The State of Connecticut will fund \$53 million of the cost of PTC on the Metro-North system.

DBE:

Bombardier/Invensys has committed to meeting the established DBE goal of 8%.

ALTERNATIVES:

There are none. PTC is a federal mandate. Through this RFP, the Railroads have obtained favorable pricing from well-qualified proposers, and award of this contract presents the best opportunity to progress these mandatory requirements in the most timely manner.

RECOMMENDATION:

It is recommended that the Board (i) approve the award of a competitively negotiated contracts to the joint venture of Bombardier Transportation/Invensys Rail in the amounts of \$214,420,544 for LIRR and \$206,874,500 for MNR (inclusive of phases and options) to design, integrate, and furnish PTC systems necessary to comply with the Railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options consistent with the total contract price as indicated above and the approved Capital funding in 2015-2019.

Schedule E: Miscellaneous Procurement Contracts

Staff Summary



Long Island Rail Road

Item Number: 4

Vendor Name (& Location) BSM Wireless, Inc. (Toronto, Canada)	
Description Five (5) Year Lease, with Option for Five (5) additional years to Furnish, Install and Maintain an Automatic Vehicle Location Monitoring (AVLM) System	
Contract Term (Including Options, if any) October 1, 2013 – September 30, 2023	
Option(s) Included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bld <input type="checkbox"/> Other:	

Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$1,929,305 – LIRR \$1,928,450 – MNR \$ 307,033 – B&T \$4,164,788 – NTE
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: Office of Security / R. Murphy, Chief of Security Systems	
Contract Manager : D. Riker, Manager / J. Callis, Contract Specialist	

Discussion:

LIRR, on behalf of itself, Metro-North, and Bridges and Tunnels requests MTA Board approval to award a five-year competitively negotiated Miscellaneous Procurement Lease Contract to BSM Wireless, Inc. (BSM) in the not-to-exceed amount of \$4,164,788. The contract covers the furnishing, installation, and maintenance of an Automatic Vehicle Location Monitoring (AVLM) System on up to 1420 highway vehicles (650 LIRR, 650 MNR and 120 B&T). Also included in this request is the option to continue the lease for an additional five year period.

The AVLM System is a leased, vendor-hosted software system that uses globally positioned, satellite-based technology to be installed in LIRR, MNR, and B&T's fleet of highway vehicles including cars, light and heavy duty trucks, high rail vehicles and tow trucks. The purpose of the AVLM system is to provide (i) immediate vehicle location information covering on-and-offsite travel (ii) improved adherence to maintenance schedules through remote diagnostics, (iii) enhanced reporting, including but not limited to; idling reports, high/low vehicle usage, commutation reporting, and (iv) monitoring of fuel efficiency and safety.

In March 2013, the LIRR issued an RFP on behalf of the agencies, for a leased, vendor hosted AVLM system, including all associated engineering, software, and onboard vehicle hardware, consisting of an electronic black box, antenna, proximity badge reader, security panic alarm, and cabling, wireless data communications, maintenance, repairs and training. The RFP was advertised in the New York Post and the New York State Contract Reporter in March 2013. Four (4) known sources were sent copies of the RFP with eighteen (18) additional companies requesting copies. A Pre-Proposal Conference was held in April 2013, with four proposers attending. Three proposals were received by the May 17, 2013 due date: Interfleet (\$6,897,959), Radio Satellite Integrators ("RSI") (\$5,834,110), and BSM Wireless ("BSM") (\$4,164,788). The Technical Evaluation Committee (TEC) comprised of representatives from the LIRR, MNR and B&T evaluated each proposal in accordance with the following criteria; (i) Technical Proposal and Approach, (ii) Price, (iii) Relevant Experience, and (iv) Other Relevant Matters. The TEC found each proposer to be technically acceptable and within the competitive range. All three proposers made oral presentations in June. Subsequent to the presentation, the TEC requested additional information and Best and Final Offers (BAFOs) from each proposer. BSM and RSI's BAFO pricing remained unchanged from their original proposals, while the Interfleet price increased 6% from \$6,897,959 to \$7,309,599. Final TEC evaluations determined BSM Wireless offered the best technical solution at the lowest total price for each agency.

LIRR's previous lease with Interfleet, was based on a unit price of \$2,733/unit. BSM's final offer of \$4,164,788 is based on a unit price of \$2,968/unit, representing an 8.6% increase since 2006. As a result, the TEC unanimously recommended making award of the Joint-Agency contract to BSM in an amount not-to-exceed \$4,164,788. Based on competitive solicitation, the price is considered fair and reasonable.

BSM, founded in 1999, with corporate headquarters in Toronto, and regional offices in Montreal and Chicago, supports industries in the rail, transportation, oil, gas, and constructions fields. BSM has demonstrated relevant experience through the provision of similar AVLM systems installed and maintained for the Union Pacific and Canadian National Railroads. Accordingly, BSM has been deemed a qualified and responsible proposer.

This Contract will be funded by each agencies Operating Funds.

Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochocki					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>VP</i>	5	EVP		
2 X	Law	6	President		
3 X	Cap. Plan. & Budget	7			
4 X	OMB	8			

SUMMARY INFORMATION	
Vendor Name	Contract Number
Various	Various
Description	
Superstorm Sandy Emergency Procurement Actions	
Total Amount	
\$125,980,396 (Est.)	
Contract Term (including Options, if any)	
N/A	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive <input checked="" type="checkbox"/> Various	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Various	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Various	

PURPOSE:

To obtain Board ratification for procurement actions conducted under the Presidents' Emergency Declaration for Superstorm Sandy, as well as under New York State Executive Order No. 99 and its extensions.

DISCUSSION:

On October 29, 2012, Superstorm Sandy hit the New York metropolitan area, causing widespread damage to MTA property, equipment, and facilities. The devastating effects of the storm necessitated a series of emergency procurement actions to restore service to the NYC Transit System. On November 1, 2013, as permitted by statute and Board guidelines, the Presidents of NYC Transit, MTA Capital Construction, and MTA Bus Company signed a Declaration of Emergency for Hurricane Sandy (the "Presidents' Emergency Declaration"), recognizing the danger to life, safety, and property caused by the storm. The Presidents' Emergency Declaration deemed formal bidding impractical and inappropriate for the award of contracts, and authorized the awarding of contracts and change orders without prior Board approval using competition to the extent practical. A number of procurement actions which could not await competitive bidding were undertaken pursuant to the Presidents' Emergency Declaration. These procurement actions included contracts to assess, mitigate, and remedy the effects of flood and wind at passenger stations, bus depots, infrastructure and other transit facilities, as well as to repair, restore, and/or replace equipment and property at numerous MTA locations, including track and signal equipment throughout the NYC Transit System.

Thereafter, in order to expedite the award of contracts necessary for additional critical repairs, reconstruction, rehabilitation, and mitigation work and maximize the use of federal assistance money, Governor Andrew M. Cuomo issued Executive Order No. 99, the Temporary Suspension of Provisions Relating to Transportation Infrastructure Recovery for the State Disaster Emergency ("Executive Order No. 99") on May 17, 2013. Executive Order No. 99 temporarily suspended sections 1209, 1265-a, and 2879(3)(b)(ii) of the Public Authorities Law, to the extent that the Chief Executive Officer or Executive Director of the MTA determined it necessary to authorize the award of contracts without the use of sealed bids or other prescribed competitive measures. The Executive Order also authorized the addition of work, sites, and time to existing MTA contracts. Executive Order No. 99 was continued by the Governor by Executive Order No. 101, signed June 18, 2013, by Executive Order No. 109, signed July 15, 2013, and again by Executive Order No. 112, signed September 6, 2013 (collectively, the "Executive Orders"), which cumulatively extended the original Executive Order through September 14, 2013. A number of procurement actions were authorized pursuant to the Executive Orders, as the use of sealed bids and other prescribed competitive measures would have been impractical or inappropriate.

Staff Summary

The Presidents' Emergency Declaration indicated that Board approval would be sought in the form of a ratification for those actions that require it. Accordingly, NYC Transit is seeking Board ratification of the procurement actions listed in the attached documents. Attachment 1 is a summary of the categories of expenditures. Attachment 2 is a list of the procurement actions for which NYC Transit is seeking ratification. One-hundred-thirty-nine procurement actions for approximately \$19.2 million were authorized under the Presidents' Emergency Declaration, and 19 procurement actions for approximately \$106.8 million were authorized under the Executive Orders, for a total of approximately \$126.0 million and 158 procurement actions.

Additional Sandy-related procurement actions will be awarded in the future, including some which will require approval or ratification by the Board. Some are expected to be made pursuant to the Presidents' Emergency Declaration and Executive Orders.

Additional Superstorm Sandy-related procurement actions valued at approximately \$53.5 million have already been approved by the Board. Under a separate action in this month's agenda, Board approval is also being sought for six indefinite quantity engineering contracts for an estimated value of \$250 million for Superstorm Sandy-related projects.

Finally, NYC Transit has made a number of Superstorm Sandy-related procurement actions that do not require Board approval.

IMPACT ON FUNDING:

Funding for these projects was initially provided through MTA and NYC Transit Operating and Capital budgets. Reimbursement is presently being sought for these costs from the FTA and insurance.

RECOMMENDATION:

That the Board ratify the procurement actions conducted under the Presidents' Emergency Declaration for Superstorm Sandy, as well as under New York State Executive Order No. 99 and its extensions.

Attachment 1: Superstorm Sandy Procurement Actions Summary
Categories of Expenditures

Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration

	<u># Procurements</u>	<u>Value</u>
Purchase Contracts	76	\$12,815,875
Miscellaneous Services	1	\$68,040
Public Work Contract Modifications	62	\$6,335,532
	<u>139</u>	<u>\$19,219,447</u>

Procurement Actions Authorized Pursuant to Executive Orders

	<u># Procurements</u>	<u>Value</u>
Purchase Contracts	15	\$1,189,979
Public Work Contracts	1	\$102,443,000
Miscellaneous Services	1	\$165,000
Miscellaneous Procurements	1	\$95,470
Public Work Contract Modifications	1	\$2,867,500
	<u>19</u>	<u>\$106,760,949</u>

Grand Total:	<u>158</u>	<u>\$125,980,396</u>
---------------------	------------	----------------------

Attachment 2: Superstorm Sandy Procurement Actions

Procurement Actions Authorized Pursuant to the MTA Presidents' Emergency Declaration

Purchase Contracts

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
11/19/2012	PO 6030067309	Capacitor Motor 60 HZ. Stock # 03-22-3565	Twincor	Informal Competition	\$148,750
11/19/2012	PO 6030067310	Rebuilt Induction Stop Circuit Controller. Stock # 03-22-2710	Twincor	Informal Competition	\$66,487
11/19/2012	PO 6030067326	Train stop mechanism. Stock # 03-23-4305	Twincor	Informal Competition	\$34,110
11/26/2012	PO 6030067726	Microchron. Stock # 03-05-2950	Alstom	Sole Source	\$32,925
11/26/2012	PO 6030067727	B2V Kit Rebuilt 4F/4B. Stock # 03-07-1900	Alstom	Sole Source	\$54,998
11/26/2012	PO 6030067729	Switch, M-5 L/H. Stock # 03-13-4304	Alstom	Sole Source	\$209,993
11/26/2012	PO 6030067730	Switch, M-5 R/H. Stock # 03-13-4305	Alstom	Sole Source	\$209,993
11/26/2012	PO 6030067733	Resistor. Stock # 02-43-7170	Ansaldo	Sole Source	\$23,154
11/26/2012	PO 6030067734	Transformer. Stock # 02-47-3715	Ansaldo	Sole Source	\$41,110
11/26/2012	PO 6030067741	Transformer. Stock # 02-47-1080	Ansaldo	Sole Source	\$24,872
11/25/2012	PO 6030067742	M3 Switch Contractor Assembly. Stock # 02-24-1222	Ansaldo	Sole Source	\$64,654
11/26/2012	PO 6030067743	Valve, A10 Switch. Stock # 02-22-8200	Ansaldo	Sole Source	\$162,708
11/26/2012	PO 6030067744	Switch, M-3 R/H. Stock # 02-22-5902	Ansaldo	Sole Source	\$152,171

11/26/2012	PO 6030067745	Switch, M-3 L/H. Stock # 02-22-5900	Ansaldo	Sole Source	\$152,171
11/26/2012	PO 6030067746	Relay, PV250, Rebuilt. Stock # 02-11-7700	Ansaldo	Sole Source	\$76,772
11/26/2012	PO 6030067747	Relay, PN-150B, 4FB-2F-1B. Stock # 02-08-7555	Ansaldo	Sole Source	\$122,250
11/26/2012	PO 6030067748	Relay, DC biased line, PN250B. Stock # 02-08-2000	Ansaldo	Sole Source	\$40,670
11/26/2012	PO 6030067749	Resistor Stock # 02-43-7060	Ansaldo	Sole Source	\$17,462
11/26/2012	PO 6030067750	M3 Switch Motor Kit. Stock # 02-24-1422	Ansaldo	Sole Source	\$102,960
11/26/2012	PO 6030067751	Magnet, 400 Ohm. Stock # 02-31-8990	Ansaldo	Sole Source	\$52,481
11/26/2012	PO 6030067752	Resistor, 0-1.5 Ohm-4B. Stock # 02-43-7040	Ansaldo	Sole Source	\$33,932
11/26/2012	PO 6030067825	RD Relay Cover. Stock # 02-11-0850	Ansaldo	Sole Source	\$22,000
11/26/2012	PO 6030067731	Rectifier, 25VDC with Test Posts. Stock # 03-31-7510	Alstom	Sole Source	\$20,625
11/26/2012	PO 6030067824	Resistor, 1.2 Ohm A & B. Stock # 03-31-9140	PHW	Informal Competition	\$16,500
11/27/2012	PO 6030068042	Bearing, Jeweled B2V. Stock # 03-06-1910	Alstom	Sole Source	\$19,725
11/27/2012	PO 6030068055	Rectifier, 12.5VDC with Test Posts. Stock # 03-31-7505	Alstom	Sole Source	\$30,965
11/27/2012	PO 6030068087	Impedance, Balancing Reactor. Stock # 03-31-4820	Alstom	Sole Source	\$39,600
11/27/2012	PO 6030068089	Transformer, Type V1 Matching. Stock # 03-33-5113	Alstom	Sole Source	\$50,688
11/27/2012	PO 6030068108	Transformer, Type U, Size 1. Stock # 03-33-5090	Alstom	Sole Source	\$280,575
11/27/2012	PO 6030068117	Pole Changer - M5 Switch. Stock # 03-14-1810	Alstom	Sole Source	\$303,279

11/27/2012	PO 6030068148	Circuit Breaker Stock # 03-21-4095	Twincor	Informal Competition	\$64,750
11/27/2012	PO 6030068152	Relay, B2V 110V 60 Cycle 2F-2B. Stock # 03-05-3020	Alstom	Informal Competition	\$497,392
11/27/2012	PO 6030068162	Air Stop Circuit Controller 6/4. Stock # 02-30-9365	Ansaldo	Sole Source	\$82,750
12/3/2012	PO 6030068721	Protector IV Wheel/Rail Interface Lubrication System	LB Foster	Informal Competition	\$48,750
12/5/2012	PO6030069068	Copper Lug. Stock # 01-14-2162	Erico	Informal Competition	\$23,200
1/14/2013	PO 6030073625	Purchase of Combination On-Site Office/Storage Container for Rockaway Shuttle	Pac-Van	Informal Competition	\$27,250
1/24/2013	PO 6030075017	Arc Proofing Tape. Stock # 61-50-3000	Greenvale Electric	Informal Competition	\$47,663
1/24/2013	PO 6030075018	Tape Sealant. Stock # 61-51-3860	Multi-Source Electrical Corp.	Informal Competition	\$41,820
1/25/2013	PO 6030075198	Security Storage Box. Stock # 24-79-1022	Colonial Hardware	Informal Competition	\$17,640
2/9/2013	PO 6030077106	Hydraulic Crimp Tools	Cembre	Informal Competition	\$120,948
2/13/2013	PO 6030077610	Messenger Wire. Stock # 61-56-3140	Loos & Co.	Informal Competition	\$130,000
2/15/2013	PO 6030074831	500 MCM cable. Stock # 20-06-6362	Montana Datacom	Informal Competition	\$70,665
2/21/2013	PO 6030078220	Strap, hanger lashing, for messenger wire. Stock # 33-75-1391	Schwing Electric	Informal Competition	\$281,190
2/21/2013	PO 6030078321	2000 MCM cable Stock # 20-06-8680	Draka	Informal Competition	\$2,121,257
2/21/2013	PO 6030078322	2000 MCM cable. Stock # 20-06-8680	Draka	Informal Competition	\$834,593
2/22/2013	PO 6030077003	Messenger wire for Rockaway cable project. Stock # 61-56-3140	Aceco Industrial Packaging	Informal Competition	\$57,225

2/23/2013	PO 6030078553	Stanley Padlocks	Doorware	Informal Competition	\$23,490
2/24/2013	PO 6030078561	13" Rail Bond. Stock # 01-13-3010	Erico	Informal Competition	\$209,336
2/24/2013	PO 6030078562	36" Rail Bond. Stock # 01-13-3040	Erico	Informal Competition	\$21,664
2/24/2013	PO 6030078563	Cartridge. Stock # 01-14-1050	Railtech Boutet	Informal Competition	\$16,211
2/24/2013	PO 6030078564	Copper Lug. Stock # 01-14-2162	Erico	Informal Competition	\$94,598
2/24/2013	PO 6030078565	T-8 Welder. Stock # 01-14-3040	Railtech Boutet	Informal Competition	\$15,714
2/25/2013	PO 6030078578	Heater Cable. Stock # 01-20-0100	Lawrence Lowy Assoc.	Informal Competition	\$238,000
2/26/2013	PO 6030078800	25 pair cable. Stock # 20-72-0777	Monroe Cable	Informal Competition	\$282,500
2/26/2013	PO 6030078874	25 pair cable. Stock # 20-72-0751	Monroe Cable	Informal Competition	\$28,260
2/27/2013	PO 6030079102	Two conductor cable. Stock # 20-04-2040	Monroe Cable	Informal Competition	\$438,000
2/27/2013	PO 6030079105	Two conductor cable. Stock # 20-04-2040	Monroe Cable	Informal Competition	\$324,120
2/28/2013	PO 6030079244	Knife Switches, 1200 AMP, 600 volts. Stock # 26-46-3650	Selco	Informal Competition	\$114,000
3/1/2013	PO 6030079380	12 Pair Cable. Stock # 20-72-0426	Monroe Cable	Informal Competition	\$105,840
3/1/2013	PO 6030079477	Channel. Stock # 01-55-1302	RTR Tech.	Informal Competition	\$31,200
3/1/2013	PO 6030079831	12 Pair Cable. Stock # 20-72-0426	Monroe Cable	Informal Competition	\$22,320
3/8/2013	PO 6030080376	Rail Bond Terminal. Stock # 01-55-4164	Cembre	Informal Competition	\$24,365
3/8/2013	PO 6030080377	Rail Bond Kit. Stock # 01-55-4170	Cembre	Informal Competition	\$27,575

3/19/2013	PO 6030081361	36 Fiber Cable. Stock # 20-80-8336	Montana Datacom	Informal Competition	\$99,900
4/22/2013	PO 6030076008	1000 MCM cable. Stock # 20-06-7874	Southwire	Informal Competition	\$85,000
4/24/2013	PO 6030081974	Gas Powered Drills	Cembre	Informal Competition	\$86,601
4/29/2013	PO 6030085791	Metal Clad Cable, Connectors and Enclosures	Adams Electric	Informal Competition	\$2,265,738
4/29/2013	PO 6030080218	2000 MCM cable. Stock # 20-06-8680	Southwire	Informal Competition	\$286,000
5/1/2013	PO 6030086395	Screw Spike. Stock # 01-84-0527	Yangtze Railroad	Informal Competition	\$40,824
5/2/2013	PO 6030086468	Tropical Hardwood Tie Blocks, 24". Stock # 66-08-0510	William G. Moore & Son	Informal Competition	\$280,800
5/2/2013	PO 6030086469	Tropical Hardwood Ties, 9'6". Stock # 66-65-0352	William G. Moore & Son	Informal Competition	\$123,741
5/14/2013	PO 6030087856	Screw Spike. Stock # 01-84-0527	A&K Railroad Materials	Informal Competition	\$40,608
5/31/2013	PO 6030078511	36 Fiber Cable. Stock # 20-80-8336	Montana Datacom	Informal Competition	\$299,700
6/27/2013	PO 6030092424	Fiberglass Cable Racking. Stock # 06-61-1350	Resolite Polyglass	Informal Competition	\$26,497
6/28/2013	PO 6030092562	Fire Dept Sound Power Boxes	MKJ Comm.	Informal Competition	\$56,150
7/25/2013	PO 6030094849	DN22B Relays (Non-inventory)	Ansaldo	Sole Source	\$31,450
Total:					\$12,815,875

Miscellaneous Services

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
3/22/2013	PO 6030081770	Rail Grinding Services	Advanced Rail Management	Informal Competition	\$68,040
Total:					\$68,040

Public Work Contract Modifications

<u>Award Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation Method</u>	<u>Value</u>
1/30/2013	A-36136	AWO 7: Flood prevention during Hurricane Sandy	AD Tech Enterprises	Change Order	\$29,200
11/6/2012	S-32731	AWO 141: Broad Channel: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/6/2012	S-32731	AWO 142: Rockaway Line: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/28/2012	S-32731	AWO 143: Broad Channel: Clean signal equipment rooms, remove damaged equipment & deliver to NYCT signal shop.	TC Electric Corp.	Change Order	\$49,500
11/19/2012	S-32731	AWO 145: Broad Channel: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/19/2012	S-32731	AWO 146: Rockaway Line: Assess damages, mobilize, survey, prepare scope.	TC Electric Corp.	Change Order	\$49,500
11/6/2012	S-32742	AWO 27: South Ferry: Assess damages, mobilize, survey, prepare scope.	LK Comstock	Change Order	\$49,500
11/6/2012	S-32742	AWO 29: Coney Island: Assess damages, mobilize, survey, prepare scope.	LK Comstock	Change Order	\$49,500
11/14/2012	S-32742	AWO 30: South Ferry: Removal of damaged equipment. Repair equipment and perform tests as needed.	LK Comstock	Change Order	\$49,500
11/14/2012	S-32742	AWO 31: Coney Island: Removal of damaged equipment, repair equipment, perform tests as needed.	LK Comstock	Change Order	\$49,500
11/16/2012	S-32742	AWO 32: Coney Island: Assess damages, mobilize, survey, prepare scope, removal, testing, & repair as needed. Priority items 2 & 3.	LK Comstock	Change Order	\$49,500
11/16/2012	S-32742	AWO 33: Coney Island: Assess damages, mobilize, survey, prepare scope, removal, testing, & repair as needed. Priority items 4, 5 & 6.	LK Comstock	Change Order	\$49,500
12/26/2012	S-32742	AWO 34: Coney Island: Cleaning, overhaul, testing of 10 switch machines, remove motors, and cleaning of 90 switch machines, replacement of 7 stop machines.	LK Comstock	Change Order	\$249,500
12/7/2012	S-32742	AWO 35: Coney Island: Overhaul 25 existing track switches and appurtenances including installation of replacement switch motors.	LK Comstock	Change Order	\$166,000

12/3/2012	S-32742	AWO 36: Coney Island: Additional cleaning of switch machines and junction boxes. Provide office trailer for 6 months for TA personnel.	LK Comstock	Change Order	\$89,000
1/3/2013	S-32742	AWO 37: Coney Island: Install switch motors and place in-service 28 track switches.	LK Comstock	Change Order	\$170,520
1/9/2013	S-32742	AWO 38: Coney Island: Install switch motors and place in-service additional 30 track switches.	LK Comstock	Change Order	\$182,000
1/23/2013	S-32742	AWO 39: Coney Island: Install switch motors and place in-service additional 12 track switches.	LK Comstock	Change Order	\$73,000
1/29/2013	S-32742	AWO 40: Coney Island: Install switch machine cables and conduits. Reinstall one Stop Machine.	LK Comstock	Change Order	\$55,000
1/31/2013	S-32742	AWO 41: Coney Island: Install switch motors and place in-service additional 10 track switches.	LK Comstock	Change Order	\$60,900
3/8/2013	S-32742	AWO 42: South Ferry: Technical support by for Gap fillers.	LK Comstock	Change Order	\$49,500
4/24/2013	S-32742	AWO 45: South Ferry: Furnish replacement parts for gap fillers.	LK Comstock	Change Order	\$89,086
6/7/2013	S-32742	AWO 48: South Ferry Demobilization of Tools, Materials, and Facilities.	LK Comstock	Change Order	\$27,000
12/19/2012	S-32761	AWO 5: Rockaway Line: Meggering and continuity testing of cables.	TC Electric Corp.	Change Order	\$234,000
12/28/2012	S-32761	AWO 6: Rockaway Line: Furnish & Install new local cables at each home signal locations F3 to F5.	TC Electric Corp.	Change Order	\$165,000
12/28/2012	S-32761	AWO 7: Rockaway Line: Furnish & Install new local cables at each automatic signal locations F3 & F4.	TC Electric Corp.	Change Order	\$170,000
12/28/2012	S-32761	AWO 8: Rockaway Line: Furnish & Install new local cables at each switch machine locations.	TC Electric Corp.	Change Order	\$109,000
12/28/2012	S-32761	AWO 9: Rockaway Line: Furnish new home cables to replace damaged from case to case or case to relay room.	TC Electric Corp.	Change Order	\$238,000
1/17/2013	S-32761	AWO 10: Rockaway Line: Furnish & install new cables at each home signal locations F6 to F12.	TC Electric Corp.	Change Order	\$188,600
1/17/2013	S-32761	AWO 11: Rockaway Line: Furnish & Install new cables at each automatic signal locations F6 to F12.	TC Electric Corp.	Change Order	\$164,190

1/17/2013	S-32761	AWO 12: Rockaway Line: Purchase of compressor equipment.	TC Electric Corp.	Change Order	\$182,760
1/17/2013	S-32761	AWO 13: Rockaway Line: Remove and reinstall 9 switch machines.	TC Electric Corp.	Change Order	\$90,000
1/15/2013	S-32761	AWO 14: Rockaway Line: Purchase additional 500 MCM EPR Cable.	TC Electric Corp.	Change Order	\$23,080
2/6/2013	S-32761	AWO 15: Rockaway Line: Restore service to signal compressor eqpt.	TC Electric Corp.	Change Order	\$173,000
2/6/2013	S-32761	AWO 16: Rockaway Line: Restore control panel at tower.	TC Electric Corp.	Change Order	\$150,000
2/6/2013	S-32761	AWO 17: Rockaway Line: Restore and install circuit breakers in EDRs, EPR and Signal Power Room.	TC Electric Corp.	Change Order	\$196,500
2/6/2013	S-32761	AWO 18: Rockaway Line: Provide safety coverage for five months and job site clean-up.	TC Electric Corp.	Change Order	\$195,250
2/25/2013	S-32761	AWO 19: Rockaway Line: Provide full time signal engineering coverage for 4 months restoration work.	TC Electric Corp.	Change Order	\$107,500
2/7/2013	S-32761	AWO 21: Rockaway Line: Restore and install damaged 500 MCM signal power feeder cable.	TC Electric Corp.	Change Order	\$32,000
4/17/2013	S-32761	AWO 22: Rockaway Line: Installation of new messenger cable.	TC Electric Corp.	Change Order	\$65,000
4/17/2013	S-32761	AWO 23: Rockaway Line: Restoration of line cables F3-858 CIH.	TC Electric Corp.	Change Order	\$218,500
4/17/2013	S-32761	AWO 24: Rockaway Line: Restoration of line cables F3-852 CIH.	TC Electric Corp.	Change Order	\$33,500
4/17/2013	S-32761	AWO 25: Rockaway Line: Restoration of line cables F3-854 CIH.	TC Electric Corp.	Change Order	\$71,000
4/17/2013	S-32761	AWO 26: Rockaway Line: Restoration of line cables F3-849 CIH.	TC Electric Corp.	Change Order	\$89,000
4/17/2013	S-32761	AWO 27: Rockaway Line: Restoration of line cables F6-851 CIH.	TC Electric Corp.	Change Order	\$66,200
4/17/2013	S-32761	AWO 28: Rockaway Line: Restoration of line cables F9-853 CIH.	TC Electric Corp.	Change Order	\$143,700
4/12/2013	S-32761	AWO 30: Rockaway Line: Restoration and installation of new signal line cables in F30837 CIH.	TC Electric Corp.	Change Order	\$104,790

6/11/2013	S-32761	AWO 31: Rockaway Line: Restoration and installation of readjusted signal cables at F4-854, F6-851, and F10-854.	TC Electric Corp.	Change Order	\$147,300
4/17/2013	S-32761	AWO 32: Rockaway Line: Provide bar chart CPM schedule and three months updates.	TC Electric Corp.	Change Order	\$2,510
4/17/2013	S-32761	AWO 33: Rockaway Line: Replace 10-conductor cable for EDR and compressor room.	TC Electric Corp.	Change Order	\$5,500
5/2/2013	S-32761	AWO 35: Rockaway Line: Disconnect and re-terminate line cables.	TC Electric Corp.	Change Order	\$5,600
5/30/2013	S-32761	AWO 36: Rockaway Line: Replace damaged wires in conduit for platform lighting.	TC Electric Corp.	Change Order	\$45,000
6/11/2013	S-32761	AWO 37: Rockaway Line: Restoration/installation of signal cables at F7-852, F8-852, F6-861, F12-861 and 101 and 107 switches.	TC Electric Corp.	Change Order	\$188,700
6/11/2013	S-32761	AWO 38: Rockaway Line: Restoration/installation of signal cables at F3-861, F4-861, F11-854 and F12-854 switches.	TC Electric Corp.	Change Order	\$193,300
5/30/2013	S-32761	AWO 40: Rockaway Line: Perform breakdown testing, operating and in-service testing of signal track circuits and equipment.	TC Electric Corp.	Change Order	\$171,800
5/30/2013	S-32761	AWO 41: Rockaway Line: Restoration/installation of damaged cables at F3-837 and F4-830 CIH.	TC Electric Corp.	Change Order	\$31,000
5/28/2013	S-32761	AWO 42: Rockaway Line: Replace damaged cable trays at Seaside-Beach 105th St and Playland-Beach 90th St.	TC Electric Corp.	Change Order	\$49,000
6/12/2013	S-32761	AWO 43: Rockaway Line: Replace damaged generator and associated equipment.	TC Electric Corp.	Change Order	\$180,600
6/12/2013	S-32761	AWO 44: Rockaway Line: Replace damaged signal code cable between Rockaway Line and Hammels Wye Relay Rooms.	TC Electric Corp.	Change Order	\$249,500
6/12/2013	S-32761	AWO 45: Rockaway Line: Replace damaged stop magnet and stop machines at 23 locations.	TC Electric Corp.	Change Order	\$53,000
7/18/2013	S-32761	AWO 49: Rockaway Line: Replace next train signs and annunciator.	TC Electric Corp.	Change Order	\$10,630
7/17/2013	S-32761	AWO 50: Rockaway Line: Plumbing work at compressor rooms.	TC Electric Corp.	Change Order	\$6,316
				Total:	<u>\$6,335,532</u>

Total Authorized Pursuant to the MTA Presidents' Emergency Declaration: \$19,219,447

Procurement Actions Authorized Pursuant to Executive Orders

Purchase Contracts

<u>Award</u> <u>Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u> <u>Method</u>	<u>Value</u>
5/29/2013	PO 6030089213	Emergency Alarms for Greenpoint Tube	Meridien Assoc.	Informal Competition	\$242,414
5/30/2013	PO 6030089328	Fiberglass Extension. Stock # 01-33-2000	Delta Composites	Informal Competition	\$65,550
5/30/2013	PO 6030089302	Plate Shim, RF-A, 1/4". Stock # 01-63-1534	Edsal Machine Products	Informal Competition	\$51,300
5/30/2013	PO 6030089300	Plate Shim, RF-A, 1/8". Stock # 01-63-1530	Edsal Machine Products	Informal Competition	\$40,950
6/13/2013	PO 6030090906	Fire Hoses	J.G.B. Enterprises	Informal Competition	\$154,950
7/5/2013	PO 6030093108	Rebuild Kit. Stock # 02-11-7800	Ansaldo	Sole Source	\$79,183
7/5/2013	PO 6030083132	Rack, with Piston. Stock # 02-20-8535	Ansaldo	Sole Source	\$34,196
7/8/2013	PO 6030093162	Complete Circuit Controllers. Stock # 02-11-4360	Ansaldo	Sole Source	\$35,250
7/9/2013	PO 6030093233	Cover & Guide for Lock Rod. Stock # 02-18-6025	Ansaldo	Sole Source	\$21,509
7/15/2013	PO 6030093837	M5 Relay. Stock # 03-50-3000	Alstom	Sole Source	\$45,151
7/15/2013	PO 6030093854	Cut-out M3 Assembly. Stock # 02-24-1224	Ansaldo	Sole Source	\$21,798
7/16/2013	PO 6030093985	PN 152-S0 Relay Stock # 02-08-7540	Ansaldo	Sole Source	\$44,996

7/25/2013	PO 6030094960	130 Ohms DC Valve. Stock # 02-22-8400	Ansaldo	Sole Source	\$104,880
7/25/2013	PO 6030094933	PV250 Relay. Stock # 02-08-2549	Ansaldo	Sole Source	\$89,528
7/29/2013	PO 6030095135	AC 60 Cycle Type B2V Track Relay. Stock # 03-05-3000	Alstom	Sole Source	\$158,324
Total:					<u>\$1,189,979</u>

Public Work

<u>Award</u>		<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u>	<u>Value</u>
<u>Date</u>	<u>Contract #</u>			<u>Method</u>	
7/31/2013	P-36435	Montague Tubes: Rehabilitation of the Montague Tubes	JTJ Contracting	Sealed Bid	\$102,443,000
Total:					<u>\$102,443,000</u>

Miscellaneous Services

<u>Award</u>		<u>Description</u>	<u>Contractor</u>	<u>Solicitation</u>	<u>Value</u>
<u>Date</u>	<u>Contract #</u>			<u>Method</u>	
6/18/2013	PO 6030091396	Repair of Four Armored Vehicles for NYCT Department of Buses.	Diehl & Sons	Informal Competition	\$165,000
Total:					<u>\$165,000</u>

Miscellaneous Procurements

<u>Award</u>				<u>Solicitation</u>	
<u>Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Method</u>	<u>Value</u>
7/3/2013	PO 6030093013	Rental of two pumps for pump cars	Goodwin	Informal Competition	\$95,470
Total:					\$95,470

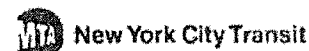
Public Work Contract Modifications

<u>Award</u>				<u>Solicitation</u>	
<u>Date</u>	<u>Contract #</u>	<u>Description</u>	<u>Contractor</u>	<u>Method</u>	<u>Value</u>
7/26/2013	S-32742	AWO 54: Greenpoint Tubes: Replace Signal Equipment, Cables and Power Supply	LK Comstock	Competitive Change Order	\$2,867,500
Total:					\$2,867,500

Total Authorized Pursuant to Executive Orders: \$106,760,949

Grand Total: \$125,980,396

Schedule G: Miscellaneous Service Contracts



Item Number: 3

Vendor Name (& Location)	
NYS Industries for the Disabled (New York, NY)	
Description	
Comprehensive mail services	
Contract Term (including Options, if any)	
Five years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source	

Contract Number	Renewal?
RFQ # 26065	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$1,711,075 (Est)	
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:	
Division of Materiel, Stephen M. Plochochi	

DISCUSSION:

This contract is for comprehensive mail related services for NYC Transit.

This contract will be awarded in accordance with Section 162 of the New York State Finance Law, pursuant to which NYC Transit is required to purchase designated services from preferred sources. This contract provides for comprehensive mail related services from Federation of Employment and Guidance Services (FEGS), which is represented by the NYS Industries for the Disabled (NYSID), a certified preferred source.

The services provided under this contract include all work, labor and materials required to support NYC Transit's central mail room operations located at 130 Livingston Street, Brooklyn, New York. The scope of work includes processing outbound postal and interoffice mail, sorting of inbound postal and interoffice mail, inspecting inbound postal mail and inbound vendor deliveries, various internal and inter-building delivery services, and miscellaneous clerical and record keeping services related to the contract. This contract also provides for certain mail delivery to and from the Post Office and to a lesser extent, messenger service for special deliveries to field locations within the five boroughs.

NYSID submitted a final price proposal of \$1,711,075 for this five-year contract which represents a reduction of \$396,094 or 18.8% from NYSID's initial proposal of \$2,107,169. Reductions were obtained through negotiations that resulted in FEGS readjusting its direct labor and overhead rates. An overall price comparison between NYSID's final pricing for the term of this contract is approximately 3.3% lower than that of the Year 5 pricing under NYSID's previous Contract No. 0619510.

After a thorough review of NYSID's pricing, an analysis conducted by MTA Audit Services, and the price reduction obtained, it has been determined that the final price is fair and reasonable and in compliance with the State Finance Law.

This contract is subject to approval by the Office of the NYS Comptroller (OSC). As required by Section 162 of the New York State Finance Law, the pricing for this contract is currently under review by the NYS Office of General Services (OGS). This contract can not be submitted to the OSC until the OGS approval has been obtained. Award will be made upon receipt of OSC approval.

Staff Summary



New York City Transit

Page 1 of 2

Item Number	3-8
Division & Division Head Name:	VP Materiel, Stephen M. Plochochi

SUMMARY INFORMATION	
Vendor Name	Contract Number
Six Awards - See below	CM-1530, 1531, 1532, 1533, 1534, 1535
Description	
IQ Engineering Services for Superstorm Sandy-Related Repairs and Resiliency Projects and Miscellaneous Construction	
Total Amount	
\$250M Estimated Aggregate Budget	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input 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 type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

Board Reviews					
Order	To	Date	Approval	Info	Other

Internal Approvals			
Order	Approval	Order	Approval
1	Materiel <i>WD</i>	5 X	CPM
2 X	Law	6	EVP <i>MB</i>
3 X	Budget	7	President <i>MB</i>
4 X	DDCR		

PURPOSE:

To obtain Board approval to award six contracts for Indefinite Quantity (IQ) Federally Funded Engineering Services for Superstorm Sandy-Related Repair and Resiliency Projects on a competitive basis: CM-1530 to AECOM USA, Inc. (AECOM), CM-1531 to Jacobs Civil Consultants Inc. (JACOBS), CM-1532 to Parsons Brinckerhoff, Inc. (PB), CM-1533 to Stantec Consulting Services Inc. (STANTEC), CM-1534 to T.Y. Lin International/Hatch Mott MacDonald, JV (T.Y. LIN), and CM-1535 to URS Corporation (URS). Under these contracts, selected consultants compete for specific projects on a task order basis. The contracts are "zero dollar" based with no minimum guarantee of any assignments. The aggregate pool for all six contracts is for an estimated amount of \$250 million for a 60 month duration.

DISCUSSION:

The unforeseen and devastating effects of Superstorm Sandy on October 29, 2012 and thereafter have necessitated a series of emergency assessments, repairs, and purchases to restore service as well as provide resiliency to the NYCT system. The selected consultants will provide indefinite quantities design, consultant construction management and inspection services on an as needed basis, on various NYCT Sandy-related projects. Services include feasibility studies, design work, pre-construction and construction phase support, and closeout support of various ongoing NYCT Sandy-related Projects. Consultants are given opportunities to submit proposals to compete for individual task orders, which are issued after review, evaluation and completion of negotiations of consultants' task order proposals.

The consultants were selected via a qualifications based 2-step procurement process established by the Federal Brooks Act. Under the Brooks Act, contracts for A/E services are negotiated with the A/E team that is determined to be the most technically qualified by the Selection Committee (SC) after evaluation of the consultant's qualifications and technical proposals. Price is not a consideration in the selection or ranking. Cost proposals remain sealed until the conclusion of the technical evaluations. Only the cost proposal for the most preferred proposer is opened and considered for negotiations. Since six awards were planned under this RFP, negotiations were conducted with the six most technically preferred firms.

Step 1 - In response to NYCT's advertisement, 12 submissions consisting of Technical Proposals including a Letter of Interest, Schedule J Responsibility Questionnaire, Federal SF 330 form and a qualification statement were received. The SC reviewed the submissions and recommended the following ten firms to move on to Step 2: AECOM, JACOBS, PB, STANTEC, T.Y. LIN, URS, Henningson Durham & Richardson Architecture and Engineering, P.C. (HDR), Haks Engineers, Architects and Land Surveyors, P.C./Weidlinger Associates, Inc., JV (HAKS/WEIDLINGER), FST Engineers, Inc./Tectonic Engineering and Surveying Consultants, P.C., JV (FST/TECTONIC), Hill International, Inc./SYSTRA Engineering, Inc., JV (HILL/SYSTRA). The firms not selected, Burns and Roe Enterprises, Inc., and Shaw Environmental & Infrastructure Engineering, P.C./Dewberry Engineers Inc., JV lacked pertinent flood mitigation experience relevant to Sandy-related work. Step 2 - Technical Proposals from the shortlisted firms were reviewed. Following SC review and evaluation, AECOM, JACOBS, PB, STANTEC, T.Y. LIN, and URS were selected as the six most preferred. The firms were chosen based on their superior technical qualifications as demonstrated by their local and global experience involving hydrology, asset hardening, and flood mitigation and protection techniques.

Staff Summary



PAGE 122

The selected consultants have extensive experience supporting rail transit projects and have provided similar services to the MTA and other state and public agencies. The firms not recommended for negotiations, IIDR, HAKS/WEIDLINGER, FST/TECTONIC, and HILL/SYSTRA met the minimum requirements of the RFP, but lacked the adequate flood mitigation experience.

After being selected and approved for price negotiations, the cost proposals for the six top-ranked firms were opened and evaluated. To ensure a fair evaluation, the RFP required that proposals be based on a fixed distribution of hours and a fixed amount for out-of-pocket costs. Initial cost proposals were based upon 317,000 hours as provided in the RFP and were as follows: \$45,622,701 for AECOM, \$42,546,929 for JACOBS, \$42,940,012 for PB, \$48,035,754 for STANTEC, \$50,116,870 for T.Y. LIN, and \$46,456,654 for URS. The engineer's estimate was \$41,584,675. Negotiations focused on labor rates, overhead and fees.

Best and Final Offers (BAFO) were received as follows and found to be within a competitive range: \$41,617,307 for AECOM, \$37,351,394 for JACOBS, \$42,117,014 for PB, \$42,696,714 for STANTEC, \$40,726,433 for T.Y. LIN, and \$38,226,867 for URS. The Fixed Fee was negotiated at or below 8% consistent with the in-house estimate. BAFO pricing is consistent with labor rates on existing incumbent contracts and is binding for the term of the contract. AECOM's BAFO was \$32,632 (0.08%) more than the engineer's estimate and represents a reduction of \$4,005,394 from its initial proposal. JACOBS' BAFO was \$4,233,281 (10.2%) less than the engineer's estimate and represents a reduction of \$5,195,535 from its initial proposal. PB's BAFO was \$532,339 (1.3%) more than the engineer's estimate and represents a reduction of \$822,998 from its initial proposal. STANTEC's BAFO was \$1,112,039 (2.7%) more than the engineer's estimate and represents a reduction of \$5,339,040 from its initial proposal. T.Y. LIN's BAFO was \$858,242 (2.1%) less than the estimate and represents a reduction of \$9,390,437 from its initial proposal. URS' BAFO was \$3,357,808 (8.1%) less than the engineer's estimate and represents a reduction of \$8,229,787 from its initial proposal.

Background investigations and material revealed that three of the selected consultants, JACOBS, STANTEC and T.Y. LIN, disclosed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines. AECOM, PB and URS had disclosed information that was considered SAI, but subsequently received MTA Management approval. Accordingly, all firms were found fully responsible for award.

Previous work of the selected consultants for the MTA or affiliates:

All of the consultants have prior experience on NYC Transit IQ contracts, as either prime or sub-consultants.

M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights has established a Disadvantaged Business Enterprise (DBE) goal of 17% and has approved the Consultants' utilization plans. In consideration of the selected Consultants' past M/W/DBE performance, AECOM, PB and URS achieved their M/W/DBE goals on previous MTA contracts. An assessment of JACOBS, STANTEC and T.Y. LIN's M/W/DBE performance cannot be determined at this time because they have not completed any MTA contracts.

IMPACT ON FUNDING:

This contract will be funded with 100% Federal funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until approved WAR Certificates are received.

ALTERNATIVES:

None. NYC Transit lacks available in-house technical personnel to perform the specific tasks required for this contract.

CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

It is recommended that the Board approve award of six IQ Federally funded Engineering Service contracts for Superstorm Sandy-Related Repair and Resiliency Projects on a competitive basis.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location)	
Parsons Brinckerhoff, Inc. (New York, NY)	
Description	
Consultant Construction Management Services for the Second Avenue Subway Project, Phase I	
Contract Term (including Options, if any)	
May 31, 2007 – December 31, 2014	
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 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:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1338	15
Original Amount:	\$ 80,940,647
Prior Modifications:	\$ 5,732,026
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 86,672,673
This Request:	\$28,939,662
% of This Request to Current Amount:	33.4%
% of Modifications (including This Request) to Original Amount:	42.8%

DISCUSSION:

This partially retroactive modification is for additional Consultant Construction Management (CCM) services on Phase I of the Second Avenue Subway (SAS) Project.

Contract CM-1338 was awarded to Parsons Brinckerhoff, Inc. (PB) on May 31, 2007. Initially six contracts were planned for the construction of Phase I of the SAS project. It was subsequently decided by MTACC to increase the number of contracts from six to ten in order to provide for smaller construction packages which would in turn enhance competition and receive more favorable pricing. All ten construction contracts have been awarded and the project is on schedule. As a result of the repackaging, MTACC has enjoyed aggregate bid cost savings significantly greater than the cost of the additional CCM work required.

Under this modification, PB will provide additional CCM services as a result of the increased number of construction contracts, the increase in the level of effort associated with various CCM tasks, and additional staffing for expanded and new scope requirements which were not anticipated in the original contract. The basic CCM services under this contract include the monitoring and managing of all construction related activities such as the coordination of work with contractors and other agencies, conducting inspections and reporting non-conformances, ensuring adherence to environmental specifications, reviewing contractor submittals and performing various administrative, budget/payment and project scheduling services.

In addition to the expanded CCM services, this modification will also increase the staffing support required by the SAS project in newly identified areas. The implementation of one Interface Manager and four Interface Coordinators is required to work as liaisons between the station contracts. This task was originally performed by the Construction Manager and his staff; however, the increased quantity of contracts and the additional level of complexity associated with coordinating these additional contracts has necessitated additional support to ensure that transitions are made effectively, efficiently and successfully. The SAS project also requires a Safety and Security Certification Manager newly mandated by the FTA. This will enable the SAS project to obtain a 'Safety and Security Certification' for Phase I.


The total projected effort under this modification averages approximately 102 Full Time Equivalents (FTEs) (16 are for new positions with 11 having already been put in place by MTACC direction or prior modifications). These services are projected to be required through construction completion, forecast for December, 2016. MTACC will re-evaluate its staffing requirements prior to the December, 2014 completion date of this contract, as by this time, more definitive information will be available to accurately assess the additional CCM funds required as projects progress.

Based on the current spend rate, the contract budget will be exhausted by October 1, 2013. PB's final proposal, based on 15 months of staffing support from October 2013 through December 2014, was \$28,939,662. MTACC's revised estimate was \$28,919,950. The pricing reflects existing contract rates. The final price is considered fair and reasonable.

Staff Summary

Item Number 2
 Division & Division Head Name: VP Materiel, Stephen M. Plochocki

Board Reviews					
Order	To	Date	Approval	Info	Other

Internal Approvals			
Order	Approval	Order	Approval
1 <input checked="" type="checkbox"/>	Materiel	5	EVP
2 <input checked="" type="checkbox"/>	Law	6	President 
3 <input checked="" type="checkbox"/>	Budget	7	
4 <input checked="" type="checkbox"/>	Subways	8	

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number R-34251
Description Purchase of Two (2) Vacuum Trains	
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"/> 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:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of two vacuum trains, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

DISCUSSION:

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

A vacuum train is a piece of track bed cleaning equipment which consists of an operator cab, self-powered vacuuming and filtering apparatus and storage space for the debris collected. In order to maximize reliability the new vacuum trains will not be self-propelled and will therefore require a NYC Transit locomotive to move them in either direction through the NYC Transit system. The vacuum trains are used in the Department of Subways' Division of Track operations to remove debris from the track bed which can cause safety issues and/or delays in service.

The two new vacuum trains will replace the two existing self-propelled vacuum trains which began service in 1997 and 2000. The new vacuum trains will employ improved debris agitation and suction systems to improve vacuuming efficiency in a single pass. The purchase of these two vacuum trains will enable NYC Transit to increase the amount of track bed to be cleaned and maximize the effectiveness of eliminating debris during the designated time in which the track cleaning operations occur.

NYC Transit will be utilizing a performance specification for this solicitation. Prospective proposers have advised that vacuum trains will have to be custom designed to meet NYC Transit's tunnel, third rail and signal clearances. The use of a detailed specification in a bid would leave no latitude for NYC Transit to consider proposers' different design approaches. In order to achieve best value, utilizing the RFP process enables NYC Transit to negotiate the price, terms and conditions such as warranty and payment terms, and other technical matters as deemed appropriate, as well as weigh the overall quality of the proposer and the product being offered.

Staff Summary

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

IMPACT ON FUNDING:

The first vacuum train was added as a new project in the July 2013 plan revision for which funding is available under Planning Number MW10-6878; Project PSE Number R34251, Primary MTA Project Number T61302/07. Additional funding for the second train will be made available under Planning Number MW10-6702 (2010-14 Capital Plan – Purchase of 54 Flat Cars).

ALTERNATIVES:

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

RECOMMENDATION:

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of two vacuum trains, and that it is in the public interest to issue a competitive request for proposals pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

Staff Summary

Item Number 1																																									
Division & Division Head Name: VP Materiel, Stephen M. Plochochi																																									
<table border="1"> <tr> <th colspan="6">Board Reviews</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Board Reviews						Order	To	Date	Approval	Info	Other																								
Board Reviews																																									
Order	To	Date	Approval	Info	Other																																				
<table border="1"> <tr> <th colspan="6">Internal Approvals</th> </tr> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> <th> </th> <th> </th> </tr> <tr> <td>1</td> <td>Materiel</td> <td>5</td> <td>X</td> <td>Buses</td> <td> </td> </tr> <tr> <td>2</td> <td>Law</td> <td>6</td> <td><i>NR</i></td> <td>EVP</td> <td> </td> </tr> <tr> <td>3</td> <td>Budget</td> <td>7</td> <td><i>CM</i></td> <td>President</td> <td> </td> </tr> <tr> <td>4</td> <td>Subways</td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Internal Approvals						Order	Approval	Order	Approval			1	Materiel	5	X	Buses		2	Law	6	<i>NR</i>	EVP		3	Budget	7	<i>CM</i>	President		4	Subways				
Internal Approvals																																									
Order	Approval	Order	Approval																																						
1	Materiel	5	X	Buses																																					
2	Law	6	<i>NR</i>	EVP																																					
3	Budget	7	<i>CM</i>	President																																					
4	Subways																																								

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	TBD
Description	
Purchase & Delivery of ULSD #2 Fuel for Revenue Bus Service	
Total Amount	
TBD	
Contract Term (including Options, if any)	
Five-Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposals (RFP) process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, for the purchase and delivery of Ultra Low Sulfur Diesel #2, 15 ppm or less (ULSD) fuel for bus operations at approximately 30 locations for both NYC Transit (NYCT) and MTA Bus Company (MTABC).

DISCUSSION:

Subdivision 9(f) of Section 1209 of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to a process of competitive request for proposals. NYCT for itself and on behalf of MTABC is desirous of utilizing such a procedure with respect to the procurement of bus fuel.

The combined diesel fuel requirement for buses for NYCT and MTABC is approximately 46 million gallons annually. Bus fuel represents one of the most critical commodities procured; its quality and availability cannot be compromised. The fuel must conform to strict requirements from the bus engine manufacturers whose warranties mandate fuel specifications including cetane level and the use of detergency to maintain clean fuel injectors. Also, additional chemical additives for cold weather operability must be blended with the fuel at specific rates which vary by the season (and temperature). Fuel used in buses is subject to rigorous sampling and testing procedures to ensure consistency in meeting the technical specifications. Failure to meet these exacting specifications can impact operability of bus engines as well as depot on-site fuel tanks and filtration systems. The fuel supplier is required to remotely monitor depot fuel inventory and ensure that adequate replenishment deliveries are made on a timely basis.

In order to achieve best value, utilizing the RFP process enables NYCT and MTABC to have maximum flexibility in obtaining the most competitively priced product that complies with specifications and delivery requirements. NYCT procurement seeks to award one or more five-year contracts to qualified vendors who will be invited to propose system-wide or on a borough-by-borough basis (including Yonkers) under the belief that an RFP provides the best method of awarding contract(s) for this work so that critical factors other than price can be evaluated. For the contract currently in place NYCT and MTABC utilized the RFP process which yielded competition and favorable pricing. Through this process, NYCT and MTABC will have greater freedom to negotiate and structure a contract that best meets their needs, including having the ability to: 1) provide qualitative and quantitative product consistency; 2) maintain a satisfactory supply chain with suitable inventory levels; 3) compare price incentives based on appropriate product price index selection, volume and payable discounts; 4) select between variables such as single versus multiple contract awards and 5) assess supplier ability to meet all or part of the demand.

Staff Summary



New York City Transit

Page 2 of 2

Upon completion of the RFP process NYCT will seek Board approval for the actual contract award(s) for itself and on behalf of MTABC.

IMPACT ON FUNDING:

Funds are available under NYCT Account No. 706202, Responsibility Center 3531 - 3534, Function No. 120.

Funds are available under MTABC Account No. 706602, Responsibility Center 5286, Function No. 120.

ALTERNATIVES:

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

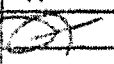

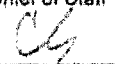
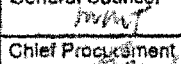



RECOMMENDATION:

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, for the purchase and delivery of ULSD Fuel for bus operations for both NYCT and MTABC.

[THIS PAGE INTENTIONALLY LEFT BLANK]

Staff Summary

Page 1 of 2

Item Number 3 (Final)					
Dept & Dept Head Name: Joe Keane Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Romolo DeSantis, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	8/30/13			
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Chief of Staff 		
2	General Counsel 	5	Executive Vice President 		
3	Chief Procurement Officer 	6	President 		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number
Description Construction for Project BB-28S, Sandy Restoration and Projects BB-28, Ph II/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel (HCT) and Construction for Project QM-40S, Sandy Restoration and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel (QMT)	
Total Amount HCT - \$350,000,000 and QMT - \$250,000,000 (project budgets)	
Contract Term (including Options, if any) 5 years (HCT) and 4 years (QMT)	
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 Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559 and authorize B&T to enter into a two-step competitive Request For Proposal (RFP) process for the Super Storm Sandy Restoration and Capital Program construction projects at the Hugh L. Carey Tunnel (HCT) and Queens Midtown Tunnel (QMT). This measure will be enacted in order to pre-qualify prospective bidders based on their prior tunnel experience, responsibility as well as their technical and financial capabilities due to the magnitude and complexities of these projects.

II. DISCUSSION

Designs of the Super Storm Sandy restoration construction projects as well as Projects BB-28 Phase II, BB-54 and QM-40 are underway for the HCT and QMT. B&T determined it is judicious to pre-qualify experienced tunnel contractors to mitigate risk to the public and to minimize the duration of the Sandy restoration projects. The initial step in this RFP process is to pre-qualify responsible construction firms or teams of firms who meet requisite levels of experience, technical and financial capability in order to maximize competition while advancing the procurement phase as the designs are finalized. The second step to this RFP process shall be to issue the final bid documents to the qualified contractors for pricing, submission of bids and award of the Contracts to the low responsive responsible bidder in accordance with standard procurement practice.

The scopes of work required to restore the HCT and the QMT to a pre-storm state of good repair include system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation. Also, Capital Program Projects BB-28, Ph II and BB-54 scopes include fire line replacements; and rehabilitation of the Brooklyn Plaza. QMT Projects QM-40 and QM-18 scopes include fire line replacements; and rehabilitation of the Manhattan Exit Plaza. These Capital Program projects are being included with the Super Storm Sandy Restoration construction for reasons of facility operational coordination, scheduling and to minimize the construction impact on the public. The construction project budgets are HCT - \$350,000,000 and QMT - \$250,000,000 and the project duration are 5 years for the HCT and 4 years for QMT.

Based on the above, B&T deems it to be in the public interest to request that the Board adopt a resolution declaring competitive bidding to be impractical and/or inappropriate in favor of contract award by means of a competitive RFP process.

III. D/M/WBE INFORMATION

The MTA DDCR will assign applicable goals prior to the issuance of the Request for Proposals.

IV. IMPACT ON FUNDING

Funding is available for these projects as follows.

Sandy Restoration Program - HCT Projects: ED010228; ED020202; ED040243; ED050202; ED050221; and the 2010 – 2014 Capital Program under Projects BB-28, Ph II and BB-54.

Sandy restoration Program - QMT Projects: ED010240; ED020203; ED040203; ED040281; ED050203; and the 2010 – 2014 Capital Program under Projects QM-40 and QM-18.

V. ALTERNATIVES

Utilize the conventional construction bid procurement process. This process is considered impractical due to the need to advance the procurement phase to pre-qualifying responsible, experienced, technically and financially capable contractors prior to bidding the construction projects at the HCT and QMT.

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

Item Number : 11 (Final)

Vendor Name (& Location) Modjeski & Masters, Inc., Poughkeepsie, NY		Contract Number PSC-11-2884	AWO/Modification #
Description Design and Construction Support Services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge			
Contract Term (including Options, if any) June 15, 2012 – June 14, 2018			
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Original Amount: \$8,227,266.53	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Prior Modifications: \$500,124.16	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		Prior Budgetary Increases: \$0.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		Current Amount: \$8,727,390.69	
		This Request: \$7,440,274.00	
		% of This Request to Current Amount: 85%	
		% of Modifications (including This Request) to Original Amount: 97%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Modjeski and Masters, Inc. (M&M) for additional funding in the amount of \$7,440,274. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Pursuant to Board approval in June 2012, Contract PSC-11-2884 was awarded to Modjeski and Masters, Inc. in the amount of \$8,227,266.53 for a six-year duration to perform design and construction support services for Project RK-23, Reconstruction and Rehabilitation of the Manhattan Approach Ramps to the Robert F. Kennedy Bridge (RFKB). In its 20-year needs assessment, B&T identified the need to construct a new ramp to permit traffic to go directly from the Harlem River Lift Span of the RFKB to the Northbound Harlem River Drive (HRD) instead of the accessing the HRD via very busy local streets. In response to the Governor's 2010 Report recommending improved system connections and resiliency of regional transportation routes and with recently acquired information regarding a New York City Department of Transportation (NYCDOT) Project for the reconstruction of the HRD (NYCDOT Project) just north of the RFKB, B&T issued a previous amendment for M&M to perform a study to determine the feasibility of constructing a ramp from the RFKB to the Northbound HRD. One of the outcomes of that study was the realization that tens of millions of dollars in construction costs can be saved by accelerating the design of the planned ramp so that it is fully coordinated with the final design and construction of the NYCDOT Project and thereby minimize demolition and additional reconstruction work on the HRD at a later date. The NYCDOT Project design is 100% complete and will be put out for bid this Fall with construction scheduled to begin June 2014. In order to take advantage of this opportunity, it is necessary to immediately begin redesigning the new HRD Ramp and associated changes to the currently proposed NYCDOT Project.

This proposed amendment is to: (i) perform a preliminary design of the new HRD Ramp, which is required to determine the design changes that must be made to the NYCDOT project; (ii) perform a complete design of footings for the new HRD Ramp (which the City has agreed to construct on behalf of B&T pursuant to a memorandum of understanding to be developed by both parties); (iii) modify the off-bound 125th Street Ramp design which is necessary to accommodate the new HRD ramp; (iv) perform complete design of five spans of the new HRD ramp where the new HRD Ramp structure ties into the existing off-bound 125th Street Ramp structure (to be constructed under Project RK-23A at the same time as the 125th Street off-bound ramp); (v) prepare the necessary environmental documentation for the new ramp; and (vi) in cooperation with NYCDOT, re-design the NYCDOT Project plans to realign the northbound viaduct to the east to accommodate the new ramp, and revise the environmental documentation for the overall improvements. The re-design of the northbound viaduct must be completed and accepted by the Federal Highway Administration by the end of 2015 in order to maintain NYCDOT's construction schedule.

In order to meet this aggressive schedule and minimize future costs, on August 1, 2013, B&T authorized M&M to proceed with design of the Northbound HRD Ramp and design changes to the NYCDOT Project in an amount not to exceed \$400,000. For all of the proposed amendment services, M&M proposed \$8,688,985; the Engineer's estimate is \$7,500,000. The negotiated price of \$7,440,274 is 0.8% below the estimate and is considered fair and reasonable. Funding for this amendment is available in the 2010-2014 Capital Program under Project RK-23.

Staff Summary

Page 1 of 2

Item Number 1 (Final)						SUMMARY INFORMATION	
Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E.						Vendor Name N/A	
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>						Contract Number MP-03	
Description Design-Build Services for Project MP-03S, Replacement and Relocation of Marine Parkway – Gil Hodges Memorial Bridge North Abutment Electrical Equipment Room						Total Amount \$6,800,000 (Design Build Budget)	
Board Reviews						Contract Term (Including Options, if any) 2 years	
Order	To	Date	Approval	Info	Other	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1	President	8/30/13	<i>[Signature]</i>			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	MTA B&T Committee	9/16/13				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
3	MTA Board	9/16/13				Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other	
Internal Approvals						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	
Order	Approval	Order	Approval				
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>				
2	General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>				
3	Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>				

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559 and authorize B&T to enter into a competitive Request For Proposal (RFP) process for Design-Build Services for the Replacement and Relocation of the Electrical Equipment in the North Abutment at the Marine Parkway Bridge (MPB).

II. DISCUSSION

Storm surges from Super Storm Sandy flooded and damaged electrical equipment located in the North Abutment of the MPB revealing vulnerabilities of the equipment in its current location. The equipment provides critical power for the lift span and other power needs for the MPB. It is recommended that the damaged electrical equipment be replaced to restore the MPB to a pre-storm state of repair and relocated to a higher elevation to mitigate the exposure to future flood related events. B&T has determined that it is prudent to accelerate this project in order to ensure a reliable power source for lift span operations, mitigate risk to the public, maintain critical transportation and evacuation infrastructure and for reasons of public safety.

The Scope of Work includes designing and constructing a new pre-engineered substation enclosure and installing new electrical switchgear, transformers, and emergency generator. The design/build procurement process will allow this work to be awarded and completed approximately twelve months sooner than the typical design/bid/build procurement method and take advantage of currently favorable construction market conditions. The design and construction budget is \$6,800,000 and the Contract duration is 2 years. Based on the above, B&T deems it to be in the public interest to request



that the Board adopt a resolution declaring competitive bidding to be impractical in favor of contract award by means of a competitive RFP process.

III. D/M/WBE INFORMATION

The MTA DDCR will assign applicable goals prior to the issuance of the Request for Proposals.

IV. IMPACT ON FUNDING


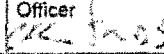
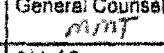

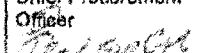

Funding is available under 2010-2014 Capital Program under Project D604MP03 (\$3,300,000) and ED040207 Sandy Restoration (\$3,500,000).

V. ALTERNATIVES

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's requirements to expedite mitigation projects at its facilities to minimize its exposure to future weather related events.

Staff Summary

Page 1 of 2

Item Number 2 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	8/30/13			
2	MTA B&T Committee	9/16/13			
3	MTA Board	9/18/13			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Chief of Staff		
2	General Counsel 	5	Executive Vice President 		
3	Chief Procurement Officer 	6	President 		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number OB-99S
Description Design-Build Services for the Replacement and Relocation of Mechanical and Electrical Equipment from the Service Building and South Abutment at the Cross Bay-Veterans Memorial Bridge	
Total Amount \$6,300,000 (Design Build Budget)	
Contract Term (Including Options, if any) 2 years	
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 Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate in accordance with the All-Agency Procurement Guidelines, Article III.A.6. and Public Authorities Law §559 and authorize B&T to enter into a competitive Request For Proposal (RFP) process for Design-Build Services for the Replacement and Relocation of the Mechanical and Electrical Equipment currently located in the Service Building and South Abutment at the Cross Bay-Veterans Memorial Bridge (CBB).

II. DISCUSSION

Storm surges from Super Storm Sandy flooded and damaged mechanical and electrical equipment located in the CBB service building and South Abutment. The equipment provides critical facility power, emergency power and heating needs. The equipment has proven to be unreliable due to the infiltration of salt water, debris and contaminant-laden floodwaters entering the service building and the south abutment. Temporary repairs are continuously required. It is recommended that the damaged mechanical and electrical equipment be replaced to restore the CBB to a pre-storm state of repair and relocated to a higher elevation to mitigate the exposure to future flood related events. Rooms that contain equipment that cannot be relocated will be flood proofed. B&T has determined that it is prudent to accelerate this project in order to ensure a reliable power source and heating for bridge operations, safe work environment for employees, to mitigate risk to the public, maintain critical transportation and evacuation infrastructure and for public safety.

The Scope of Work includes designing and constructing a new pre-engineered substation enclosure, installation of new electrical equipment consisting of new switchgear and transformers, and new heating equipment. The design/build procurement process will enable the project to be awarded and completed approximately twelve months sooner than the typical design/bid/build procurement method and take advantage of currently favorable construction market conditions.

The design and construction budget is \$6,300,000 and the Contract duration is 2 years. Based on the above, B&T deems it to be in the public interest to request that the Board adopt a resolution declaring competitive bidding to be impractical in favor of contract award by means of a competitive RFP process.

III. D/M/WBE INFORMATION

The MTA DDCR will assign applicable goals prior to the issuance of the Request for Proposals.

IV. IMPACT ON FUNDING

Funding is available under Project ED040210 in the Sandy Restoration Program.

V. ALTERNATIVES

Utilize the conventional design/bid/build procurement process. This process is impractical due to B&T's requirements to expedite mitigation projects at its facilities to minimize its exposure to future weather related events.

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**Item Number: **12** (Final)

Vendor Name (& Location) Ammann & Whitney Consulting Engineers, P.C., NY, NY		Contract Number PSC-12-2915	AWO/Modification #
Description Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge		Original Amount: \$5,693,203.79	
Contract Term (Including Options, if any) April 30, 2013- February 28, 2017		Prior Modifications: \$0.00	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$5,693,203.79	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$2,216,410.26	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 38.9%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 38.9%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Ammann & Whitney Consulting Engineers, P.C. (A&W) for additional services and associated funding in the amount of \$2,216,410.26. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Pursuant to Board approval in April 2013, Contract PSC-12-2915 was awarded to A&W in the negotiated amount of \$5,693,203.79 for a duration of three years, ten months to provide Construction Management and Inspection Services for VN-80C, Construction of a New Ramp at the Verrazano-Narrows Bridge (VNB). Subsequent to the receipt of bids for VN-80C, a bid mistake by the lowest apparent bidder ultimately led to a determination to reject all bids. This enabled B&T to add the scope of work under Project VN-35, Miscellaneous Steel Repairs and Painting at the VNB to that of VN-80C. This assimilation of work into the VN-80C package would allow B&T to realize significant savings, as combining these two projects will result in cost savings by eliminating redundancies from separate inspection projects at the same locations and improve overall coordination and staging of the work. Therefore, it would also be a financial benefit for B&T to combine the separate construction management and inspection tasks into one contract.

The proposed services under this amendment consist of providing all pre-construction and construction administration, inspection, testing and support services necessary to coordinate and independently monitor the project from commencement through completion and final acceptance. These services shall be required for Work that includes: i) structural steel and concrete repairs at six Brooklyn ramps, suspended span catwalks, and main span flag repairs; ii) removal and replacement of the paint coating system on the Brooklyn and Staten Island lower level approaches; and iii) repairs to guide rails at the Belt Parkway bridges and seismic upgrades to the saddles within the Staten Island and Brooklyn Towers. A&W proposed \$2,216,410.26 for these services; the Engineer's estimate is \$2,763,000. A&W's cost proposal is 19.8% below the estimate and is accepted as fair and reasonable. Funding for this amendment is available in the 2010-2014 Capital Program under VN-35 (\$746,663.88 for steel repair and \$1,469,746.38 for painting).

Staff Summary



Metropolitan Transportation Authority

Subject FMTAC Annual Meeting
Department General Counsel/Risk and Insurance Management
Department Head Name James B. Henly
Department Head Signature
Project Manager Name Laureen Coyne, Director, Risk and Insurance Management

Date September 9, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/18/2013		X	
2	Board	9/18/2013		X	

Internal Approvals			
Order	Approval	Order	Approval
2	Chief of Staff <i>[Signature]</i>	1	Legal <i>[Signature]</i>
	Chief Financial Officer		IST&P
	Procurement		Office of Civil Rights

Narrative

Purpose:

To provide information concerning the First Mutual Transportation Assurance Company's (FMTAC's) 2012 activities and operations to board members in connection with the September 18, 2013 annual FMTAC Board meeting.

Discussion:

The monthly MTA board meeting of September 18, 2013 will also be the fourteenth annual board meeting of MTA's captive insurer, the First Mutual Transportation Assurance Company. For informational purposes, the FMTAC Board Book is being distributed to board members in advance of the meeting.

The FMTAC Board Book contains the Annual Meeting Newsletter (at Section 1), which provides a summary update on the activities of FMTAC for the year ended December 31, 2012; historical comparative balance sheet and income statement summaries (Section 2); the FMTAC Audited Financial Statements for the years ended December 31, 2012 and 2011 (Section 3); and the Statement of Actuarial Opinion prepared by Milliman, Inc, setting forth the independent actuary's determination that the reserves recorded by FMTAC for the year ended December 31, 2012 meet the requirements of the captive insurance laws of the State of New York and make reasonable provision for unpaid loss and loss adjustment expense obligations of FMTAC (Section 3).

Also included in the FMTAC Board Book is the New York State Department of Financial Services Examination report of FMTAC as of December 31, 2010 (Section 4), the regulatory compliance checklist for 2013 (Section 5), a Report on Investments (Section 6), and materials describing the captive manager advisers (Marsh Captive Solutions) and FMTAC's investment managers (Dwight Asset Management Company) and actuaries (Milliman, Inc.) (Section 7). An informational presentation concerning FMTAC's 2012 operations and activities will be made at the Finance Committee meeting of September 16, 2013.

[THIS PAGE INTENTIONALLY LEFT BLANK]

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category**

July 2013

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$473.9	\$477.4	\$3.5	0.7	\$0.0	\$0.0	\$0.0	-	\$473.9	\$477.4	\$3.5	0.7
Vehicle Toll Revenue	142.6	147.0	4.4	3.1	0.0	0.0	0.0	-	142.6	147.0	4.4	3.1
Other Operating Revenue	50.1	53.3	3.2	6.4	0.0	0.0	0.0	-	50.1	53.3	3.2	6.4
Capital & Other Reimbursements	0.0	0.0	0.0	-	148.4	136.8	(11.6)	(7.8)	148.4	136.8	(11.6)	(7.8)
Total Revenue	\$666.6	\$677.8	\$11.1	1.7	\$148.4	\$136.8	(\$11.6)	(7.8)	\$815.0	\$814.4	(\$0.8)	(0.1)
Expenses												
Labor												
Payroll	\$368.9	\$365.6	\$3.3	0.9	\$45.7	\$38.5	\$7.1	15.5	\$414.6	\$404.2	\$10.4	2.5
Overtime	45.5	55.3	(9.8)	(21.4)	8.4	10.7	(2.3)	(27.5)	53.9	66.0	(12.1)	(22.4)
Health and Welfare	78.9	75.1	3.8	4.8	5.6	5.1	0.5	9.7	84.5	80.2	4.3	5.1
OPEB Current Payment	40.1	38.3	1.8	4.5	0.0	0.0	0.0	-	40.1	38.3	1.8	4.5
Pensions	735.0	734.2	0.8	0.1	27.6	28.8	(1.2)	(4.3)	762.6	763.0	(0.4)	(0.1)
Other Fringe Benefits	52.8	50.1	2.7	5.0	12.7	11.7	1.0	8.2	65.5	61.8	3.7	5.6
Reimbursable Overhead	(27.4)	(23.5)	(3.9)	(14.2)	27.2	23.4	3.8	13.9	(0.2)	(0.1)	(0.1)	(61.1)
Total Labor Expenses	\$1,293.7	\$1,293.1	\$0.6	0.0	\$127.3	\$118.4	\$8.9	7.0	\$1,421.0	\$1,411.4	\$9.6	0.7
Non-Labor												
Electric Power	\$42.7	\$36.0	\$6.7	15.8	\$0.0	\$0.0	(\$0.0)	-	\$42.7	\$36.0	\$6.7	15.7
Fuel	22.2	23.2	(1.0)	(4.7)	0.0	0.0	(0.0)	-	22.2	23.2	(1.0)	(4.7)
Insurance	2.3	5.5	(3.2)	-	1.1	0.9	0.2	17.3	3.4	6.5	(3.0)	(88.2)
Claims	14.4	21.3	(6.9)	(47.8)	0.0	0.0	0.0	-	14.4	21.3	(6.9)	(47.8)
Paratransit Service Contracts	33.9	33.3	0.6	1.7	0.0	0.0	0.0	-	33.9	33.3	0.6	1.7
Maintenance and Other Operating Contracts	52.2	39.1	13.1	25.1	3.4	5.6	(2.2)	(64.7)	55.6	44.7	10.9	19.6
Professional Service Contracts	25.4	30.3	(5.0)	(19.6)	4.8	4.1	0.7	14.0	30.2	34.5	(4.3)	(14.3)
Materials & Supplies	43.0	40.5	2.5	5.9	10.9	7.3	3.6	32.9	53.8	47.8	6.1	11.3
Other Business Expenses	18.2	13.8	4.4	24.3	0.9	0.4	0.5	56.6	19.1	14.2	4.9	25.8
Total Non-Labor Expenses	\$254.3	\$243.0	\$11.3	4.4	\$21.1	\$18.4	\$2.7	12.8	\$275.4	\$261.4	\$14.0	5.1
Other Expense Adjustments:												
Other	3.6	3.0	0.6	16.0	0.0	0.0	0.0	-	3.6	3.0	0.6	16.0
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$3.6	\$3.0	\$0.6	16.0	\$0.0	\$0.0	\$0.0	-	\$3.6	\$3.0	\$0.6	16.0
Total Expenses before Non-Cash Liability Adjs.	\$1,551.6	\$1,539.1	\$12.5	0.8	\$148.4	\$136.8	\$11.6	7.8	\$1,700.0	\$1,675.9	\$24.1	1.4
Depreciation	191.3	179.5	11.8	6.1	0.0	0.0	0.0	-	191.3	179.5	11.8	6.1
OPEB Obligation	28.3	31.1	(2.8)	(10.0)	0.0	0.0	0.0	-	28.3	31.1	(2.8)	(10.0)
Environmental Remediation	0.2	0.2	0.0	0.2	0.0	0.0	0.0	-	0.2	0.2	0.0	0.2
Total Expenses	\$1,771.3	\$1,749.9	\$21.4	1.2	\$148.4	\$136.8	\$11.6	7.8	\$1,919.8	\$1,886.7	\$33.1	1.7
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$1,104.8)	(\$1,072.3)	\$32.6	2.9	\$0.0	\$0.0	\$0.0	-	(\$1,104.8)	(\$1,072.3)	\$32.6	2.9
Subsidies	431.6	478.8	47.1	10.9	0.0	0.0	0.0	-	431.6	478.8	47.1	10.9
Debt Service	205.0	192.3	12.7	6.2	0.0	0.0	0.0	-	205.0	192.3	12.7	6.2

— Results are preliminary and subject to audit review.

— Differences are due to rounding.

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category
July Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$3,132.0	\$3,137.7	\$5.7	0.2	\$0.0	\$0.0	\$0.0	-	\$3,132.0	\$3,137.7	\$5.7	0.2
Vehicle Toll Revenue	930.0	935.6	5.6	0.6	0.0	0.0	0.0	-	930.0	935.6	5.6	0.6
Other Operating Revenue	494.1	489.7	(4.3)	(0.9)	0.0	0.0	0.0	-	494.1	489.7	(4.3)	(0.9)
Capital & Other Reimbursements	0.0	0.0	0.0	-	812.3	810.4	(1.9)	(0.2)	812.3	810.4	(1.9)	(0.2)
Total Revenue	\$4,556.1	\$4,563.0	\$6.9	0.2	\$812.3	\$810.4	(\$1.9)	(0.2)	\$5,368.4	\$5,373.4	\$5.0	0.1
Expenses												
Labor												
Payroll	\$2,456.9	\$2,441.8	\$15.2	0.6	\$278.2	\$269.4	\$8.7	3.1	\$2,735.1	\$2,711.2	\$23.9	0.9
Overtime	341.7	356.0	(14.4)	(4.2)	71.8	79.8	(8.0)	(11.2)	413.5	435.8	(22.4)	(5.4)
Health and Welfare	535.9	521.6	14.3	2.7	32.7	31.6	0.9	2.8	568.6	553.4	15.2	2.7
OPEB Current Payment	295.3	249.3	6.0	2.3	0.0	0.0	0.0	-	295.3	249.3	6.0	2.3
Pensions	1,052.4	1,050.4	2.0	0.2	45.8	47.7	(1.9)	(4.1)	1,098.2	1,098.1	0.1	0.0
Other Fringe Benefits	340.5	335.1	5.3	1.6	82.4	82.4	0.0	0.0	422.9	417.5	5.3	1.3
Reimbursable Overhead	(176.4)	(177.6)	1.3	0.7	175.7	177.1	(1.5)	(0.8)	(0.7)	(0.5)	(0.2)	(26.0)
Total Labor Expenses	\$4,806.3	\$4,776.6	\$29.6	0.6	\$686.6	\$689.3	(\$1.7)	(0.2)	\$5,492.9	\$5,464.9	\$28.0	0.5
Non-Labor												
Electric Power	\$296.7	\$290.3	\$6.4	2.2	\$0.2	\$0.3	(\$0.2)	-	\$296.9	\$290.6	\$6.3	2.1
Fuel	156.7	155.6	1.1	0.7	0.0	0.0	(0.0)	(2.3)	156.7	155.7	1.1	0.7
Insurance	12.0	15.3	(3.3)	(27.4)	4.5	4.0	0.6	12.9	16.6	19.3	(2.7)	(16.4)
Claims	124.7	133.2	(8.4)	(6.8)	0.0	0.0	0.0	-	124.7	133.2	(8.4)	(6.8)
Paratransit Service Contracts	217.5	213.9	3.7	1.7	0.0	0.0	0.0	-	217.5	213.9	3.7	1.7
Maintenance and Other Operating Contracts	291.9	278.2	12.6	4.4	33.0	37.6	(4.5)	(13.7)	325.0	316.7	8.2	2.5
Professional Service Contracts	154.7	152.7	2.1	1.4	25.0	25.6	(0.6)	(2.4)	179.7	178.2	1.5	0.8
Materials & Supplies	286.3	282.2	4.1	1.4	61.1	52.8	8.3	13.5	347.4	335.0	12.4	3.6
Other Business Expenses	97.7	91.3	6.4	6.6	1.9	1.8	0.0	2.2	99.6	93.1	6.5	6.5
Total Non-Labor Expenses	\$1,638.5	\$1,613.7	\$24.8	1.5	\$125.7	\$122.0	\$3.6	2.9	\$1,764.2	\$1,735.8	\$28.4	1.6
Other Expense Adjustments:												
Other	18.7	20.8	(2.1)	(11.5)	0.0	0.0	0.0	-	18.7	20.8	(2.1)	(11.5)
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$18.7	\$20.8	(\$2.1)	(11.5)	\$0.0	\$0.0	\$0.0	-	\$18.7	\$20.8	(\$2.1)	(11.5)
Total Expenses before Non-Cash Liability Adjs.	\$6,463.4	\$6,411.2	\$52.3	0.8	\$812.3	\$810.4	\$1.9	0.2	\$7,275.7	\$7,221.5	\$54.2	0.7
Depreciation	1,278.1	1,260.7	17.4	1.4	0.0	0.0	0.0	-	1,278.1	1,260.7	17.4	1.4
OPEB Obligation	926.3	904.7	21.7	2.3	0.0	0.0	0.0	-	926.3	904.7	21.7	2.3
Environmental Remediation	2.8	3.3	(0.6)	(20.7)	0.0	0.0	0.0	-	2.8	3.3	(0.6)	(20.7)
Total Expenses	\$8,670.7	\$8,679.9	\$90.8	1.0	\$812.3	\$810.4	\$1.9	0.2	\$9,483.0	\$9,390.2	\$92.8	1.0
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$4,114.6)	(\$4,016.9)	\$97.8	2.4	\$0.0	\$0.0	(\$0.0)	(100.0)	(\$4,114.6)	(\$4,016.9)	\$97.8	2.4
Subsidies	4,073.3	4,132.8	59.6	1.5	0.0	0.0	0.0	-	4,073.3	4,132.8	59.6	1.5
Debt Service	1,291.9	1,277.9	14.0	1.1	0.0	0.0	0.0	-	1,291.9	1,277.9	14.0	1.1

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	3.5	0.7	NYCT and MTA Bus had favorable variances of \$3.7M and \$0.3M, respectively, due to higher-than-forecasted ridership, while lower ridership at MNR partially offset this variance by (\$0.4M).	5.7	0.2	NYCT and MTA Bus had favorable variances of \$6.6M and \$0.5M respectively, due to higher-than-forecasted ridership, while lower ridership experienced at the LIRR and MNR partially offset these results by (\$1.1M) and (\$0.3M), respectively.
Vehicle Toll Revenue	NR	4.4	3.1	The favorable variance was due to higher traffic volume and a higher average toll.	5.6	0.6	The favorable YTD variance resulted from higher traffic volume and a higher average toll.
Other Operating Revenue	NR	3.2	6.4	The favorable outcome largely reflects higher paratransit urban tax and advertising revenues at NYCT -- \$1.5M; the timing of Transit Museum sales at MTA HQ -- \$1.0M; higher GCT net revenue due to timing and higher advertising revenue at MNR -- \$0.4M; higher revenues from the Battery Parking Garage at B&T -- \$0.3M; and timing at the LIRR -- \$0.3M. Partially offsetting these results was an unfavorable variance of (\$0.5M) at MTA Bus primarily due to lower student fare reimbursements.	(4.3)	(0.9)	The unfavorable outcome largely reflects the impact of a negative shift in the market value of the invested asset portfolio at FMTAC -- (\$7.0), and lower student and senior fare reimbursements at MTA Bus -- (\$0.7M); Partially offsetting these variances were favorable results at the LIRR primarily due to timing -- \$1.7M; the timing of Transit Museum sales at MTA HQ -- \$1.1M; and higher advertising revenues at NYCT -- \$0.6M.
Payroll	NR	3.3	0.9	Vacancies and timing were primarily responsible for favorable variances of \$1.9M at MTAHQ, \$1.7M at NYCT and \$0.7M at the LIRR. Partially offsetting these results was an unfavorable variance of (\$0.5M) at MNR due to increased infrastructure improvement work and the timing of payouts to retirees for accrued vacation and sick leave.	15.2	0.6	Vacancies and timing were primarily responsible for favorable variances of \$9.7M at NYCT, \$4.2M at MTA HQ, \$0.7M at MNR, \$0.5M at the LIRR, and \$0.3M at B&T.
Overtime	NR	(9.8)	(21.4)	The unfavorable result largely reflects the impact of increased unscheduled service, inspection/testing/maintenance of signal systems, and higher vacancy/absentee coverage requirements -- (\$5.2M) at NYCT; the acceleration of the Maintenance of Way Infrastructure Improvement Program, increased requirements for the CSX freight derailment and scheduled service coverage -- (\$2.1M) at MNR; the timing of grant-related work -- (\$1.6M) at MTA HQ; accelerated repairs of defects found on scheduled inspections and heat-related road calls -- (\$0.8M) at MTA Bus; and higher vacancy/absentee coverage -- (\$0.3M) at the LIRR. These results were partially offset by a favorable outcome of \$0.5M at B&T primarily due to lower requirements for vacancy/absentee coverage. (See Overtime Decomposition Report for more details)	(14.4)	(4.2)	The unfavorable result largely reflects the impact of increased unscheduled service, continued requirements for Sandy-related work, and higher vacancy/absentee coverage -- (\$6.3M) at NYCT; the acceleration of the Maintenance of Way Infrastructure Improvement Program, increased requirements for the CSX freight derailment and scheduled service coverage at -- (\$3.8M) at MNR; the residual impacts of Sandy-related work, accelerated repairs of defects found on scheduled inspections, heat-related road calls, and higher vacancy/absentee coverage -- (\$2.1M) at MTA Bus; the timing of grant-related work -- (\$1.6M) at MTA HQ; and higher vacancy/absentee coverage -- (\$1.2M) at the LIRR. These results were partially offset by a favorable outcome of \$0.8M at B&T primarily due to lower requirements for vacancy/absentee coverage. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	3.8	4.8	Timing was primarily responsible for favorable variances of \$2.6M at MTA Bus and \$0.3M at SIR. NYCT had a favorable variance of \$1.3M, mostly due to lower rates. The LIRR favorable variance of \$0.3M was mainly due to higher vacancies. These results were partially offset by unfavorable variances of (\$0.8M) at MNR, primarily due to an accrual adjustment and (\$0.3M) at MTA HQ, mainly due to timing.	14.3	2.7	NYCT had a favorable variance of \$12.6M mostly due to lower rates. Timing was primarily responsible for favorable variances of \$2.8M, \$0.6M and \$0.4M at MTA Bus, SIR and B&T and an unfavorable variance of (\$0.9M) at MTA HQ. The LIRR favorable variance of \$0.6M was mainly due to higher vacancies. These results were partially offset by an unfavorable variance of (\$1.8M) at MNR primarily due to an accrual adjustment.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

JULY					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
OPEB - Current Payment	NR	3.8	9.5	Lower rates and fewer retirees were responsible for favorable variances of \$3.3M at NYCT and \$0.5M at the LIRR.	6.0	2.3	Lower rates and fewer retirees were responsible for favorable variances of \$2.9M at the LIRR, \$2.0M at NYCT and \$1.2M at MTAHQ.		
Pensions	NR	0.8	0.1	Timing was responsible for a favorable variance of \$1.0M at NYCT.	2.0	0.2	Timing was responsible for favorable variances of \$2.5M at NYCT and \$0.9M at the LIRR. These results were partially offset by an unfavorable variance of (\$1.0M) at MNR due to increased overtime costs related to derailments and subsequent Infrastructure Improvement programs.		
Other Fringe Benefits	NR	2.6	5.0	MTA Bus had a favorable variance of \$1.8M primarily due to timing. The LIRR was \$1.0M favorable mainly due to the timing of FELA indemnity payments and lower Railroad Retirement taxes. These results were partially offset by an unfavorable variance of (\$0.3M) at NYCT consistent with higher overtime costs.	5.3	1.6	The LIRR and MNR had favorable variances of \$2.7M and \$1.0M primarily due to the timing of FELA indemnity payments and lower Railroad Retirement taxes. MTA Bus was \$1.8M favorable mainly due to timing.		
Reimbursable Overhead	NR	(3.9)	(14.2)	The timing of project activity was responsible for unfavorable variances of (\$1.6M) at MTA HQ, (\$1.0M) at NYCT and (\$0.9M) at MNR.	1.3	0.7	The timing of project activity was responsible for a favorable variance of \$4.5M at NYCT and unfavorable variances of (\$2.6M) at MNR and (\$0.4M) at MTA HQ.		
Electric Power	NR	6.7	15.8	The overall favorable variance reflects the impact of timing -- \$4.8M at NYCT and \$0.3M at SIR. In addition, the LIRR and MNR had favorable variances of \$0.8M and \$0.6M, respectively, due to lower rates and consumption.	6.4	2.2	MNR was \$2.7M favorable primarily due to lower consumption and rates. NYCT was \$2.4M favorable mainly due to lower consumption. MTA HQ and SIR had favorable variances of \$0.8M and \$0.7M, respectively, mainly due to timing.		
Fuel	NR	(1.0)	(4.7)	NYCT was unfavorable by (\$1.5M) primarily due to higher consumption and rates. Partially offsetting this result was a favorable variance of \$0.7M at MTA Bus due to timing.	1.1	0.7	MTA Bus was \$1.4M favorable mainly due to timing. The LIRR was \$1.2M favorable primarily due to lower consumption and rates. Partially offsetting these results were unfavorable variances of (\$1.1M) at MNR and (\$0.5M) at NYCT mostly due to higher consumption and rates.		
Insurance	NR	(3.2)	*	Timing was primarily responsible for unfavorable variances at NYCT, B&T and FMTAC of (\$1.7M), (\$1.2M) and (\$0.5M), respectively.	(3.3)	(27.4)	Timing was primarily responsible for unfavorable variances at NYCT, FMTAC and B&T of (\$1.2M), (\$1.0M) and (\$0.9M), respectively. MTA HQ was (\$0.4M) unfavorable primarily due to higher payments for insurance services related to FEMA recoveries.		
Claims	NR	(6.9)	(47.8)	FMTAC and NYCT were unfavorable by (\$3.2M) and (\$2.9M), respectively, due to an increase in claim activity for the month. Timing was responsible for an unfavorable variance of (\$0.6M) at the LIRR.	(8.4)	(6.8)	FMTAC and NYCT were unfavorable by (\$5.0M) and (\$2.9M), respectively, due to an increase in claim activity. Timing was responsible for an unfavorable variance of (\$0.9M) at the LIRR.		
Paratransit Service Contracts	NR	0.6	1.7	NYCT was \$0.6M favorable, mainly due to fewer trips and reduced call center activity.	3.7	1.7	NYCT was \$3.7M favorable, mainly due to fewer trips and reduced call center activity.		

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%	
Maintenance and Other Operating Contracts	NR	13.1	25.1	The overall favorable result was largely attributable to timing: \$6.4M at NYCT for auto purchases and non-revenue vehicle maintenance and repairs; \$3.2M at the LIRR for HVAC maintenance, elevator & escalator repairs, security, vegetation management and environmental and plant maintenance; \$1.8M at MNR for maintenance contracts and GCT utilities; \$1.7M at B&T primarily for major maintenance, painting, Sandy-related repairs, security, vehicle purchases and facility maintenance; and \$0.8M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies. These favorable results were partially offset by an unfavorable variance of (\$0.6M) at MTA HQ due to the timing of 2 Broadway maintenance contracts.	12.8	4.4	The overall favorable result was largely attributable to timing: \$4.8M at the LIRR for HVAC maintenance, elevator & escalator repairs, security, vegetation management and environmental and plant maintenance; \$4.2M at MNR for maintenance contracts and GCT utilities; \$2.3M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies; \$1.9M at MTA HQ due to the timing of 2 Broadway maintenance contracts; and \$1.4M at NYCT due to the timing of auto purchases, non-revenue vehicle maintenance and repairs and painting. Partially offsetting these results were unfavorable variances of (\$1.4M) at SIR reflecting non-revenue vehicle purchases incorrectly budgeted in Materials & Supplies. B&T was (\$0.5M) unfavorable primarily due to timing.
Professional Service Contracts	NR	(5.0)	(19.6)	The unfavorable result was primarily attributable to an unfavorable variance of (\$12.9M) at NYCT due to the timing of expenses for bond services, IT hardware, and a reclassification adjustment from Materials & Supplies. Partially offsetting this result were favorable variances attributable mainly to timing: \$4.6M at the LIRR for hardware/software expenses, Superstorm Sandy repairs and a reclassification of parking facilities payments to Maintenance and Other Operating Contracts; \$2.3M at MTA HQ reflecting Superstorm Sandy repairs reclassified to Other Business Expenses; \$0.7M at MNR due to the timing of expenses for legal services, temporary services, bridge inspections and training; and \$0.3M at B&T primarily for lower legal expenses.	2.1	1.4	The overall favorable result was primarily attributable to timing: \$7.1M at the LIRR for hardware/software expenses, Superstorm Sandy repairs and a reclassification of parking facilities payments to Maintenance and Other Operating Contracts; \$4.7M at MNR reflecting lower expenses for IT, legal services, advertising, bridge inspections, temporary services, medical services and training; and \$3.4M at MTA HQ reflecting Superstorm Sandy repairs reclassified to Other Business Expenses. Partially offsetting these results were unfavorable variances of (\$12.5M) at NYCT due to the timing of expenses for bond services, the data center and a reclassification adjustment from Materials & Supplies, and (\$0.6M) at MTA Bus mainly due to higher-than-forecasted use of interagency services.
Materials & Supplies	NR	2.5	5.9	NYCT was \$3.7M favorable mainly due to a reclassification adjustment to professional services. MNR was \$0.5M favorable due to an inventory valuation adjustment. SIR was \$0.4M favorable, reflecting non-revenue vehicle purchases that were correctly recorded under maintenance contracts but incorrectly budgeted under material and supplies. These results were partially offset by an unfavorable variance of (\$2.2M) at MTABus, reflecting the purchase of bus components that should have been reflected under maintenance contracts.	4.1	1.4	SIR was \$2.4M favorable reflecting non-revenue vehicle purchases that were correctly recorded under maintenance contracts but incorrectly budgeted under material and supplies. The LIRR was \$1.7M favorable due to lower usage of running repair material for the MJU fleet, delayed C-3 HVAC modification and propulsion control unit initiatives, and timing. NYCT was \$1.6M favorable mainly due to a reclassification adjustment to professional services. MNR was \$0.6M favorable due to an inventory valuation adjustment. B&T was \$0.5M favorable due to lower expenses across a variety of small equipment and supply categories. These results were partially offset by an unfavorable variance of (\$2.6M) at MTABus, reflecting the purchase of bus components that should have been reflected under maintenance contracts.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

JULY					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Other Business Expenses	NR	4.4	24.3	MTAHQ was \$5.4M favorable mainly due to the timing of Headquarters' relocation costs. This result was offset by an unfavorable variance of (\$0.5M) at NYCT due to overruns in various miscellaneous expenses and (\$0.5M) at FMTAC due to higher general & administrative, commissions, and safety loss control expenses.	6.4	6.6	MTAHQ was \$4.9M favorable mainly due to the timing of Headquarters' relocation costs. NYCT was \$0.6M favorable mainly due to lower stationery expenses. MNR was \$0.7M favorable due to lower NJT subsidy payments resulting from an accrual adjustment. B&T was \$0.5M favorable due to lower-than-forecasted credit/debit card fees. Timing was responsible for a favorable variance of \$0.3M at the LIRR. These results were partially offset by an unfavorable variance of (\$0.5M) at FMTAC primarily due to higher general & administrative, commissions, and safety loss control expenses.		
Other Expense Adjustments	NR	0.6	16.0	Variance due to the timing of inter-agency subsidies.	(2.1)	(11.5)	Variance due to the timing of inter-agency subsidies.		
Depreciation	NR	11.8	6.1	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$7.3M at NYCT, \$2.3M at MTAHQ, \$1.1M at MNR, \$1.0M at the LIRR, and \$0.5M at B&T, and an unfavorable variance of (\$0.5M) at MTA Bus.	17.4	1.4	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$14.1M at NYCT, \$5.2M at MNR, \$2.3M at MTAHQ, \$0.9M at B&T and \$0.8M at SIR, and unfavorable variances of (\$4.1M) at the LIRR and (\$1.8M) at MTA Bus.		
Other Post-Employment Benefits	NR	(2.6)	(10.0)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.	21.7	2.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits. NYCT was \$26.5M favorable resulting from an updated actuarial valuation.		
Environmental Remediation	NR	0.0	0.2	Agency variances were minor.	(0.6)	(20.7)	Overall, the unfavorable variance reflects higher remediation efforts of (\$1.7M) at MTA Bus partially offset by fewer projects requiring remediation at MNR (\$1.1M).		
Capital & Other Reimbursements	R	(11.6)	(7.8)	Timing of project activity was responsible for unfavorable variances of (\$3.2M) at NYCT, (\$2.5M) at MNR, (\$2.4M) at MTAHQ, (\$1.8M) at the LIRR, (\$0.9M) at MTACC, (\$0.5M) at MTABus and (\$0.3M) at B&T.	(1.9)	(0.2)	Timing of project activity was responsible for unfavorable variances of (\$8.6M) at MNR, (\$3.3M) at the LIRR, (\$1.7M) at MTAHQ, (\$1.0M) at MTACC, (\$0.6M) at MTABus and (\$0.5M) at B&T, and favorable variances of \$13.6M at NYCT and \$0.3M at SIR.		
Payroll	R	7.1	15.5	The overall favorable variance was primarily due to the timing of project activity and vacancies: \$4.8M at NYCT; \$1.8M at the LIRR; and \$0.4M at MTA Bus.	8.7	3.1	The overall favorable variance was primarily due to the timing of project activity and vacancies: \$4.8M at the LIRR; \$2.7M at NYCT; \$0.6M at MNR; and \$0.4M at MTA Bus.		
Overtime	R	(2.3)	(27.5)	The unfavorable outcome reflects the impact of higher track work, infrastructure, and station environment requirements -- (\$2.3M) at NYCT.	(8.0)	(11.2)	The unfavorable outcome reflects the impact of higher track work, infrastructure, and station environment requirements -- (\$7.3M) at NYCT, and higher project activity -- (\$0.6M) and (\$0.3M), at MNR and the LIRR, respectively.		
Health and Welfare	R	0.5	9.7	Agency variances were minor.	0.9	2.8	NYCT had a favorable variance of \$0.4M primarily due to lower rates. SIR was \$0.2M favorable mainly due to timing. Other Agency variances were minor.		

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

JULY					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Pensions	R	(1.2)	(4.3)	Timing was responsible for an unfavorable variance of (\$1.2M) at NYCT.	(1.9)	(4.1)	Timing was responsible for unfavorable variances of (\$1.4M) at NYCT and (\$0.9M) at the LIRR.		
Other Fringe Benefits	R	1.0	8.2	NYCT and the LIRR had favorable variances of \$0.5M and \$0.4M primarily due to the timing of project activity.	0.0	0.0	The timing of project activity was responsible for a favorable variance of \$1.0M at the LIRR and an unfavorable variance of (\$1.0M) at NYCT. MTACC was \$0.3M favorable mostly due to lower overhead rates.		
Reimbursable Overhead	R	3.8	13.9	The timing of project activity was responsible for favorable variances of \$1.6M at MTA HQ, \$1.0M at NYCT and \$0.8M at MNR.	(1.5)	(0.8)	The timing of project activity was responsible for an unfavorable variance of (\$4.5M) at NYCT and favorable variances of \$2.6M at MNR and \$0.4M at MTA HQ.		
Electric Power	R	(0.0)	(0.0)	Agency variances were minor.	(0.2)	*	Agency variances were minor.		
Insurance	R	0.2	17.3	The LIRR was \$0.2M favorable due to lower project activity.	0.6	12.9	The LIRR had a favorable variance of \$0.6M due to lower project activity.		
Maintenance and Other Operating Contracts	R	(2.2)	(64.7)	The timing of project activity was responsible for unfavorable variances of (\$1.2M) at NYCT and (\$0.9M) at the LIRR.	(4.5)	(13.7)	The timing of project activity was responsible for unfavorable variances of (\$2.2M) at NYCT, (\$1.8M) at MNR, and (\$0.6M) at the LIRR.		
Professional Service Contracts	R	0.7	14.0	MNR and MTA HQ were favorable by \$0.7M and \$0.6M, respectively, due to the timing of project activity, while MTA CC was favorable by \$0.3M. Partially offsetting these results were unfavorable variances of (\$0.6M) at NYCT due to the timing of IT hardware expenses and (\$0.4M) at the LIRR due to the timing of project activity.	(0.6)	(2.4)	NYCT had an unfavorable variance of (\$2.8M) mostly due to the timing of IT hardware, data center, EDP maintenance & repair expenses. The timing of project activity was responsible for an unfavorable variance of (\$1.8M) at the LIRR, and favorable variances of \$2.5M at MNR and \$1.3M at MTA HQ. MTA CC was \$0.3M favorable due to timing.		
Materials & Supplies	R	3.6	32.9	NYCT was \$1.8M favorable due to the timing of non-vehicle maintenance requirements. The timing of project activity was responsible for favorable variances of \$0.9M at both the LIRR and MNR.	6.3	13.5	Timing of project activity was responsible for favorable variances of \$5.1M at MNR and \$0.9M at the LIRR. NYCT was \$2.7M favorable due to the timing of non-vehicle maintenance requirements. These results were partially offset by an unfavorable variance of (\$0.6M) at SIR due to material requirements for signals and St. George station projects.		
Other Business Expenses	R	0.5	56.6	Timing was responsible for favorable variances of \$0.4M and \$0.3M at MTACC and NYCT, respectively.	0.0	2.2	Agency variances were minor.		

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2013
(\$ in millions)

				JULY	YEAR-TO-DATE			
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance	
		\$	%		\$	%		
Subsidies	NR	47.1	10.9	The favorable variance of \$47.1 million for the month was due primarily to higher accruals for NYC Operating Assistance (\$35 million) due to timing, and higher real estate transactions (\$15.6 million). PBT transactions were also favorable (\$6.9 million) due to the timing of booking the accruals. This was partially offset by lower-than-forecasted City Subsidy to MTA Bus (\$8.2 million) and lower PMT (\$5.2 million) due to timing.	59.6	1.5	The slightly favorable year-to-date variance of \$59.6 million reflects mostly higher NYC Operating Assistance (\$35 million) and PMT (\$34.0 million), both due to timing of accruals. This is partially offset by unfavorable accruals for City Subsidy to MTA Bus (\$12.9 million) due to timing.	
Debt Service	NR	12.7	6.2	The favorable variance is due to the reversal of a prior timing adjustment related to the BAB subsidy and lower than budgeted variable rates.	14.0	1.1	The favorable year-to-date variance is mostly due to lower than budgeted variable rates.	

METROPOLITAN TRANSPORTATION AUTHORITY
2013 July Financial Plan – Mid-Year Forecast
Overtime Reporting
July 2013

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

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

Below is a summary of the major consolidated variances for July 2013 (year-to-date).

2013 OVERTIME REPORTING - PRELIMINARY JULY RESULTS (NON-REIMBURSABLE)

Month

Total overtime was (\$9.8M), or (21%), unfavorable to the Mid-Year Forecast.

Unscheduled Service was (\$2.9M) unfavorable primarily due to traffic, breakdowns, and related ramp delays in the NYCT Department of Buses.

Programmatic/Routine Maintenance was (\$2.5M) unfavorable, primarily due to the inspection, testing, and maintenance of signal systems at NYCT, accelerated repairs of defects found during scheduled inspections, and additional overtime due to heat-related road calls and breakdowns at MTA Bus, and the acceleration of the Maintenance of Way Infrastructure Improvement Program to address areas of poor drainage at MNR.

Vacancy/Absentee Coverage was (\$2.1M) unfavorable, mostly due to higher vacancies and absentee coverage at NYCT, the LIRR and MNR.

Safety/Security/Law Enforcement was (\$1.7M) unfavorable primarily due to coverage requirements of MTA Police.

Year-to-Date

Total overtime was (\$14.4M), or (4%), unfavorable to budget.

Vacancy/Absentee Coverage was (\$4.9M) unfavorable, mostly due to higher vacancies and absentee coverage at NYCT, MNR and MTA Bus.

Programmatic/Routine Maintenance was (\$3.3M) unfavorable, primarily due to accelerated repairs of defects found on scheduled inspections and heat-related road calls and breakdowns at MTA Bus, and the acceleration of the Maintenance of Way Infrastructure Improvement Program to address areas of poor drainage at MNR.

METROPOLITAN TRANSPORTATION AUTHORITY
2013 July Financial Plan – Mid-Year Forecast
Overtime Reporting
July 2013

Unscheduled Service was (\$3.1M) unfavorable primarily due to traffic, breakdowns, and related ramp delays in the Department of Buses at NYCT.

Weather Emergencies was (\$1.7M) unfavorable, primarily due to continued Superstorm Sandy-related work, in addition to heavy rain and hot weather which resulted in more bus roadcalls at NYCT.

Safety/Security/Law Enforcement was (\$1.5M) unfavorable primarily due to coverage requirements of MTA Police.

Scheduled Service had a favorable variance of \$1.5M, mostly due to the conversion of overtime into increased headcount in the Mid-Year Forecast. This resulted in an increase in Payroll and a decrease in scheduled overtime at MTA Bus.

Metropolitan Transportation Authority
2013 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-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	\$15.9	\$16.0	(\$0.0) (0.2%)	\$109.4	\$107.9	\$1.5 1.3%
<u>Unscheduled Service</u>	\$6.8	\$9.7	(\$2.9) (42.5%)	\$52.1	\$55.3	(\$3.1) (6.0%)
<u>Programmatic/Routine Maintenance</u>	\$12.5	\$15.0	(\$2.5) (20.3%)	\$81.6	\$84.8	(\$3.3) (4.0%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.7	(\$0.5) -302.1%	\$1.8	\$3.0	(\$1.1) -62.7%
<u>Vacancy/Absentee Coverage</u>	\$8.3	\$10.4	(\$2.1) -25.1%	\$44.9	\$49.7	(\$4.9) -10.8%
<u>Weather Emergencies</u>	\$1.8	\$1.4	\$0.4 24.3%	\$36.6	\$38.3	(\$1.7) -4.7%
<u>Safety/Security/Law Enforcement</u>	(\$1.3)	\$0.5	(\$1.7) 138.4%	\$7.3	\$8.8	(\$1.5) -20.1%
<u>Other</u>	\$1.2	\$1.6	(\$0.4) (33.9%)	\$7.9	\$8.2	(\$0.3) (3.5%)
Subtotal	\$45.5	\$55.3	(\$9.8) (21.4%)	\$341.7	\$356.0	(\$14.4) (4.2%)
REIMBURSABLE OVERTIME	\$8.4	\$10.8	(\$2.4) (28.6%)	\$71.8	\$79.9	(\$8.1) (11.3%)
TOTAL OVERTIME	\$53.9	\$66.1	(\$12.2) (22.6%)	\$413.5	\$436.0	(\$22.5) (5.4%)

* 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
2013 Overtime Reporting
Overtime Legend

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
July 2013
(\$ in millions)

Accrued Subsidies:	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Dedicated Taxes						
Mass Transportation Operating Assistance Fund (MTOA)	\$0.0	-	-	\$1,515.2	1,515.2	-
Petroleum Business Tax	50.1	50.9	6.9	346.6	344.8	(1.9)
MRT 1 (Gross)	19.5	22.9	3.4	137.9	138.6	0.7
MRT 2 (Gross)	8.3	10.5	2.2	59.1	60.5	2.4
Urban Tax	41.6	51.6	10.0	305.5	304.0	(1.5)
Investment Income	-	-	-	0.6	-	(0.6)
	\$119.4	\$141.9	\$22.5	\$2,362.6	\$2,366.1	\$3.5
New State Taxes and Fees						
Payroll Mobility Taxes	77.8	72.8	(5.2)	777.6	811.6	34.0
Payroll Mobility Tax Replacement Funds	61.4	61.4	-	122.9	122.9	-
MTA Aid Taxes ¹	0.0	-	-	148.2	148.2	-
	\$139.3	\$134.1	(\$5.2)	\$1,048.7	\$1,082.7	\$34.0
State and Local Subsidies						
NYS Operating Assistance	-	-	-	167.9	167.9	-
NYC and Local 18b:						
New York City	123.7	155.7	35.0	125.5	160.5	35.0
Nassau County	-	-	-	11.6	11.6	-
Suffolk County	-	-	-	7.5	7.5	-
Westchester County	-	-	-	7.3	7.3	-
Pulham County	-	-	-	0.4	0.4	-
Dutchess County	-	-	-	0.4	0.4	-
Orange County	-	-	-	0.1	0.1	-
Rockland County	-	-	-	0.0	0.0	-
COOT Subsidies	8.1	10.8	2.6	47.5	46.8	(0.7)
Station Maintenance	13.1	13.3	0.3	95.0	95.6	0.6
	\$144.8	\$182.8	\$38.0	\$453.4	\$518.2	\$64.9
Sub-total Dedicated Taxes & State and Local Subsidies	\$403.5	\$456.8	\$53.3	\$3,894.6	\$3,997.1	\$102.4
City Subsidy to MTA Bus	28.1	20.0	(8.2)	176.6	165.6	(12.9)
Total Dedicated Taxes & State and Local Subsidies	\$431.6	\$476.8	\$47.1	\$4,073.3	\$4,132.8	\$59.6
Inter-Agency Subsidy Transactions						
B&T Operating Surplus Transfer	49.8	59.2	9.4	314.8	367.3	52.6
	\$49.8	\$59.20	\$9.4	\$314.8	\$367.3	\$52.6
Total Accrued Subsidies	\$481.4	\$537.9	\$56.6	\$4,388.1	\$4,500.2	\$112.1

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
Explanation of Variances
(\$ in millions)

July 2013			
Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	6.9	13.7%	The favorable accrual variance for July was primarily due to timing of booking accruals by MTA Accounting. The YTD variance is close to the Mid-Year forecast.
MRT(b) 1 (Gross)	3.4	17.7%	MRT-1 transactions were favorable for the month due to higher than expected MRT-1 transactions. Year-to-date transactions are close to the forecast.
MRT(b) 2 (Gross)	2.2	26.7%	MRT-2 transactions were slightly higher than the forecast for the month due to better than expected MRT-2 transactions. Year-to-date transactions were slightly favorable.
Urban Tax	10.0	24.0%	Urban tax accruals were favorable for the month due to higher than expected real estate transactions in New York City in July. Year-to-date transactions are close to the forecast.
Payroll Mobility Taxes	(5.2)	(6.7%)	The favorable variance was primarily due to timing of booking accruals. YTD transactions were also favorable.
New York City	35.0	28.3%	The favorable variance was due to timing of booking accruals.
CDOT Subsidies	2.8	34.2%	The favorable variance for the month was due primarily to timing. Year-to-date variance was close to the forecast.
City Subsidy to MTA Bus	(5.2)	(5.6%)	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	9.4	18.8%	Variance was due to timing of booking accruals.

Year-to-Date			
Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(1.9)	(0.5%)	See explanation for the month.
MRT(b) 1 (Gross)	0.7	0.5%	See explanation for the month.
MRT(b) 2 (Gross)	2.4	4.1%	See explanation for the month.
Urban Tax	(1.5)	(0.5%)	See explanation for the month.
Payroll Mobility Taxes	34.0	4.4%	See explanation for the month.
New York City	35.0	27.6%	See explanation for the month.
CDOT Subsidies	(0.7)	(1.6%)	See explanation for the month.
City Subsidy to MTA Bus	(12.9)	(2.7%)	See explanation for the month.
B&T Operating Surplus Transfer	52.8	16.7%	Year-to-date favorable variance was due primarily to timing of booking accruals.

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)**

July 2013

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.2	\$31.3	\$0.8		
Commuter Railroads	6.7	6.8	(0.0)		
<i>Dedicated Tax Fund Subtotal</i>	<i>\$38.9</i>	<i>\$38.1</i>	<i>\$0.8</i>	<i>2.0%</i>	
MTA Transportation Revenue:					
NYC Transit	\$67.5	\$67.4	\$0.1		
Commuter Railroads	41.5	41.8	(0.3)		
MTA Bus	1.8	2.7	(0.9)		
<i>MTA Transportation Subtotal</i>	<i>\$110.8</i>	<i>\$111.9</i>	<i>(\$1.0)</i>	<i>-0.9%</i>	
Commercial Paper:					
NYC Transit	\$1.8	\$0.0	\$1.8		Lower than budgeted rates.
Commuter Railroads	1.2	0.0	1.2		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	<i>\$3.0</i>	<i>\$0.1</i>	<i>\$2.9</i>	<i>98.2%</i>	
2 Broadway COPs:					
NYC Transit	\$1.1	\$1.1	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	<i>\$1.5</i>	<i>\$1.4</i>	<i>\$0.0</i>	<i>1.2%</i>	
TBTA General Resolution (2)					Lower than budgeted variable rates; reversal of prior timing related to BAB subsidy.
NYC Transit	\$14.9	\$14.0	\$0.9		
Commuter Railroads	7.0	6.3	0.7		
Bridges & Tunnels	18.0	11.6	6.4		
<i>TBTA General Resolution Subtotal</i>	<i>\$39.8</i>	<i>\$31.8</i>	<i>\$8.0</i>	<i>20.2%</i>	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$6.0	\$4.9	\$1.0		
Commuter Railroads	2.6	2.2	0.5		
Bridges & Tunnels	2.4	2.0	0.4		
<i>TBTA Subordinate Subtotal</i>	<i>\$11.0</i>	<i>\$9.1</i>	<i>\$1.9</i>	<i>17.4%</i>	
Total Debt Service	\$205.0	\$192.3	\$12.7	6.2%	
Debt Service by Agency:					
NYC Transit	\$123.5	\$118.8	\$4.7		
Commuter Railroads	59.0	57.0	2.0		
MTA Bus	1.8	2.7	(0.9)		
Bridges & Tunnels	20.5	13.7	6.8		
MTAHQ	0.2	0.2	0.0		
Total Debt Service	\$205.0	\$192.3	\$12.7	6.2%	

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 (1)
DEBT SERVICE
(\$ in millions)**

July 2013 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$192.6	\$191.3	\$1.3		
Commuter Railroads	41.2	41.3	(0.2)		
<i>Dedicated Tax Fund Subtotal</i>	<i>\$233.8</i>	<i>\$232.6</i>	<i>\$1.1</i>	<i>0.5%</i>	
MTA Transportation Revenue:					
NYC Transit	\$426.9	\$425.4	\$1.5		
Commuter Railroads	266.5	265.9	0.5		
MTA Bus	15.2	16.8	(1.6)		
<i>MTA Transportation Subtotal</i>	<i>\$708.5</i>	<i>\$708.1</i>	<i>\$0.4</i>	<i>0.1%</i>	
Commercial Paper:					
NYC Transit	\$4.0	\$0.5	\$3.5		Lower than budgeted rates.
Commuter Railroads	2.5	0.2	2.3		
MTA Bus	0.1	0.1	0.0		
<i>Commercial Paper Subtotal</i>	<i>\$6.6</i>	<i>\$0.8</i>	<i>\$5.8</i>	<i>87.8%</i>	
2 Broadway COPs:					
NYC Transit	\$6.7	\$6.7	\$0.0		
Bridges & Tunnels	1.0	0.9	0.0		
MTA HQ	0.9	0.9	0.0		
<i>2 Broadway COPs Subtotal</i>	<i>\$8.6</i>	<i>\$8.6</i>	<i>\$0.1</i>	<i>0.7%</i>	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$110.2	\$111.5	(\$1.4)		
Commuter Railroads	50.0	49.9	0.1		
Bridges & Tunnels	98.3	92.2	6.0		
<i>TBTA General Resolution Subtotal</i>	<i>\$258.4</i>	<i>\$253.7</i>	<i>\$4.7</i>	<i>1.8%</i>	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$41.4	\$40.4	\$1.0		
Commuter Railroads	18.2	17.8	0.4		
Bridges & Tunnels	16.3	16.0	0.4		
<i>TBTA Subordinate Subtotal</i>	<i>\$75.9</i>	<i>\$74.1</i>	<i>\$1.8</i>	<i>2.4%</i>	
Total Debt Service	\$1,291.9	\$1,277.9	\$14.0	1.1%	
Debt Service by Agency:					
NYC Transit	\$781.7	\$775.8	\$6.0		
Commuter Railroads	378.3	375.2	3.1		
MTA Bus	15.3	16.9	(1.6)		
Bridges & Tunnels	115.6	109.1	6.4		
MTAHQ	0.9	0.9	0.0		
Total Debt Service	\$1,291.9	\$1,277.9	\$14.0	1.1%	

Notes:

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

July 2013

	NYC Transit			Connecticut Railroads			MTA Bus			MTA Bus			MTA Bus			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:																		
Dedicated Taxes																		
SUSTQA ¹	\$89.7	\$88.7	\$1.0	\$47.2	\$47.2	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$141.1	\$141.1	\$0.0
Petroleum Business Tax	62.5	48.4	(14.1)	11.0	8.5	(2.5)	-	-	-	-	-	-	-	-	-	73.5	56.9	(16.6)
MRT ² 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	18.5	16.8	(2.6)	18.5	16.8	(2.8)
MRT ² 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	8.3	8.4	0.1	8.3	8.4	0.1
Other MRT ² Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	41.0	30.0	(11.0)	-	-	-	-	-	-	-	-	-	-	-	-	41.0	30.0	(11.0)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$163.2	\$166.1	(\$2.9)	\$58.2	\$55.7	(\$2.5)	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$17.8	\$15.3	(\$2.5)	\$294.8	\$283.3	(\$11.5)
New State Taxes and Fees																		
Payroll Mobility Tax	69.0	64.3	(4.6)	8.9	8.3	(0.6)	-	-	-	-	-	-	-	-	-	77.9	72.6	(5.3)
Payroll Mobility Tax Replacement Funds	54.4	54.4	-	7.0	7.0	(0.0)	-	-	-	-	-	-	-	-	-	61.4	61.4	0.0
MTA Airt ³	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$123.4	\$118.8	(\$4.6)	\$15.9	\$15.3	(\$0.6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$139.3	\$134.1	(\$5.2)
State and Local Subsidies																		
MTA Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b																		
New York City	123.1	123.1	-	-	-	-	0.6	0.6	-	-	-	-	-	-	-	123.7	123.7	0.0
Hudson County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	8.1	11.4	3.3	-	-	-	-	-	-	-	-	-	8.1	11.4	3.3
Station Maintenance	-	-	-	-	18.0	18.0	-	-	-	-	-	-	-	-	-	0.0	18.0	18.0
	\$123.1	\$123.1	\$0.0	\$8.1	\$32.3	\$24.2	\$0.6	\$18.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$131.7	\$156.9	\$25.2
Sub-total Dedicated Taxes & State and Local Subsidies	\$446.3	\$410.0	(\$36.3)	\$82.2	\$104.3	\$22.1	\$0.9	\$18.9	(\$0.0)	\$16.0	\$17.2	\$10.7	\$27.8	\$25.3	(\$2.5)	\$691.1	\$640.4	(\$50.7)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$16.5	\$7.2	\$9.3	-	-	-	16.5	\$7.2	\$9.3
Total Dedicated Taxes & State and Local Subsidies	\$446.3	\$410.0	(\$36.3)	\$82.2	\$104.3	\$22.1	\$0.9	\$18.9	(\$0.0)	\$16.0	\$17.2	\$10.7	\$27.8	\$25.3	(\$2.5)	\$691.1	\$640.4	(\$50.7)
Inter-Agency Subsidy Transactions																		
B&T Operating Surplus Transfer	22.5	26.4	3.9	31.0	32.8	1.8	-	-	-	-	-	-	-	-	-	53.4	59.2	5.8
	\$22.5	\$26.4	\$3.9	\$31.0	\$32.8	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.4	\$59.2	\$5.8
Total Cash Subsidies	\$468.7	\$436.3	(\$32.4)	\$113.2	\$137.1	\$23.9	\$0.9	\$18.9	(\$0.0)	\$16.5	\$24.2	\$10.7	\$27.8	\$25.3	(\$2.5)	\$744.5	\$699.6	(\$44.9)

¹ Metropolitan Mass. Transportation Operating Assistance Fund
² License, Vehicle Registration, Taxi and Auto Rental Fees
³ Note: Differences are due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

	NYC Transit			Commuter Railroads			MTA			MTA Bus			MTA New York City			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:																		
Dedicated Taxes																		
MALTA ¹	\$174.0	278.4	0.4	\$142.4	142.4	0.0	\$1.0	0.0	(0.4)	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$426.3	\$426.3	0.0
Petroleum Business Tax	307.2	293.1	(14.1)	54.2	51.7	(2.5)	-	-	-	-	-	-	-	-	-	361.4	344.8	(16.6)
MRT ¹ 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	138.0	138.4	(2.5)	138.0	138.4	(2.8)
MRT ¹ 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	57.7	57.8	0.1	57.7	57.8	0.1
Other MRT ¹ Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	-	2.5	(2.5)	-	2.5
Urban Tax	327.3	315.9	(11.4)	-	-	-	-	-	-	-	-	-	-	-	-	327.3	315.9	(11.4)
Investment Income	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	0.5	-	(0.5)
	\$913.6	\$898.3	(\$15.1)	\$197.1	\$194.1	(\$3.0)	\$1.0	\$0.5	(\$0.4)	\$0.0	\$0.0	\$0.0	\$194.2	\$194.3	\$0.0	\$1,399.7	\$1,294.2	(105.5)
New State Taxes and Fees																		
Payroll Mobility Tax	689.0	583.5	(105.5)	88.6	188.9	100.3	-	-	-	-	-	-	-	-	-	777.6	772.4	(5.2)
Payroll Mobility Tax Replacement Funds	108.9	108.9	-	14.0	14.0	-	-	-	-	-	-	-	-	-	-	122.9	122.9	0.0
MTA Aid ¹	93.2	93.2	-	55.0	55.0	-	-	-	-	-	-	-	-	-	-	148.2	148.2	0.0
	\$891.1	\$785.6	(\$105.5)	\$157.6	\$257.9	\$100.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,048.7	\$1,043.4	(5.3)
State and Local Subsidies																		
NYS Operating Assistance	38.5	38.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	-	-	-	47.9	47.9	0.0
NYC and Local 19b:																		
New York City	123.1	123.1	-	0.8	0.8	(0.0)	0.8	0.8	-	-	-	-	-	-	-	124.6	124.6	(0.0)
Nassau County	-	-	-	5.6	5.6	0.0	-	-	-	-	-	-	-	-	-	5.6	5.6	0.0
Suffolk County	-	-	-	3.8	5.0	1.2	-	-	-	-	-	-	-	-	-	3.8	5.0	1.2
Westchester County	-	-	-	3.7	5.5	1.8	-	-	-	-	-	-	-	-	-	3.7	5.5	1.8
Pulaski County	-	-	-	0.2	0.3	0.1	-	-	-	-	-	-	-	-	-	0.2	0.3	0.1
Dutchess County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Orange County	-	-	-	0.1	0.1	0.1	-	-	-	-	-	-	-	-	-	0.1	0.1	0.1
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	47.0	49.5	(0.5)	-	-	-	-	-	-	-	-	-	47.0	49.5	(0.5)
Station Maintenance	-	-	-	75.0	18.0	(57.0)	-	-	-	-	-	-	-	-	-	75.0	18.0	(57.0)
	\$182.8	\$182.8	\$0.0	\$164.0	\$90.4	(\$73.6)	\$0.7	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$307.3	\$253.7	(\$53.6)
Sub-total Dedicated Taxes & State and Local Subsidies	\$1,967.1	\$1,936.6	(\$130.5)	\$499.7	\$542.4	\$42.7	\$1.7	\$1.3	(\$0.4)	\$0.0	\$0.0	\$0.0	\$194.2	\$194.3	\$0.0	\$2,661.8	\$2,574.5	(\$87.3)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	187.2	196.5	9.3	-	-	-	187.2	196.5	9.3
Total Dedicated Taxes & State and Local Subsidies	\$1,967.1	\$1,936.6	(\$130.5)	\$499.7	\$542.4	\$42.7	\$1.7	\$1.3	(\$0.4)	\$187.2	\$196.5	9.3	\$194.2	\$194.3	\$0.0	\$2,848.9	\$2,771.0	(\$77.9)
Inter-Agency Subsidy Transactions																		
BAT Operating Surplus Transfer	125.7	133.8	8.1	180.7	203.2	22.5	-	-	-	-	-	-	-	-	-	322.4	337.0	14.6
	1135.7	1133.3	(2.4)	1196.7	1205.2	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1322.4	1327.0	4.6
Total Cash Subsidies	\$2,092.8	\$1,970.3	(\$122.5)	\$696.4	\$748.6	\$52.2	\$1.7	\$1.3	(\$0.4)	\$187.2	\$196.5	9.3	\$194.2	\$194.3	\$0.0	\$3,171.3	\$3,108.6	(\$62.7)

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Subsidy Cash
Explanation of Variances
(\$ in millions)

July 2013			
Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(18.8)	-22.8%	The unfavorable variances for the month and YTD appears to be due to timing delays.
MRT ^{M1} (Gross)	(2.8)	-13.2%	MRT-1 cash receipts were slightly lower than the budget for the month, due to weaker than expected MRT-1 activity. YTD receipts were close to the forecast.
Urban Tax	(11.8)	-27.9%	The unfavorable variance for the month was due to lower-than-expected real estate activity in New York City. Year-to-date results were also slightly unfavorable.
Payroll Mobility Tax	(8.2)	(8.7%)	The slightly unfavorable variance for the month appears to be due to timing delays. Year-to-date results were very close to the forecast.
Buffolk County	1.8	> 100%	The favorable variance for the month and YTD receipts were due to timing of payments.
Westchester County	1.8	> 100%	The favorable variance for the month and YTD receipts were due to timing of payments.
Pulham County	0.1	> 100%	The favorable variance for the month and YTD receipts were due to timing of payments.
CDOT Subsidies	3.3	41.2%	The favorable variances for the month was primarily due to timing. YTD receipts were slightly unfavorable.
Station Maintenance	18.0	> 100%	The favorable variance was due to the timing of receipts of payment.
City Subsidy to MTA Bus	38.7	> 100%	The favorable variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus. YTD receipts were close to the forecast.
B&T Operating Surplus Transfer	5.8	10.8%	The favorable variance for the month and YTD were due mostly to timing of transfers.
Year-to-Date			
Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(18.8)	-4.6%	See explanation for the month.
MRT ^{M1} (Gross)	(2.8)	-1.8%	See explanation for the month.
Urban Tax	(11.4)	(3.5%)	See explanation for the month.
Payroll Mobility Tax	(8.2)	(0.7%)	See explanation for the month.
Buffolk County	1.8	50.0%	See explanation for the month.
Westchester County	1.8	50.0%	See explanation for the month.
Pulham County	0.1	49.9%	See explanation for the month.
CDOT Subsidies	(0.5)	(1.1%)	See explanation for the month.
Station Maintenance	(87.0)	< (100%)	The unfavorable YTD variance was due primarily to timing of payments.
City Subsidy to MTA Bus	9.4	5.0%	See explanation for the month.
B&T Operating Surplus Transfer	14.6	4.5%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency
July 2013

Category	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Total Positions	66,608	65,235	1,574
NYC Transit	46,408	45,460	948
Long Island Rail Road	6,772	6,645	127
Metro-North Railroad	6,156	5,974	182
Bridges & Tunnels	1,700	1,543	157
Headquarters	1,711	1,614	97
Staten Island Railway	276	277	(1)
Capital Construction Company	128	128	-
Bus Company	3,657	3,594	64
Non-reimbursable	60,376	60,002	374
NYC Transit	41,721	41,662	59
Long Island Rail Road	5,844	5,896	(52)
Metro-North Railroad	5,541	5,572	68
Bridges & Tunnels	1,643	1,486	157
Headquarters	1,861	1,573	88
Staten Island Railway	273	274	(1)
Capital Construction Company	-	-	-
Bus Company	3,593	3,539	55
Reimbursable	6,433	5,233	1,200
NYC Transit	4,687	3,798	889
Long Island Rail Road	928	749	179
Metro-North Railroad	516	402	114
Bridges & Tunnels	57	57	-
Headquarters	50	41	9
Staten Island Railway	3	3	-
Capital Construction Company	128	128	-
Bus Company	64	55	9
Total Full Time	66,626	64,968	1,658
NYC Transit	46,241	45,211	1,030
Long Island Rail Road	6,772	6,645	127
Metro-North Railroad	6,155	5,973	182
Bridges & Tunnels	1,700	1,543	157
Headquarters	1,711	1,614	97
Staten Island Railway	276	277	(1)
Capital Construction Company	128	128	-
Bus Company	3,642	3,577	66
Total Full-Time Equivalents	183	267	(84)
NYC Transit	167	249	(82)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	17	(2)

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency
July 2013

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Administration	4,277	3,975	303
NYC Transit	1,937	1,786	151
Long Island Rail Road	636	635	1
Metro-North Railroad	481	470	12
Bridges & Tunnels	84	66	18
Headquarters	918	850	68
Staten Island Railway	27	31	(4)
Capital Construction Company	16	16	-
Bus Company	178	121	57
Operations	29,416	29,066	350
NYC Transit	21,797	21,607	190
Long Island Rail Road	2,267	2,235	32
Metro-North Railroad	2,127	2,054	73
Bridges & Tunnels	785	655	130
Headquarters	-	-	-
Staten Island Railway	92	97	(5)
Capital Construction Company	-	-	-
Bus Company	2,347	2,418	(71)
Maintenance	29,596	28,896	700
NYC Transit	20,771	20,330	441
Long Island Rail Road	3,735	3,665	70
Metro-North Railroad	3,451	3,360	91
Bridges & Tunnels	403	381	22
Headquarters	-	-	-
Staten Island Railway	157	149	8
Capital Construction Company	-	-	-
Bus Company	1,079	1,011	68
Engineering/Capital	1,858	1,698	161
NYC Transit	1,319	1,182	137
Long Island Rail Road	134	110	24
Metro-North Railroad	97	91	7
Bridges & Tunnels	159	173	(14)
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	112	112	-
Bus Company	37	30	7
Public Safety	1,662	1,601	61
NYC Transit	584	555	29
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	269	268	1
Headquarters	793	764	29
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	16	14	2
Total Positions	66,808	66,235	1,574

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Occupational Group
July 2013

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,277	3,976	303
Managers/Supervisors	1,877	1,521	156
Professional, Technical, Clerical	2,435	2,431	5
Operational Hourlies	165	23	142
Operations	29,416	29,066	350
Managers/Supervisors	3,343	3,290	54
Professional, Technical, Clerical	959	942	17
Operational Hourlies	25,114	24,834	279
Maintenance	29,696	28,896	700
Managers/Supervisors	5,259	5,014	245
Professional, Technical, Clerical	1,918	1,755	163
Operational Hourlies	22,419	22,127	292
Engineering/Capital	1,868	1,698	161
Managers/Supervisors	496	430	66
Professional, Technical, Clerical	1,360	1,266	94
Operational Hourlies	2	2	-
Public Safety	1,662	1,601	61
Managers/Supervisors	267	240	27
Professional, Technical, Clerical	144	127	17
Operational Hourlies	1,251	1,234	17
Total Positions	66,808	65,236	1,574
Managers/Supervisors	11,042	10,494	548
Professional, Technical, Clerical	6,816	6,520	296
Operational Hourlies	48,951	48,220	730

		(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:		07/01/13	07/01/13	07/01/13	01/01/13	01/01/13	01/01/13
To Date:		07/31/13	07/31/13	07/31/13	07/31/13	07/31/13	07/31/13
<u>Opening Balance</u>		\$142.369	\$118.396	\$260.765	\$220.736	\$115.183	\$335.919
<u>RECEIPTS</u>							
Interest Earnings		0.009	0.014	0.023	0.113	0.159	0.272
<u>New York State</u>							
State and regional mass transit taxes - MMTOA		47.200	90.000	137.200	142.400	280.000	422.400
MTTF		8.539	48.389	56.928	51.719	293.072	344.791
Total Dedicated Taxes Received		55.739	138.389	194.128	194.119	573.072	767.191
Less DTF Debt Service		6.767	31.325	38.092	41.324	191.304	232.629
Net Dedicated Taxes for Operations		48.972	107.063	156.036	152.794	381.768	534.563
Payroll Mobility Tax		0.000	0.000	0.000	216.229	638.440	854.670
MTA Aid Trust Taxes		0.000	0.000	0.000	46.370	122.248	168.618
Operating Assistance - 18b		0.000	0.000	0.000	7.313	39.668	46.981
NYS School Fares		0.000	0.000	0.000	0.000	0.000	0.000
Additional Mass Transp Operating Assistance		0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State		\$48.972	\$107.063	\$156.036	\$422.706	\$1,182.124	\$1,604.831
<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	123.672	123.672	0.936	123.672	124.608
Urban - Real Property & Mortgage Recording Tax	n/a		29.985	29.985	n/a	315.873	315.873
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		0.484	n/a	0.484	0.484	n/a	0.484
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		0.051	n/a	0.051	0.051	n/a	0.051
Suffolk County							
Operating Assistance - 18b		1.879	n/a	1.879	5.638	n/a	5.638
Station Maintenance		17.501	n/a	17.501	17.501	n/a	17.501
Westchester County							
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		\$21.883	\$153.657	\$175.540	\$36.509	\$439.545	\$476.055

X1-23

(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:	07/01/13	07/01/13	07/01/13	01/01/13	01/01/13	01/01/13
To Date:	07/31/13	07/31/13	07/31/13	07/31/13	07/31/13	07/31/13
<u>MTA Bridges and Tunnels- Surplus Transfers</u>	32.803	26.393	59.196	203.218	133.796	337.015
Total Subsidy and Other Receipts	\$103.659	\$287.114	\$390.772	\$662.434	\$1,755.466	\$2,417.900
<u>MTA Sources for Interagency Loans</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	23.000	-23.000	0.000 *
Total Loans	\$0.000	\$0.000	\$0.000	\$23.000	-\$23.000	\$0.000
Total Receipts and Loans Received	\$103.668	\$287.127	\$390.795	\$685.547	\$1,732.626	\$2,418.172

Continued on Next Page

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: 07/01/13	07/01/13	07/01/13	01/01/13	01/01/13	01/01/13	
To Date: 07/31/13	07/31/13	07/31/13	07/31/13	07/31/13	07/31/13	
<u>Brought forward from prior page</u>						
Opening Balance	\$142.369	\$118.396	\$260.765	\$220.736	\$115.183	\$335.919
Total Receipts and Loans Received	103.668	287.127	390.795	685.547	1,732.626	2,418.172
Total Cash and Receipts Available	\$246.037	\$405.523	\$651.560	\$906.283	\$1,847.809	\$2,754.092
<u>DISBURSEMENTS</u>						
<u>Revenue Supported Debt Service</u>	43.630	72.013	115.643	271.686	443.113	714.799
<u>Agency Operations</u>						
MTA Long Island Railroad	49.530	0.000	49.530	357.380	0.000	357.380
MTA Metro-North Rail Road	37.053	0.000	37.053	138.393	0.000	138.393
MTA New York City Transit	0.000	235.000	235.000	0.000	1,253.382	1,253.382
MTA NYCT for SIRTQA	0.000	0.301	0.301	0.000	1.105	1.105
Capital Program Contribution	0.000	0.000	0.000	0.000	0.000	0.000
Forward Energy Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Capital Security Account	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$130.213	\$307.314	\$437.527	\$767.459	\$1,697.600	\$2,465.059
<u>Repayment of Interagency Loans</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	23.000	52.000	75.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$23.000	\$52.000	\$75.000
Total Disbursements	\$130.213	\$307.314	\$437.527	\$790.459	\$1,749.600	\$2,540.059
<u>STABILIZATION FUND BALANCE</u>	\$115.824	\$98.209	\$214.033	\$115.824	\$98.209	\$214.033
<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	122.000	278.000	400.000	122.000	278.000	400.000
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
	\$122.000	\$278.000	\$400.000	\$122.000	\$278.000	\$400.000
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>						
	n/a	\$632.231	\$632.231	n/a	\$632.231	\$632.231
<u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u>				\$122.000	\$910.231	\$1,032.231

* Note: 2012 OPEB Loan was corrected for Transit/Commuter split in January 2013

**METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2013 MID-YEAR FORECAST AND ACTUALS
JULY 2013**

FAREBOX RECOVERY RATIOS		
	2013 <u>Mid-Year Forecast</u>	2013 <u>YTD Actual</u>
New York City Transit	37.9%	37.3%
Staten Island Railway	9.8%	12.3%
Long Island Rail Road	31.0%	32.0%
Metro-North Railroad	40.8%	46.1%
Bus Company	<u>30.6%</u>	<u>30.9%</u>
MTA Agency Average	36.8%	37.0%

FAREBOX OPERATING RATIOS		
	2013 <u>Mid-Year Forecast</u>	2013 <u>YTD Actual</u>
New York City Transit	58.6%	54.2%
Staten Island Railway	16.0%	18.2%
Long Island Rail Road	46.8%	47.9%
Metro-North Railroad	60.6%	62.6%
Bus Company	<u>36.4%</u>	<u>38.0%</u>
MTA Agency Average	55.7%	53.2%

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

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



Metropolitan Transportation Authority

State of New York

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

Report on Revenue Passengers and Vehicles Ridership Data Thru July, 2013

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**

Wednesday August 23, 2013

Metropolitan Transportation Authority

July

Revenue Passengers	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	184,243,874	190,765,785	3.54%	195,286,904	2.37%
MTA New York City Subway	131,263,668	137,228,468	4.54%	140,616,580	2.47%
MTA New York City Bus	52,980,206	53,537,317	1.05%	54,670,323	2.12%
MTA Staten Island Railway	327,303	328,507	0.37%	300,257	-8.60%
MTA Long Island Rail Road	7,042,470	7,289,683	3.51%	7,401,120	1.53%
MTA Metro-North Railroad	7,012,229	7,214,301	2.88%	7,300,168	1.19%
East of Hudson	6,854,351	7,062,979	3.04%	7,156,528	1.32%
Harlem Line	2,198,107	2,274,018	3.45%	2,330,442	2.48%
Hudson Line	1,358,800	1,401,131	3.12%	1,344,284	-4.06%
New Haven Line	3,297,444	3,387,830	2.74%	3,481,802	2.77%
West of Hudson	157,878	151,322	-4.15%	143,640	-5.08%
Port Jervis Line	110,772	97,178	-12.27%	91,288	-6.06%
Pascack Valley Line	47,106	54,144	14.94%	52,352	-3.31%
MTA Bus Company	9,455,791	9,674,026	2.31%	10,041,752	3.80%
MTA Bridges & Tunnels	25,490,788	24,887,622	-2.37%	24,880,575	-0.03%
Total All Agencies	208,081,667	215,272,302	3.46%	220,330,200	2.35%
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	

Friday, August 23, 2013

Metropolitan Transportation Authority

July

Revenue Passengers Year to Date	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	1,335,998,420	1,375,586,481	2.96%	1,381,976,475	0.46%
MTA New York City Subway	948,147,806	979,386,684	3.29%	986,817,857	0.76%
MTA New York City Bus	387,850,614	396,199,797	2.15%	395,158,619	-0.26%
MTA Staten Island Railway	2,622,033	2,659,821	1.44%	2,419,672	-9.03%
MTA Long Island Rail Road	46,371,401	48,462,994	4.51%	48,016,768	-0.92%
MTA Metro-North Railroad	47,042,303	48,777,952	3.69%	48,334,710	-0.91%
East of Hudson	45,954,837	47,777,742	3.97%	47,421,480	-0.75%
Harlem Line	15,124,072	15,670,532	3.61%	15,613,035	-0.37%
Hudson Line	9,037,262	9,302,957	2.94%	9,185,019	-1.27%
New Haven Line	21,793,503	22,804,253	4.64%	22,623,426	-0.79%
West of Hudson	1,087,466	1,000,210	-8.02%	913,230	-8.70%
Port Jervis Line	755,641	630,685	-16.54%	567,952	-9.95%
Pascack Valley Line	331,825	369,525	11.36%	345,278	-6.56%
MTA Bus Company	68,939,531	71,285,046	3.40%	72,815,323	2.15%
MTA Bridges & Tunnels	164,031,151	165,949,511	1.17%	163,777,369	-1.31%
Total All Agencies	1,500,973,688	1,546,772,293	3.05%	1,553,562,949	0.44%
(Excludes Bldges & Tunnels)					
Weekdays:	145	147		148	
Holidays:	4	5		5	
Weekend Days:	63	61		59	
Days	212	213		212	

Friday, August 23, 2013

Metropolitan Transportation Authority

July

12 Month Averages	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	191,685,888	195,444,731	1.96%	194,073,573	-0.70%
MTA New York City Subway	135,483,874	139,306,129	2.82%	138,501,120	-0.58%
MTA New York City Bus	56,202,014	56,138,602	-0.11%	55,572,454	-1.01%
MTA Staten Island Railway	373,146	385,103	3.20%	350,419	-9.01%
MTA Long Island Rail Road	6,722,269	6,922,883	2.98%	6,775,613	-2.13%
MTA Metro-North Railroad	6,811,272	6,981,120	2.49%	6,875,866	-1.51%
East of Hudson	6,653,465	6,848,940	2.94%	6,748,747	-1.46%
Harlem Line	2,190,141	2,242,551	2.39%	2,215,865	-1.19%
Hudson Line	1,312,045	1,335,482	1.79%	1,311,263	-1.81%
New Haven Line	3,151,280	3,270,907	3.80%	3,221,619	-1.51%
West of Hudson	157,807	132,179	-16.24%	127,119	-3.83%
Port Jervis Line	109,610	80,356	-26.69%	79,738	-0.77%
Pascack Valley Line	48,197	51,824	7.52%	47,381	-8.57%
MTA Bus Company	9,930,676	10,143,879	2.15%	10,200,673	0.56%
MTA Bridges & Tunnels	23,942,313	23,785,328	-0.66%	23,369,930	-1.75%
Total All Agencies	215,523,252	219,877,716	2.02%	218,276,144	-0.73%
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	

Friday, August 23, 2013

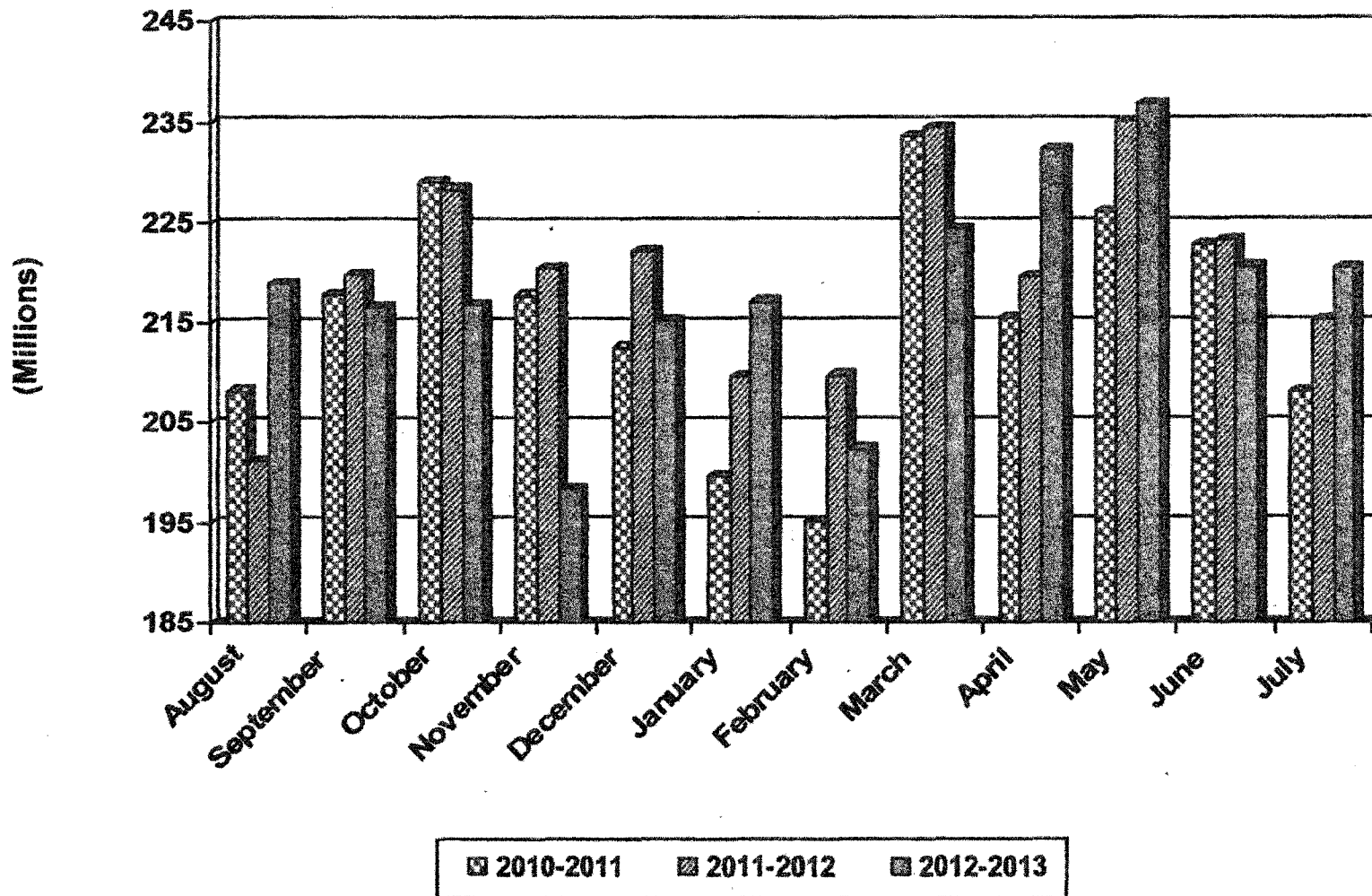
Metropolitan Transportation Authority

July

Average Weekday Passengers	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	7,104,704	7,220,613	1.63%	7,236,754	0.22%
MTA New York City Subway	5,097,919	5,211,599	2.23%	5,231,640	0.38%
MTA New York City Bus	2,006,784	2,009,014	0.11%	2,005,114	-0.19%
MTA Staten Island Railway	13,821	14,002	1.31%	12,711	-9.22%
MTA Long Island Rail Road	300,068	300,228	0.05%	293,335	-2.30%
MTA Metro-North Railroad	290,510	290,489	-0.01%	287,876	-0.90%
East of Hudson	282,626	283,280	0.23%	281,333	-0.69%
Harlem Line	91,588	92,071	0.53%	92,157	0.09%
Hudson Line	55,677	55,874	0.35%	52,917	-5.29%
New Haven Line	135,361	135,335	-0.02%	136,258	0.68%
West of Hudson	7,884	7,209	-8.56%	6,543	-9.24%
Port Jervis Line	5,531	4,630	-16.29%	4,159	-10.17%
Pascack Valley Line	2,353	2,579	9.60%	2,384	-7.56%
MTA Bus Company	369,348	370,696	0.36%	375,124	1.19%
MTA Bridges & Tunnels	853,553	829,552	-2.81%	824,776	-0.58%
Total All Agencies	8,078,450	8,196,028	1.46%	8,205,800	0.12%
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	

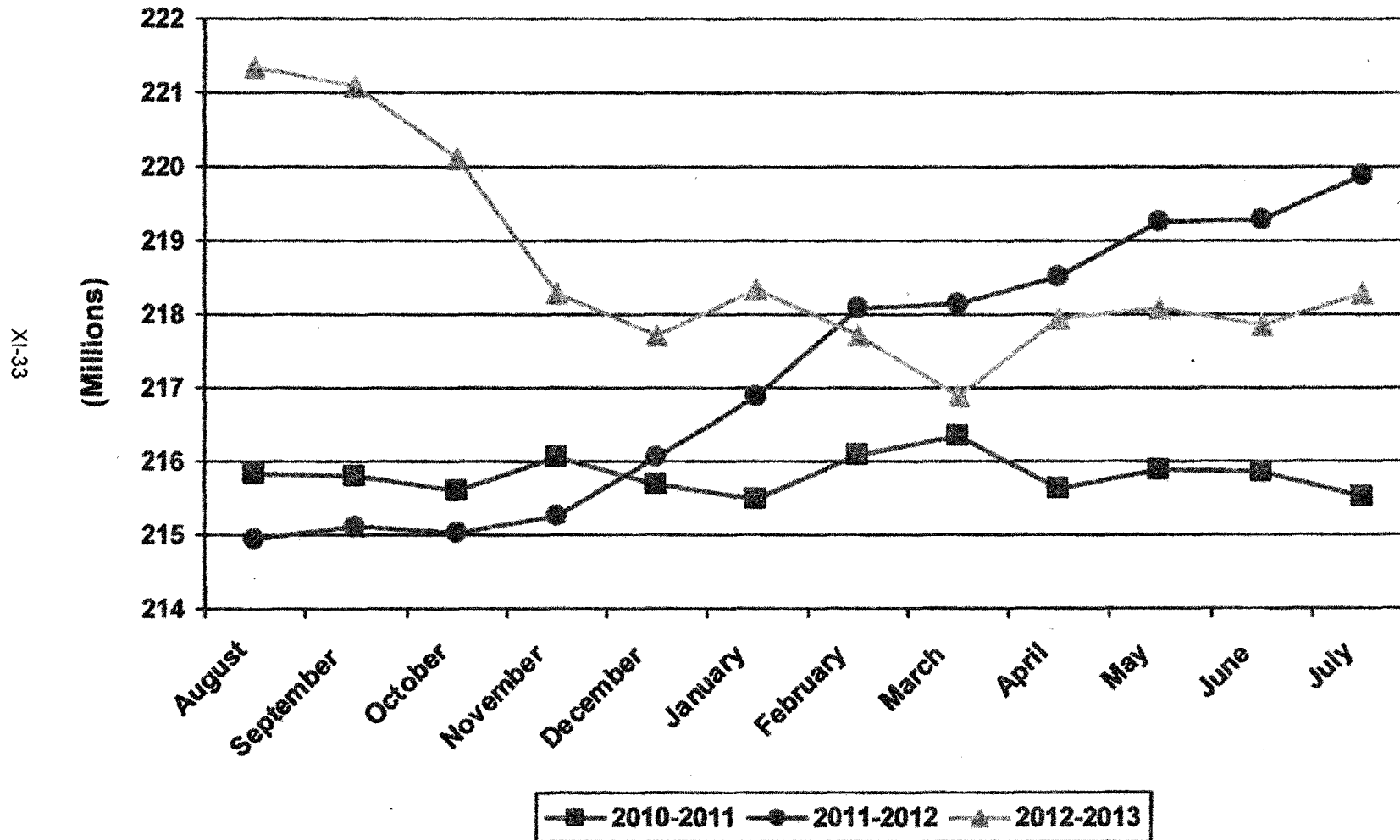
Friday, August 23, 2013

Metropolitan Transportation Authority Revenue Passengers

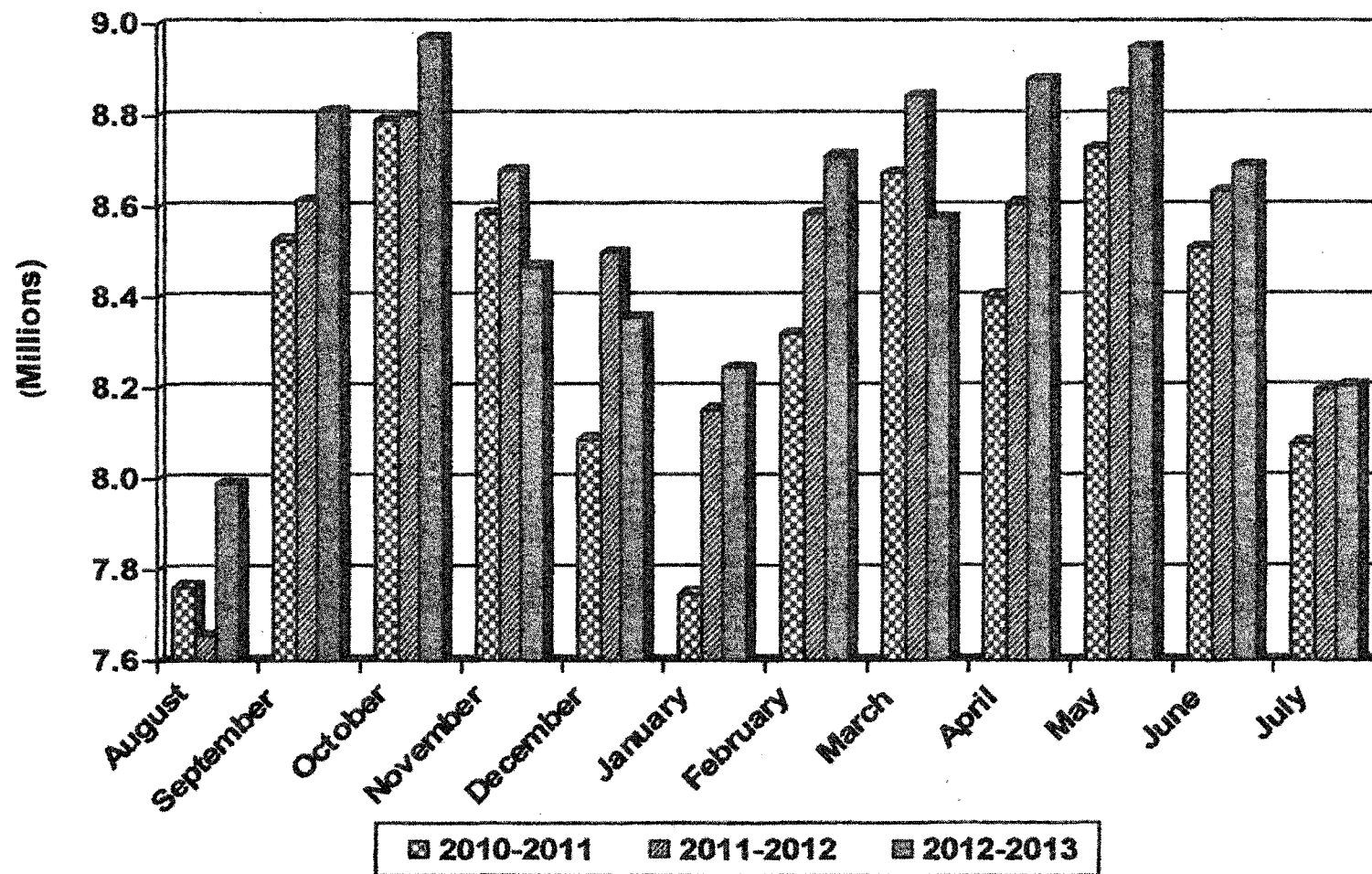


XI-32

Metropolitan Transportation Authority 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

July

Metropolitan Transportation Authority

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	208,201,066	201,253,463	-3.34%	218,936,858	8.79%
September	217,861,963	219,746,517	0.87%	216,478,722	-1.49%
October	229,020,391	228,305,740	-0.31%	216,776,585	-5.05%
November	217,697,861	220,397,845	1.24%	198,318,886	-10.02%
December	212,524,052	222,056,739	4.49%	215,239,725	-3.07%
January	199,676,573	209,555,965	4.95%	217,053,049	3.58%
February	195,192,206	209,694,883	7.43%	202,336,902	-3.51%
March	233,627,402	234,372,981	0.32%	224,234,827	-4.33%
April	215,451,398	219,593,763	1.92%	232,297,024	5.78%
May	226,092,925	235,143,368	4.00%	236,803,453	0.71%
June	222,851,516	223,139,032	0.13%	220,507,493	-1.18%
July	208,081,667	215,272,302	3.46%	220,330,209	2.35%
12 Month Ave	215,523,262	219,877,716	2.02%	218,276,144	-0.73%
Year-to-Date	1,500,973,688	1,546,772,293	3.05%	1,553,662,949	0.44%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	215,837,119	214,944,285	-0.41%	221,351,333	2.98%
September	215,801,488	215,101,331	-0.32%	221,079,016	2.78%
October	215,602,102	215,041,777	-0.26%	220,118,253	2.36%
November	216,045,507	215,266,775	-0.36%	218,278,340	1.40%
December	215,697,497	216,061,166	0.17%	217,710,256	0.76%
January	215,495,745	218,884,449	0.64%	218,335,013	0.67%
February	216,082,439	218,093,005	0.93%	217,721,848	-0.17%
March	216,337,247	218,155,137	0.84%	216,877,001	-0.59%
April	215,630,241	218,500,334	1.33%	217,935,607	-0.26%
May	215,876,308	219,254,537	1.56%	218,073,947	-0.54%
June	215,855,304	219,278,497	1.59%	217,854,852	-0.65%
July	215,523,262	219,877,716	2.02%	218,276,144	-0.73%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	7,764,501	7,658,394	-1.37%	7,988,999	4.32%
September	8,527,032	8,616,006	1.04%	8,808,848	2.21%
October	8,789,906	8,797,407	0.09%	8,967,293	1.93%
November	8,586,114	8,677,409	1.06%	8,467,584	-2.42%
December	8,088,436	8,498,027	5.06%	8,354,545	-1.69%
January	7,748,500	8,152,931	5.22%	8,243,727	1.11%
February	8,318,587	8,584,526	3.20%	8,711,277	1.48%
March	8,673,184	8,842,851	1.96%	8,574,996	-3.03%
April	8,402,125	8,607,145	2.44%	8,877,146	3.14%
May	8,729,617	8,848,957	1.37%	8,946,954	1.11%
June	8,510,576	8,635,867	1.47%	8,687,546	0.60%
July	8,078,450	8,196,028	1.46%	8,205,800	0.12%

Metropolitan Transportation Authority

July

MTA New York City Transit

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	184,255,087	178,166,924	-3.30%	193,724,876	8.73%
September	193,582,215	195,244,293	0.86%	192,556,771	-1.38%
October	204,007,806	203,261,681	-0.37%	192,892,768	-5.10%
November	193,742,558	195,963,623	1.15%	176,579,235	-9.89%
December	188,644,573	197,113,772	4.40%	191,153,756	-3.02%
January	178,374,136	186,528,933	4.57%	193,074,487	3.51%
February	174,315,460	186,804,379	7.16%	180,355,395	-3.45%
March	208,218,803	208,660,641	0.21%	199,523,012	-4.38%
April	191,839,355	195,344,365	1.83%	206,817,977	5.87%
May	201,322,443	209,359,911	3.99%	210,853,734	0.71%
June	197,684,348	198,122,467	0.22%	196,064,968	-1.04%
July	184,243,874	190,765,785	3.54%	195,286,904	2.37%
12 Month Ave	191,685,888	195,444,731	1.98%	194,073,573	-0.70%
Year-to-Date	1,335,998,420	1,375,586,481	2.96%	1,381,976,475	0.46%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	191,902,428	191,178,541	-0.38%	196,741,227	2.91%
September	191,860,730	191,317,046	-0.28%	196,517,184	2.72%
October	191,686,043	191,254,871	-0.22%	195,653,107	2.30%
November	192,084,849	191,439,959	-0.34%	184,037,742	1.36%
December	191,760,118	192,145,726	0.20%	193,541,074	0.73%
January	191,617,723	192,625,292	0.63%	194,086,537	0.65%
February	192,168,785	193,866,036	0.88%	193,549,121	-0.16%
March	192,406,786	193,902,856	0.78%	192,787,852	-0.58%
April	191,787,395	194,194,940	1.26%	193,743,787	-0.23%
May	192,001,343	194,864,729	1.49%	193,868,272	-0.51%
June	191,981,994	194,901,239	1.52%	193,896,814	-0.62%
July	191,685,888	195,444,731	1.98%	194,073,573	-0.70%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,837,402	6,758,450	-1.15%	7,040,545	4.17%
September	7,535,550	7,616,195	1.07%	7,776,340	2.10%
October	7,778,563	7,785,087	0.08%	7,993,030	2.67%
November	7,582,993	7,658,485	1.00%	7,535,218	-1.61%
December	7,144,832	7,497,041	4.93%	7,364,350	-1.77%
January	6,844,588	7,196,814	5.15%	7,279,536	1.15%
February	7,381,871	7,804,864	5.69%	7,720,408	-1.52%
March	7,698,602	7,833,237	1.75%	7,581,779	-3.21%
April	7,440,152	7,818,738	5.10%	7,887,227	3.26%
May	7,728,432	7,838,588	1.44%	7,927,543	1.12%
June	7,516,270	7,626,923	1.47%	7,673,065	0.60%
July	7,104,704	7,220,613	1.63%	7,236,754	0.22%

MTA New York City Subway

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	129,371,938	127,893,189	-1.14%	139,253,563	8.88%
September	134,732,986	138,489,313	2.79%	136,901,247	-1.15%
October	142,035,154	144,166,578	1.50%	137,259,455	-4.79%
November	135,682,453	139,668,952	2.94%	124,309,325	-11.00%
December	135,836,148	142,068,824	4.59%	137,471,991	-3.24%
January	127,637,258	132,812,778	4.05%	137,079,095	3.21%
February	124,055,125	132,381,109	6.71%	127,900,426	-3.38%
March	148,487,199	147,401,147	0.62%	142,325,996	-3.44%
April	136,237,054	139,080,375	2.09%	146,912,790	5.63%
May	141,880,529	148,496,485	4.66%	150,755,402	1.52%
June	140,586,973	141,986,322	1.00%	141,227,567	-0.53%
July	131,263,668	137,228,468	4.54%	140,616,680	2.47%
12 Month Ave	135,483,874	139,306,129	2.82%	138,501,120	-0.58%
Year-to-Date	948,147,806	979,386,684	3.29%	986,817,857	0.76%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	132,807,095	135,360,646	1.92%	140,252,828	3.61%
September	132,965,404	135,673,673	2.04%	140,120,487	3.28%
October	133,064,425	135,851,291	2.09%	138,544,894	2.72%
November	133,579,398	138,183,500	1.95%	136,264,925	1.53%
December	133,683,168	138,702,889	2.26%	137,881,855	0.86%
January	133,940,485	137,134,183	2.38%	138,237,382	0.80%
February	134,556,374	137,828,015	2.43%	137,883,992	0.03%
March	134,958,434	137,904,177	2.18%	137,441,062	-0.34%
April	134,853,150	138,141,120	2.44%	138,093,764	-0.03%
May	135,274,649	138,692,450	2.53%	138,282,007	-0.30%
June	135,505,323	138,809,063	2.44%	138,218,777	-0.43%
July	135,483,874	139,306,129	2.82%	138,501,120	-0.58%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	4,826,516	4,863,820	0.77%	5,081,510	4.48%
September	5,266,598	5,415,945	3.03%	5,527,044	2.05%
October	5,419,113	5,519,976	1.86%	5,679,106	2.88%
November	5,307,376	5,456,288	2.81%	5,323,238	-2.44%
December	5,137,650	5,392,467	4.96%	5,274,755	-2.18%
January	4,892,799	5,113,166	4.50%	5,160,819	0.93%
February	5,260,405	5,391,274	2.49%	5,466,124	1.39%
March	5,423,118	5,530,836	1.99%	5,415,928	-2.08%
April	5,295,535	5,427,522	2.49%	5,589,663	2.99%
May	5,450,246	5,557,889	1.97%	5,684,205	1.91%
June	5,355,314	5,475,383	2.24%	5,536,340	1.11%
July	5,097,919	5,211,599	2.23%	5,231,640	0.38%

MTA New York City Bus

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	54,883,150	50,273,725	-8.40%	54,471,313	8.35%
September	56,848,229	56,754,980	-3.56%	55,654,524	-1.94%
October	61,972,651	59,095,103	-4.64%	55,633,313	-5.86%
November	58,060,105	56,294,671	-3.04%	52,269,910	-7.15%
December	52,808,425	55,044,948	4.24%	53,681,765	-2.48%
January	50,738,878	53,716,155	5.87%	55,995,392	4.24%
February	50,260,335	54,423,270	8.28%	52,454,969	-3.62%
March	61,731,605	61,259,494	-0.76%	57,197,015	-8.63%
April	55,602,301	56,263,990	1.19%	59,905,187	6.47%
May	59,441,914	60,663,426	2.39%	60,098,332	-1.26%
June	57,097,375	56,136,145	-1.68%	54,837,401	-2.31%
July	52,980,206	53,537,317	1.05%	54,670,323	2.12%
12 Month Ave	56,202,014	56,138,602	-0.11%	55,572,454	-1.01%
Year-to-Date	387,850,614	396,199,797	2.15%	395,158,619	-0.26%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	59,095,333	55,817,896	-5.55%	56,488,401	1.20%
September	58,895,326	55,643,375	-5.52%	56,396,696	1.35%
October	58,821,619	55,403,579	-5.49%	56,108,214	1.27%
November	58,505,251	55,256,460	-5.55%	55,772,817	0.93%
December	58,076,949	55,442,837	-4.54%	55,659,218	0.39%
January	57,677,238	55,691,110	-3.44%	55,849,155	0.28%
February	57,612,411	56,038,021	-2.73%	55,685,130	-0.63%
March	57,448,352	55,998,679	-2.52%	55,348,590	-1.16%
April	56,934,245	56,053,819	-1.55%	55,650,023	-0.72%
May	56,726,694	56,172,279	-0.98%	55,586,265	-1.04%
June	56,476,671	56,092,176	-0.68%	55,478,036	-1.09%
July	56,202,014	56,138,602	-0.11%	55,572,454	-1.01%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	2,010,888	1,894,630	-5.78%	1,959,035	3.40%
September	2,278,952	2,200,250	-3.45%	2,249,296	2.23%
October	2,359,451	2,285,112	-4.00%	2,313,933	2.16%
November	2,275,618	2,202,199	-3.23%	2,211,980	0.44%
December	2,007,182	2,104,574	4.85%	2,089,596	-0.71%
January	1,951,788	2,083,648	6.76%	2,118,717	1.68%
February	2,121,466	2,213,590	4.34%	2,254,283	1.84%
March	2,275,484	2,302,401	1.18%	2,165,853	-5.93%
April	2,144,618	2,191,216	2.17%	2,277,564	3.94%
May	2,278,186	2,281,700	0.15%	2,283,338	-0.80%
June	2,160,956	2,151,540	-0.44%	2,136,725	-0.69%
July	2,006,784	2,009,014	0.11%	2,005,114	-0.19%

Metropolitan Transportation Authority

July

MTA Bus Company

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	9,598,938	9,211,190	-4.04%	10,027,841	8.87%
September	10,213,437	10,248,737	0.35%	10,068,914	-1.75%
October	10,772,444	10,672,062	-0.93%	10,081,508	-5.53%
November	10,198,423	10,264,991	0.65%	9,520,500	-7.25%
December	9,445,337	10,044,527	6.34%	9,893,990	-1.50%
January	8,996,811	9,672,158	7.51%	10,307,130	6.56%
February	8,882,694	9,754,429	9.81%	9,649,044	-1.08%
March	10,881,785	11,049,329	1.54%	10,509,736	-4.88%
April	9,789,001	10,054,382	2.71%	11,045,951	9.86%
May	10,676,556	10,957,840	2.63%	11,257,915	2.74%
June	10,256,893	10,122,902	-1.31%	10,003,795	-1.16%
July	9,455,791	9,674,025	2.31%	10,041,752	3.80%
12 Month Ave	9,930,676	10,143,879	2.15%	10,200,673	0.56%
Year-to-Date	68,939,531	71,285,046	3.40%	72,815,323	2.15%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	10,062,799	9,898,364	-1.63%	10,211,934	3.17%
September	10,060,099	9,901,305	-1.58%	10,196,948	2.99%
October	10,043,515	9,892,940	-1.50%	10,147,736	2.58%
November	10,058,139	9,898,487	-1.57%	10,085,695	1.89%
December	10,018,906	9,948,420	-0.70%	10,073,150	1.25%
January	9,987,712	10,004,899	0.17%	10,128,064	1.21%
February	10,007,959	10,077,343	0.69%	10,117,282	0.40%
March	10,009,451	10,091,305	0.82%	10,072,316	-0.19%
April	9,949,040	10,113,419	1.65%	10,154,949	0.41%
May	9,960,571	10,136,859	1.77%	10,179,955	0.43%
June	9,951,784	10,125,693	1.75%	10,170,029	0.44%
July	9,930,676	10,143,879	2.15%	10,200,673	0.56%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	360,375	353,624	-1.87%	367,817	4.01%
September	405,532	407,460	0.48%	418,264	2.16%
October	421,441	419,192	-0.53%	427,130	1.89%
November	409,255	409,829	0.14%	409,797	-0.01%
December	368,375	393,111	6.71%	394,582	0.37%
January	354,998	383,881	8.14%	397,021	3.42%
February	386,055	405,947	5.13%	424,297	4.55%
March	410,460	423,988	3.30%	408,385	-3.68%
April	387,521	400,164	3.26%	427,969	6.95%
May	420,342	418,369	-0.47%	432,244	3.32%
June	396,548	395,623	-0.23%	398,327	0.68%
July	369,348	370,696	0.36%	375,124	1.19%

Metropolitan Transportation Authority

July

MTA Staten Island Railway

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	325,403	333,401	2.48%	352,063	5.60%
September	379,483	405,022	6.73%	379,807	-6.23%
October	406,020	425,857	4.37%	401,614	-5.69%
November	383,064	405,710	5.91%	328,542	-19.02%
December	359,753	391,429	8.80%	323,327	-17.40%
January	356,386	385,644	8.21%	366,031	-5.09%
February	333,719	367,154	10.02%	315,778	-13.99%
March	427,999	415,419	-2.94%	342,829	-17.47%
April	366,489	364,882	-0.44%	365,207	0.09%
May	406,054	410,031	0.98%	381,077	-7.06%
June	404,083	388,184	-3.93%	348,493	-10.22%
July	327,303	328,507	0.37%	300,267	-8.60%
12 Month Ave	373,146	385,103	3.20%	350,419	-8.01%
Year-to-Date	2,622,033	2,659,821	1.44%	2,419,672	-9.03%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	358,855	373,813	4.75%	386,658	3.44%
September	358,568	375,941	4.85%	384,557	2.29%
October	360,315	377,428	4.75%	382,537	1.35%
November	362,874	379,315	4.53%	376,106	-0.85%
December	364,190	381,954	4.88%	370,431	-3.02%
January	365,701	384,393	5.11%	368,797	-4.06%
February	367,683	387,179	5.30%	364,515	-5.65%
March	370,210	386,130	4.30%	358,486	-7.16%
April	369,005	385,997	4.60%	358,493	-7.13%
May	371,839	386,328	3.90%	356,080	-7.63%
June	373,277	385,003	3.14%	352,773	-8.37%
July	373,146	385,103	3.20%	350,419	-8.01%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	13,002	13,291	2.22%	13,710	3.15%
September	16,136	17,244	6.87%	17,300	0.33%
October	17,241	18,063	4.77%	18,226	0.90%
November	16,414	17,302	5.41%	15,364	-11.20%
December	15,030	16,526	9.96%	14,427	-12.71%
January	15,224	16,557	8.75%	15,203	-8.17%
February	15,698	16,578	5.60%	15,075	-9.07%
March	17,125	16,934	-1.12%	14,523	-14.23%
April	15,562	15,800	1.53%	15,520	-1.77%
May	17,127	16,842	-1.67%	15,784	-6.28%
June	16,610	16,434	-1.06%	15,289	-6.97%
July	13,821	14,002	1.31%	12,711	-9.22%

Metropolitan Transportation Authority

July

MTA Long Island Rail Road

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	7,108,665	6,837,184	-3.82%	7,482,932	9.44%
September	6,834,199	6,887,995	0.79%	6,719,248	-2.45%
October	6,804,525	6,903,268	1.45%	6,621,963	-4.07%
November	6,563,349	6,815,374	3.84%	5,807,406	-17.72%
December	6,885,089	7,167,781	2.62%	6,859,040	-4.31%
January	5,890,855	6,431,658	9.18%	6,628,268	3.06%
February	5,836,491	6,373,028	9.19%	6,020,679	-5.53%
March	7,031,512	7,102,378	1.01%	6,897,877	-2.88%
April	6,651,960	6,858,130	3.10%	6,961,659	1.51%
May	6,739,212	7,172,588	6.43%	7,112,429	-0.84%
June	7,178,901	7,235,529	0.79%	6,994,737	-3.33%
July	7,042,470	7,289,683	3.51%	7,401,120	1.63%
12 Month Ave	6,722,269	6,922,883	2.98%	6,775,613	-2.13%
Year-to-Date	46,371,401	48,462,994	4.51%	48,016,768	-0.92%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,819,437	6,698,646	-1.76%	6,976,895	4.14%
September	6,811,276	6,704,129	-1.57%	6,962,833	3.86%
October	6,795,180	6,712,357	-1.22%	6,939,191	3.38%
November	6,787,737	6,733,359	-0.95%	6,838,527	1.56%
December	6,796,308	6,748,584	-0.70%	6,812,799	0.95%
January	6,766,575	6,793,651	0.40%	6,829,183	0.52%
February	6,768,653	6,838,362	1.03%	6,799,820	-0.58%
March	6,770,683	6,844,267	1.09%	6,782,779	-0.90%
April	6,747,406	6,861,448	1.68%	6,791,406	-1.02%
May	6,747,027	6,897,563	2.23%	6,786,393	-1.61%
June	6,738,623	6,902,282	2.43%	6,766,327	-1.97%
July	6,722,269	6,922,883	2.98%	6,775,613	-2.13%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	280,172	266,920	-4.73%	286,121	7.19%
September	285,944	288,504	0.90%	304,976	5.71%
October	285,328	288,692	1.18%	288,456	-7.01%
November	287,221	298,001	3.75%	243,193	-18.39%
December	279,299	296,869	6.28%	293,968	-0.98%
January	269,444	281,448	4.46%	279,154	-0.82%
February	270,350	281,543	4.14%	280,121	-0.51%
March	273,253	286,263	4.76%	287,601	0.47%
April	278,587	286,139	2.71%	281,100	-1.76%
May	280,553	288,384	2.79%	286,442	-0.67%
June	287,735	300,269	4.38%	302,486	0.74%
July	300,068	300,228	0.05%	293,335	-2.30%

MTA Metro-North Railroad

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,912,973	6,704,764	-3.01%	7,349,146	9.61%
September	6,852,629	6,960,470	1.57%	6,754,982	-2.95%
October	7,027,596	7,042,872	0.22%	6,778,733	-3.75%
November	6,810,467	6,948,147	2.02%	6,283,202	-9.57%
December	7,089,300	7,339,230	3.53%	7,009,613	-4.49%
January	6,058,385	6,537,572	7.91%	6,677,133	2.13%
February	5,823,842	6,395,893	9.82%	5,996,007	-6.25%
March	7,067,303	7,145,214	1.10%	6,961,373	-2.57%
April	6,804,593	6,972,024	2.46%	7,106,230	1.92%
May	6,948,660	7,242,998	4.24%	7,198,299	-0.62%
June	7,327,291	7,289,950	-0.78%	7,095,500	-2.40%
July	7,012,228	7,214,301	2.88%	7,300,168	1.19%
12 Month Ave	6,811,272	6,981,120	2.49%	6,875,866	-1.51%
Year-to-Date	47,842,303	48,777,952	3.69%	48,334,710	-0.91%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,895,800	6,793,922	1.47%	7,034,818	3.55%
September	6,710,814	6,802,908	1.37%	7,017,694	3.16%
October	6,717,049	6,804,181	1.30%	6,995,683	2.81%
November	6,744,108	6,815,555	1.06%	6,940,270	1.83%
December	6,757,974	6,836,482	1.16%	6,912,802	1.12%
January	6,758,035	6,876,414	1.75%	6,924,432	0.70%
February	6,769,359	6,924,085	2.29%	6,891,109	-0.48%
March	6,780,117	6,930,578	2.22%	6,875,789	-0.79%
April	6,777,395	6,944,531	2.47%	6,886,972	-0.83%
May	6,795,528	6,969,059	2.55%	6,883,247	-1.23%
June	6,809,625	6,964,280	2.27%	6,868,710	-1.37%
July	6,811,272	6,981,120	2.49%	6,875,866	-1.51%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	273,549	266,109	-2.72%	280,806	5.52%
September	283,870	286,603	0.96%	291,967	1.87%
October	287,333	286,373	-0.33%	280,443	-9.05%
November	290,232	293,791	1.23%	284,012	-10.14%
December	280,900	294,479	4.83%	287,219	-2.47%
January	264,246	274,231	3.78%	272,812	-0.52%
February	264,814	275,694	4.19%	271,377	-1.57%
March	273,743	282,429	3.17%	282,707	0.10%
April	280,302	286,303	2.14%	285,330	-0.34%
May	283,162	285,774	0.92%	284,942	-0.29%
June	283,413	296,618	1.09%	298,379	0.59%
July	290,510	290,489	-0.01%	287,876	-0.90%

Metropolitan Transportation Authority

July

East of Hudson

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,747,243	6,551,648	-2.90%	7,192,537	9.78%
September	6,893,644	6,880,460	2.49%	6,818,194	-3.53%
October	6,867,305	6,945,233	1.13%	6,639,905	-4.40%
November	6,654,086	6,851,079	2.96%	6,211,788	-9.33%
December	6,924,466	7,201,122	4.00%	6,901,054	-4.17%
January	5,916,958	6,407,976	8.30%	6,559,573	2.37%
February	5,685,834	6,265,036	10.19%	5,883,759	-6.09%
March	6,896,269	6,994,606	1.43%	6,827,778	-2.39%
April	6,648,157	6,831,738	2.76%	6,973,347	2.07%
May	6,788,759	7,094,282	4.50%	7,061,066	-0.47%
June	7,164,509	7,121,125	-0.61%	6,959,429	-2.27%
July	6,854,351	7,062,979	3.04%	7,158,528	1.32%
12 Month Ave	6,653,465	6,848,940	2.94%	6,748,747	-1.46%
Year-to-Date	45,954,837	47,777,742	3.97%	47,421,480	-0.75%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	6,539,204	6,637,166	1.50%	6,902,348	4.00%
September	6,554,367	6,651,067	1.48%	6,882,159	3.47%
October	6,560,893	6,657,561	1.47%	6,856,715	2.99%
November	6,587,344	6,673,977	1.32%	6,803,441	1.94%
December	6,600,912	6,697,032	1.46%	6,778,435	1.22%
January	6,600,865	6,737,950	2.08%	6,791,068	0.78%
February	6,611,670	6,786,217	2.64%	6,759,295	-0.40%
March	6,622,223	6,794,411	2.60%	6,745,393	-0.72%
April	6,619,966	6,809,710	2.87%	6,757,193	-0.77%
May	6,637,299	6,835,170	2.98%	6,754,425	-1.18%
June	6,651,644	6,831,555	2.70%	6,740,951	-1.33%
July	6,653,465	6,848,940	2.94%	6,748,747	-1.46%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	266,011	258,877	-2.68%	273,982	5.83%
September	276,296	281,839	2.01%	284,787	1.05%
October	279,708	281,728	0.72%	253,501	-10.02%
November	282,409	288,936	2.31%	260,337	-9.90%
December	273,395	287,900	5.31%	281,798	-2.12%
January	256,810	267,746	4.26%	267,204	-0.20%
February	257,367	269,157	4.58%	265,484	-1.36%
March	266,296	275,580	3.49%	276,352	0.28%
April	272,859	279,630	2.48%	279,287	-0.12%
May	275,544	279,003	1.26%	278,696	-0.11%
June	286,011	289,538	1.23%	291,566	0.71%
July	282,626	283,260	0.23%	281,333	-0.69%

Friday, August 23, 2013

Harlem Line

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	2,179,564	2,111,456	-3.12%	2,311,944	9.50%
September	2,206,183	2,253,778	2.16%	2,182,096	-4.07%
October	2,275,602	2,283,643	0.35%	2,180,347	-4.52%
November	2,198,951	2,247,234	2.20%	2,068,664	-7.95%
December	2,297,316	2,343,967	2.03%	2,254,289	-3.83%
January	1,975,045	2,127,333	7.71%	2,182,987	2.62%
February	1,913,040	2,075,606	8.50%	1,979,265	-4.64%
March	2,304,100	2,321,334	0.75%	2,262,610	-2.53%
April	2,188,956	2,235,081	2.11%	2,286,516	2.30%
May	2,223,927	2,318,904	4.27%	2,326,618	0.33%
June	2,320,897	2,318,256	-0.11%	2,244,617	-3.18%
July	2,198,107	2,274,018	3.45%	2,330,442	2.48%
12 Month Ave	2,190,141	2,242,551	2.39%	2,215,865	-1.19%
Year-to-Date	15,124,072	15,670,532	3.61%	15,813,035	-0.37%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	2,171,702	2,184,465	0.59%	2,259,258	3.42%
September	2,174,682	2,188,431	0.62%	2,251,618	2.89%
October	2,175,102	2,189,101	0.64%	2,243,010	2.46%
November	2,182,304	2,193,125	0.50%	2,226,129	1.60%
December	2,185,926	2,197,013	0.51%	2,220,656	1.08%
January	2,184,137	2,209,703	1.17%	2,225,292	0.71%
February	2,187,699	2,223,250	1.63%	2,217,264	-0.27%
March	2,189,099	2,224,687	1.63%	2,212,370	-0.55%
April	2,185,807	2,228,530	1.95%	2,216,656	-0.63%
May	2,190,778	2,236,445	2.08%	2,217,299	-0.86%
June	2,192,501	2,236,225	1.99%	2,211,163	-1.12%
July	2,190,141	2,242,551	2.39%	2,215,865	-1.19%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	86,562	84,033	-2.94%	88,674	5.52%
September	91,552	93,133	1.73%	93,799	0.72%
October	93,240	93,197	-0.05%	83,661	-10.23%
November	93,893	95,500	1.71%	87,177	-8.72%
December	91,183	94,527	3.67%	92,943	-1.68%
January	86,168	89,422	3.78%	89,356	-0.07%
February	86,918	89,675	3.17%	89,601	-0.08%
March	89,266	91,890	2.92%	92,083	0.21%
April	90,375	92,081	1.89%	92,051	-0.03%
May	90,816	91,782	1.06%	92,294	0.56%
June	93,237	94,958	1.85%	94,688	-0.07%
July	91,588	92,071	0.53%	92,157	0.09%

Metropolitan Transportation Authority

July

Hudson Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	1,380,653	1,297,903	-4.61%	1,433,031	10.41%
September	1,331,091	1,358,616	2.07%	1,300,945	-4.24%
October	1,381,131	1,359,385	-0.13%	1,304,322	-4.05%
November	1,303,840	1,332,264	2.18%	1,190,123	-10.67%
December	1,350,557	1,374,664	1.78%	1,321,710	-3.85%
January	1,159,493	1,228,283	5.93%	1,250,870	1.84%
February	1,108,812	1,201,829	8.39%	1,151,020	-4.23%
March	1,340,022	1,343,474	0.26%	1,318,583	-2.00%
April	1,312,919	1,334,926	1.68%	1,355,099	1.51%
May	1,349,153	1,399,291	3.72%	1,396,805	-0.18%
June	1,408,063	1,394,023	-1.00%	1,370,358	-1.70%
July	1,358,800	1,491,131	3.12%	1,344,284	-4.06%
12 Month Ave	1,312,045	1,335,482	1.79%	1,311,263	-1.81%
Year-to-Date	9,037,262	9,302,957	2.94%	9,185,019	-1.27%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	1,292,786	1,308,815	1.09%	1,346,743	3.06%
September	1,285,206	1,309,109	1.07%	1,341,937	2.51%
October	1,296,445	1,306,964	0.97%	1,337,349	2.17%
November	1,302,001	1,311,332	0.72%	1,325,504	1.08%
December	1,304,673	1,313,341	0.66%	1,321,091	0.59%
January	1,305,064	1,319,074	1.07%	1,322,973	0.30%
February	1,307,108	1,326,825	1.51%	1,318,739	-0.61%
March	1,308,056	1,327,113	1.46%	1,316,498	-0.80%
April	1,307,797	1,328,947	1.62%	1,318,179	-0.61%
May	1,310,054	1,333,125	1.76%	1,317,972	-1.14%
June	1,312,224	1,331,955	1.50%	1,318,000	-1.20%
July	1,312,045	1,335,482	1.79%	1,311,263	-1.81%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	53,417	51,158	-4.23%	54,403	6.34%
September	54,777	55,594	1.49%	55,710	0.21%
October	55,261	54,963	-0.54%	49,650	-9.67%
November	55,266	56,109	1.53%	49,881	-11.10%
December	53,368	55,091	3.23%	54,024	-1.94%
January	50,319	51,340	2.03%	51,024	-0.62%
February	50,296	51,721	2.83%	51,876	0.30%
March	51,783	52,943	2.28%	53,273	0.62%
April	53,787	54,535	1.39%	54,194	-0.63%
May	54,625	54,880	0.47%	54,884	0.01%
June	56,110	56,479	0.66%	57,103	1.10%
July	55,677	55,874	0.36%	52,917	-5.29%

Friday, August 23, 2013

Metropolitan Transportation Authority

July

New Haven Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	3,207,026	3,142,289	-2.02%	3,447,562	9.71%
September	3,156,370	3,246,066	2.91%	3,155,153	-2.86%
October	3,230,572	3,302,205	2.22%	3,155,236	-4.45%
November	3,151,295	3,271,581	3.82%	2,953,001	-9.74%
December	3,276,583	3,482,491	6.28%	3,325,055	-4.52%
January	2,782,420	3,052,380	9.70%	3,125,736	2.40%
February	2,663,982	2,987,601	12.15%	2,753,474	-7.64%
March	3,252,147	3,329,798	2.39%	3,248,585	-2.44%
April	3,146,262	3,261,731	3.67%	3,331,732	2.15%
May	3,215,679	3,376,087	4.99%	3,337,643	-1.14%
June	3,435,549	3,406,846	-0.78%	3,344,454	-1.89%
July	3,297,444	3,387,830	2.74%	3,481,802	2.77%
12 Month Ave	3,151,280	3,270,907	3.80%	3,221,619	-1.51%
Year-to-Date	21,793,503	22,804,253	4.64%	22,623,426	-0.79%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	3,074,736	3,145,885	2.31%	3,296,347	4.78%
September	3,084,279	3,153,527	2.25%	3,288,604	4.28%
October	3,089,346	3,159,496	2.27%	3,276,356	3.70%
November	3,103,039	3,169,520	2.14%	3,249,808	2.53%
December	3,110,313	3,186,676	2.46%	3,236,688	1.57%
January	3,111,664	3,209,173	3.13%	3,242,803	1.05%
February	3,116,863	3,236,141	3.83%	3,223,292	-0.40%
March	3,125,067	3,242,612	3.76%	3,216,525	-0.80%
April	3,126,362	3,262,233	4.03%	3,222,358	-0.92%
May	3,136,467	3,285,600	4.12%	3,219,154	-1.42%
June	3,146,918	3,263,375	3.70%	3,213,788	-1.52%
July	3,151,280	3,270,907	3.80%	3,221,619	-1.51%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	126,012	123,686	-1.85%	130,905	5.84%
September	129,967	133,112	2.42%	135,278	1.63%
October	131,207	133,568	1.80%	120,190	-10.02%
November	133,250	137,327	3.06%	123,279	-10.23%
December	128,844	138,282	7.33%	134,831	-2.50%
January	120,323	126,986	5.54%	126,825	-0.13%
February	120,153	127,761	6.33%	124,008	-2.94%
March	125,247	130,747	4.39%	130,996	0.19%
April	128,697	133,014	3.35%	133,042	0.02%
May	130,101	132,341	1.72%	131,518	-0.62%
June	136,664	138,101	1.05%	139,605	1.09%
July	135,361	135,335	-0.02%	136,258	0.68%

Friday, August 23, 2013

West of Hudson

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	165,730	153,118	-7.61%	156,609	2.28%
September	158,985	100,010	-37.09%	136,788	36.77%
October	160,291	97,639	-39.09%	138,828	42.18%
November	156,381	97,068	-37.93%	71,414	-26.43%
December	164,834	138,108	-16.21%	108,559	-21.40%
January	141,427	129,596	-8.37%	117,560	-9.29%
February	138,008	130,857	-5.18%	112,248	-14.22%
March	171,034	150,608	-11.94%	133,595	-11.30%
April	156,436	140,286	-10.32%	132,883	-5.28%
May	159,901	148,718	-6.99%	137,233	-7.72%
June	162,782	148,825	-8.57%	136,071	-8.57%
July	157,878	151,322	-4.15%	143,640	-5.08%
12 Month Ave	157,807	132,179	-16.24%	127,119	-3.83%
Year-to-Date	1,087,468	1,000,210	-8.02%	913,230	-8.70%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	156,396	156,756	0.23%	132,470	-15.48%
September	158,447	151,842	-2.94%	135,535	-10.74%
October	156,156	146,621	-6.11%	138,968	-5.22%
November	156,764	141,678	-9.62%	136,830	-3.42%
December	157,062	139,451	-11.21%	134,367	-3.65%
January	157,170	138,465	-11.90%	133,364	-3.68%
February	157,689	137,889	-12.57%	131,814	-4.39%
March	157,894	136,167	-13.76%	130,396	-4.24%
April	157,429	134,821	-14.36%	129,779	-3.74%
May	158,230	133,889	-15.38%	128,822	-3.76%
June	157,982	132,726	-15.99%	127,759	-3.74%
July	157,807	132,179	-16.24%	127,119	-3.83%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	7,538	7,232	-4.06%	6,824	-5.64%
September	7,574	4,784	-37.10%	7,180	50.71%
October	7,625	4,645	-39.08%	6,942	49.45%
November	7,823	4,855	-37.94%	3,875	-24.30%
December	7,505	6,579	-12.34%	5,421	-17.60%
January	7,436	6,483	-12.82%	5,608	-13.50%
February	7,247	6,537	-9.80%	5,893	-9.85%
March	7,447	6,849	-8.03%	6,355	-7.21%
April	7,443	6,873	-10.35%	6,043	-9.44%
May	7,618	6,771	-11.12%	6,246	-7.75%
June	7,402	7,080	-4.35%	6,783	-4.19%
July	7,884	7,209	-8.58%	6,543	-9.24%

Metropolitan Transportation Authority

July

Port Jervis Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	116,730	104,640	-10.36%	100,855	-3.82%
September	110,427	50,582	-54.19%	85,604	89.24%
October	110,500	46,093	-58.29%	87,075	88.91%
November	107,453	46,692	-56.55%	47,613	1.97%
December	114,571	85,576	-25.31%	67,755	-20.82%
January	96,984	80,570	-16.92%	73,570	-8.69%
February	94,908	81,768	-13.85%	69,549	-14.94%
March	117,095	93,911	-19.80%	82,466	-12.19%
April	108,000	88,819	-17.76%	82,564	-7.04%
May	111,096	93,989	-15.40%	85,089	-9.47%
June	116,788	94,452	-19.12%	83,426	-11.67%
July	110,772	97,178	-12.27%	91,288	-6.06%
12 Month Ave	109,610	80,356	-26.69%	79,738	-0.77%
Year-to-Date	755,641	630,585	-16.54%	567,952	-9.95%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	110,231	108,603	-1.46%	80,040	-26.30%
September	109,994	103,616	-5.80%	82,959	-19.94%
October	109,463	98,248	-10.24%	86,374	-12.09%
November	109,621	93,185	-14.98%	86,451	-7.23%
December	109,583	90,769	-17.17%	84,966	-6.39%
January	109,435	89,401	-18.31%	84,382	-5.81%
February	109,659	88,306	-19.47%	83,364	-5.60%
March	109,614	86,374	-21.20%	82,410	-4.59%
April	109,134	84,775	-22.32%	81,889	-3.40%
May	109,578	83,350	-23.94%	81,148	-2.64%
June	109,683	81,489	-25.71%	80,229	-1.55%
July	109,610	80,356	-26.69%	79,738	-0.77%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	5,310	5,037	-5.14%	4,396	-12.73%
September	5,261	2,409	-54.21%	4,491	86.43%
October	5,256	2,192	-58.29%	4,354	98.63%
November	5,378	2,336	-56.54%	2,455	5.09%
December	5,218	4,077	-21.86%	3,383	-17.02%
January	5,098	4,031	-20.93%	3,511	-12.90%
February	4,981	4,084	-18.01%	3,648	-10.68%
March	5,100	4,271	-16.25%	3,922	-8.17%
April	5,138	4,224	-17.79%	3,755	-11.10%
May	5,293	4,280	-19.14%	3,874	-9.49%
June	5,311	4,493	-15.40%	4,158	-7.46%
July	5,531	4,630	-16.29%	4,169	-10.17%

Pascack Valley Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	49,000	48,476	-1.07%	55,754	15.01%
September	48,558	49,428	1.79%	51,184	3.55%
October	49,791	51,546	3.52%	51,753	0.40%
November	48,928	50,376	2.96%	23,801	-52.75%
December	50,263	52,532	4.51%	40,804	-22.33%
January	44,443	49,026	10.31%	43,990	-10.27%
February	43,100	49,091	13.90%	42,899	-13.02%
March	53,939	56,697	5.11%	51,129	-9.82%
April	48,436	51,467	6.26%	50,319	-2.23%
May	48,805	54,727	12.13%	52,144	-4.72%
June	45,996	54,373	18.21%	52,645	-3.18%
July	47,106	54,144	14.94%	52,352	-3.31%
12 Month Ave	48,197	51,824	7.52%	47,381	-8.57%
Year-to-Date	331,825	369,525	11.36%	345,278	-6.56%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	46,165	48,153	4.31%	52,430	8.88%
September	46,453	48,226	3.82%	52,578	9.02%
October	46,694	48,372	3.59%	52,594	8.73%
November	47,143	48,493	2.86%	50,379	3.89%
December	47,479	48,682	2.53%	49,402	1.48%
January	47,736	49,064	2.78%	48,982	-0.17%
February	48,030	49,563	3.19%	48,449	-2.25%
March	48,280	49,793	3.13%	47,985	-3.63%
April	48,295	50,046	3.63%	47,890	-4.31%
May	48,652	50,539	3.88%	47,675	-5.67%
June	48,298	51,237	6.08%	47,531	-7.23%
July	48,197	51,824	7.52%	47,381	-8.57%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	2,228	2,195	-1.50%	2,428	10.62%
September	2,313	2,355	1.82%	2,689	14.18%
October	2,369	2,453	3.54%	2,588	5.50%
November	2,447	2,519	2.94%	1,220	-51.57%
December	2,287	2,502	9.40%	2,038	-18.55%
January	2,338	2,452	4.88%	2,097	-14.48%
February	2,266	2,453	8.25%	2,245	-8.48%
March	2,347	2,578	9.84%	2,433	-5.62%
April	2,305	2,449	6.25%	2,288	-6.57%
May	2,325	2,491	7.14%	2,372	-4.78%
June	2,091	2,587	23.72%	2,625	1.47%
July	2,353	2,579	9.60%	2,384	-7.56%

Metropolitan Transportation Authority

July

MTA Bridges & Tunnels

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	26,202,259	24,253,530	-7.44%	25,669,824	5.84%
September	24,617,701	23,976,096	-2.61%	23,763,047	-0.89%
October	25,470,647	24,135,980	-5.24%	22,928,321	-5.00%
November	24,016,870	23,443,442	-2.39%	20,945,342	-10.66%
December	22,969,330	23,665,382	3.03%	23,355,282	-1.31%
January	20,408,730	21,776,550	6.70%	22,290,223	2.36%
February	20,176,144	21,280,142	5.47%	19,831,870	-6.81%
March	23,928,232	23,927,645	0.00%	23,376,021	-2.31%
April	23,593,365	23,651,425	0.25%	23,638,588	-0.05%
May	25,144,889	25,192,764	0.19%	25,038,488	-0.61%
June	25,289,003	25,233,363	-0.22%	24,721,506	-2.03%
July	25,490,788	24,887,622	-2.37%	24,886,575	-0.03%
12 Month Ave	23,942,313	23,785,328	-0.66%	23,369,930	-1.75%
Year-to-Date	164,031,151	165,949,511	1.17%	163,777,369	-1.31%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	24,276,190	23,779,919	-2.04%	23,903,353	0.52%
September	24,282,335	23,726,452	-2.29%	23,885,599	0.67%
October	24,321,186	23,615,230	-2.90%	23,784,961	0.72%
November	24,353,452	23,567,461	-3.23%	23,576,786	0.04%
December	24,309,519	23,625,465	-2.81%	23,550,942	-0.32%
January	24,149,337	23,739,450	-1.70%	23,593,748	-0.61%
February	24,235,073	23,831,450	-1.67%	23,473,067	-1.50%
March	24,188,313	23,831,401	-1.48%	23,427,099	-1.70%
April	24,106,894	23,836,239	-1.12%	23,426,029	-1.72%
May	24,037,229	23,840,229	-0.82%	23,413,172	-1.79%
June	23,983,224	23,835,592	-0.62%	23,370,518	-1.95%
July	23,942,313	23,785,328	-0.66%	23,369,930	-1.75%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
August	860,105	832,806	-3.17%	842,278	1.14%
September	839,296	823,591	-1.87%	821,457	-0.26%
October	837,927	801,026	-4.40%	736,273	-8.08%
November	822,205	801,634	-2.50%	725,399	-9.51%
December	784,702	793,943	3.82%	802,287	1.05%
January	682,304	748,115	9.65%	755,080	0.93%
February	750,861	768,649	2.37%	765,137	-0.46%
March	788,941	797,238	1.05%	776,880	-2.55%
April	812,864	808,640	-0.52%	801,771	-0.85%
May	833,621	831,734	-0.23%	834,884	0.38%
June	855,894	853,960	-0.23%	838,317	-1.83%
July	853,553	829,552	-2.81%	824,776	-0.58%

Friday, August 23, 2013

Fuel Hedge Program

Current Hedge Activity

Ultra Low Sulfur Diesel Hedges

Start	End	Lock in	Gallons
		Price/Gal	Hedged/Mn
Mar-2012	Aug-2013	\$3.121	356,011
Apr-2012	Sep-2013	\$3.213	207,523
May-2012	Oct-2013	\$3.161	193,328
Jun-2012	Nov-2013	\$2.995	176,219
Jun-2012	Nov-2013	\$2.767	200,779
Aug-2012	Jan-2014	\$2.696	154,550
Sep-2012	Feb-2014	\$2.915	127,692
Oct-2012	Mar-2014	\$3.057	129,030
Dec-2012	Oct-2014	\$2.890	367,758
Jun-2013	Nov-2014	\$2.942	543,934 *
Dec-2013	Dec-2014	\$2.871	428,273 *
Jan-2014	Jan-2015	\$2.899	381,159 *
Jan-2014	Jan-2015	\$2.940	288,280 *
Mar-2014	Mar-2015	\$2.883	259,403 *
May-2013	Mar-2015	\$2.770	180,270 *
May-2014	Apr-2015	\$2.814	228,094 *
Jun-2014	Jul-2015	\$2.826	465,582 *

Natural Gas Hedge

Start	End	Lock in	MMBtus
		Price/MMBtu	Hedged/Mn

Currently no active Natural Gas hedges

* Reflect average of monthly hedged gallons - contract terms vary by month for hedge duration.

	Diesel Fuel			Natural Gas		
	2013	2014	2015	2013	2014	2015
2013 July Plan	\$2.96	\$2.89	\$2.83	\$3.91	\$4.18	\$4.26

Annual Impact as of September 3, 2013

	(\$ in millions)		
	<u>2013</u>	<u>2014</u>	<u>2015</u>
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. July Plan	(\$6.718)	\$0.146	\$3.027
Impact of Hedge	<u>2.449</u>	<u>3.684</u>	<u>0.269</u>
Net Impact: Fav/(Unfav)	(\$4.270)	\$3.829	\$3.295
 <u>Compressed Natural Gas</u>			
Current Prices vs. July Plan	\$2.351	\$3.656	\$0.500
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	\$2.351	\$3.656	\$0.500
 <u>Summary</u>			
Current Prices vs. July Plan	(\$4.367)	\$3.802	\$3.527
Impact of Hedge	<u>2.449</u>	<u>3.684</u>	<u>0.269</u>
Net Impact: Fav/(Unfav)	(\$1.918)	\$7.485	\$3.795

Estimated impacts are based on monthly average price times forecast usage, which may differ from actual purchases.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category
June 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$464.0	\$466.7	\$2.6	0.6	\$0.0	\$0.0	\$0.0	-	\$464.0	\$466.7	\$2.6	0.6
Vehicle Toll Revenue	144.2	145.4	1.2	0.8	0.0	0.0	0.0	-	144.2	145.4	1.2	0.8
Other Operating Revenue	49.1	42.2	(6.9)	(14.1)	0.0	0.0	0.0	-	49.1	42.2	(6.9)	(14.1)
Capital & Other Reimbursements	0.0	0.0	0.0	-	117.3	136.1	18.8	16.1	117.3	136.1	18.8	16.1
Total Revenue	\$667.4	\$654.3	(\$13.1)	(0.5)	\$117.3	\$136.1	\$18.8	16.1	\$774.6	\$790.4	\$15.7	2.0
Expenses												
Labor												
Payroll	\$338.2	\$325.6	\$12.6	3.7	\$41.8	\$42.5	(\$0.7)	(1.6)	\$380.0	\$368.0	\$11.9	3.1
Overtime	44.9	46.5	(1.5)	(3.4)	8.5	14.2	(5.7)	(67.6)	53.4	60.7	(7.3)	(13.6)
Health and Welfare	87.1	75.5	11.6	13.3	5.1	4.6	0.5	10.2	92.2	80.1	12.1	13.2
OPEB Current Payment	50.4	50.0	0.4	0.8	0.0	0.0	0.0	-	50.4	50.0	0.4	0.8
Pensions	58.7	56.9	1.8	3.0	5.7	6.2	(0.5)	(8.5)	64.4	63.1	1.3	2.0
Other Fringe Benefits	47.0	45.7	1.3	2.8	12.1	13.4	(1.3)	(11.0)	59.2	59.2	(0.0)	(0.1)
Reimbursable Overhead	(28.6)	(32.6)	6.0	22.8	26.5	32.5	(6.1)	(22.9)	(0.2)	(0.1)	(0.0)	(28.9)
Total Labor Expenses	\$599.8	\$567.6	\$32.2	5.4	\$99.6	\$113.4	(\$13.8)	(13.8)	\$699.4	\$681.0	\$18.4	2.6
Non-Labor												
Electric Power	\$42.3	\$42.5	(\$0.1)	(0.2)	\$0.0	\$0.0	(\$0.0)	(50.0)	\$42.4	\$42.5	(\$0.1)	(0.3)
Fuel	23.3	21.1	2.3	9.7	0.0	0.0	(0.0)	-	23.3	21.1	2.3	9.7
Insurance	1.8	1.9	(0.1)	(7.9)	0.7	0.7	0.1	11.6	2.5	2.6	(0.1)	(2.2)
Claims	14.7	16.4	(1.7)	(11.8)	0.0	0.0	0.0	-	14.7	16.4	(1.7)	(11.8)
Paratransit Service Contracts	33.9	30.8	3.1	9.1	0.0	0.0	0.0	-	33.9	30.8	3.1	9.1
Maintenance and Other Operating Contracts	52.7	55.9	(3.3)	(6.2)	3.3	6.0	(2.6)	(78.5)	56.0	61.9	(5.9)	(10.5)
Professional Service Contracts	23.1	17.7	5.3	23.2	4.5	5.6	(1.2)	(26.9)	27.5	23.4	4.2	15.2
Materials & Supplies	46.3	45.1	1.1	2.5	9.8	10.8	(1.0)	(10.3)	56.1	55.9	0.1	0.2
Other Business Expenses	14.6	12.9	1.7	11.7	(0.7)	(0.4)	(0.3)	(45.0)	13.9	12.5	1.4	10.0
Total Non-Labor Expenses	\$252.7	\$244.4	\$8.3	3.3	\$17.7	\$22.7	(\$5.0)	(28.6)	\$270.3	\$267.1	\$3.3	1.2
Other Expense Adjustments:												
Other	2.6	5.3	(2.7)	*	0.0	0.0	0.0	-	2.6	5.3	(2.7)	*
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$2.6	\$5.3	(\$2.7)	*	\$0.0	\$0.0	\$0.0	-	\$2.6	\$5.3	(\$2.7)	*
Total Expenses before Non-Cash Liability Adjs.	\$855.1	\$817.3	\$37.8	4.4	\$117.3	\$136.1	(\$18.8)	(16.1)	\$972.4	\$953.4	\$18.9	1.9
Depreciation	189.3	180.5	8.8	4.6	0.0	0.0	0.0	-	189.3	180.5	8.8	4.6
OPEB Obligation	393.9	366.4	27.5	7.0	0.0	0.0	0.0	-	393.9	366.4	27.5	7.0
Environmental Remediation	1.4	0.3	1.1	79.7	0.0	0.0	0.0	-	1.4	0.3	1.1	79.7
Total Expenses	\$1,439.6	\$1,364.5	\$75.1	5.2	\$117.3	\$136.1	(\$18.8)	(16.1)	\$1,566.8	\$1,500.6	\$66.3	3.6
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$782.3)	(\$710.3)	\$72.0	9.2	\$0.0	\$0.0	\$0.0	*	(\$782.3)	(\$710.3)	\$72.0	9.2
Subsidies	387.4	401.7	14.3	3.7	0.0	0.0	0.0	-	387.4	401.7	14.3	3.7
Debt Service	198.6	197.3	1.3	0.7	0.0	0.0	0.0	-	198.6	197.3	1.3	0.7

- Results are preliminary and subject to audit review.

- Differences are due to rounding.

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category
June Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$2,658.1	\$2,660.3	\$2.2	0.1	\$0.0	\$0.0	\$0.0	-	\$2,658.1	\$2,660.3	\$2.2	0.1
Vehicle Toll Revenue	787.4	788.6	1.2	0.1	0.0	0.0	0.0	-	787.4	788.6	1.2	0.1
Other Operating Revenue	443.9	436.4	(7.5)	(1.7)	0.0	0.0	0.0	-	443.9	436.4	(7.5)	(1.7)
Capital & Other Reimbursements	0.0	0.0	0.0	-	663.9	673.6	9.7	1.5	663.9	673.6	9.7	1.5
Total Revenue	\$3,889.5	\$3,885.3	(\$4.1)	(0.1)	\$663.9	\$673.6	\$9.7	1.5	\$4,553.4	\$4,559.0	\$5.6	0.1
Expenses												
Labor												
Payroll	\$2,088.0	\$2,076.2	\$11.8	0.6	\$232.5	\$230.8	\$1.7	0.7	\$2,320.5	\$2,307.0	\$13.5	0.6
Overtime	296.1	300.8	(4.6)	(1.6)	63.4	69.1	(5.7)	(9.0)	359.5	369.9	(10.3)	(2.9)
Health and Welfare	457.0	446.5	10.5	2.3	27.1	26.7	0.4	1.4	484.1	473.2	10.9	2.3
OPEB Current Payment	215.2	213.0	2.2	1.0	0.0	0.0	0.0	-	215.2	213.0	2.2	1.0
Pensions	317.4	316.2	1.2	0.4	18.2	18.9	(0.7)	(3.8)	335.7	335.1	0.6	0.2
Other Fringe Benefits	287.7	285.0	2.7	0.9	69.7	70.7	(1.0)	(1.5)	357.4	355.7	1.7	0.5
Reimbursable Overhead	(149.0)	(154.1)	5.2	3.5	148.4	153.7	(5.2)	(3.5)	(0.5)	(0.5)	(0.1)	(14.5)
Total Labor Expenses	\$3,612.6	\$3,483.6	\$29.0	0.8	\$559.3	\$570.0	(\$10.6)	(1.9)	\$4,071.9	\$4,053.5	\$18.4	0.5
Non-Labor												
Electric Power	\$254.1	\$254.4	(\$0.3)	(0.1)	\$0.1	\$0.3	(\$0.1)	(95.6)	\$254.2	\$254.6	(\$0.4)	(0.2)
Fuel	134.6	132.4	2.1	1.6	0.0	0.0	(0.0)	(12.8)	134.6	132.4	2.1	1.6
Insurance	9.7	9.8	(0.1)	(0.9)	3.4	3.0	0.4	11.4	13.2	12.8	0.3	2.4
Claims	110.3	111.9	(1.6)	(1.4)	0.0	0.0	0.0	-	110.3	111.9	(1.6)	(1.4)
Paratransit Service Contracts	183.7	180.6	3.1	1.7	0.0	0.0	0.0	-	183.7	180.6	3.1	1.7
Maintenance and Other Operating Contracts	239.7	240.1	(0.4)	(0.2)	29.6	31.9	(2.3)	(7.9)	269.3	272.0	(2.7)	(1.0)
Professional Service Contracts	129.4	122.3	7.1	5.5	20.2	21.4	(1.3)	(6.2)	149.6	143.8	5.8	3.9
Materials & Supplies	243.3	241.7	1.6	0.6	50.2	45.5	4.7	9.3	293.5	287.3	6.3	2.1
Other Business Expenses	79.5	77.5	2.0	2.5	1.0	1.4	(0.5)	(47.1)	80.5	79.0	1.5	1.9
Total Non-Labor Expenses	\$1,384.3	\$1,370.7	\$13.5	1.0	\$104.6	\$103.6	\$0.9	0.9	\$1,488.8	\$1,474.4	\$14.4	1.0
Other Expense Adjustments:												
Other	15.0	17.8	(2.7)	(18.1)	0.0	0.0	0.0	-	15.0	17.8	(2.7)	(18.1)
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$15.0	\$17.8	(\$2.7)	(18.1)	\$0.0	\$0.0	\$0.0	-	\$15.0	\$17.8	(\$2.7)	(18.1)
Total Expenses before Non-Cash Liability Adjts.	\$4,911.8	\$4,872.0	\$39.8	0.8	\$663.9	\$673.6	(\$9.7)	(1.5)	\$5,576.7	\$5,546.6	\$30.1	0.5
Depreciation	1,086.8	1,081.2	5.7	0.5	0.0	0.0	0.0	-	1,086.8	1,081.2	5.7	0.5
OPEB Obligation	898.1	873.6	24.5	2.7	0.0	0.0	0.0	-	898.1	873.6	24.5	2.7
Environmental Remediation	2.6	3.2	(0.6)	(22.0)	0.0	0.0	0.0	-	2.6	3.2	(0.6)	(22.0)
Total Expenses	\$6,899.3	\$6,829.9	\$69.4	1.0	\$663.9	\$673.6	(\$9.7)	(1.5)	\$7,563.2	\$7,503.5	\$59.7	0.8
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$3,009.9)	(\$2,944.6)	\$65.3	2.2	\$0.0	\$0.0	\$0.0	-	(\$3,009.9)	(\$2,944.6)	\$65.3	2.2
Subsidies	3,841.7	3,654.1	12.4	0.3	0.0	0.0	0.0	-	3,841.7	3,654.1	12.4	0.3
Debt Service	1,086.9	1,085.6	1.3	0.1	0.0	0.0	0.0	-	1,086.9	1,085.6	1.3	0.1

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2013
(\$ in millions)

JUNE					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	2.6	0.6	NYCT had a favorable variance of \$2.9M due to higher-than-forecasted ridership. These results were partially offset by an unfavorable variance of (\$1.0M) at the LIRR due to lower-than-forecasted ridership.	2.2	0.1	NYCT was favorable by \$2.9M due to higher-than-forecasted ridership. This result was partially offset by an unfavorable variance of (\$1.0M) at the LIRR due to lower-than-forecasted ridership.		
Vehicle Toll Revenue	NR	1.2	0.8	The favorable variance was due to higher traffic volume and a higher average toll.	1.2	0.1	The favorable variance resulted from higher traffic volume and a higher average toll.		
Other Operating Revenue	NR	(6.9)	(14.1)	The unfavorable outcome largely reflects the impact of a negative shift in the market value of the invested asset portfolio at FMTAC -- (\$7.2M), and lower paratransit urban tax revenue at NYCT -- (\$0.9M). Partially offsetting these results were favorable variances of \$1.1M at the LIRR primarily due to Sandy recoveries, and \$0.3M at MNR mainly due to timing.	(7.5)	(1.7)	The unfavorable outcome largely reflects the impact of a negative shift in the market value of the invested asset portfolio at FMTAC -- (\$7.2M), lower paratransit urban tax revenue at NYCT -- (\$0.9M) and lower rents and concessions at MNR -- (\$0.5M). Partially offsetting these results was a favorable variance of \$1.4M at the LIRR primarily due to Sandy recoveries.		
Payroll	NR	12.6	3.7	Vacancies and timing were primarily responsible for favorable variances of \$8.0M at NYCT, \$2.4M at MTAHQ, \$1.4M at MNR, and \$0.4M at both B&T and the LIRR.	11.8	0.6	Vacancies and timing were primarily responsible for favorable variances of \$8.0M at NYCT, \$2.4M at MTAHQ, \$1.2M at MNR, and \$0.4M at B&T.		
Overtime	NR	(1.5)	(3.4)	The unfavorable result largely reflects the impact of higher vacancy/absentee coverage requirements, continued Sandy-related work, and more bus road calls attributable to heavy rain and hot weather -- (\$1.1M) at NYCT; the residual impacts of Sandy-related work, accelerated repairs of defects found on scheduled inspections, and higher vacancy/absentee coverage requirements -- (\$0.6M) at MTA Bus; and the acceleration of the Maintenance of Way Infrastructure Improvement Program -- (\$0.3M) at MNR. These results were partially offset by a favorable outcome of \$0.3M at B&T primarily due to lower requirements for vacancy/absentee coverage. (See Overtime Decomposition Report for more details)	(4.6)	(1.6)	The unfavorable result largely reflects the impact of the acceleration of the Maintenance of Way Infrastructure Improvement Program and increased requirements for the NHL derailment and scheduled service coverage -- (\$1.7M) at MNR; the residual impacts of Sandy-related work, accelerated repairs of defects found on scheduled inspections, and higher vacancy/absentee coverage requirements -- (\$1.3M) at MTA Bus; higher vacancy/absentee coverage requirements, continued Sandy-related work, and more bus road calls attributable to heavy rain and hot weather -- (\$1.1M) at NYCT; and higher maintenance-related overtime -- (\$0.9M) at the LIRR. These results were partially offset by a favorable outcome of \$0.3M at B&T primarily due to lower requirements for vacancy/absentee coverage. (See Overtime Decomposition Report for more details)		
Health and Welfare	NR	11.6	13.3	NYCT had a favorable variance of \$11.3M primarily due to lower rates. SIR and MNR had favorable variances of \$0.3M each, mainly due to accrual adjustments. B&T was \$0.2M favorable primarily due to higher vacancies. These results were partially offset by an unfavorable variance of (\$0.6M) at MTA HQ primarily due to timing.	10.5	2.3	NYCT had a favorable variance of \$11.3M primarily due to lower rates. SIR had a favorable variance of \$0.3M mainly due to an accrual adjustment. The LIRR was \$0.3M favorable, primarily due to higher vacancies. These results were partially offset by unfavorable variances of (\$0.9M) at MNR primarily due to higher overtime and (\$0.6M) at MTA HQ mainly due to timing.		
OPEB - Current Payment	NR	0.4	0.8	Lower rates, fewer retirees, and timing were responsible for favorable variances of \$1.2M at MTAHQ and \$0.6M at the LIRR. These favorable results were partially offset by an unfavorable variance of (\$1.3M) at NYCT due to timing.	2.2	1.0	Lower rates, fewer retirees, and timing were responsible for favorable variances of \$2.3M at the LIRR and \$1.2M at MTAHQ. These favorable results were partially offset by an unfavorable variance of (\$1.3M) at NYCT due to timing.		

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2013
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Pensions	NR	1.8	3.0	Timing was responsible for favorable variances of \$1.5M at NYCT and \$0.4M at the LIRR.	1.2	0.4	Timing was responsible for favorable variances of \$1.5M at NYCT and \$0.7M at the LIRR. These results were partially offset by an unfavorable variance of (\$0.7M) at MNR due to increased overtime costs related to a derailment and subsequent Infrastructure Improvement programs.
Other Fringe Benefits	NR	1.3	2.8	The LIRR and MNR had favorable variances of \$0.7M and \$0.5M, respectively, due to the timing of FELA indemnity payments and accrual adjustments.	2.7	0.9	The LIRR and MNR had favorable variances of \$1.7M and \$0.9M, respectively, due to the timing of FELA indemnity payments and accrual adjustments.
Reimbursable Overhead	NR	6.0	22.6	The timing of project activity was responsible for favorable variances of \$5.5M at NYCT, \$1.2M at MTA HQ and \$0.4M at the LIRR, and an unfavorable variance of (\$1.1M) at MNR.	5.2	3.5	The timing of project activity was responsible for favorable variances of \$5.5M at NYCT, \$1.2M at MTA HQ and \$0.3M at the LIRR, and an unfavorable variance of (\$1.9M) at MNR.
Electric Power	NR	(0.1)	(0.2)	NYCT was (\$2.3M) unfavorable due to timing. Partially offsetting this result were favorable variances of \$0.7M at both the LIRR and MNR and \$0.5M at MTA HQ mainly due to lower rates and timing. In addition, SIR was \$0.4M favorable primarily due to accrual adjustments.	(0.3)	(0.1)	The unfavorable variance reflects the impact of timing -- (\$2.3M) at NYCT and (\$0.9M) at the LIRR. Partially offsetting these results were favorable variances of \$2.1M at MNR and \$0.5M at MTA HQ mainly due to lower rates and timing. In addition, SIR was \$0.4M favorable primarily due to accrual adjustments.
Fuel	NR	2.3	9.7	NYCT was \$1.0M favorable primarily due to lower consumption and rates. MTA Bus was \$0.7M favorable primarily due to timing and rates. The LIRR was \$0.3M favorable primarily due to lower consumption.	2.1	1.8	NYCT was \$1.0M favorable primarily due to lower consumption and rates. MTA Bus was \$0.7M favorable mostly due to timing and rates. The LIRR was \$1.0M favorable mainly due to lower consumption and timing. Partially offsetting these results was an unfavorable variance of (\$0.8M) at MNR largely due to higher heating fuel prices.
Insurance	NR	(0.1)	(7.9)	FMTAC had an unfavorable variance of (\$0.5M) due to timing. MTA HQ was (\$0.4M) unfavorable primarily due to higher payments for insurance services related to FEMA recoveries. Partially offsetting these results were favorable variances at NYCT of \$0.5M due to timing; and \$0.3M at B&T, mainly due to lower property insurance expenses.	(0.1)	(0.9)	FMTAC had an unfavorable variance of (\$0.5M) due to timing. MTA HQ was (\$0.4M) unfavorable primarily due to higher payments for insurance services related to FEMA recoveries. Partially offsetting these results were favorable variances at NYCT of \$0.5M due to timing; and \$0.3M at B&T, mainly due to lower property insurance expenses.
Claims	NR	(1.7)	(11.8)	FMTAC was unfavorable by (\$1.8M) due to a slight increase in claim activity for the month.	(1.6)	(1.4)	FMTAC was unfavorable by (\$1.8M) due to a slight increase in claim activity for the month.
Paratransit Service Contracts	NR	3.1	9.1	NYCT was \$3.1M favorable mainly due to fewer trips.	3.1	1.7	NYCT was \$3.1M favorable mainly due to fewer trips.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2013
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	(3.3)	(6.2)	The overall unfavorable result was largely attributable to timing: (\$5.0M) at NYCT for non-revenue vehicle maintenance and repairs; and (\$2.1M) at B&T for major maintenance and painting. In addition, SIR was (\$1.1M) unfavorable reflecting non-revenue vehicle purchases incorrectly budgeted in Materials & Supplies. These unfavorable results were partially offset by favorable variances of: \$2.5M at MTA HQ due to the timing of 2 Broadway maintenance contracts; \$1.4M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies; \$0.8M at MNR due to the timing of expenses for maintenance contracts, ferry services and GCT utilities; and \$0.3M at the LIRR due to the timing of expenses for HVAC maintenance, elevator & escalator repairs, security and environmental and plant maintenance.	(0.4)	(0.2)	The overall unfavorable result was largely attributable to timing: (\$5.0M) at NYCT for non-revenue vehicle maintenance and repairs; and (\$2.1M) at B&T for major maintenance and painting. In addition, SIR was (\$1.1M) unfavorable reflecting non-revenue vehicle purchases incorrectly budgeted in Materials & Supplies. These unfavorable results were partially offset by favorable variances due to timing: \$2.5M at MNR due to the timing of expenses for maintenance contracts and GCT utilities; \$2.5M at MTA HQ due to the timing of 2 Broadway maintenance contracts; \$1.6M at the LIRR due to the timing of expenses for vegetation, environmental and plant maintenance, HVAC maintenance, elevator & escalator repairs, IESS and security; and \$1.4M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies.
Professional Service Contracts	NR	5.3	23.2	The overall favorable result was primarily attributable to timing: \$2.0M at MNR reflecting lower expenses for IT, audit and legal services, bridge inspections and training; \$1.9M at the LIRR for hardware/software expenses and a reclassification of parking facilities payments to Maintenance and Other Operating Contracts; \$1.1M at MTA HQ reflecting Superstorm Sandy repairs reclassified to Other Business Expenses; and \$0.3M at NYCT primarily for IT hardware and professional service expenses.	7.1	5.5	The overall favorable result was primarily attributable to timing: \$4.1M at MNR reflecting lower expenses for IT, legal services, advertising, bridge inspections, temporary services, medical services and training; \$2.6M at the LIRR for hardware/software expenses and a reclassification of parking facilities payments to Maintenance and Other Operating Contracts; \$1.1M at MTA HQ reflecting Superstorm Sandy repairs reclassified to Other Business Expenses; and \$0.3M at NYCT primarily for IT hardware and professional service expenses. Partially offsetting these results was an unfavorable variance of (\$0.7M) at MTA Bus.
Materials & Supplies	NR	1.1	2.5	SIR was \$2.0M, favorable reflecting non-revenue vehicle purchases that were correctly recorded under maintenance contracts but incorrectly budgeted under material and supplies. The LIRR was \$1.8M favorable due to lower usage of running repair material for the MU fleet, delayed C-3 HVAC modification and propulsion control unit initiatives, and timing. These results were partially offset by unfavorable variances of (\$2.1M) at NYCT due to the timing of vehicle maintenance requirements and (\$0.6M) at MTABus reflecting the purchase of bus components that should have been reflected under maintenance contracts.	1.6	0.6	SIR was \$2.0M, favorable reflecting non-revenue vehicle purchases that were correctly recorded under maintenance contracts but incorrectly budgeted under material and supplies. The LIRR was \$1.9M favorable due to lower usage of running repair material for the MU fleet, delayed C-3 HVAC modification and propulsion control unit initiatives, and timing. These results were partially offset by unfavorable variances of (\$2.1M) at NYCT due to the timing of vehicle maintenance requirements and (\$0.6M) at MTABus reflecting the purchase of bus components that should have been reflected under maintenance contracts.
Other Business Expenses	NR	1.7	11.7	NYCT was \$1.1M favorable mainly due to underruns for stationery and other expenses. MNR was \$0.7M favorable reflecting lower NJT subsidy payments resulting from an accrual adjustment. B&T was \$0.5M favorable due to lower-than-forecasted credit/debit card fees. These results were partially offset by an unfavorable variance of (\$0.6M) at MTAHQ reflecting repairs for Superstorm Sandy that were incorrectly forecasted in professional services.	2.0	2.5	NYCT was \$1.1M favorable mainly due to underruns for stationery and other expenses. MNR was \$0.6M favorable reflecting lower NJT subsidy payments resulting from an accrual adjustment. B&T was \$0.5M favorable due to lower-than-forecasted credit/debit card fees. Timing was responsible for the \$0.3M favorable variance at the LIRR. These results were partially offset by an unfavorable variance of (\$0.6M) at MTAHQ reflecting repairs for Superstorm Sandy that were incorrectly forecasted in professional services.
Other Expense Adjustments	NR	(2.7)		Variance due to the timing of inter-agency subsidies.	(2.7)	(18.1)	Variance due to the timing of inter-agency subsidies.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2013
(\$ in millions)

X1-59

				JUNE					YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Depreciation	NR	8.8	4.6	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$6.9M at NYCT, \$1.5M at MNR, \$0.7M at SIR, and \$0.4M at B&T and an unfavorable variance of (\$0.6M) at MTA Bus.	5.7	0.5	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$6.9M at NYCT, \$4.1M at MNR, \$0.7M at SIR and \$0.4M at B&T and unfavorable variances of (\$5.1M) at the LIRR and (\$1.3M) at MTA Bus.		
Other Post-Employment Benefits	NR	27.5	7.0	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.	24.5	2.7	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.		
Environmental Remediation	NR	1.1	79.7	The favorable variance results from fewer projects requiring remediation at MNR.	(0.6)	(22.0)	Overall, unfavorable variance reflects higher remediation efforts of (\$1.7M) at MTA Bus partially offset by fewer projects requiring remediation at MNR (\$1.1M).		
Capital & Other Reimbursements	R	18.8	16.1	Timing of project activity was responsible for favorable variances of \$16.8M at NYCT, \$0.7M at MTAHQ, \$0.4M at SIR and \$0.4M at the LIRR, and an unfavorable variance of (\$2.4M) at MNR.	9.7	1.5	Timing of project activity was responsible for favorable variances of \$16.8M at NYCT, \$0.7M at MTAHQ and \$0.4M at SIR, and unfavorable variances of (\$6.2M) at MNR and (\$1.5M) at the LIRR.		
Payroll	R	(0.7)	(1.6)	The overall unfavorable variance was primarily due to the timing of project activity: (\$2.1M) at NYCT, partially offset by favorable variances of \$0.7M at MNR and \$0.5M at the LIRR.	1.7	0.7	The overall favorable variance was primarily due to the timing of project activity and vacancies: \$3.0M at the LIRR and \$0.5M at MNR, partially offset by an unfavorable variance of (\$2.1M) at NYCT.		
Overtime	R	(5.7)	(67.6)	The unfavorable outcome reflects the impact of higher track work, infrastructure, and station environment requirements -- (\$5.1M) at NYCT and higher project activity -- (\$0.8M) at the LIRR.	(5.7)	(9.0)	The unfavorable outcome reflects the impact of higher track work, infrastructure, and station environment requirements -- (\$5.1M) at NYCT, and higher project activity -- (\$0.7M) at MNR.		
Health and Welfare	R	0.5	10.2	NYCT had a favorable variance of \$0.2M due primarily to lower rates while MNR was \$0.2M favorable mainly due to the timing of project activity.	0.4	1.4	NYCT had a favorable variance of \$0.2M due primarily to lower rates. Other Agency variances were minor.		
Pensions	R	(0.5)	(8.5)	Timing was responsible for an unfavorable variance of (\$0.4M) at the LIRR.	(0.7)	(3.8)	Timing was responsible for an unfavorable variance of (\$0.7M) at the LIRR.		
Other Fringe Benefits	R	(1.3)	(11.0)	NYCT had an unfavorable variance of (\$1.5M) primarily due to the timing of project activity.	(1.0)	(1.5)	The timing of project activity was responsible for an unfavorable variance of (\$1.5M) at NYCT, partially offset by a favorable variance of \$0.6M at the LIRR.		
Reimbursable Overhead	R	(6.1)	(22.9)	The timing of project activity was responsible for unfavorable variances of (\$5.5M) at NYCT, (\$1.2M) at MTA HQ and (\$0.4M) at the LIRR, and a favorable variance of \$1.0M at MNR.	(5.2)	(3.5)	The timing of project activity was responsible for unfavorable variances of (\$5.5M) at NYCT, (\$1.2M) at MTA HQ and (\$0.3M) at the LIRR, and a favorable variance of \$1.8M at MNR.		
Insurance	R	0.1	11.6	Minor variance.	0.4	11.4	The LIRR was \$0.4M favorable, mainly due to lower project activity. Other Agency variances were minor.		

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2013
(\$ in millions)

09-14

JUNE					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Maintenance and Other Operating Contracts	R	(2.6)	(78.5)	The timing of project activity was responsible for unfavorable variances of (\$1.1M) at MNR, (\$1.0M) at NYCT, and (\$0.6M) at the LIRR.	(2.3)	(7.9)	The timing of project activity was responsible for unfavorable variances of (\$1.6M) at MNR and (\$1.0M) at NYCT, and a favorable variance of \$0.3M at the LIRR.		
Professional Service Contracts	R	(1.2)	(25.9)	NYCT had an unfavorable variance of (\$2.3M) mostly due to the timing of data center, EDP maintenance & repair and IT hardware expenses. The LIRR was (\$0.3M) unfavorable due to the timing of project activity. Partially offsetting these results were favorable variances of \$0.8M at MNR and \$0.6M at MTA HQ, also due to the timing of project activity.	(1.3)	(6.2)	NYCT had an unfavorable variance of (\$2.3M) mostly due to the timing of data center, EDP maintenance & repair and IT hardware expenses. The LIRR was (\$1.4M) unfavorable due to the timing of project activity. Partially offsetting these results were favorable variances of \$1.8M at MNR and \$0.6M at MTA HQ, also due to the timing of project activity.		
Materials & Supplies	R	(1.0)	(10.3)	Timing of project activity was responsible for an unfavorable variance of (\$2.0M) at the LIRR. SIR was (\$0.6M) unfavorable due to material requirements for signals and St. George station projects. These results were partially offset by favorable variances of \$0.9M at NYCT due to the timing of non-vehicle maintenance requirements and \$0.5M at MNR due to project delays and the timing of expenses.	4.7	9.3	MNR was \$4.2M favorable due to project delays and the timing of expenses. NYCT was \$0.9M favorable due to the timing of non-vehicle maintenance requirements. These results were partially offset by an unfavorable variance of (\$0.6M) at SIR due to material requirements for signals and St. George station projects.		
Other Business Expenses	R	(0.3)	(45.0)	Timing was responsible for an unfavorable variance of (\$0.3M) at NYCT.	(0.5)	(47.1)	Timing was responsible for an unfavorable variance of (\$0.3M) at NYCT.		
Subsidies	NR	14.3	3.7	The slightly favorable variance of \$14.3 million for the month reflects mostly higher accruals for PMT (\$39.3 million) due to timing. This was partially offset by lower accruals for real estate taxes (Urban Taxes of \$11.5 million and MRT-1 of \$2.6 million) due to lower-than-expected transactions, lower PBT (\$8.7 million) and City Subsidy to MTA Bus (\$4.0 million) due to timing.	12.4	0.3	The slightly favorable year-to-date variance of \$12.4 million reflects mostly higher accruals for PMT (\$39.3 million) due to timing, offset by unfavorable real estate transactions (\$14.0 million), and lower PBT (\$8.7 million) and City Subsidy to MTA Bus (\$4.7 million), due to timing.		
Debt Service	NR	1.3	0.7	The favorable variance is due primarily to lower than budgeted variable rates.	1.3	0.1	The favorable year-to-date variance is due primarily to lower than budgeted variable rates.		

09-IX

METROPOLITAN TRANSPORTATION AUTHORITY
2013 July Financial Plan – Mid-Year Forecast
Overtime Reporting
June 2013

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

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

Below is a summary of the major consolidated variances for June 2013 (year-to-date).

2013 OVERTIME REPORTING - PRELIMINARY JUNE RESULTS (NON-REIMBURSABLE)

Month

Total overtime was (\$1.5M), or (3%), unfavorable to the Mid-Year Forecast.

Weather Emergencies was (\$2.2M) unfavorable, primarily due to continued Superstorm Sandy-related work, in addition to heavy rain and hot weather which resulted in more bus roadcalls at NYCT.

Vacancy/Absentee Coverage was (\$1.3M) unfavorable, mostly due to higher vacancies and absentee coverage in train operators, conductors and bus operators at NYCT.

Programmatic/Routine Maintenance was \$1.1M favorable, primarily due to the diversion of non-reimbursable labor forces to reimbursable projects at NYCT – mostly for the Subways Capital Track Program. This result was partially offset by the acceleration of the Maintenance of Way Infrastructure Improvement Program at MNR, and accelerated repairs of defects found during scheduled inspections at MTA Bus.

Year-to-Date

Total overtime was (\$4.6M), or (2%), unfavorable to the Mid-Year Forecast.

Weather Emergencies was (\$2.7M) unfavorable, primarily due to continued Superstorm Sandy-related work, in addition to heavy rain and hot weather which resulted in more bus roadcalls at NYCT.

Vacancy/Absentee Coverage was (\$2.1M) unfavorable, mostly due to higher vacancies absentee coverage at NYCT and MTA Bus.

METROPOLITAN TRANSPORTATION AUTHORITY
2013 July Financial Plan – Mid-Year Forecast
Overtime Reporting
June 2013

Programmatic/Routine Maintenance was (\$1.2M) unfavorable, primarily due the acceleration of the Maintenance of Way Infrastructure Improvement Program at MNR, as well as accelerated repairs of defects found on scheduled inspections at MTA Bus. This was partially offset by a favorable variance at NYCT attributable to the diversion of non-reimbursable labor forces to reimbursable projects – mostly for the Subways Capital Track Program.

Scheduled Service had a favorable variance of \$1.6M, mostly due to the conversion of overtime into increased headcount in the Mid-Year Forecast that will be reflected in July's results. This resulted in an increase in Payroll and a decrease in scheduled overtime at MTA Bus.

Metropolitan Transportation Authority
2013 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-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	\$14.7	\$14.2	\$0.5 3.2%	\$93.5	\$91.9	\$1.6 1.7%
<u>Unscheduled Service</u>	\$6.9	\$6.9	(\$0.0) (0.2%)	\$45.3	\$45.5	(\$0.2) (0.4%)
<u>Programmatic/Routine Maintenance</u>	\$11.7	\$10.6	\$1.1 9.5%	\$69.1	\$70.3	(\$1.2) (1.8%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.2	(\$0.1) -36.5%	\$1.6	\$1.5	\$0.1 6.3%
<u>Vacancy/Absentee Coverage</u>	\$6.8	\$8.1	(\$1.3) -18.6%	\$36.6	\$38.7	(\$2.1) -5.7%
<u>Weather Emergencies</u>	\$2.0	\$4.2	(\$2.2) -113.3%	\$34.8	\$37.5	(\$2.7) -7.8%
<u>Safety/Security/Law Enforcement</u>	\$1.6	\$1.4	\$0.2 14.5%	\$8.6	\$8.3	\$0.3 3.1%
<u>Other</u>	\$1.2	\$1.0	\$0.2 17.8%	\$6.7	\$7.1	(\$0.4) (5.6%)
Subtotal	\$44.9	\$46.5	(\$1.5) (3.4%)	\$296.1	\$300.8	(\$4.6) (1.6%)
REIMBURSABLE OVERTIME	\$8.5	\$14.3	(\$5.7) (67.6%)	\$63.4	\$69.1	(\$5.7) (9.0%)
TOTAL OVERTIME	\$53.4	\$60.7	(\$7.3) (13.6%)	\$359.6	\$369.9	(\$10.3) (2.9%)

* 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
2013 Overtime Reporting
Overtime Legend

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
June 2013
(\$ in millions)

Accrued Subsidies:	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Dedicated Taxes						
Mesa Transportation Operating Assistance Fund (MMTDA)	\$0.0	-	-	\$1,518.2	1,515.2	-
Petroleum Business Tax	73.5	64.8	(8.7)	296.6	267.8	(28.7)
MRT 1 (Gross)	19.5	16.9	(2.6)	118.4	115.7	(2.7)
MRT 2 (Gross)	8.3	8.4	0.1	49.8	50.0	0.2
Urban Tax	41.6	30.1	(11.5)	283.9	252.4	(31.5)
Investment Income	0.3	-	(0.3)	0.5	-	(0.5)
	\$141.0	\$120.2	(\$20.8)	\$2,243.2	\$2,224.2	(\$19.0)
New State Taxes and Fees						
Payroll Mobility Taxes	34.0	73.2	39.3	699.7	739.0	39.3
Payroll Mobility Tax Replacement Funds	61.4	61.4	-	61.4	61.4	-
MTA Aid Taxes ¹	92.8	92.8	-	148.2	148.2	-
	\$188.2	\$227.4	\$39.3	\$909.4	\$948.7	\$39.3
State and Local Subsidies						
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	-
CDOT Subsidies	2.8	2.4	(0.4)	39.4	36.0	(3.5)
Station Maintenance	13.1	13.3	0.3	82.0	82.3	0.3
	\$15.9	\$15.7	(\$0.1)	\$338.6	\$335.4	(\$3.2)
Sub-total Dedicated Taxes & State and Local Subsidies	\$345.0	\$383.3	\$38.3	\$3,491.2	\$3,508.3	\$17.1
City Subsidy to MTA Bus	42.4	38.4	(4.0)	150.6	145.8	(4.7)
Total Dedicated Taxes & State and Local Subsidies	\$387.4	\$401.7	\$14.3	\$3,641.7	\$3,654.1	\$12.4
Inter-Agency Subsidy Transactions						
B&T Operating Surplus Transfer	49.8	93.0	43.2	265.0	308.1	43.2
	\$49.8	\$92.98	\$43.2	\$265.0	\$308.1	\$43.2
Total Accrued Subsidies	\$437.2	\$494.7	\$57.5	\$3,906.6	\$3,962.2	\$55.6

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
Explanation of Variances
(\$ in millions)

June 2013

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(8.7)	(11.8%)	The unfavorable accrual variance for June was primarily due to timing delays in booking accruals by MTA Accounting.
MRT(b) 1 (Gross)	(2.8)	(13.2%)	MRT-1 transactions were unfavorable for the month due to lower than expected MRT-1 transactions. Year-to-date transactions are also slightly unfavorable.
Urban Tax	(11.5)	(27.8%)	Urban tax accruals were unfavorable for the month due to lower than expected real estate transactions in New York City in June; year-to-date transactions are slightly unfavorable.
Payroll Mobility Taxes	29.3	> 100%	The favorable variance was primarily due to timing of booking accrual. YTD transactions were also favorable.
CDOT Subsidies	(0.4)	(19.2%)	The unfavorable variance for the month was due primarily to timing. Year-to-date variance was also unfavorable.
City Subsidy to MTA Bus	(4.0)	(25.3%)	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	43.2	86.7%	Variance was due to timing of booking accruals.

Year-to-Date

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(8.7)	(2.9%)	The slightly unfavorable YTD variance due mostly to timing differences.
MRT(b) 1 (Gross)	(2.7)	(2.3%)	Year-to-date transactions were slightly unfavorable.
Urban Tax	(11.5)	(4.4%)	Year-to-date Urban Tax transactions were slightly unfavorable due to lower than expected commercial real estate transactions in New York City.
Payroll Mobility Taxes	29.3	5.6%	See explanation for the month.
CDOT Subsidies	(3.5)	(8.8%)	See explanation for the month.
City Subsidy to MTA Bus	(4.7)	(1.4%)	See explanation for the month.
B&T Operating Surplus Transfer	43.2	16.3%	Year-to-date favorable variance was due primarily to timing of booking accruals.

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)**

June 2013

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.2	\$31.7	\$0.5		
Commuter Railroads	6.7	6.8	(0.1)		
<i>Dedicated Tax Fund Subtotal</i>	\$38.9	\$38.6	\$0.3	0.9%	
MTA Transportation Revenue:					
NYC Transit	\$65.9	\$64.5	\$1.4		
Commuter Railroads	40.9	40.1	0.8		
MTA Bus	1.8	2.5	(0.7)		
<i>MTA Transportation Subtotal</i>	\$108.6	\$107.1	\$1.5	1.4%	
Commercial Paper:					
NYC Transit	\$1.8	\$0.1	\$1.7		Lower than budgeted rates.
Commuter Railroads	1.2	0.0	1.1		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.0	\$0.1	\$2.9	95.5%	
2 Broadway COPs:					
NYC Transit	\$1.1	\$1.1	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$1.5	\$1.4	\$0.0	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$14.9	\$17.2	(\$2.3)		Lower than budgeted variable rates offset by the timing of BAB subsidy receipt.
Commuter Railroads	7.0	7.7	(0.7)		
Bridges & Tunnels	13.8	14.2	(0.4)		
<i>TBTA General Resolution Subtotal</i>	\$35.7	\$39.0	(\$3.3)	-9.3%	
TBTA Subordinate (2)					
NYC Transit	\$6.0	\$6.0	(\$0.1)		Lower than budgeted variable rates.
Commuter Railroads	2.6	2.7	(0.0)		
Bridges & Tunnels	2.4	2.4	(0.0)		
<i>TBTA Subordinate Subtotal</i>	\$11.0	\$11.1	(\$0.1)	-1.0%	
Total Debt Service	\$198.6	\$197.3	\$1.3	0.7%	
Debt Service by Agency:					
NYC Transit	\$121.8	\$120.6	\$1.2		
Commuter Railroads	58.4	57.3	1.1		
MTA Bus	1.8	2.5	(0.7)		
Bridges & Tunnels	16.4	16.7	(0.4)		
MTAHQ	0.2	0.2	0.0		
Total Debt Service	\$198.6	\$197.3	\$1.3	0.7%	

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 (1)
DEBT SERVICE
(\$ in millions)**

June 2013 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$160.4	\$160.0	\$0.5		
Commuter Railroads	34.4	34.6	(0.1)		
<i>Dedicated Tax Fund Subtotal</i>	<i>\$194.9</i>	<i>\$194.5</i>	<i>\$0.3</i>	<i>0.2%</i>	
MTA Transportation Revenue:					
NYC Transit	\$359.4	\$358.0	\$1.4		
Commuter Railroads	225.0	224.2	0.8		
MTA Bus	13.4	14.0	(0.7)		
<i>MTA Transportation Subtotal</i>	<i>\$597.7</i>	<i>\$596.2</i>	<i>\$1.5</i>	<i>0.3%</i>	
Commercial Paper:					
NYC Transit	\$2.2	\$0.4	\$1.7		Lower than budgeted rates.
Commuter Railroads	1.4	0.2	1.1		
MTA Bus	0.1	0.1	0.0		
<i>Commercial Paper Subtotal</i>	<i>\$3.6</i>	<i>\$0.8</i>	<i>\$2.9</i>	<i>79.2%</i>	
2 Broadway COPs:					
NYC Transit	\$5.6	\$5.6	\$0.0		
Bridges & Tunnels	0.8	0.8	0.0		
MTA HQ	0.8	0.8	0.0		
<i>2 Broadway COPs Subtotal</i>	<i>\$7.2</i>	<i>\$7.1</i>	<i>\$0.0</i>	<i>0.6%</i>	
TBTA General Resolution (2)					
NYC Transit	\$95.3	\$97.6	(\$2.3)		
Commuter Railroads	43.0	43.7	(0.7)		
Bridges & Tunnels	80.3	80.7	(0.4)		
<i>TBTA General Resolution Subtotal</i>	<i>\$218.6</i>	<i>\$221.9</i>	<i>(\$3.3)</i>	<i>-1.5%</i>	
TBTA Subordinate (2)					
NYC Transit	\$35.4	\$35.5	(\$0.1)		
Commuter Railroads	15.6	15.6	(0.0)		
Bridges & Tunnels	14.0	14.0	(0.0)		
<i>TBTA Subordinate Subtotal</i>	<i>\$64.9</i>	<i>\$65.1</i>	<i>(\$0.1)</i>	<i>-0.2%</i>	
Total Debt Service	\$1,086.9	\$1,085.6	\$1.3	0.1%	
Debt Service by Agency:					
NYC Transit	\$658.2	\$657.0	\$1.2		
Commuter Railroads	319.3	318.2	1.1		
MTA Bus	13.5	14.2	(0.7)		
Bridges & Tunnels	95.1	95.5	(0.4)		
MTAHQ	0.8	0.8	0.0		
Total Debt Service	\$1,086.9	\$1,085.6	\$1.3	0.1%	

Notes:

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

June 2013

	NYCTA Total			Connecticut Railroads			LIRR			MTA Bus			MTA New			MTAHO			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Adopted Budget	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Cash Subsidies:																					
Dedicated Taxes																					
MMTA ⁽¹⁾	\$88.7	\$88.7	\$0.0	\$47.2	\$47.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$137.2	\$137.2	\$0.0
Petroleum Business Tax	55.1	55.1	-	8.7	8.7	-	-	-	-	-	-	-	-	-	-	-	-	-	64.8	64.8	0.0
MRT ⁽²⁾ 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21.4	21.6	0.2	21.4	21.6	0.2
MRT ⁽²⁾ 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.4	9.3	(0.9)	8.4	8.3	(0.1)
Other MRT ⁽²⁾ Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	-	1.3	(1.3)	0.0	1.3
Urban Tax	33.6	34.1	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.9	34.1	0.2
Investment Income	-	-	-	0.3	-	(0.3)	-	-	-	-	-	-	-	-	-	-	-	-	0.3	0.0	(0.3)
	\$176.7	\$176.9	\$0.2	\$56.2	\$56.9	(\$0.7)	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$29.8	\$31.9	\$1.4	\$145.8	\$147.1	\$1.3
New State Taxes and Fees																					
Payroll Mobility Tax	64.9	64.9	-	6.3	6.3	-	-	-	-	-	-	-	-	-	-	-	-	-	73.2	73.2	0.0
Payroll Mobility Tax Replacement Funds	54.4	54.4	-	7.0	7.0	-	-	-	-	-	-	-	-	-	-	-	-	-	61.4	61.4	0.0
MTA Aid ⁽³⁾	58.4	58.4	-	34.4	34.4	-	-	-	-	-	-	-	-	-	-	-	-	-	82.6	82.0	(0.6)
	\$177.7	\$177.7	\$0.0	\$68.8	\$68.8	\$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	\$127.4	\$127.4	\$0.0
State and Local Subsidies																					
NYCTA Operating Assistance	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYCTA and Local TBR																					
New York City	-	-	-	0.5	0.5	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.5	0.5	(0.0)
Nassau County	-	-	-	2.9	2.9	0.0	-	-	-	-	-	-	-	-	-	-	-	-	2.9	2.9	0.0
Buffalo County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	1.9	0.0	(1.9)
Westchester County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	1.8	0.0	(1.8)
Putnam County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Dutchess County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Orange County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	2.8	4.2	1.4	-	-	-	-	-	-	-	-	-	-	-	-	2.8	4.2	1.4
Station Maintenance	-	-	-	75.9	-	(75.9)	-	-	-	-	-	-	-	-	-	-	-	-	75.9	0.0	(75.9)
	\$0.0	\$0.0	\$0.0	\$85.1	\$7.8	(\$77.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$85.1	\$7.8	(\$77.3)
Sub-total Dedicated Taxes & State and Local Subsidies	\$388.4	\$388.5	\$0.1	\$192.1	\$114.5	(\$77.6)	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$29.8	\$31.9	\$1.4	\$676.3	\$682.3	(\$6.0)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	\$76.2	34.2	(41.9)	-	-	-	76.2	34.2	(41.9)
Total Dedicated Taxes, & State and Local Subsidies	\$388.4	\$388.5	\$0.1	\$192.1	\$114.5	(\$77.6)	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.0	\$76.2	\$34.2	(\$41.9)	\$29.8	\$31.9	\$1.4	\$664.5	\$538.8	(\$125.7)
Inter-Agency Subsidy Transactions																					
B&T Operating Surplus Transfer	22.3	28.5	4.2	30.8	35.5	4.7	-	-	-	-	-	-	-	-	-	-	-	-	53.2	62.0	8.8
	\$22.3	\$28.5	\$4.2	\$30.8	\$35.5	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$53.2	\$62.0	\$8.8
Total Cash Subsidies	\$376.7	\$383.1	\$4.4	\$222.9	\$160.0	(\$72.9)	\$0.0	\$0.0	\$0.0	\$0.3	\$0.3	\$0.0	\$76.2	\$34.2	(\$41.9)	\$29.8	\$31.9	\$1.4	\$767.7	\$600.8	(\$166.9)

⁽¹⁾ Metropolitan Mass Transportation Operating Assistance Fund
⁽²⁾ License, Vehicle Registration, Tax and Auto Rental Fees
⁽³⁾ Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

	NYCTransit			Connecticut Subways			MTA Bus			MTA Commuter Rail			MTA Light Rail			MTA New York Harbor Ferry		
	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:																		
Dedicated Taxes																		
SEMTOP ¹	\$189.3	189.7	0.4	\$95.2	95.2	0.0	\$0.7	0.3	(0.4)	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$285.2	\$285.2	0.0
Petroleum Business Tax	244.7	244.7	(0.0)	43.2	43.2	(0.0)	-	-	-	-	-	-	118.5	118.5	-	287.9	287.9	(0.0)
MRT ² 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	48.4	48.4	-	48.4	48.4	0.0
MRT ² 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	0.0	2.5	(2.5)	-	2.5
Other MRT ² Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	285.7	285.8	0.1	-	-	-	-	-	-	-	-	-	-	-	-	285.7	285.9	0.2
Investment Income	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	0.5	-	(0.5)
	\$718.7	\$720.2	\$0.5	\$138.9	\$138.4	(\$0.5)	\$0.7	\$0.3	(\$0.4)	\$0.0	\$0.0	\$0.0	\$166.5	\$168.9	\$2.4	\$1,025.7	\$1,027.5	2.2
New State Taxes and Fees																		
Payroll Mobility Tax	628.0	618.1	(100.9)	78.4	78.6	100.8	-	-	-	-	-	-	-	-	-	688.7	688.7	0.0
Payroll Mobility Tax Replacement Funds	64.4	64.4	-	7.0	7.0	-	-	-	-	-	-	-	-	-	-	61.4	61.4	0.0
MTA Air ³	93.2	93.2	-	55.0	56.0	-	-	-	-	-	-	-	-	-	-	148.2	148.2	0.0
	\$785.6	\$775.7	(\$99.9)	\$140.4	\$141.6	\$100.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$900.0	\$900.0	\$0.0
State and Local Subsidies																		
NYS Operating Assistance	39.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	-	-	-	47.0	47.0	0.0
NYC and Local 14b	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
New York City	-	-	-	5.8	5.8	0.0	-	-	-	-	-	-	-	-	-	5.8	5.8	0.0
Nassau County	-	-	-	3.6	3.6	(0.0)	-	-	-	-	-	-	-	-	-	3.6	3.6	(0.0)
Suffolk County	-	-	-	3.7	3.7	0.0	-	-	-	-	-	-	-	-	-	3.7	3.7	0.0
Westchester County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Putnam County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Dutchess County	-	-	-	0.1	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Orange County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Rockland County	-	-	-	39.0	35.2	(3.8)	-	-	-	-	-	-	-	-	-	39.0	35.2	(3.8)
CDOT Subsidies	-	-	-	75.0	-	(75.0)	-	-	-	-	-	-	-	-	-	75.0	-	(75.0)
Station Maintenance	\$38.6	\$38.6	\$0.0	\$136.0	\$87.1	(\$78.9)	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$178.4	\$96.8	(\$78.6)
Sub-Total Dedicated Taxes & State and Local Subsidies	\$1,528.9	\$1,428.3	(\$100.6)	\$416.0	\$438.1	\$21.8	\$0.8	\$0.8	(\$0.4)	\$0.0	\$0.0	\$0.0	\$166.5	\$168.9	\$2.4	\$2,116.7	\$2,034.1	(\$78.6)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	108.7	120.3	(20.4)	-	-	-	108.7	138.3	(29.4)
Total Dedicated Taxes & State and Local Subsidies	\$1,528.9	\$1,428.3	(\$100.6)	\$416.0	\$438.1	\$21.8	\$0.8	\$0.8	(\$0.4)	\$108.7	\$120.3	(\$20.4)	\$166.5	\$168.9	\$2.4	\$2,225.4	\$2,172.4	(\$106.8)
Inter-Agency Subsidy Transactions																		
BAT Operating Surplus Transfer	103.2	107.4	4.2	105.8	170.4	4.7	-	-	-	-	-	-	-	-	-	209.0	277.8	8.8
	\$103.2	\$107.4	\$4.2	\$105.8	\$170.4	\$4.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$209.0	\$277.8	\$8.8
Total Cash Subsidies	\$1,632.1	\$1,535.7	(\$96.4)	\$521.8	\$608.5	\$28.2	\$0.8	\$0.8	(\$0.4)	\$108.7	\$120.3	(\$20.4)	\$166.5	\$168.9	\$2.4	\$2,434.4	\$2,450.2	(\$17.1)

¹ Metropolitan Mass Transportation Operating Assistance Fund
² License, Vehicle Registration, Tax and Auto Rental Fee
Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Consolidated Subsidy Cash
Explanation of Variances
(\$ in millions)

June 2013

Cash Subsidies	Variance \$	Variance %	Explanations
Suffolk County	(1.9)	(97.7%)	The unfavorable variance for the month was due to the timing of payment. YTD receipts were on target.
Westchester County	(1.6)	(0.0%)	The unfavorable variances for the month was due to the timing of payment. YTD receipts were on target.
CDOT Subsidies	1.4	50.0%	The favorable variances for the month was primarily due to timing. YTD receipts were slightly unfavorable.
Station Maintenance	(75.0)	(100.0%)	The unfavorable variance was due to the timing of receipts of payment.
City Subsidy to MTA Bus	(41.9)	(55.1%)	The unfavorable variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	8.9	16.7%	The favorable variance was due mostly to timing of transfers.

Year-to-Date

Cash Subsidies	Variance \$	Variance %	Explanations
Suffolk County	(0.0)	(0.0%)	See explanation for the month.
Westchester County	0.0	0.0%	See explanation for the month.
CDOT Subsidies	(3.8)	(9.5%)	The unfavorable YTD variance was due primarily to timing of payment.
Station Maintenance	(75.0)	>100%	See explanation for the month.
City Subsidy to MTA Bus	(29.4)	(17.4%)	See explanation for the month.
B&T Operating Surplus Transfer	8.9	3.3%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency
June 2013

Category	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Total Positions	55,471	55,353	1,118
NYC Transit	46,210	45,549	661
Long Island Rail Road	6,695	6,627	68
Metro-North Railroad	6,099	6,020	79
Bridges & Tunnels	1,700	1,537	163
Headquarters	1,711	1,608	103
Staten Island Railway	276	276	-
Capital Construction Company	129	129	-
Bus Company	3,651	3,608	44
Non-reimbursable	50,300	50,993	1,307
NYC Transit	41,728	40,656	1,070
Long Island Rail Road	6,878	5,917	(39)
Metro-North Railroad	5,532	5,548	(16)
Bridges & Tunnels	1,843	1,480	163
Headquarters	1,661	1,567	94
Staten Island Railway	273	273	-
Capital Construction Company	-	-	-
Bus Company	3,587	3,552	36
Reimbursable	6,171	6,361	(189)
NYC Transit	4,484	4,893	(409)
Long Island Rail Road	817	710	107
Metro-North Railroad	567	472	96
Bridges & Tunnels	57	57	-
Headquarters	50	41	9
Staten Island Railway	3	3	-
Capital Construction Company	129	129	-
Bus Company	64	56	8
Total Full Time	56,281	55,055	1,196
NYC Transit	46,036	45,299	737
Long Island Rail Road	6,695	6,627	68
Metro-North Railroad	6,098	6,019	79
Bridges & Tunnels	1,700	1,537	163
Headquarters	1,711	1,608	103
Staten Island Railway	276	276	-
Capital Construction Company	129	129	-
Bus Company	3,636	3,591	46
Total Full-Time Equivalents	190	268	(78)
NYC Transit	174	250	(76)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	17	(2)

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency
June 2013

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Administration	4,246	3,973	273
NYC Transit	1,912	1,788	124
Long Island Rail Road	634	626	8
Metro-North Railroad	480	474	6
Bridges & Tunnels	84	64	20
Headquarters	918	854	64
Staten Island Railway	27	31	(4)
Capital Construction Company	15	15	-
Bus Company	176	121	55
Operations	29,411	29,176	236
NYC Transit	21,823	21,670	153
Long Island Rail Road	2,262	2,242	20
Metro-North Railroad	2,102	2,079	23
Bridges & Tunnels	785	662	123
Headquarters	-	-	-
Staten Island Railway	92	97	(5)
Capital Construction Company	-	-	-
Bus Company	2,347	2,426	(79)
Maintenance	29,412	28,917	495
NYC Transit	20,688	20,347	341
Long Island Rail Road	3,669	3,649	20
Metro-North Railroad	3,420	3,375	45
Bridges & Tunnels	403	383	20
Headquarters	-	-	-
Staten Island Railway	157	148	9
Capital Construction Company	-	-	-
Bus Company	1,075	1,015	60
Engineering/Capital	1,755	1,694	61
NYC Transit	1,218	1,187	31
Long Island Rail Road	130	110	20
Metro-North Railroad	97	92	5
Bridges & Tunnels	159	160	(1)
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	114	114	-
Bus Company	37	31	6
Public Safety	1,647	1,694	53
NYC Transit	569	557	12
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	269	268	1
Headquarters	793	754	39
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	16	15	1
Total Positions	66,471	65,353	1,118

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Occupational Group
June 2013

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,246	3,973	273
Managers/Supervisors	1,659	1,522	137
Professional, Technical, Clerical	2,421	2,427	(6)
Operational Hourlies	166	24	142
Operations	29,411	29,175	236
Managers/Supervisors	3,331	3,282	49
Professional, Technical, Clerical	953	938	14
Operational Hourlies	25,127	24,955	172
Maintenance	29,412	28,917	495
Managers/Supervisors	5,204	5,007	197
Professional, Technical, Clerical	1,859	1,759	100
Operational Hourlies	22,349	22,151	198
Engineering/Capital	1,755	1,694	61
Managers/Supervisors	469	437	33
Professional, Technical, Clerical	1,284	1,256	28
Operational Hourlies	2	2	-
Public Safety	1,847	1,594	253
Managers/Supervisors	253	241	12
Professional, Technical, Clerical	143	127	16
Operational Hourlies	1,251	1,226	25
Total Positions	66,471	65,353	1,118
Managers/Supervisors	10,917	10,489	428
Professional, Technical, Clerical	6,859	6,507	153
Operational Hourlies	48,695	48,358	337

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

(millions)

		Current Month Stabilization Fund			Year to Date Stabilization Fund		
		Commuter (General Fd)	Transit (TA Stab)	Total	Commuter (General Fd)	Transit (TA Stab)	Total
From Date	To Date	06/01/13	06/01/13	06/01/13	01/01/13	01/01/13	01/01/13
		06/30/13	06/30/13	06/30/13	06/30/13	06/30/13	06/30/13
<u>Opening Balance</u>		\$145.368	\$260.866	\$406.235	\$220.736	\$115.183	\$335.919
<u>RECEIPTS</u>							
Interest Earnings		0.011	0.013	0.024	0.103	0.146	0.249
<u>New York State</u>							
State and regional mass transit taxes - MMTA		47.200	90.000	137.200	95.200	190.000	285.200
MTTF		9.725	55.108	64.833	43.179	244.684	287.863
Total Dedicated Taxes Received		56.925	145.108	202.033	138.379	434.684	573.063
Less DTF Debt Service		6.849	31.705	38.553	34.558	159.979	194.536
Net Dedicated Taxes for Operations		50.076	113.404	163.480	103.822	274.705	378.527
Payroll Mobility Tax		0.000	3.756	3.756	216.229	638.440	854.670
MTA Aid Trust Taxes		0.000	0.000	0.000	46.370	122.248	168.618
Operating Assistance - 18b		0.000	0.000	0.000	7.313	39.668	46.981
NYS School Fares		0.000	0.000	0.000	0.000	0.000	0.000
Additional Mass Transp Operating Assistance		0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State		\$50.076	\$117.160	\$167.236	\$373.734	\$1,075.061	\$1,448.795
<u>Local</u>							
Dutchess County							
	Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$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	2.896	n/a	2.896	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	0.468	0.000	0.468	0.936	0.000	0.936
	Urban - Real Property & Mortgage Recording Tax	n/a	34.063	34.063	n/a	285.888	285.888
	Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County							
	Operating Assistance - 18b	0.000	n/a	0.000	0.073	n/a	0.073
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County							
	Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County							
	Operating Assistance - 18b	0.007	n/a	0.007	0.015	n/a	0.015
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Suffolk County							
	Operating Assistance - 18b	0.000	n/a	0.000	3.759	n/a	3.759
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County							
	Operating Assistance - 18b	0.000	n/a	0.000	3.671	n/a	3.671
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$3.466	\$34.063	\$37.529	\$14.626	\$285.888	\$300.514

(millions)						
<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>			
<u>Commuter</u>	<u>Transit</u>		<u>Commuter</u>	<u>Transit</u>		
<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>	
From Date: 06/01/13	06/01/13	06/01/13	01/01/13	01/01/13	01/01/13	
To Date: 06/30/13	06/30/13	06/30/13	06/30/13	06/30/13	06/30/13	
<u>MTA Bridges and Tunnels- Surplus Transfers</u>	35.496	26.546	62.042	170.415	107.403	277.819
Total Subsidy and Other Receipts	\$89.039	\$177.769	\$266.808	\$558.775	\$1,468.353	\$2,027.128
<u>MTA Sources for Interagency Loans</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	23.000	-23.000	0.000 *
Total Loans	\$0.000	\$0.000	\$0.000	\$23.000	-\$23.000	\$0.000
Total Receipts and Loans Received	\$89.050	\$177.782	\$266.832	\$581.879	\$1,445.498	\$2,027.377

Continued on Next Page

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>Commuter</u>	<u>Transit</u>	
	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>
From Date:	06/01/13	06/01/13	06/01/13	01/01/13	01/01/13	01/01/13
To Date:	06/30/13	06/30/13	06/30/13	06/30/13	06/30/13	06/30/13
<u>Brought forward from prior page</u>						
Opening Balance	\$145,368	\$260,866	\$406,235	\$220,736	\$115,183	\$335,919
Total Receipts and Loans Received	89,050	177,782	266,832	581,879	1,445,498	2,027,377
Total Cash and Receipts Available	\$234,418	\$438,648	\$673,067	\$802,614	\$1,560,682	\$2,363,296
<u>DISBURSEMENTS</u>						
<u>Revenue Supported Debt Service</u>	40,136	65,692	105,828	228,056	371,100	599,156
<u>Agency Operations</u>						
MTA Long Island Railroad	33,780	0,000	33,780	307,850	0,000	307,850
MTA Metro-North Rail Road	18,134	0,000	18,134	101,340	0,000	101,340
MTA New York City Transit	0,000	253,756	253,756	0,000	1,018,382	1,018,382
MTA NYCT for SIRTOA	0,000	0,804	0,804	0,000	0,804	0,804
Capital Program Contribution	0,000	0,000	0,000	0,000	0,000	0,000
Forward Energy Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Capital Security Account	0,000	0,000	0,000	0,000	0,000	0,000
Total Debt Service and Operations	\$92,050	\$320,252	\$412,302	\$637,246	\$1,390,286	\$2,027,532
<u>Repayment of Interagency Loans</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	23,000	52,000	75,000
Total Loans Payback	\$0,000	\$0,000	\$0,000	\$23,000	\$52,000	\$75,000
Total Disbursements	\$92,050	\$320,252	\$412,302	\$660,246	\$1,442,286	\$2,102,532
<u>STABILIZATION FUND BALANCE</u>	<u>\$142,369</u>	<u>\$118,396</u>	<u>\$260,765</u>	<u>\$142,369</u>	<u>\$118,396</u>	<u>\$260,765</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	122,000	278,000	400,000	122,000	278,000	400,000
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>\$122,000</u>	<u>\$278,000</u>	<u>\$400,000</u>	<u>\$122,000</u>	<u>\$278,000</u>	<u>\$400,000</u>
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>	n/a	\$674,516	\$674,516	n/a	\$674,516	\$674,516
<u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u>				<u>\$122,000</u>	<u>\$952,516</u>	<u>\$1,074,516</u>

* Note: 2012 OPEB Loan was corrected for Transit/Commuter split in January 2013

**METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2013 MID-YEAR FORECAST AND ACTUALS
JUNE 2013**

FAREBOX RECOVERY RATIOS		
	2013 <u>Mid-Year Forecast</u>	2013 <u>YTD Actual</u>
New York City Transit	37.9%	37.3%
Staten Island Railway	9.8%	12.5%
Long Island Rail Road	31.0%	32.1%
Metro-North Railroad	40.8%	46.0%
Bus Company	<u>30.6%</u>	<u>30.7%</u>
MTA Agency Average	36.8%	37.0%

FAREBOX OPERATING RATIOS		
	2013 <u>Mid-Year Forecast</u>	2013 <u>YTD Actual</u>
New York City Transit	58.6%	54.2%
Staten Island Railway	16.0%	18.1%
Long Island Rail Road	46.8%	48.0%
Metro-North Railroad	60.6%	62.1%
Bus Company	<u>36.4%</u>	<u>37.9%</u>
MTA Agency Average	55.7%	53.2%

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

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



Metropolitan Transportation Authority

State of New York

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

Report on Revenue Passengers and Vehicles Ridership Data Thru June, 2013

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**

Wednesday August 07, 2013

Metropolitan Transportation Authority

June

Revenue Passengers	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	197,684,348	198,122,467	0.22%	196,036,287	-1.05%
MTA New York City Subway	140,586,973	141,986,322	1.00%	141,053,315	-0.66%
MTA New York City Bus	57,097,375	56,136,145	-1.68%	54,982,971	-2.05%
MTA Staten Island Railway	404,083	388,184	-3.93%	348,440	-10.24%
MTA Long Island Rail Road	7,178,901	7,235,529	0.79%	6,994,737	-3.33%
MTA Metro-North Railroad	7,327,291	7,269,950	-0.78%	7,095,500	-2.40%
East of Hudson	7,164,509	7,121,125	-0.61%	6,959,429	-2.27%
Harlem Line	2,320,897	2,318,256	-0.11%	2,244,617	-3.18%
Hudson Line	1,408,063	1,394,023	-1.00%	1,370,358	-1.70%
New Haven Line	3,435,549	3,408,846	-0.78%	3,344,454	-1.89%
West of Hudson	162,782	148,825	-8.57%	136,071	-8.57%
Port Jervis Line	116,786	94,452	-19.12%	83,426	-11.67%
Pascack Valley Line	45,996	54,373	18.21%	52,645	-3.18%
MTA Bus Company	10,256,893	10,122,902	-1.31%	10,003,795	-1.18%
MTA Bridges & Tunnels	25,289,003	25,233,363	-0.22%	24,721,506	-2.03%
Total All Agencies	222,851,516	223,139,032	0.13%	220,478,759	-1.19%
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

Wednesday, August 07, 2013

Metropolitan Transportation Authority

June

Revenue Passengers Year to Date	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	1,151,754,546	1,184,820,695	2.87%	1,186,629,006	0.15%
MTA New York City Subway	816,884,138	842,158,216	3.09%	846,027,025	0.46%
MTA New York City Bus	334,870,408	342,662,479	2.33%	340,601,981	-0.60%
MTA Staten Island Railway	2,294,730	2,331,314	1.59%	2,119,362	-9.09%
MTA Long Island Rail Road	39,328,931	41,173,311	4.69%	40,615,649	-1.35%
MTA Metro-North Railroad	40,030,074	41,563,651	3.83%	41,034,542	-1.27%
<i>East of Hudson</i>	39,100,486	40,714,763	4.13%	40,264,952	-1.10%
Harlem Line	12,925,965	13,396,514	3.64%	13,282,593	-0.85%
Hudson Line	7,678,462	7,901,826	2.91%	7,840,735	-0.77%
New Haven Line	18,496,059	19,416,423	4.98%	19,141,624	-1.42%
<i>West of Hudson</i>	929,588	848,888	-8.68%	769,590	-9.34%
Port Jervis Line	644,869	533,507	-17.27%	476,664	-10.65%
Pascack Valley Line	284,719	315,381	10.77%	292,926	-7.12%
MTA Bus Company	59,483,740	61,611,020	3.58%	62,773,571	1.89%
MTA Bridges & Tunnels	138,540,363	141,061,889	1.82%	138,907,304	-1.53%
Total All Agencies	1,292,892,021	1,331,499,991	2.99%	1,333,172,130	0.13%
(Excludes Bridges & Tunnels)					
Weekdays:	125	126		126	
Holidays:	3	4		4	
Weekend Days:	53	52		51	
Days	181	182		181	

Wednesday, August 07, 2013

Metropolitan Transportation Authority

June

12 Month Averages	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	191,981,994	194,901,239	1.52%	193,691,766	-0.62%
MTA New York City Subway	135,505,323	138,809,063	2.44%	138,204,256	-0.44%
MTA New York City Bus	56,476,671	56,092,176	-0.68%	55,487,510	-1.08%
MTA Staten Island Railway	373,277	385,003	3.14%	352,768	-8.37%
MTA Long Island Rail Road	6,738,623	6,902,282	2.43%	6,766,327	-1.97%
MTA Metro-North Railroad	6,809,625	6,964,280	2.27%	6,868,710	-1.37%
East of Hudson	6,651,644	6,831,555	2.70%	6,740,951	-1.33%
Harlem Line	2,192,501	2,236,225	1.99%	2,211,163	-1.12%
Hudson Line	1,312,224	1,331,955	1.50%	1,316,000	-1.20%
New Haven Line	3,146,918	3,263,375	3.70%	3,213,788	-1.52%
West of Hudson	157,982	132,726	-15.99%	127,759	-3.74%
Port Jervis Line	109,683	81,489	-25.71%	80,229	-1.55%
Pascack Valley Line	48,298	51,237	6.08%	47,531	-7.23%
MTA Bus Company	9,951,784	10,125,693	1.75%	10,170,029	0.44%
MTA Bridges & Tunnels	23,983,224	23,835,592	-0.62%	23,371,394	-1.95%
Total All Agencies	215,855,304	219,278,497	1.59%	217,849,601	-0.65%
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

Wednesday, August 07, 2013

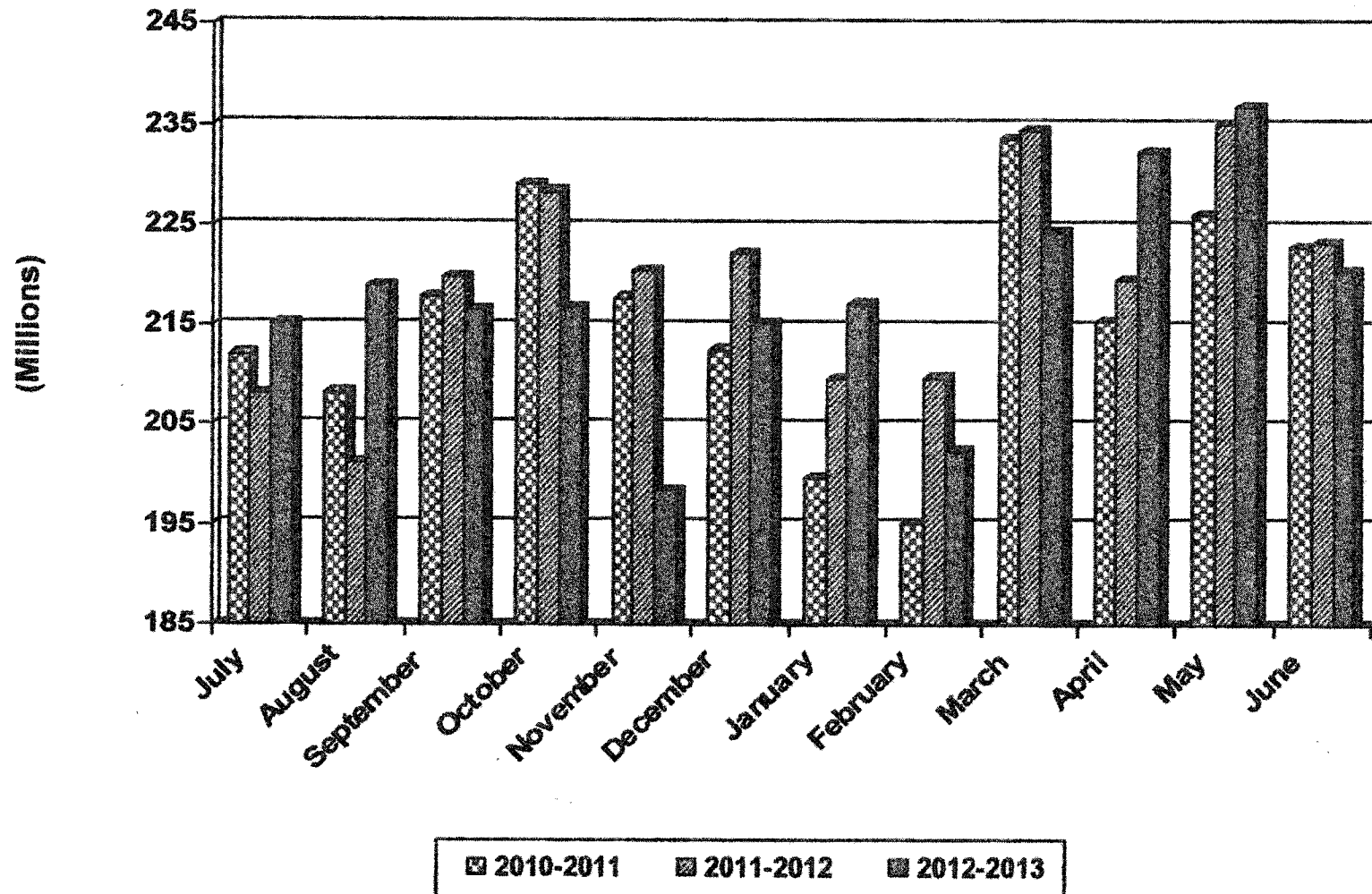
Metropolitan Transportation Authority

June

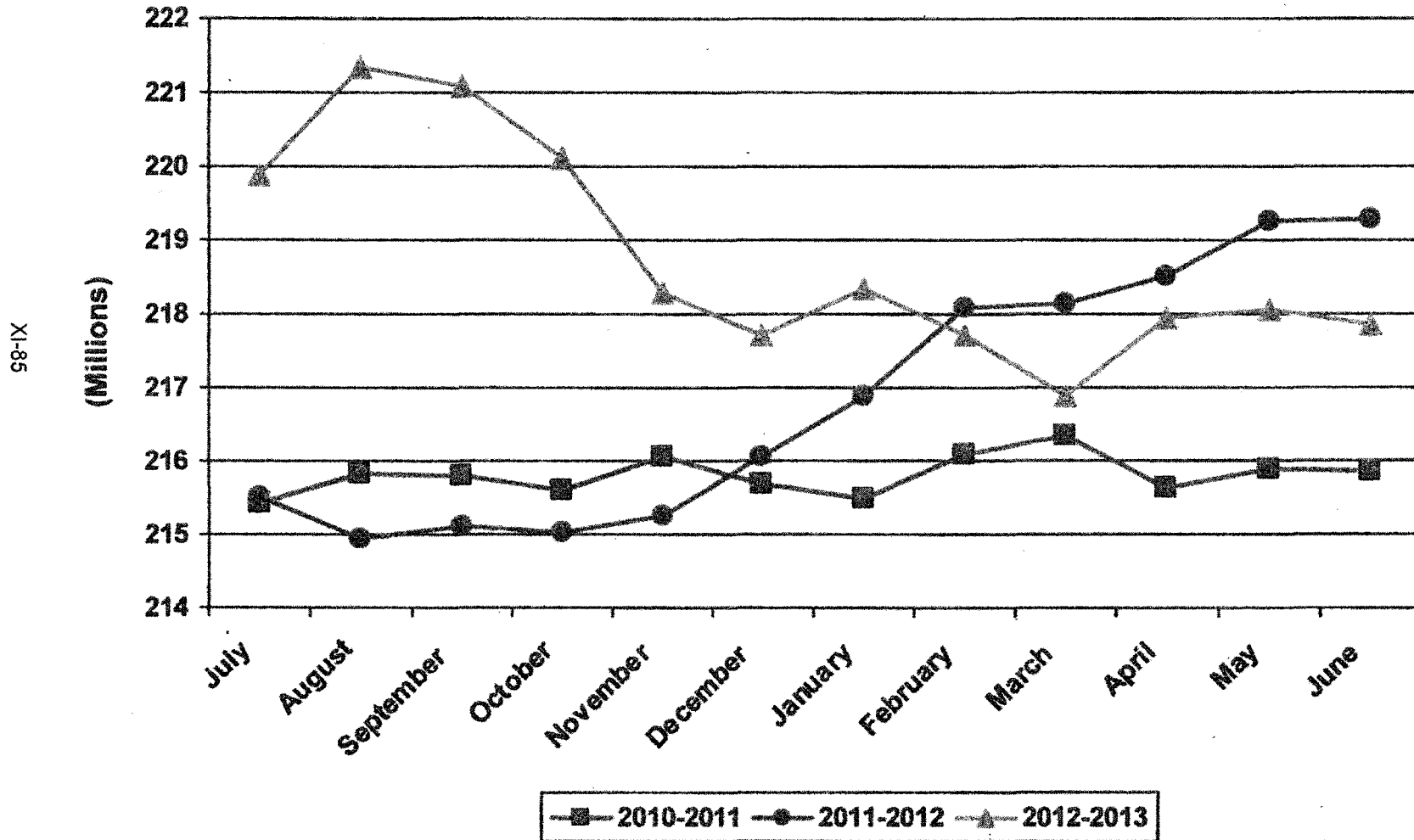
Average Weekday Passengers	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	7,516,270	7,626,923	1.47%	7,670,118	0.57%
MTA New York City Subway	5,355,314	5,475,383	2.24%	5,528,181	0.96%
MTA New York City Bus	2,160,956	2,151,540	-0.44%	2,141,937	-0.45%
MTA Staten Island Railway	16,610	16,434	-1.06%	15,287	-6.98%
MTA Long Island Rail Road	287,735	300,269	4.36%	302,486	0.74%
MTA Metro-North Railroad	293,413	296,618	1.09%	298,379	0.59%
East of Hudson	286,011	289,538	1.23%	291,596	0.71%
Harlem Line	93,237	94,958	1.85%	94,888	-0.07%
Hudson Line	56,110	56,479	0.66%	57,103	1.10%
New Haven Line	136,664	138,101	1.05%	139,605	1.09%
West of Hudson	7,402	7,080	-4.35%	6,783	-4.19%
Port Jervis Line	5,311	4,493	-15.40%	4,158	-7.46%
Pascack Valley Line	2,091	2,587	23.72%	2,625	1.47%
MTA Bus Company	396,548	395,623	-0.23%	398,327	0.68%
MTA Bridges & Tunnels	855,894	853,960	-0.23%	838,317	-1.83%
Total All Agencies	8,510,576	8,635,867	1.47%	8,684,596	0.56%
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

Wednesday, August 07, 2013

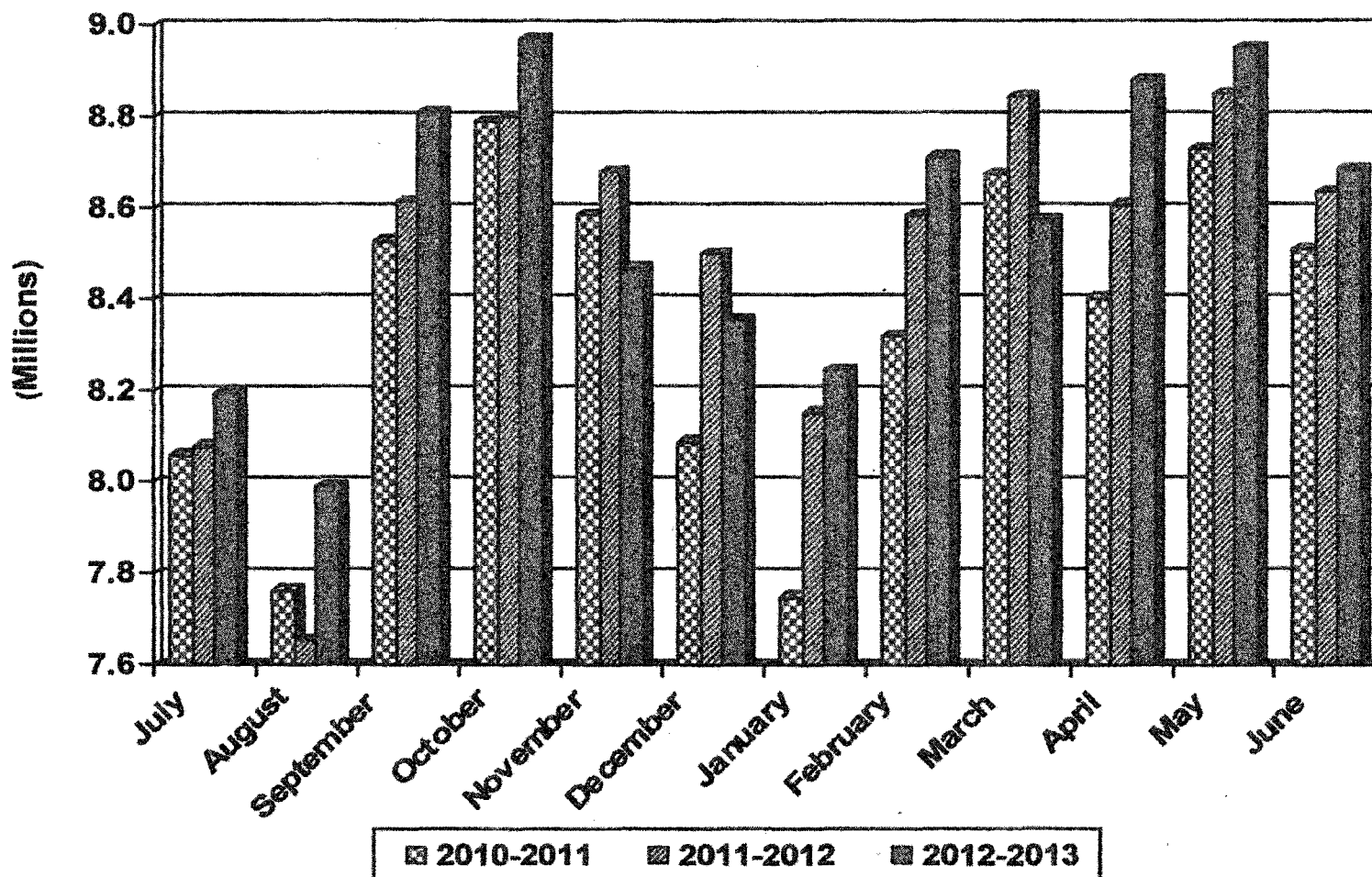
Metropolitan Transportation Authority Revenue Passengers



Metropolitan Transportation Authority 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

June

Metropolitan Transportation Authority

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	212,066,298	208,081,667	-1.88%	215,272,302	3.46%
August	208,201,066	201,253,463	-3.34%	218,936,858	8.79%
September	217,861,963	219,746,517	0.87%	216,478,722	-1.49%
October	229,020,391	228,305,740	-0.31%	216,776,585	-5.05%
November	217,697,861	220,397,845	1.24%	198,318,886	-10.02%
December	212,524,052	222,056,739	4.49%	215,239,725	-3.07%
January	199,676,573	209,555,965	4.95%	217,053,049	3.58%
February	195,192,206	209,694,883	7.43%	202,336,902	-3.51%
March	233,627,402	234,372,981	0.32%	224,234,827	-4.33%
April	215,451,398	219,593,763	1.92%	232,265,140	5.77%
May	226,092,925	235,143,368	4.00%	236,803,453	0.71%
June	222,851,516	223,139,032	0.13%	220,478,759	-1.19%
12 Month Ave	215,855,304	219,278,497	1.59%	217,849,601	-0.65%
Year-to-Date	1,292,892,021	1,331,499,991	2.99%	1,333,172,130	0.13%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	215,424,334	215,523,252	0.05%	219,877,716	2.02%
August	215,837,119	214,944,285	-0.41%	221,351,333	2.98%
September	215,801,488	215,101,331	-0.32%	221,079,016	2.78%
October	215,602,102	215,041,777	-0.26%	220,118,253	2.36%
November	218,045,507	215,266,775	-0.36%	218,278,340	1.40%
December	215,697,497	216,061,166	0.17%	217,710,256	0.76%
January	215,495,745	216,884,449	0.64%	218,335,013	0.67%
February	216,082,439	216,093,005	0.93%	217,721,848	-0.17%
March	216,337,247	218,155,137	0.84%	216,877,001	-0.59%
April	215,630,241	218,500,334	1.33%	217,932,950	-0.26%
May	215,876,308	219,254,537	1.56%	218,071,290	-0.54%
June	215,855,304	219,278,497	1.59%	217,849,601	-0.65%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	8,057,781	8,078,450	0.26%	8,196,028	1.46%
August	7,764,501	7,658,394	-1.37%	7,988,999	4.32%
September	8,527,032	8,616,006	1.04%	8,806,848	2.21%
October	8,789,906	8,797,407	0.09%	8,967,293	1.93%
November	8,586,114	8,677,409	1.06%	8,467,584	-2.42%
December	8,088,436	8,498,027	5.06%	8,354,545	-1.69%
January	7,748,500	8,152,931	5.22%	8,243,727	1.11%
February	8,318,587	8,584,526	3.20%	8,711,277	1.48%
March	8,673,184	8,842,851	1.96%	8,574,996	-3.03%
April	8,402,125	8,607,145	2.44%	8,877,146	3.14%
May	8,729,617	8,848,957	1.37%	8,946,954	1.11%
June	8,510,576	8,635,867	1.47%	8,684,596	0.66%

Metropolitan Transportation Authority

June

MTA New York City Transit

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	187,797,149	184,243,874	-1.89%	190,785,785	3.54%
August	184,255,087	178,166,924	-3.30%	193,724,876	8.73%
September	193,582,215	195,244,293	0.86%	192,555,771	-1.38%
October	204,007,806	203,261,681	-0.37%	192,892,766	-5.10%
November	193,742,558	195,963,623	1.16%	176,579,235	-9.69%
December	188,644,573	197,113,772	4.49%	191,153,756	-3.02%
January	178,374,136	186,528,933	4.57%	193,074,487	3.51%
February	174,315,460	186,804,379	7.16%	180,355,395	-3.45%
March	208,218,803	208,660,841	0.21%	199,523,012	-4.38%
April	191,839,355	195,344,365	1.83%	206,786,093	5.86%
May	201,322,443	209,359,911	3.99%	210,853,734	0.71%
June	197,684,348	198,122,467	0.22%	196,036,287	-1.05%
12 Month Ave	191,981,994	194,901,239	1.52%	193,691,766	-0.62%
Year-to-Date	1,151,754,546	1,184,820,695	2.87%	1,186,629,006	0.15%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	191,551,415	191,685,888	0.07%	195,444,731	1.96%
August	191,902,428	191,178,541	-0.38%	196,741,227	2.91%
September	191,860,730	191,317,046	-0.28%	196,517,184	2.72%
October	191,886,043	191,254,871	-0.22%	195,653,107	2.30%
November	192,084,649	191,439,959	-0.34%	194,037,742	1.36%
December	191,760,118	192,145,726	0.20%	193,541,074	0.73%
January	191,617,723	192,825,292	0.63%	194,086,537	0.65%
February	192,168,785	193,866,036	0.88%	193,549,121	-0.16%
March	192,406,786	193,902,856	0.78%	192,787,852	-0.58%
April	191,787,395	194,194,940	1.26%	193,741,130	-0.23%
May	192,001,343	194,864,729	1.49%	193,865,615	-0.51%
June	191,981,994	194,901,239	1.52%	193,691,766	-0.62%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	7,092,619	7,104,704	0.17%	7,220,613	1.63%
August	6,837,402	6,758,450	-1.15%	7,040,545	4.17%
September	7,535,550	7,616,195	1.07%	7,776,340	2.10%
October	7,778,583	7,785,087	0.08%	7,993,039	2.67%
November	7,582,993	7,658,485	1.00%	7,535,218	-1.61%
December	7,144,832	7,497,041	4.93%	7,364,350	-1.77%
January	6,844,588	7,198,814	5.15%	7,279,536	1.15%
February	7,381,871	7,604,884	3.02%	7,720,408	1.52%
March	7,698,602	7,833,237	1.75%	7,581,779	-3.21%
April	7,440,152	7,618,738	2.40%	7,867,227	3.26%
May	7,728,432	7,839,588	1.44%	7,927,543	1.12%
June	7,516,270	7,626,923	1.47%	7,670,118	0.57%

MTA New York City Subway

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	131,521,063	131,263,668	-0.20%	137,228,468	4.54%
August	129,371,938	127,893,199	-1.14%	139,253,583	8.88%
September	134,732,986	138,489,313	2.79%	138,901,247	-1.15%
October	142,035,154	144,166,578	1.50%	137,259,455	-4.79%
November	135,882,453	139,668,952	2.94%	124,309,325	-11.00%
December	135,836,148	142,068,824	4.59%	137,471,991	-3.24%
January	127,637,258	132,812,778	4.05%	137,079,095	3.21%
February	124,055,125	132,381,109	6.71%	127,900,426	-3.38%
March	146,487,199	147,401,147	0.62%	142,325,986	-3.44%
April	136,237,054	139,080,375	2.09%	146,912,790	5.63%
May	141,880,529	148,496,485	4.66%	150,755,402	1.52%
June	140,586,973	141,988,322	1.00%	141,053,315	-0.66%
12 Month Ave	135,505,323	138,809,063	2.44%	138,204,256	-0.44%
Year-to-Date	816,884,136	842,158,216	3.09%	846,027,025	0.46%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	132,378,135	135,483,874	2.35%	139,306,129	2.82%
August	132,807,095	135,380,846	1.92%	140,252,826	3.61%
September	132,965,404	135,673,873	2.04%	140,120,487	3.28%
October	133,064,425	135,851,291	2.09%	139,544,894	2.72%
November	133,579,398	138,183,500	1.95%	138,264,925	1.53%
December	133,683,168	136,702,889	2.26%	137,881,855	0.86%
January	133,940,485	137,134,183	2.38%	138,237,382	0.80%
February	134,556,374	137,828,015	2.43%	137,863,992	0.03%
March	134,958,434	137,904,177	2.18%	137,441,062	-0.34%
April	134,853,150	138,141,120	2.44%	138,093,764	-0.03%
May	135,274,649	138,692,450	2.53%	138,282,007	-0.30%
June	135,505,323	138,809,063	2.44%	138,204,256	-0.44%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	4,998,748	5,097,919	1.98%	5,211,589	2.23%
August	4,826,516	4,863,820	0.77%	5,081,510	4.48%
September	5,256,598	5,415,945	3.03%	5,527,044	2.05%
October	5,419,113	5,519,975	1.86%	5,879,106	2.88%
November	5,307,376	5,456,286	2.81%	5,323,238	-2.44%
December	5,137,850	5,392,467	4.96%	5,274,755	-2.18%
January	4,892,799	5,113,166	4.50%	5,160,819	0.93%
February	5,260,405	5,391,274	2.49%	5,486,124	1.39%
March	5,423,118	5,530,836	1.99%	5,415,926	-2.08%
April	5,295,535	5,427,522	2.49%	5,589,663	2.99%
May	5,450,246	5,557,889	1.97%	5,664,205	1.91%
June	5,355,314	5,475,383	2.24%	5,528,181	0.96%

MTA New York City Bus

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	56,276,086	52,980,206	-5.86%	53,537,317	1.05%
August	54,883,150	50,273,725	-8.40%	54,471,313	8.35%
September	58,849,229	56,754,960	-3.56%	55,654,524	-1.94%
October	61,972,651	59,095,103	-4.64%	55,833,313	-5.86%
November	58,060,105	56,294,671	-3.04%	52,269,910	-7.15%
December	52,808,425	55,044,948	4.24%	53,681,765	-2.48%
January	50,736,878	53,716,155	5.87%	55,995,392	4.24%
February	50,260,335	54,423,270	8.28%	52,454,969	-3.62%
March	61,731,605	61,259,494	-0.76%	57,197,015	-6.63%
April	55,602,301	56,263,980	1.19%	59,873,303	6.41%
May	59,441,914	60,863,426	2.39%	60,098,332	-1.26%
June	57,097,375	56,136,145	-1.68%	54,982,971	-2.05%
12 Month Ave	56,476,671	56,092,176	-0.68%	55,487,510	-1.08%
Year-to-Date	334,870,408	342,662,479	2.33%	340,601,981	-0.60%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	59,173,280	56,202,014	-5.02%	56,138,602	-0.11%
August	59,095,333	55,817,896	-5.55%	56,488,401	1.20%
September	58,895,326	55,643,375	-5.52%	56,396,696	1.35%
October	58,621,619	55,403,579	-5.48%	56,108,214	1.27%
November	58,505,251	55,256,460	-5.55%	55,772,817	0.93%
December	58,076,949	55,442,837	-4.54%	55,659,218	0.39%
January	57,677,238	55,891,110	-3.44%	55,849,155	0.28%
February	57,612,411	56,038,021	-2.73%	55,685,130	-0.63%
March	57,448,352	55,998,679	-2.52%	55,346,590	-1.16%
April	56,934,245	56,053,819	-1.55%	55,647,366	-0.73%
May	56,726,694	56,172,279	-0.98%	55,583,608	-1.05%
June	56,476,671	56,092,176	-0.68%	55,487,510	-1.08%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	2,093,872	2,006,784	-4.16%	2,009,014	0.11%
August	2,010,886	1,894,630	-5.78%	1,959,035	3.40%
September	2,278,652	2,200,250	-3.45%	2,249,296	2.23%
October	2,359,451	2,265,112	-4.00%	2,313,933	2.16%
November	2,275,616	2,202,199	-3.23%	2,211,980	0.44%
December	2,007,182	2,104,574	4.85%	2,089,596	-0.71%
January	1,951,768	2,083,648	6.76%	2,118,717	1.68%
February	2,121,466	2,213,590	4.34%	2,254,283	1.84%
March	2,275,484	2,302,401	1.18%	2,165,853	-5.93%
April	2,144,618	2,191,216	2.17%	2,277,564	3.94%
May	2,278,186	2,281,700	0.15%	2,263,338	-0.80%
June	2,160,956	2,151,540	-0.44%	2,141,937	-0.45%

MTA Bus Company

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	9,709,091	9,455,791	-2.61%	9,674,026	2.31%
August	9,598,938	9,211,190	-4.04%	10,027,841	8.87%
September	10,213,437	10,248,737	0.35%	10,068,914	-1.75%
October	10,772,444	10,672,062	-0.93%	10,081,508	-5.53%
November	10,198,423	10,264,991	0.65%	9,520,500	-7.25%
December	9,445,337	10,044,527	6.34%	9,893,990	-1.50%
January	8,996,811	9,672,158	7.51%	10,307,130	6.56%
February	8,882,694	9,754,429	9.81%	9,849,044	-1.08%
March	10,881,785	11,049,329	1.54%	10,509,736	-4.88%
April	9,789,001	10,054,362	2.71%	11,045,951	9.86%
May	10,676,556	10,957,840	2.63%	11,257,915	2.74%
June	10,256,893	10,122,902	-1.31%	10,003,795	-1.18%
12 Month Ave	9,951,784	10,125,693	1.75%	10,170,029	0.44%
Year-to-Date	59,483,740	61,611,020	3.58%	62,773,571	1.89%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	10,030,373	9,930,676	-0.99%	10,143,879	2.15%
August	10,062,799	9,898,364	-1.63%	10,211,934	3.17%
September	10,060,099	9,901,305	-1.58%	10,196,948	2.99%
October	10,043,515	9,892,940	-1.50%	10,147,736	2.58%
November	10,056,139	9,898,487	-1.57%	10,085,695	1.89%
December	10,018,906	9,948,420	-0.70%	10,073,150	1.25%
January	9,987,712	10,004,699	0.17%	10,126,064	1.21%
February	10,007,959	10,077,343	0.69%	10,117,282	0.40%
March	10,008,451	10,091,305	0.82%	10,072,316	-0.19%
April	9,949,040	10,113,419	1.65%	10,154,949	0.41%
May	9,960,571	10,136,859	1.77%	10,179,955	0.43%
June	9,951,784	10,125,693	1.75%	10,170,029	0.44%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	371,177	369,348	-0.49%	370,696	0.36%
August	360,375	353,624	-1.87%	367,817	4.01%
September	405,532	407,460	0.48%	416,264	2.18%
October	421,441	419,182	-0.53%	427,130	1.89%
November	409,255	409,829	0.14%	409,787	-0.01%
December	368,375	393,111	6.71%	394,582	0.37%
January	354,998	363,881	2.50%	397,021	9.06%
February	388,055	405,847	4.58%	424,297	4.55%
March	410,460	423,988	3.30%	408,365	-3.68%
April	387,521	400,164	3.26%	427,969	6.95%
May	420,342	418,369	-0.47%	432,244	3.32%
June	396,548	395,623	-0.23%	398,327	0.68%

MTA Staten Island Railway

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	328,874	327,303	-0.48%	328,507	0.37%
August	325,403	333,401	2.46%	352,063	5.60%
September	379,483	405,022	6.73%	379,807	-6.23%
October	408,020	425,857	4.37%	401,614	-5.69%
November	383,064	405,710	5.91%	328,542	-19.02%
December	359,753	391,429	8.80%	323,327	-17.40%
January	356,386	385,644	8.21%	366,031	-5.09%
February	333,719	367,154	10.02%	315,778	-13.99%
March	427,999	415,419	-2.94%	342,829	-17.47%
April	386,489	384,882	-0.44%	365,207	0.09%
May	406,054	410,031	0.98%	381,077	-7.06%
June	404,083	388,184	-3.93%	348,440	-10.24%
12 Month Ave	373,277	385,003	3.14%	352,768	-8.37%
Year-to-Date	2,294,730	2,331,314	1.59%	2,119,362	-9.09%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	353,800	373,148	5.47%	385,103	3.20%
August	356,855	373,813	4.75%	386,658	3.44%
September	358,568	375,941	4.85%	384,557	2.29%
October	360,315	377,428	4.75%	382,537	1.35%
November	362,874	379,315	4.53%	376,106	-0.85%
December	364,190	381,954	4.88%	370,431	-3.02%
January	365,701	384,393	5.11%	368,797	-4.06%
February	367,683	387,179	5.30%	364,515	-5.85%
March	370,210	386,130	4.30%	358,466	-7.16%
April	369,005	385,997	4.60%	358,493	-7.13%
May	371,839	386,328	3.90%	356,080	-7.63%
June	373,277	385,003	3.14%	352,768	-8.37%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	13,507	13,821	2.32%	14,002	1.31%
August	13,002	13,291	2.22%	13,710	3.15%
September	16,136	17,244	6.87%	17,300	0.33%
October	17,241	18,083	4.77%	18,225	0.60%
November	16,414	17,302	5.41%	15,364	-11.20%
December	15,030	16,526	9.96%	14,427	-12.71%
January	15,224	16,557	8.75%	15,203	-8.17%
February	15,698	16,578	5.60%	15,075	-9.67%
March	17,125	16,934	-1.12%	14,523	-14.23%
April	15,562	15,800	1.53%	15,520	-1.77%
May	17,127	16,842	-1.67%	15,784	-8.28%
June	16,610	16,434	-1.06%	15,287	-6.98%

MTA Long Island Rail Road

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	7,238,718	7,042,470	-2.71%	7,289,683	3.51%
August	7,108,665	6,837,184	-3.82%	7,482,932	9.44%
September	6,834,199	6,887,995	0.79%	6,719,248	-2.45%
October	6,804,525	6,903,268	1.45%	6,821,963	-4.07%
November	6,563,349	6,815,374	3.84%	5,607,406	-17.72%
December	6,985,089	7,167,781	2.62%	6,859,040	-4.31%
January	5,890,855	6,431,658	9.18%	6,628,268	3.06%
February	5,836,491	6,373,028	9.19%	6,020,679	-5.53%
March	7,031,512	7,102,378	1.01%	6,897,877	-2.88%
April	6,651,960	6,958,130	3.10%	6,961,659	1.51%
May	6,739,212	7,172,588	6.43%	7,112,429	-0.84%
June	7,178,901	7,235,529	0.79%	6,994,737	-3.33%
12 Month Ave	6,738,623	6,902,282	2.43%	6,766,327	-1.97%
Year-to-Date	39,328,931	41,173,311	4.69%	40,615,649	-1.35%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	6,823,244	6,722,269	-1.46%	6,922,683	2.98%
August	6,819,437	6,699,646	-1.76%	6,976,695	4.14%
September	6,811,276	6,704,129	-1.57%	6,962,633	3.88%
October	6,795,180	6,712,357	-1.22%	6,939,191	3.38%
November	6,797,737	6,733,359	-0.95%	6,838,527	1.56%
December	6,786,308	6,748,584	-0.70%	6,812,799	0.95%
January	6,766,575	6,783,651	0.40%	6,829,183	0.52%
February	6,768,653	6,838,362	1.03%	6,799,820	-0.56%
March	6,770,683	6,844,267	1.09%	6,782,779	-0.90%
April	6,747,406	6,861,448	1.69%	6,791,406	-1.02%
May	6,747,027	6,897,583	2.23%	6,786,393	-1.61%
June	6,738,623	6,902,282	2.43%	6,766,327	-1.97%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	296,549	300,068	1.19%	300,228	0.05%
August	280,172	286,820	4.73%	286,121	7.10%
September	285,944	288,504	0.90%	304,976	5.71%
October	285,328	288,692	1.18%	268,456	-7.01%
November	287,221	296,001	3.75%	243,193	-18.39%
December	279,299	296,869	6.29%	293,968	-0.96%
January	269,444	281,448	4.46%	279,154	-0.82%
February	270,350	281,543	4.14%	280,121	-0.51%
March	273,253	286,263	4.76%	287,601	0.47%
April	278,587	286,139	2.71%	281,100	-1.76%
May	280,553	288,384	2.79%	286,442	-0.67%
June	287,736	300,269	4.36%	302,488	0.74%

MTA Metro-North Railroad

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	6,992,466	7,012,229	0.28%	7,214,301	2.88%
August	6,912,973	6,704,764	-3.01%	7,349,146	9.61%
September	6,852,629	6,980,470	1.57%	6,754,982	-2.95%
October	7,027,596	7,042,872	0.22%	6,778,733	-3.75%
November	6,810,467	6,948,147	2.02%	6,283,202	-9.57%
December	7,089,300	7,339,230	3.53%	7,009,613	-4.49%
January	6,058,385	6,537,572	7.91%	6,677,133	2.13%
February	5,823,842	6,395,893	9.82%	5,996,007	-6.25%
March	7,067,303	7,145,214	1.10%	6,961,373	-2.57%
April	6,804,593	6,972,024	2.48%	7,106,230	1.92%
May	6,948,660	7,242,998	4.24%	7,198,299	-0.62%
June	7,327,291	7,269,950	-0.78%	7,095,500	-2.40%
12 Month Ave	6,809,625	6,964,280	2.27%	6,868,710	-1.37%
Year-to-Date	40,030,074	41,563,651	3.83%	41,034,542	-1.27%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	6,665,502	6,811,272	2.19%	6,981,120	2.49%
August	6,695,600	6,793,922	1.47%	7,034,818	3.55%
September	6,710,814	6,802,908	1.37%	7,017,694	3.16%
October	6,717,049	6,804,181	1.30%	6,995,683	2.61%
November	6,744,108	6,815,655	1.06%	6,940,270	1.83%
December	6,757,974	6,836,482	1.16%	6,912,802	1.12%
January	6,758,035	6,876,414	1.75%	6,924,432	0.70%
February	6,769,359	6,924,085	2.29%	6,891,109	-0.48%
March	6,780,117	6,930,578	2.22%	6,875,789	-0.79%
April	6,777,395	6,944,531	2.47%	6,886,972	-0.83%
May	6,795,528	6,969,059	2.55%	6,883,247	-1.23%
June	6,809,625	6,964,280	2.27%	6,868,710	-1.37%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	283,928	290,510	2.32%	290,489	-0.01%
August	273,549	286,109	-2.72%	280,806	5.52%
September	283,870	286,603	0.96%	291,967	1.87%
October	287,333	286,373	-0.33%	260,443	-9.05%
November	290,232	293,791	1.23%	264,012	-10.14%
December	280,900	294,479	4.83%	287,219	-2.47%
January	264,246	274,231	3.78%	272,812	-0.52%
February	264,614	275,694	4.19%	271,377	-1.57%
March	273,743	282,429	3.17%	282,707	0.10%
April	280,302	286,303	2.14%	285,330	-0.34%
May	283,162	285,774	0.92%	284,942	-0.29%
June	283,413	286,618	1.09%	298,379	0.59%

East of Hudson

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	6,832,493	6,854,351	0.32%	7,062,979	3.04%
August	6,747,243	6,551,648	-2.90%	7,192,537	9.78%
September	6,693,644	6,860,460	2.49%	6,818,194	-3.53%
October	6,867,305	6,945,233	1.13%	6,639,905	-4.40%
November	6,654,086	6,851,079	2.96%	6,211,788	-9.33%
December	6,924,466	7,201,122	4.00%	6,901,054	-4.17%
January	5,916,958	6,407,976	8.30%	6,559,573	2.37%
February	5,885,834	6,265,036	10.19%	5,883,759	-6.09%
March	6,896,269	6,994,606	1.43%	6,827,778	-2.39%
April	6,648,157	6,831,738	2.76%	6,973,347	2.07%
May	6,788,759	7,094,262	4.50%	7,061,066	-0.47%
June	7,164,509	7,121,125	-0.61%	6,959,429	-2.27%
12 Month Ave	6,651,644	6,831,555	2.70%	6,740,951	-1.33%
Year-to-Date	39,100,486	40,714,763	4.13%	40,264,952	-1.10%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	6,509,653	6,653,465	2.21%	6,848,940	2.94%
August	6,539,204	6,637,166	1.50%	6,902,348	4.00%
September	6,554,367	6,651,067	1.48%	6,882,159	3.47%
October	6,560,893	6,657,561	1.47%	6,856,715	2.99%
November	6,567,344	6,673,977	1.32%	6,803,441	1.94%
December	6,600,912	6,697,032	1.46%	6,776,435	1.22%
January	6,600,865	6,737,950	2.08%	6,791,068	0.79%
February	6,811,670	6,786,217	2.64%	6,759,295	-0.40%
March	6,622,223	6,794,411	2.60%	6,745,393	-0.72%
April	6,619,966	6,809,710	2.87%	6,757,193	-0.77%
May	6,637,299	6,835,170	2.98%	6,754,425	-1.18%
June	6,651,644	6,831,555	2.70%	6,740,951	-1.33%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	276,306	282,626	2.29%	283,280	0.23%
August	268,011	268,877	-2.68%	273,962	5.83%
September	276,296	281,639	2.01%	284,787	1.05%
October	279,708	281,728	0.72%	253,501	-10.02%
November	282,409	288,936	2.31%	260,337	-9.90%
December	273,395	287,900	5.31%	281,798	-2.12%
January	256,810	267,748	4.26%	267,204	-0.20%
February	257,367	269,157	4.56%	265,484	-1.36%
March	266,296	275,580	3.49%	276,352	0.28%
April	272,859	279,630	2.46%	279,287	-0.12%
May	275,544	279,003	1.26%	278,696	-0.11%
June	286,011	289,538	1.23%	291,596	0.71%

Harlem Line

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	2,226,434	2,198,107	-1.27%	2,274,018	3.45%
August	2,179,564	2,111,456	-3.12%	2,311,944	9.50%
September	2,206,183	2,253,778	2.16%	2,162,098	-4.07%
October	2,275,802	2,283,843	0.35%	2,180,347	-4.52%
November	2,198,951	2,247,234	2.20%	2,068,664	-7.95%
December	2,297,316	2,343,967	2.03%	2,254,289	-3.83%
January	1,975,045	2,127,333	7.71%	2,182,967	2.62%
February	1,913,040	2,075,606	8.50%	1,979,265	-4.64%
March	2,304,100	2,321,334	0.75%	2,262,610	-2.53%
April	2,188,958	2,235,081	2.11%	2,288,516	2.30%
May	2,223,927	2,318,904	4.27%	2,326,618	0.33%
June	2,320,897	2,318,256	-0.11%	2,244,617	-3.18%
12 Month Ave	2,192,501	2,236,225	1.99%	2,211,163	-1.12%
Year-to-Date	12,925,965	13,396,514	3.64%	13,282,693	-0.85%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	2,164,473	2,190,141	1.19%	2,242,551	2.39%
August	2,171,702	2,184,465	0.59%	2,259,258	3.42%
September	2,174,882	2,188,431	0.62%	2,251,618	2.89%
October	2,175,102	2,189,101	0.64%	2,243,010	2.46%
November	2,182,304	2,193,125	0.50%	2,228,129	1.60%
December	2,185,926	2,187,013	0.51%	2,220,656	1.08%
January	2,184,137	2,209,703	1.17%	2,225,282	0.71%
February	2,187,699	2,223,250	1.63%	2,217,284	-0.27%
March	2,189,099	2,224,887	1.63%	2,212,370	-0.55%
April	2,185,807	2,228,530	1.95%	2,216,656	-0.53%
May	2,190,778	2,236,445	2.08%	2,217,299	-0.86%
June	2,192,501	2,236,225	1.99%	2,211,163	-1.12%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	90,784	91,588	0.89%	92,071	0.53%
August	86,582	84,033	-2.94%	88,674	5.52%
September	91,552	93,133	1.73%	93,799	0.72%
October	93,240	93,197	-0.05%	83,681	-10.23%
November	93,893	95,500	1.71%	87,177	-8.72%
December	91,163	94,527	3.67%	92,943	-1.68%
January	86,168	89,422	3.78%	89,356	-0.07%
February	86,918	89,675	3.17%	89,601	-0.08%
March	89,286	91,890	2.92%	92,083	0.21%
April	90,375	92,081	1.89%	92,051	-0.03%
May	90,818	91,782	1.06%	92,284	0.58%
June	93,237	94,958	1.85%	94,888	-0.07%

Hudson Line

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	1,360,953	1,358,800	-0.16%	1,401,131	3.12%
August	1,360,653	1,297,903	-4.61%	1,433,031	10.41%
September	1,331,091	1,358,616	2.07%	1,300,945	-4.24%
October	1,361,131	1,359,385	-0.13%	1,304,322	-4.05%
November	1,303,840	1,332,264	2.18%	1,190,123	-10.67%
December	1,350,557	1,374,664	1.78%	1,321,710	-3.85%
January	1,158,493	1,228,283	5.93%	1,250,870	1.84%
February	1,108,812	1,201,829	8.39%	1,151,020	-4.23%
March	1,340,022	1,343,474	0.26%	1,316,583	-2.00%
April	1,312,919	1,334,926	1.68%	1,355,099	1.51%
May	1,349,153	1,399,291	3.72%	1,396,805	-0.18%
June	1,408,063	1,394,923	-1.00%	1,379,358	-1.70%
12 Month Ave	1,312,224	1,331,955	1.50%	1,316,000	-1.20%
Year-to-Date	7,678,462	7,901,626	2.91%	7,840,735	-0.77%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	1,287,096	1,312,045	1.94%	1,335,482	1.79%
August	1,292,768	1,306,815	1.09%	1,346,743	3.06%
September	1,295,206	1,309,109	1.07%	1,341,937	2.51%
October	1,296,445	1,308,964	0.97%	1,337,349	2.17%
November	1,302,001	1,311,332	0.72%	1,325,504	1.08%
December	1,304,673	1,313,341	0.66%	1,321,091	0.59%
January	1,305,064	1,319,074	1.07%	1,322,973	0.30%
February	1,307,108	1,326,825	1.51%	1,318,739	-0.61%
March	1,308,056	1,327,113	1.46%	1,316,498	-0.80%
April	1,307,797	1,328,947	1.62%	1,318,179	-0.81%
May	1,310,064	1,333,125	1.76%	1,317,972	-1.14%
June	1,312,224	1,331,955	1.50%	1,316,000	-1.20%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	54,811	55,677	1.58%	55,674	0.35%
August	53,417	51,158	-4.23%	54,403	6.34%
September	54,777	55,594	1.49%	55,710	0.21%
October	55,261	54,963	-0.54%	49,650	-9.67%
November	55,288	56,109	1.53%	49,881	-11.10%
December	53,368	55,081	3.23%	54,024	-1.04%
January	50,319	51,340	2.03%	51,024	-0.62%
February	50,296	51,721	2.83%	51,876	0.30%
March	51,763	52,943	2.28%	53,273	0.62%
April	53,787	54,535	1.39%	54,194	-0.63%
May	54,625	54,880	0.47%	54,884	0.01%
June	56,110	56,479	0.66%	57,103	1.10%

Metropolitan Transportation Authority

June

New Haven Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	3,245,108	3,297,444	1.61%	3,387,830	2.74%
August	3,207,028	3,142,289	-2.02%	3,447,562	9.71%
September	3,156,370	3,248,086	2.91%	3,155,153	-2.86%
October	3,230,572	3,302,205	2.22%	3,155,238	-4.45%
November	3,151,295	3,271,581	3.82%	2,953,001	-9.74%
December	3,276,593	3,482,491	6.28%	3,325,055	-4.52%
January	2,782,420	3,052,360	9.70%	3,125,738	2.40%
February	2,663,982	2,987,601	12.15%	2,753,474	-7.84%
March	3,252,147	3,329,798	2.39%	3,248,585	-2.44%
April	3,146,282	3,261,731	3.67%	3,331,732	2.15%
May	3,215,679	3,376,087	4.99%	3,337,843	-1.14%
June	3,435,549	3,408,846	-0.78%	3,344,454	-1.89%
12 Month Ave	3,146,918	3,263,375	3.70%	3,213,788	-1.52%
Year-to-Date	18,496,059	19,416,423	4.98%	19,141,624	-1.42%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	3,058,084	3,151,280	3.05%	3,270,907	3.80%
August	3,074,736	3,145,885	2.31%	3,296,347	4.78%
September	3,084,279	3,153,527	2.25%	3,288,604	4.28%
October	3,089,346	3,159,486	2.27%	3,276,358	3.70%
November	3,103,039	3,169,520	2.14%	3,249,808	2.53%
December	3,110,313	3,186,878	2.46%	3,236,688	1.57%
January	3,111,664	3,209,173	3.13%	3,242,803	1.05%
February	3,116,863	3,236,141	3.83%	3,223,292	-0.40%
March	3,125,067	3,242,612	3.76%	3,216,525	-0.80%
April	3,126,362	3,252,233	4.03%	3,222,358	-0.92%
May	3,136,467	3,265,600	4.12%	3,219,154	-1.42%
June	3,146,918	3,263,375	3.70%	3,213,788	-1.52%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	130,711	135,361	3.56%	135,335	-0.02%
August	126,012	123,686	-1.85%	130,905	5.84%
September	129,967	133,112	2.42%	135,278	1.63%
October	131,207	133,568	1.80%	129,190	-10.02%
November	133,250	137,327	3.06%	123,279	-10.23%
December	128,844	138,282	7.33%	134,831	-2.50%
January	120,323	126,986	5.54%	126,825	-0.13%
February	120,153	127,761	6.33%	124,006	-2.84%
March	125,247	130,747	4.39%	130,986	0.19%
April	128,697	133,014	3.35%	133,042	0.02%
May	130,101	132,341	1.72%	131,518	-0.62%
June	136,664	138,101	1.06%	139,605	1.09%

Wednesday, August 07, 2013

West of Hudson

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	159,973	157,878	-1.31%	151,322	-4.15%
August	165,730	153,116	-7.61%	156,609	2.28%
September	158,985	100,010	-37.09%	136,788	36.77%
October	160,291	97,639	-39.09%	138,828	42.18%
November	156,381	97,068	-37.93%	71,414	-26.43%
December	164,834	138,108	-16.21%	108,559	-21.40%
January	141,427	129,596	-8.37%	117,560	-9.29%
February	138,008	130,857	-5.18%	112,248	-14.22%
March	171,034	150,608	-11.94%	133,595	-11.30%
April	156,436	140,286	-10.32%	132,883	-5.28%
May	159,901	148,716	-6.99%	137,233	-7.72%
June	162,782	148,825	-8.57%	136,071	-8.57%
12 Month Ave	157,982	132,726	-16.99%	127,759	-3.74%
Year-to-Date	929,588	848,888	-8.68%	769,590	-9.34%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	155,849	157,607	1.26%	132,179	-16.24%
August	156,396	156,756	0.23%	132,470	-15.49%
September	156,447	151,842	-2.94%	135,535	-10.74%
October	156,156	146,821	-6.11%	138,968	-5.22%
November	156,764	141,678	-9.62%	136,830	-3.42%
December	157,062	139,451	-11.21%	134,367	-3.65%
January	157,170	138,465	-11.90%	133,364	-3.68%
February	157,689	137,869	-12.57%	131,814	-4.39%
March	157,894	136,187	-13.76%	130,396	-4.24%
April	157,429	134,821	-14.36%	129,779	-3.74%
May	158,230	133,889	-15.38%	128,822	-3.78%
June	157,982	132,726	-15.89%	127,759	-3.74%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	7,622	7,884	3.44%	7,209	-8.56%
August	7,536	7,232	-4.06%	6,824	-5.64%
September	7,574	4,784	-37.10%	7,180	50.71%
October	7,625	4,645	-39.08%	6,942	49.45%
November	7,823	4,855	-37.94%	3,875	-24.30%
December	7,505	6,579	-12.34%	5,421	-17.60%
January	7,436	6,483	-12.82%	5,608	-13.50%
February	7,247	6,537	-9.80%	5,893	-9.85%
March	7,447	6,849	-8.03%	6,355	-7.21%
April	7,443	6,673	-10.35%	6,043	-9.44%
May	7,618	6,771	-11.12%	6,246	-7.75%
June	7,402	7,080	-4.35%	6,783	-4.19%

Port Jervis Line

Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	111,851	110,772	-0.79%	97,178	-12.27%
August	116,730	104,840	-10.36%	100,855	-3.62%
September	110,427	50,582	-54.19%	85,804	69.24%
October	110,500	46,093	-58.28%	87,075	88.91%
November	107,453	46,692	-56.55%	47,813	1.97%
December	114,571	85,576	-25.31%	67,755	-20.82%
January	98,984	80,570	-18.92%	73,570	-8.69%
February	94,908	81,766	-13.85%	69,549	-14.94%
March	117,095	93,911	-19.80%	82,466	-12.19%
April	108,000	88,819	-17.76%	82,564	-7.04%
May	111,096	93,989	-15.40%	85,089	-9.47%
June	116,786	94,452	-19.12%	83,426	-11.67%
12 Month Ave	109,683	81,489	-25.71%	80,229	-1.55%
Year-to-Date	644,869	533,507	-17.27%	476,664	-10.65%

12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	110,061	109,610	-0.41%	80,356	-26.69%
August	110,231	108,603	-1.48%	80,040	-26.30%
September	109,994	103,618	-5.80%	82,959	-19.94%
October	109,463	98,248	-10.24%	86,374	-12.09%
November	109,621	93,185	-14.99%	86,451	-7.23%
December	109,583	90,769	-17.17%	84,966	-6.39%
January	109,435	89,401	-18.31%	84,382	-5.61%
February	109,659	88,306	-19.47%	83,364	-5.60%
March	109,614	86,374	-21.20%	82,410	-4.59%
April	109,134	84,775	-22.32%	81,889	-3.40%
May	109,578	83,350	-23.94%	81,148	-2.64%
June	109,683	81,489	-25.71%	80,229	-1.55%

Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	5,320	5,531	3.96%	4,630	-16.29%
August	5,310	5,037	-5.14%	4,396	-12.73%
September	5,261	2,409	-54.21%	4,491	86.43%
October	5,256	2,182	-58.29%	4,354	98.63%
November	5,378	2,338	-56.54%	2,455	5.09%
December	5,218	4,077	-21.86%	3,383	-17.02%
January	5,098	4,031	-20.93%	3,511	-12.90%
February	4,981	4,084	-18.01%	3,648	-10.68%
March	5,100	4,271	-16.25%	3,922	-8.17%
April	5,138	4,224	-17.79%	3,755	-11.10%
May	5,293	4,280	-19.14%	3,874	-9.49%
June	5,311	4,493	-15.40%	4,158	-7.46%

Pascack Valley Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	48,322	47,108	-2.52%	54,144	14.94%
August	49,000	48,478	-1.07%	55,754	15.01%
September	48,558	49,428	1.79%	51,184	3.55%
October	49,791	51,546	3.52%	51,753	0.40%
November	48,928	50,376	2.96%	23,801	-52.75%
December	50,263	52,532	4.51%	40,804	-22.33%
January	44,443	49,026	10.31%	43,990	-10.27%
February	43,100	49,091	13.90%	42,699	-13.02%
March	53,939	56,697	5.11%	51,129	-9.82%
April	48,436	51,487	6.26%	50,319	-2.23%
May	48,805	54,727	12.13%	52,144	-4.72%
June	45,996	54,373	18.21%	52,645	-3.18%
12 Month Ave	48,298	51,237	6.08%	47,531	-7.23%
Year-to-Date	284,719	315,381	10.77%	292,926	-7.12%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	45,789	48,197	5.26%	51,824	7.52%
August	46,165	48,153	4.31%	52,430	8.88%
September	46,453	48,228	3.82%	52,576	9.02%
October	46,694	48,372	3.59%	52,594	8.73%
November	47,143	48,493	2.86%	50,379	3.89%
December	47,479	48,682	2.53%	49,402	1.48%
January	47,736	49,084	2.78%	48,982	-0.17%
February	48,030	49,563	3.19%	48,449	-2.25%
March	48,280	49,793	3.13%	47,985	-3.63%
April	48,295	50,046	3.63%	47,890	-4.31%
May	48,652	50,539	3.88%	47,875	-5.67%
June	48,298	51,237	6.08%	47,531	-7.23%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	2,302	2,353	2.22%	2,579	9.60%
August	2,228	2,195	-1.50%	2,428	10.62%
September	2,313	2,355	1.82%	2,669	14.18%
October	2,369	2,453	3.54%	2,588	5.50%
November	2,447	2,519	2.94%	1,220	-51.57%
December	2,287	2,502	9.40%	2,038	-18.55%
January	2,338	2,452	4.88%	2,097	-14.48%
February	2,266	2,453	8.25%	2,245	-8.48%
March	2,347	2,578	9.84%	2,433	-5.62%
April	2,305	2,449	6.25%	2,288	-6.57%
May	2,325	2,491	7.14%	2,372	-4.78%
June	2,091	2,587	23.72%	2,625	1.47%

MTA Bridges & Tunnels

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	25,981,715	25,490,788	-1.89%	24,887,822	-2.37%
August	26,202,259	24,253,530	-7.44%	25,669,824	5.84%
September	24,617,701	23,978,096	-2.61%	23,763,047	-0.89%
October	25,470,647	24,135,980	-5.24%	22,928,321	-5.00%
November	24,016,670	23,443,442	-2.39%	20,945,342	-10.66%
December	22,969,330	23,665,382	3.03%	23,355,262	-1.31%
January	20,406,730	21,776,550	6.70%	22,290,223	2.36%
February	20,176,144	21,280,142	5.47%	19,831,970	-6.81%
March	23,928,232	23,927,845	0.00%	23,376,021	-2.31%
April	23,593,365	23,651,425	0.25%	23,649,098	-0.01%
May	25,144,889	25,192,764	0.19%	25,038,486	-0.61%
June	25,289,003	25,233,363	-0.22%	24,721,506	-2.03%
12 Month Ave	23,983,224	23,835,592	-0.62%	23,371,394	-1.95%
Year-to-Date	138,540,363	141,061,889	1.82%	138,907,304	-1.53%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	24,243,422	23,942,313	-1.24%	23,785,328	-0.66%
August	24,276,190	23,779,919	-2.04%	23,903,353	0.52%
September	24,282,335	23,728,452	-2.29%	23,885,599	0.67%
October	24,321,186	23,615,230	-2.90%	23,784,961	0.72%
November	24,353,452	23,567,461	-3.23%	23,576,786	0.04%
December	24,308,519	23,625,465	-2.81%	23,550,942	-0.32%
January	24,149,337	23,739,450	-1.70%	23,583,748	-0.61%
February	24,235,073	23,831,450	-1.67%	23,473,067	-1.50%
March	24,188,313	23,831,401	-1.48%	23,427,099	-1.70%
April	24,106,894	23,836,239	-1.12%	23,426,905	-1.72%
May	24,037,229	23,840,229	-0.82%	23,414,048	-1.79%
June	23,983,224	23,835,592	-0.62%	23,371,394	-1.95%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
July	867,327	853,553	-1.59%	829,552	-2.61%
August	880,105	832,806	-3.17%	842,278	1.14%
September	839,296	823,591	-1.87%	821,457	-0.26%
October	837,927	801,026	-4.40%	736,273	-8.08%
November	822,205	801,834	-2.50%	725,399	-9.51%
December	764,702	793,943	3.82%	802,287	1.05%
January	682,304	748,115	9.65%	755,080	0.93%
February	750,861	768,649	2.37%	765,137	-0.46%
March	768,941	797,238	1.05%	776,880	-2.55%
April	812,684	808,640	-0.52%	802,359	-0.78%
May	833,621	831,734	-0.23%	834,864	0.38%
June	855,894	853,960	-0.23%	838,317	-1.83%

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$407.9	\$383.6	\$459.3	\$466.1	\$477.2	\$464.0	\$473.9	\$463.3	\$462.4	\$485.1	\$457.5	\$457.7	\$5,456.0
Toll Revenue	116.8	103.9	136.6	139.0	146.9	144.2	142.6	145.2	137.1	137.6	130.3	131.6	1,811.8
Other Operating Revenue	49.0	48.0	55.3	63.5	179.1	49.1	50.1	45.5	48.6	52.7	51.8	100.8	783.4
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$573.8	\$535.4	\$651.2	\$668.6	\$803.2	\$657.4	\$666.6	\$654.0	\$648.2	\$675.4	\$639.6	\$690.1	\$7,863.2
Operating Expenses													
Labor													
Payroll	\$370.4	\$332.0	\$338.6	\$344.0	\$364.9	\$338.2	\$368.9	\$358.0	\$348.7	\$366.7	\$366.9	\$380.2	\$4,277.4
Overtime	53.2	51.6	49.5	47.5	49.4	44.9	45.5	44.7	44.6	42.7	39.9	42.6	556.1
Health and Welfare	73.9	71.8	73.5	78.1	72.6	87.1	78.9	78.5	78.1	79.0	78.4	75.2	925.2
OPEB Current Payment	35.9	28.2	37.1	31.0	32.5	50.4	40.1	40.3	43.3	40.3	40.2	44.3	463.7
Pensions	60.4	60.2	57.7	49.6	50.8	58.7	735.0	49.5	57.8	49.0	48.8	59.4	1,317.0
Other Fringe Benefits	53.6	48.9	42.2	48.6	47.4	47.0	52.8	48.6	48.9	48.2	46.4	49.2	581.7
Reimbursable Overhead	(20.1)	(22.9)	(22.7)	(31.3)	(25.3)	(26.6)	(27.4)	(27.3)	(26.8)	(27.0)	(24.4)	(28.0)	(309.8)
Total Labor Expenses	\$817.4	\$650.7	\$675.9	\$567.4	\$692.3	\$659.8	\$1,293.7	\$692.3	\$694.6	\$698.8	\$698.3	\$822.9	\$7,811.2
Non-Labor													
Electric Power	\$45.5	\$46.0	\$39.9	\$42.9	\$37.4	\$42.3	\$42.7	\$45.4	\$43.8	\$41.6	\$40.9	\$46.1	\$514.7
Fuel	21.9	22.5	23.3	24.9	18.7	23.3	22.2	21.6	18.2	22.7	23.2	25.5	267.9
Insurance	0.6	0.6	3.1	1.0	2.2	1.8	2.3	2.6	6.1	2.3	2.3	7.6	32.9
Claims	22.2	21.3	19.0	16.0	17.2	14.7	14.4	14.4	14.7	14.4	14.4	16.0	198.7
Paratransit Service Contracts	30.2	27.9	31.3	32.9	27.4	33.9	33.9	34.0	34.0	36.1	34.8	35.0	391.5
Maintenance and Other Operating Contracts	27.9	34.9	37.6	43.1	43.5	52.7	52.2	48.0	58.2	47.3	48.7	76.7	570.8
Professional Service Contracts	18.7	17.2	14.7	30.1	25.6	23.1	25.4	23.8	26.2	25.7	32.0	38.9	301.3
Materials & Supplies	38.0	39.6	37.9	40.2	41.3	46.3	43.0	42.9	45.2	44.8	45.8	54.2	519.1
Other Business Expenses	9.5	14.4	10.9	13.5	16.6	14.6	18.2	20.2	20.4	20.4	21.4	23.5	203.6
Total Non-Labor Expenses	\$214.7	\$224.6	\$217.8	\$244.6	\$236.0	\$262.7	\$254.3	\$252.8	\$266.8	\$255.2	\$263.6	\$323.6	\$3,000.6
Total Other Expense Adjustments	\$2.6	\$2.0	\$2.2	\$2.9	\$2.7	\$2.6	\$3.6	\$3.1	\$4.2	\$4.6	\$4.6	\$144.4	\$179.7
Total Expenses/Expenditures before Non-Cash Liability Adjs.	\$834.7	\$756.3	\$795.8	\$814.9	\$828.0	\$855.1	\$1,551.6	\$848.2	\$865.7	\$858.7	\$864.4	\$1,091.0	\$10,991.4
Depreciation	178.4	178.9	174.9	182.7	182.6	189.3	191.3	193.3	195.3	202.1	203.6	208.9	2,281.3
OPEB Obligation	31.4	32.4	379.2	30.6	30.6	393.9	28.3	28.3	393.9	28.3	28.5	395.7	1,801.0
Environmental Remediation	0.2	0.2	0.6	0.2	0.2	1.4	0.2	0.2	1.4	0.2	0.2	1.3	6.0
Net Operating Expenses	\$1,044.7	\$997.7	\$1,350.5	\$1,028.4	\$1,038.4	\$1,439.6	\$1,771.3	\$1,070.0	\$1,456.2	\$1,089.2	\$1,096.6	\$1,896.9	\$15,079.8
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$471.1)	(\$462.3)	(\$699.3)	(\$359.8)	(\$235.1)	(\$782.3)	(\$1,104.8)	(\$416.0)	(\$808.0)	(\$413.0)	(\$457.1)	(\$1,006.8)	(\$7,216.4)
Subsidies	\$510.8	\$115.9	\$525.4	\$1,793.6	\$308.6	\$387.4	\$431.6	\$287.8	\$399.8	\$304.5	\$330.8	\$498.7	\$5,894.9
Debt Service	189.2	170.0	200.3	230.7	98.0	198.6	205.0	205.0	197.9	180.3	140.7	207.1	\$2,222.9

Note:
This report captures service investments that were reported below-the-baseline in the 2013 Mid-Year Forecast.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	89.8	89.9	112.4	130.0	124.6	117.3	148.4	123.9	123.1	128.8	116.3	127.6	1,432.0
Total Revenue	\$89.8	\$89.9	\$112.4	\$130.0	\$124.6	\$117.3	\$148.4	\$123.9	\$123.1	\$128.8	\$116.3	\$127.6	\$1,432.0
Expenses													
Labor:													
Payroll	\$35.0	\$33.2	\$38.9	\$40.2	\$43.4	\$41.8	\$45.7	\$45.7	\$45.0	\$52.7	\$47.6	\$52.8	\$522.2
Overtime	7.2	8.3	11.2	14.9	13.3	8.5	8.4	8.3	8.2	3.1	2.7	2.4	96.6
Health and Welfare	4.0	3.8	4.2	4.9	5.2	5.1	5.6	5.5	5.4	5.7	5.2	5.4	60.0
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	2.1	1.9	2.7	3.0	2.9	5.7	27.6	3.5	3.5	3.8	3.2	3.5	83.4
Other Fringe Benefits	8.5	8.6	15.3	11.7	13.6	12.1	12.7	12.8	12.7	14.1	12.8	13.1	147.9
Reimbursable Overhead	19.9	22.9	22.7	31.3	25.2	26.5	27.2	27.1	26.6	26.8	24.3	27.8	308.2
Total Labor Expenses	\$78.6	\$78.5	\$95.0	\$106.1	\$103.6	\$98.6	\$127.3	\$102.9	\$101.4	\$106.2	\$96.1	\$104.9	\$1,198.2
Non-Labor:													
Electric Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
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	0.4	0.3	0.4	0.8	0.8	0.7	1.1	0.8	0.7	0.8	0.6	0.6	8.1
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.8	4.4	5.7	5.5	6.0	3.3	3.4	4.0	5.2	2.8	3.3	2.0	50.3
Professional Service Contracts	3.3	1.5	3.2	4.2	3.5	4.5	4.8	4.8	4.6	4.5	4.3	7.3	50.4
Materials & Supplies	4.2	5.0	7.6	13.2	10.3	9.8	10.9	10.5	10.3	13.6	11.2	12.7	119.3
Other Business Expenses	0.5	0.2	0.4	0.3	0.4	(0.7)	0.9	0.9	0.9	0.9	0.9	0.1	5.5
Total Non-Labor Expenses	\$13.2	\$11.4	\$17.3	\$24.0	\$21.0	\$17.7	\$21.1	\$21.0	\$21.7	\$22.6	\$20.3	\$22.6	\$233.8
Other Expenses Adjustments:													
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 Expenses before Depreciation	\$89.8	\$89.9	\$112.4	\$130.0	\$124.6	\$117.3	\$148.4	\$123.9	\$123.1	\$128.8	\$116.3	\$127.6	\$1,432.0
Depreciation													
Net Operating Expenses (excluding B&T Depreciation)	\$89.8	\$89.9	\$112.4	\$130.0	\$124.6	\$117.3	\$148.4	\$123.9	\$123.1	\$128.8	\$116.3	\$127.6	\$1,432.0
Net Operating Surplus/(Deficit) excluding Subsidies and 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

Note:
This report captures service investments that were reported below-the-baseline in the 2013 Mid-Year Forecast.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Revenue													
Farebox Revenue	\$407.9	\$383.6	\$459.3	\$466.1	\$477.2	\$464.0	\$473.9	\$463.3	\$462.4	\$485.1	\$457.5	\$457.7	\$5,458.0
Toll Revenue	116.8	103.9	136.6	139.0	146.9	144.2	142.6	145.2	137.1	137.6	130.3	131.6	1,611.8
Other Operating Revenue	49.0	48.0	55.3	63.5	179.1	49.1	50.1	45.5	48.6	52.7	51.8	100.8	793.4
Capital and Other Reimbursements	89.8	89.9	112.4	130.0	124.6	117.3	148.4	123.9	123.1	128.8	116.3	127.6	1,432.0
Total Revenue	\$683.4	\$625.3	\$763.6	\$798.6	\$927.8	\$774.6	\$815.0	\$777.9	\$771.3	\$804.1	\$755.9	\$817.7	\$9,295.3
Expenses													
Labor													
Payroll	\$405.4	\$365.1	\$377.5	\$384.2	\$408.2	\$380.0	\$414.6	\$403.7	\$393.7	\$419.4	\$414.7	\$433.0	\$4,799.6
Overtime	60.4	59.9	60.8	62.4	62.7	53.4	53.9	53.0	52.8	45.8	42.6	45.0	652.7
Health and Welfare	77.9	75.6	77.7	83.0	77.7	92.2	84.5	84.0	83.5	84.7	83.7	80.6	985.1
OPEB Current Payment	35.9	28.2	37.1	31.0	32.5	50.4	40.1	40.3	43.3	40.3	40.2	44.3	463.7
Pensions	52.5	52.0	60.4	52.6	53.8	64.4	762.6	53.0	61.3	52.8	52.2	62.9	1,380.4
Other Fringe Benefits	62.1	57.4	57.4	60.3	61.0	59.2	65.5	61.4	61.6	62.3	59.2	62.2	729.6
Reimbursable Overhead	(0.1)	(0.1)	(0.0)	(0.0)	(0.2)	(0.2)	(0.2)	(0.1)	(0.2)	(0.2)	(0.2)	(0.2)	(1.7)
Total Labor Expenses	\$694.1	\$638.2	\$670.9	\$673.5	\$695.8	\$699.4	\$1,421.0	\$695.2	\$686.0	\$705.0	\$692.4	\$727.9	\$8,008.4
Non-Labor													
Electric Power	\$45.5	\$46.0	\$40.0	\$43.0	\$37.4	\$42.4	\$42.7	\$45.4	\$43.8	\$41.6	\$40.9	\$46.2	\$514.9
Fuel	21.9	22.5	23.3	24.9	18.7	23.3	22.2	21.6	18.2	22.7	23.2	25.5	268.0
Insurance	1.2	1.1	3.5	1.8	3.0	2.5	3.4	3.4	6.8	3.1	2.9	8.2	41.0
Claims	22.2	21.3	19.0	16.0	17.2	14.7	14.4	14.4	14.7	14.4	14.4	16.0	186.7
Paratransit Service Contracts	30.2	27.9	31.3	32.9	27.4	33.9	33.9	34.0	34.0	36.1	34.8	35.0	391.5
Maintenance and Other Operating Contracts	32.6	39.3	43.3	48.6	49.5	56.0	55.6	52.0	63.4	50.1	52.0	78.7	621.1
Professional Service Contracts	22.0	18.7	17.9	34.3	29.1	27.5	30.2	28.6	30.8	30.1	36.3	46.2	351.7
Materials & Supplies	42.2	44.6	45.6	53.4	51.6	56.1	53.8	53.4	55.5	58.4	57.0	66.6	638.4
Other Business Expenses	10.0	14.6	11.3	13.9	16.9	13.9	19.1	21.1	21.3	21.3	22.3	23.5	209.1
Total Non-Labor Expenses	\$227.8	\$238.0	\$235.1	\$268.6	\$251.0	\$270.3	\$276.4	\$273.8	\$286.6	\$277.8	\$283.8	\$346.3	\$3,234.4
Other Expense Adjustments													
B&T Capital Transfer	\$2.6	\$2.0	\$2.2	\$2.9	\$2.7	\$2.6	\$3.6	\$3.1	\$4.2	\$4.6	\$4.6	\$11.4	\$46.6
GASB Reserve	-	-	-	-	-	-	-	-	-	-	-	3.1	3.1
Interagency Subsidy	-	-	-	-	-	-	-	-	-	-	-	-	-
Agency Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	2.6	2.0	2.2	2.9	2.7	2.6	3.6	3.1	4.2	4.6	4.6	14.4	49.7
General Reserve	-	-	-	-	-	-	-	-	-	-	-	130.0	130.0
Total Other Expense Adjustments	\$2.6	\$2.0	\$2.2	\$2.9	\$2.7	\$2.6	\$3.6	\$3.1	\$4.2	\$4.6	\$4.6	\$144.4	\$179.7
Total Expenses/Expenditures before Depreciation & Other Post Employment Benefits	\$924.5	\$878.2	\$908.2	\$944.9	\$949.5	\$972.4	\$1,700.0	\$972.2	\$986.8	\$987.4	\$980.7	\$1,218.6	\$12,423.4
Depreciation	178.4	178.9	174.9	182.7	182.6	189.3	191.3	193.3	196.3	202.1	203.6	208.9	2,281.3
OPEB Obligation	31.4	32.4	379.2	30.6	30.6	393.9	28.3	28.3	393.9	28.3	28.5	395.7	1,801.0
Environmental Remediation	0.2	0.2	0.6	0.2	0.2	1.4	0.2	0.2	1.4	0.2	0.2	1.3	6.0
Net Operating Expenses	\$1,134.5	\$1,087.6	\$1,462.8	\$1,158.5	\$1,162.9	\$1,656.9	\$1,919.8	\$1,183.9	\$1,579.3	\$1,218.0	\$1,213.0	\$1,824.5	\$16,511.7
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$471.1)	(\$462.3)	(\$699.3)	(\$359.8)	(\$235.1)	(\$782.3)	(\$1,104.8)	(\$416.0)	(\$808.0)	(\$413.0)	(\$457.1)	(\$1,006.6)	(\$7,216.4)
Subsidies	\$510.8	\$115.9	\$625.4	\$1,793.6	\$308.6	\$387.4	\$431.6	\$287.8	\$399.8	\$304.5	\$330.8	\$498.7	\$5,894.9
Debt Service	189.2	170.0	200.3	230.7	98.0	198.6	205.0	205.0	197.9	180.3	140.7	207.1	\$2,222.9

Note:
This report captures service investments that were reported below-the-baseline in the 2013 Mid-Year Forecast.

Metropolitan Transportation Authority
 July Financial Plan - 2013 Mid-Year Forecast
 Overtime Decomposition 12-Month Allocation
 (\$ in millions)

	Mid-Year Forecast												
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
Scheduled Service	16.4	15.1	15.5	15.6	16.3	14.7	15.9	14.5	15.8	16.6	16.5	17.1	\$190.0
Unscheduled Service	9.3	6.1	8.1	6.2	9.0	6.9	6.8	6.8	6.9	7.1	6.7	6.7	\$86.6
Programmatic/Routine Maintenance	13.2	9.4	11.6	10.3	12.3	11.7	12.4	12.2	11.7	12.1	11.3	11.1	\$139.2
Unscheduled Maintenance	0.1	0.1	0.5	0.2	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	\$2.6
Vacancy/Absentee Coverage	5.4	5.7	6.0	7.1	5.5	6.8	8.3	7.3	6.6	6.2	6.0	7.0	\$77.9
Weather Emergencies	5.7	13.1	5.2	5.7	3.6	2.0	1.8	1.9	1.9	2.0	0.9	2.7	\$46.4
Safety/Security/Law Enforcement	1.2	1.2	1.4	1.6	1.6	1.6	(1.3)	0.7	0.3	0.7	0.2	0.8	\$10.0
Other	1.8	1.1	1.2	0.9	0.4	1.2	1.2	1.2	1.3	(2.0)	(1.9)	(2.9)	\$3.5
Sub-Total	\$53.2	\$51.6	\$49.5	\$47.5	\$49.4	\$44.9	\$45.5	\$44.7	\$44.6	\$42.7	\$39.9	\$42.6	\$556.1
REIMBURSABLE OVERTIME	\$7.2	\$8.3	\$11.2	\$14.9	\$13.3	\$8.5	\$8.4	\$8.3	\$8.2	\$3.1	\$2.7	\$2.4	\$96.6
TOTAL NR & R OVERTIME	\$60.4	\$59.9	\$60.8	\$62.4	\$62.7	\$53.4	\$53.9	\$53.0	\$52.8	\$45.8	\$42.6	\$45.0	\$652.7

NOTES:

- This report captures service investments that were reported below the baseline in the 2013 Mid-Year Forecast.
- SIR's overtime information is included in "Other"

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 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	65,094	65,092	65,226	65,223	65,761	66,471	66,808	66,870	67,044	67,032	67,093	67,447
NYC Transit	45,342	45,349	45,415	45,371	45,768	46,210	46,408	46,396	46,495	46,391	46,357	46,525
Long Island Rail Road	6,490	6,475	6,543	6,568	6,646	6,695	6,772	6,764	6,800	6,834	6,862	6,915
Metro-North Railroad	6,043	6,048	6,054	6,055	6,067	6,099	6,156	6,171	6,207	6,283	6,353	6,482
Bridges & Tunnels	1,530	1,528	1,531	1,540	1,537	1,700	1,700	1,766	1,766	1,746	1,746	1,746
Headquarters	1,638	1,641	1,630	1,632	1,624	1,711	1,711	1,711	1,711	1,711	1,711	1,711
Staten Island Railway	270	270	270	275	277	276	278	276	276	276	271	271
Capital Construction Company	130	130	132	131	131	129	128	129	132	134	136	140
Bus Company	3,651	3,651	3,651	3,651	3,651	3,651	3,657	3,657	3,657	3,657	3,657	3,657
Non-Reimbursable	60,149	59,975	59,876	59,629	59,732	60,300	60,376	60,310	60,589	60,590	60,788	61,124
NYC Transit	41,582	41,364	41,310	41,341	41,462	41,726	41,721	41,708	41,822	41,751	41,715	41,906
Long Island Rail Road	5,899	5,986	5,983	5,742	5,799	5,878	5,844	5,726	5,869	5,902	6,046	6,148
Metro-North Railroad	5,731	5,687	5,653	5,600	5,534	5,532	5,641	5,671	5,693	5,752	5,847	5,890
Bridges & Tunnels	1,486	1,484	1,487	1,496	1,493	1,643	1,643	1,678	1,678	1,658	1,658	1,658
Headquarters	1,597	1,600	1,589	1,591	1,583	1,661	1,661	1,661	1,661	1,661	1,661	1,661
Staten Island Railway	267	267	267	272	274	273	273	273	273	273	268	268
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	3,587	3,587	3,587	3,587	3,587	3,587	3,593	3,593	3,593	3,593	3,593	3,593
Reimbursable	4,945	5,117	5,350	5,593	5,969	6,171	6,433	6,559	6,455	6,442	6,306	6,323
NYC Transit	3,760	3,985	4,105	4,030	4,306	4,484	4,687	4,688	4,673	4,640	4,642	4,619
Long Island Rail Road	591	489	560	826	847	817	928	1,038	931	932	816	767
Metro-North Railroad	312	361	401	454	533	567	516	499	514	531	507	592
Bridges & Tunnels	44	44	44	44	44	57	57	88	88	88	88	88
Headquarters	41	41	41	41	41	50	50	50	50	50	50	50
Staten Island Railway	3	3	3	3	3	3	3	3	3	3	3	3
Capital Construction Company	130	130	132	131	131	129	128	129	132	134	136	140
Bus Company	64	64	64	64	64	64	64	64	64	64	64	64

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Category and Agency

CATEGORY/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total Full-Time	64,858	64,868	64,992	65,001	65,477	66,281	66,625	66,687	66,863	66,851	66,912	67,267
NYC Transit	45,120	45,141	45,197	45,165	45,560	46,036	46,241	46,229	46,330	46,226	46,192	46,361
Long Island Rail Road	6,490	6,475	6,543	6,568	6,646	6,695	6,772	6,764	6,800	6,834	6,862	6,915
Metro-North Railroad	6,042	6,047	6,053	6,054	6,066	6,098	6,155	6,170	6,206	6,282	6,352	6,481
Bridges & Tunnels	1,530	1,528	1,531	1,540	1,537	1,700	1,700	1,766	1,766	1,746	1,746	1,746
Headquarters	1,638	1,641	1,630	1,632	1,624	1,711	1,711	1,711	1,711	1,711	1,711	1,711
Staten Island Railway	270	270	270	275	277	276	276	276	276	276	271	271
Capital Construction Company	130	130	132	131	131	129	128	129	132	134	136	140
Bus Company	3,636	3,636	3,636	3,636	3,636	3,636	3,642	3,642	3,642	3,642	3,642	3,642
Total Full-Time-Equivalents	238	224	234	222	224	190	183	183	181	181	181	180
NYC Transit	222	208	218	206	208	174	167	167	165	165	165	164
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	15	15	15	15	15	15	15	15	15	15	15	15

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration	4,017	4,003	4,002	4,043	4,043	4,246	4,277	4,287	4,312	4,311	4,318	4,353
NYC Transit	1,791	1,774	1,774	1,778	1,783	1,912	1,937	1,938	1,936	1,936	1,936	1,934
Long Island Rail Road	595	594	597	630	630	634	636	636	641	645	646	648
Metro-North Railroad	474	474	474	470	471	480	481	486	508	523	531	566
Bridges & Tunnels	60	60	63	68	69	84	84	88	88	68	88	68
Headquarters	880	883	873	875	868	918	918	918	918	918	918	918
Staten Island Railway	26	27	30	31	31	27	27	27	27	27	25	25
Capital Construction Company	15	15	15	15	15	15	16	16	16	16	16	16
Bus Company	176	176	176	176	176	176	178	178	178	178	178	178
Operations	29,012	28,988	29,051	29,021	29,283	29,411	29,415	29,405	29,494	29,444	29,476	29,700
NYC Transit	21,836	21,628	21,653	21,634	21,853	21,823	21,797	21,789	21,866	21,822	21,822	22,007
Long Island Rail Road	2,171	2,163	2,200	2,200	2,238	2,282	2,267	2,260	2,249	2,253	2,260	2,291
Metro-North Railroad	2,092	2,097	2,104	2,089	2,094	2,102	2,127	2,130	2,133	2,143	2,169	2,177
Bridges & Tunnels	667	655	651	655	653	785	785	787	787	787	787	787
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Staten Island Railway	99	98	96	96	98	92	92	92	92	92	91	91
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347	2,347
Maintenance	28,805	28,824	28,893	28,860	29,082	29,412	29,596	29,597	29,649	29,683	29,698	29,783
NYC Transit	20,189	20,211	20,255	20,230	20,394	20,688	20,771	20,766	20,770	20,730	20,696	20,681
Long Island Rail Road	3,604	3,599	3,628	3,621	3,659	3,669	3,735	3,734	3,776	3,802	3,816	3,834
Metro-North Railroad	3,388	3,389	3,387	3,401	3,405	3,420	3,451	3,456	3,462	3,510	3,547	3,629
Bridges & Tunnels	384	405	404	405	401	403	403	405	405	405	405	405
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Staten Island Railway	145	145	144	148	148	157	157	157	157	157	155	155
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	1,075	1,075	1,075	1,075	1,075	1,075	1,079	1,079	1,079	1,079	1,079	1,079

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Agency

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Engineering/Capital	1,688	1,683	1,685	1,690	1,695	1,755	1,858	1,919	1,927	1,932	1,940	1,949
NYC Transit	1,185	1,183	1,179	1,181	1,180	1,218	1,319	1,319	1,319	1,319	1,319	1,319
Long Island Rail Road	120	119	118	117	119	130	134	134	134	134	140	142
Metro-North Railroad	90	89	89	95	97	97	97	99	104	107	107	110
Bridges & Tunnels	141	140	145	144	146	159	159	217	217	217	217	217
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	115	115	117	116	116	114	112	113	116	118	120	124
Bus Company	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety	1,573	1,595	1,595	1,589	1,598	1,647	1,662	1,662	1,662	1,662	1,662	1,662
NYC Transit	531	553	554	548	558	569	584	584	584	584	584	584
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-	-	-	-	-	-	-
Bridges & Tunnels	268	268	268	268	268	269	269	269	269	269	269	269
Headquarters	758	758	757	757	756	793	793	793	793	793	793	793
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	16	16	16	16	16	16	16	16	16	16	16	16

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration	4,017	4,003	4,001	4,043	4,043	4,246	4,277	4,287	4,312	4,311	4,318	4,353
Managers/Supervisors	1,513	1,516	1,523	1,550	1,551	1,659	1,677	1,678	1,691	1,691	1,692	1,707
Professional, Technical, Clerical	2,428	2,414	2,405	2,419	2,418	2,421	2,435	2,444	2,456	2,455	2,461	2,481
Operational Hourlies	76	73	73	74	74	166	165	165	165	165	165	165
Operations	29,012	28,988	29,051	29,021	29,283	29,411	29,415	29,405	29,484	29,444	29,476	29,700
Managers/Supervisors	3,283	3,300	3,286	3,320	3,328	3,331	3,343	3,342	3,342	3,342	3,343	3,344
Professional, Technical, Clerical	886	881	905	927	931	953	959	960	955	954	956	961
Operational Hourlies	24,844	24,807	24,860	24,774	25,024	25,127	25,114	25,102	25,197	25,147	25,177	25,395
Maintenance	28,805	28,824	28,893	28,880	29,082	29,412	29,596	29,597	29,649	29,683	29,898	29,783
Managers/Supervisors	4,918	4,928	4,960	5,001	5,046	5,204	5,259	5,284	5,270	5,273	5,271	5,284
Professional, Technical, Clerical	1,769	1,787	1,774	1,772	1,786	1,859	1,918	1,919	1,922	1,923	1,928	1,930
Operational Hourlies	22,118	22,109	22,160	22,106	22,270	22,349	22,419	22,414	22,457	22,487	22,498	22,569
Engineering/Capital	1,688	1,683	1,685	1,690	1,695	1,755	1,858	1,919	1,927	1,932	1,940	1,949
Managers/Supervisors	439	435	439	450	451	469	496	511	511	513	518	520
Professional, Technical, Clerical	1,247	1,246	1,244	1,238	1,242	1,284	1,360	1,406	1,414	1,417	1,420	1,427
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Public Safety	1,573	1,595	1,595	1,589	1,598	1,647	1,662	1,662	1,662	1,662	1,662	1,662
Managers/Supervisors	236	236	236	235	247	253	267	267	267	267	267	267
Professional, Technical, Clerical	124	125	125	124	124	143	144	144	144	144	144	144
Operational Hourlies	1,213	1,234	1,234	1,230	1,227	1,251	1,251	1,251	1,251	1,251	1,251	1,251
Baseline Total Positions	65,094	65,092	65,226	65,223	65,701	66,471	66,808	66,870	67,044	67,032	67,093	67,447
Managers/Supervisors	10,388	10,414	10,444	10,556	10,624	10,917	11,042	11,063	11,081	11,086	11,091	11,121
Professional, Technical, Clerical	6,453	6,452	6,454	6,481	6,480	6,659	6,816	6,872	6,891	6,893	6,910	6,943
Operational Hourlies	48,254	48,225	48,329	48,186	48,597	48,895	48,951	48,934	49,072	49,053	49,093	49,383

METROPOLITAN TRANSPORTATION AUTHORITY
July 2013 Financial Plan - 2013 MYF Debt Service Allocation Forecast
Debt Service
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Debt Service:													
MTA Transportation Revenue													
<i>Transit</i>	59.686	54.646	67.080	91.933	20.155	65.854	67.520	67.520	67.520	67.520	50.434	68.617	748.485
<i>Commuter</i>	38.186	34.348	41.834	57.140	12.557	40.914	41.494	41.494	41.494	41.494	30.878	42.175	464.006
<i>Bus Company</i>	2.338	2.127	2.356	3.425	1.312	1.813	1.818	1.818	1.818	1.818	1.348	1.848	23.839
	100.211	91.119	111.269	152.498	34.023	108.581	110.832	110.832	110.832	110.832	82.660	112.641	1236.330
Commercial Paper													
<i>Transit</i>	0.016	0.095	0.102	0.080	0.052	1.808	1.808	1.808	1.808	1.808	1.808	1.808	13.001
<i>Commuter</i>	0.008	0.050	0.054	0.043	0.028	1.169	1.169	1.169	1.169	1.169	1.169	1.169	8.368
<i>Bus Company</i>	0.004	0.024	0.026	0.020	0.013	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.245
	0.028	0.169	0.181	0.143	0.093	3.000	3.000	3.000	3.000	3.000	3.000	3.000	21.614
TBTA General Resolution													
<i>Transit</i>	16.953	13.549	16.796	16.832	16.277	14.885	14.885	14.885	14.885	14.885	14.950	15.003	184.783
<i>Commuter</i>	7.588	6.064	7.518	7.534	7.286	6.996	6.996	6.996	6.996	6.996	7.027	7.052	85.051
<i>TBTA</i>	14.018	11.203	13.888	13.918	13.459	13.827	17.965	17.965	17.965	17.965	13.513	18.108	183.793
	38.560	30.816	38.201	38.283	37.021	35.708	39.846	39.846	39.846	39.846	35.490	40.163	453.627
TBTA Subordinate													
<i>Transit</i>	6.590	4.731	6.065	6.047	5.989	5.981	5.981	5.981	5.981	5.981	6.051	6.121	71.502
<i>Commuter</i>	2.895	2.079	2.665	2.657	2.631	2.628	2.628	2.628	2.628	2.628	2.659	2.689	31.415
<i>TBTA</i>	2.603	1.869	2.396	2.389	2.366	2.363	2.363	2.363	2.363	2.363	2.390	2.418	28.245
	12.089	8.679	11.125	11.093	10.986	10.972	10.972	10.972	10.972	10.972	11.100	11.229	131.161
Dedicated Tax Fund													
<i>Transit</i>	31.511	31.127	32.105	21.674	11.858	32.160	32.160	32.160	26.288	11.768	5.791	31.909	300.512
<i>Commuter</i>	6.807	6.724	6.015	5.602	2.561	6.726	6.726	6.726	5.498	2.481	1.211	6.673	63.730
	38.318	37.850	38.121	27.276	14.419	38.886	38.886	38.886	31.786	14.229	7.002	38.583	364.243
2 Broadway COPs													
<i>Transit</i>	0.000	1.078	1.127	1.123	1.126	1.144	1.144	1.144	1.144	1.144	1.144	1.144	12.465
<i>TBTA</i>	0.000	0.152	0.159	0.159	0.159	0.162	0.162	0.162	0.162	0.162	0.162	0.162	1.763
<i>Headquarters</i>	0.000	0.148	0.155	0.154	0.155	0.157	0.157	0.157	0.157	0.157	0.157	0.157	1.710
	0.000	1.378	1.442	1.435	1.440	1.463	1.463	1.463	1.463	1.463	1.463	1.463	15.938
Total Debt Service	189.206	170.012	200.339	230.729	97.982	198.611	204.899	204.899	197.899	180.342	140.716	207.079	2,222.912

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, 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 - 2013 Mid-Year Forecast
Consolidated Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

MMTOA^(a)

Petroleum Business Tax

MRT^(b) 1 (Gross)

MRT^(b) 2 (Gross)

Other MRT^(b) Adjustments

Urban Tax

Investment Income

New State Taxes and Fees

Payroll Mobility Tax

Payroll Mobility Tax Replacement Funds

MTA Aid^(c)

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

Other Subsidy Adjustments

Interagency Loan

NYCT Charge Back of MTA Bus Debt Service

Forward Energy Contracts Program - Gain/(Loss)

MNR Repayment for 525 North Broadway

NYS Reimbursement Transferred to B&T

Repayment of Loan to Capital Financing Fund

Committed to Capital

Sub-total Dedicated Taxes & State and Local Subsidies

City Subsidy to MTA Bus

City Subsidy to SIRTAA

Total Dedicated Taxes & State and Local Subsidies

Inter-agency Subsidy Transactions

B&T Operating Surplus Transfer

Total Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$148.0	\$137.2	\$141.1	\$142.1	\$137.2	\$170.9	\$208.6	\$423.1	\$1,518.2
Petroleum Business Tax	47.9	48.9	40.1	41.9	44.3	64.8	73.5	50.1	58.4	56.1	51.9	40.8	618.6
MRT ^(b) 1 (Gross)	20.5	24.0	16.0	18.7	18.1	21.4	18.5	19.5	19.5	18.5	19.5	18.5	236.3
MRT ^(b) 2 (Gross)	7.9	8.6	7.6	7.9	8.1	9.4	8.3	8.3	8.3	8.3	8.3	8.3	99.2
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.1)	(32.9)
Urban Tax	63.3	80.4	24.6	57.1	26.3	33.9	41.6	41.6	41.6	41.6	41.6	41.6	535.2
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	\$139.7	\$162.5	\$87.3	\$125.6	\$244.8	\$265.8	\$284.0	\$281.5	\$264.0	\$385.3	\$338.8	\$504.4	\$2,975.6
Payroll Mobility Tax	133.5	160.2	51.0	137.7	144.2	73.2	77.8	108.0	59.0	62.7	105.7	89.1	1,214.2
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	61.4	61.4	-	61.4	-	61.4	61.4	307.2
MTA Aid ^(c)	-	-	55.4	-	-	92.8	-	-	82.1	-	-	77.9	308.2
	\$133.5	\$160.2	\$106.4	\$137.7	\$144.2	\$227.4	\$139.3	\$109.0	\$202.6	\$62.7	\$167.2	\$219.5	\$1,829.6
NYS Operating Assistance	-	-	-	-	47.0	-	-	47.0	-	-	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
CDOT Subsidies	7.7	-	-	21.3	7.2	2.8	6.1	7.2	8.8	8.3	7.8	7.7	86.6
Station Maintenance	-	-	-	-	-	75.0	-	-	83.5	-	-	-	158.5
	\$7.7	\$0.0	\$7.3	\$21.3	\$54.2	\$85.1	\$131.7	\$54.2	\$99.6	\$8.3	\$54.8	\$97.0	\$621.2
Interagency Loan	-	-	-	-	-	-	-	-	-	-	-	(120.2)	(120.2)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(0.7)	(0.7)
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
NYS Reimbursement Transferred to B&T	-	-	-	-	-	-	(3.0)	-	-	-	-	-	(3.0)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(123.6)	(123.6)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$3.9)	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$347.0)	(\$347.0)
Sub-total Dedicated Taxes & State and Local Subsidies	\$280.9	\$322.7	\$201.0	\$284.6	\$443.2	\$578.3	\$551.1	\$434.7	\$554.8	\$396.3	\$552.8	\$473.9	\$5,044.6
City Subsidy to MTA Bus	18.5	16.5	16.5	18.5	18.5	76.2	18.5	18.5	47.3	18.5	18.5	105.0	385.0
City Subsidy to SIRTAA	-	-	-	-	-	-	-	-	-	30.7	-	-	30.7
Total Dedicated Taxes & State and Local Subsidies	\$299.4	\$341.2	\$219.5	\$303.1	\$481.7	\$654.5	\$569.6	\$443.2	\$601.8	\$445.5	\$571.3	\$578.9	\$5,460.3
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	-	-	118.7	47.3	49.8	53.2	53.4	53.1	40.0	46.8	39.7	84.3	567.2
Total Subsidies	\$299.4	\$341.2	\$338.2	\$350.3	\$511.5	\$707.7	\$623.0	\$496.3	\$642.9	\$492.3	\$611.0	\$663.2	\$6,027.5

Notes

(a) Metropolitan Mass Transportation Operating Assistance

(b) Mortgage Recording Tax

(c) License, Vehicle Registration, Taxi and Auto Rental Fees

Metropolitan Transportation Authority
July Financial Plan - 2013 Mid-Year Forecast
New York City Transit Subsidies - Cash Basis

(\$ in millions)

Cash Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTDA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$99.7	\$89.7	\$89.7	\$89.9	\$89.7	\$114.8	\$139.5	\$286.7	\$999.4
Petroleum Business Tax	40.7	41.6	34.1	35.6	37.7	55.1	62.5	42.6	49.7	47.6	44.1	34.7	525.8
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	63.3	80.4	24.6	57.1	26.3	33.9	41.6	41.6	41.6	41.6	41.6	41.6	535.2
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$104.0	\$121.9	\$58.7	\$92.7	\$163.8	\$178.7	\$193.8	\$174.0	\$180.9	\$203.8	\$225.2	\$363.0	\$2,060.4

New State Taxes and Fees

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Payroll Mobility Tax	118.3	141.9	45.2	122.0	127.7	84.9	89.0	96.6	52.3	73.2	93.7	71.0	1,075.8
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	54.4	54.4	-	54.4	-	54.4	54.4	272.2
MTA Aid ^(c)	-	-	34.9	-	-	58.4	-	-	51.6	-	-	49.0	193.9
	\$118.3	\$141.9	\$80.0	\$122.0	\$127.7	\$177.7	\$123.4	\$96.6	\$158.4	\$73.2	\$148.1	\$174.5	\$1,641.8

State and Local Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NYS Operating Assistance	-	-	-	-	39.5	-	-	39.5	-	-	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	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-
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 Agency Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	(89.5)	(89.5)
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(0.5)	(0.5)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(71.8)	(71.8)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$161.9)	(\$173.4)

Total Dedicated Taxes & State and Local Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$222.3	\$263.8	\$138.7	\$214.7	\$330.9	\$356.4	\$440.3	\$310.2	\$327.8	\$277.1	\$412.8	\$450.1	\$3,748.1

Inter-agency Subsidy Transactions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
B&T Operating Surplus Transfer	-	-	41.2	19.2	20.5	22.3	22.5	22.3	16.2	19.2	15.6	23.4	222.4

Total Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$222.3	\$263.8	\$179.9	\$233.9	\$351.4	\$378.7	\$462.7	\$332.5	\$344.0	\$296.2	\$428.4	\$473.5	\$3,967.5

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
- (b) Mortgage Recording Tax
- (c) License, Vehicle Registration, Tax and Auto Rental Fees

Metropolitan Transportation Authority
July Financial Plan - 2013 Mid-Year Forecast
Commuter Railroads Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTQA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$48.0	\$47.2	\$47.2	\$51.9	\$47.2	\$64.9	\$89.6	\$135.4	\$511.4
Petroleum Business Tax	7.2	7.3	6.0	6.3	6.6	9.7	11.0	7.5	8.8	8.4	7.8	6.1	92.8
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	\$7.2	\$7.3	\$6.3	\$6.3	\$54.6	\$57.2	\$58.2	\$59.4	\$56.2	\$73.3	\$77.4	\$141.7	\$605.2

New State Taxes and Fees

Payroll Mobility Tax	15.2	18.3	5.8	15.7	16.4	8.3	8.9	12.4	6.7	9.4	12.1	9.1	138.4
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	7.0	7.0	-	7.0	-	7.0	7.0	35.0
MTA Aid ^(c)	-	-	20.8	-	-	34.4	-	-	30.5	-	-	28.9	114.4
	\$15.2	\$18.3	\$26.4	\$15.7	\$16.4	\$49.8	\$15.9	\$12.4	\$44.2	\$9.4	\$19.1	\$45.1	\$287.8

State and Local Subsidies

NYS Operating Assistance	-	-	-	-	7.3	-	-	7.3	-	-	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	11.8
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
CDOT Subsidies	7.7	-	-	21.3	7.2	2.8	8.1	7.2	8.8	8.3	7.8	7.7	86.8
Station Maintenance	-	-	-	-	-	75.0	-	-	83.5	-	-	-	158.5
	\$7.7	\$0.0	\$7.3	\$21.3	\$14.5	\$85.1	\$8.1	\$14.5	\$99.6	\$8.3	\$15.2	\$22.3	\$303.8

Other Agency Subsidies

Inter-agency Loan	-	-	-	-	-	-	-	-	-	-	-	(30.7)	(30.7)
Forward Energy Contracts - 2011 (12 mth Contract)	-	-	-	-	-	-	-	-	-	-	-	-	-
Forward Energy Contracts - 2012 (12 mth Contract)	-	-	-	-	-	-	-	-	-	-	-	-	-
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(0.2)	(0.2)
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(51.8)	(51.8)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$185.1)	(\$185.1)

Total Dedicated Taxes & State and Local Subsidies

	\$30.1	\$25.6	\$48.0	\$43.2	\$85.9	\$192.1	\$82.2	\$86.4	\$206.0	\$91.0	\$111.8	\$24.0	\$1,011.7
--	--------	--------	--------	--------	--------	---------	--------	--------	---------	--------	---------	--------	-----------

Inter-agency Subsidy Transactions

B&T Operating Surplus Transfer	-	-	77.5	28.1	29.3	30.8	31.0	30.8	24.7	27.7	24.1	40.9	344.8
Total Subsidies	\$30.1	\$25.6	\$117.4	\$71.3	\$114.9	\$222.9	\$113.1	\$117.1	\$224.7	\$118.7	\$135.7	\$64.9	\$1,356.5

Notes:

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax
(c) License, Vehicle Registration, Taxi and Auto Rental Fees

Metropolitan Transportation Authority
July Financial Plan - 2013 Mid-Year Forecast
Staten Island Railway Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

MMTOA^(a)
Petroleum Business Tax
MRT^(b) 1 (Gross)
MRT^(b) 2 (Gross)
Other MRT^(b) Adjustments
Urban Tax
Investment Income

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
SIRTOA Recovery

Total Dedicated Taxes & State and Local Subsidies

B&T Operating Surplus Transfer

Total Subsidies

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.5	\$1.0	\$3.5
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.5	\$1.0	\$3.5
-	-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.6
-	-	-	-	-	-	0.6	-	-	-	-	-	0.6
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	30.7	-	-	30.7
\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.6	\$0.1	\$0.0	\$30.7	\$0.1	\$0.1	\$31.8
\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.3	\$0.9	\$0.5	\$0.3	\$31.1	\$0.6	\$1.1	\$35.3
-	-	-	-	-	-	-	-	-	-	-	-	-
\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.3	\$0.9	\$0.5	\$0.3	\$31.1	\$0.6	\$1.1	\$35.3

Notes

(a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
July Financial Plan - 2013 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
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$76.2	\$18.5	\$18.5	\$47.3	\$18.5	\$18.5	\$105.0	\$395.0

**Metropolitan Transportation Authority
July Financial Plan - 2013 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
MMTDA ^(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)	20.5	24.6	16.0	18.7	18.1	21.4	19.5	19.5	19.5	19.5	19.5	19.5	236.3
MRT ^(b) 2 (Gross)	7.9	8.6	7.6	7.9	6.1	9.4	8.3	8.3	8.3	8.3	8.3	8.3	99.2
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.1)	(32.9)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$28.5	\$33.2	\$22.4	\$26.6	\$26.2	\$29.6	\$27.8	\$27.8	\$26.5	\$27.8	\$27.8	(\$1.4)	\$302.6

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

	\$28.5	\$33.2	\$22.4	\$26.6	\$26.2	\$29.6	\$27.8	\$27.8	\$26.5	\$27.8	\$27.8	(\$1.4)	\$302.6
--	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------

B&T Operating Surplus Transfer

	-	-	-	-	-	-	-	-	-	-	-	-	-
--	---	---	---	---	---	---	---	---	---	---	---	---	---

Total Subsidies

	\$28.5	\$33.2	\$22.4	\$26.6	\$26.2	\$29.6	\$27.8	\$27.8	\$26.5	\$27.8	\$27.8	(\$1.4)	\$302.6
--	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	---------

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax

Metropolitan Transportation Authority
July Financial Plan - 2013 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
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$1,518.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,518.2
Petroleum Business Tax	47.9	48.9	40.1	41.9	44.3	73.5	50.1	58.4	56.1	51.9	40.8	66.2	620.0
MRT ^(b) 1 (Gross)	24.6	16.0	16.7	18.1	21.4	19.5	19.5	19.5	19.5	19.5	19.5	21.2	236.9
MRT ^(b) 2 (Gross)	8.6	7.6	7.9	8.1	9.4	8.3	8.3	8.3	8.3	8.3	8.3	9.0	100.3
Other MRT ^(b) Adjustments	-	-	(2.1)	-	-	(2.1)	-	-	(2.1)	-	-	(2.1)	(8.5)
Urban Tax	80.4	24.6	57.1	26.3	33.9	41.6	41.6	41.6	41.6	41.6	41.6	42.8	514.7
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.0
	\$161.5	\$87.1	\$122.0	\$1,612.6	\$109.1	\$141.0	\$119.4	\$127.8	\$123.5	\$121.2	\$110.2	\$137.3	\$2,982.6

New State Taxes and Fees

Payroll Mobility Tax	297.9	-	86.0	137.7	144.2	34.0	77.8	109.0	59.0	62.7	105.7	80.1	1,214.2
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	61.4	61.4	-	61.4	-	61.4	61.4	307.2
MTA Aid ^(c)	-	-	55.4	-	-	92.8	-	-	82.1	-	-	77.9	308.2
	\$297.9	\$0.0	\$141.4	\$137.7	\$144.2	\$188.2	\$139.3	\$109.0	\$202.6	\$82.7	\$187.2	\$219.5	\$1,829.8

State and Local Subsidies

NYS Operating Assistance	-	-	187.9	-	-	-	-	-	-	-	-	-	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
CDOT Subsidies	8.4	(1.7)	14.5	8.2	7.2	2.8	8.1	7.2	8.8	8.3	7.8	7.2	86.8
Station Maintenance	13.1	13.1	13.1	13.1	16.5	13.1	13.1	13.1	13.1	13.1	13.1	13.1	160.3
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$21.5	\$11.4	\$244.8	\$21.3	\$23.7	\$15.9	\$144.8	\$20.3	\$21.8	\$21.4	\$20.9	\$55.3	\$623.0

Sub-total Dedicated Taxes & State and Local Subsidies

	\$481.0	\$108.5	\$508.2	\$1,771.9	\$276.9	\$345.0	\$403.5	\$257.1	\$347.9	\$225.2	\$296.2	\$412.1	\$5,435.2
City Subsidy for MTA Bus	28.9	7.4	17.2	22.0	31.6	42.4	28.1	30.7	51.9	48.5	32.5	86.6	428.0
City Subsidy for SIRTAA	-	-	-	-	-	-	-	-	-	30.8	-	-	30.8

Total Dedicated Taxes & State and Local Subsidies

	\$510.9	\$115.9	\$525.4	\$1,793.6	\$308.6	\$387.4	\$431.6	\$287.8	\$399.8	\$304.5	\$330.8	\$498.7	\$5,894.9
--	---------	---------	---------	-----------	---------	---------	---------	---------	---------	---------	---------	---------	-----------

B&T Operating Surplus Transfer

	0.0	0.0	118.1	47.3	49.8	49.8	49.8	49.8	49.8	49.8	49.8	49.9	563.9
--	-----	-----	-------	------	------	------	------	------	------	------	------	------	-------

Total Subsidies

	\$510.9	\$115.9	\$643.5	\$1,840.8	\$358.4	\$437.2	\$481.4	\$337.6	\$449.7	\$354.3	\$380.6	\$548.6	\$6,458.8
--	---------	---------	---------	-----------	---------	---------	---------	---------	---------	---------	---------	---------	-----------

Notes

- (a) Metropolitan Mass Transportation Operating Assistance
(b) Mortgage Recording Tax
(c) License, Vehicle Registration, Tax and Auto Rental Fees

[THIS PAGE INTENTIONALLY LEFT BLANK]

SEPTEMBER 2013
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA NEW YORK CITY TRANSIT

- a. License agreement between New York City Transit Authority and Brooklyn Navy Yard
- b. License agreement between New York City Transit Authority and SpringCreek/Gateway Center

MTA LONG ISLAND RAIL ROAD

- c. License agreement with Incorporated Village of Lynbrook for commuter and commercial parking lots at Lynbrook Station, Lynbrook, New York
- d. Lease with BT To Go PS LLC for sale at Penn Station of specialty beers, cheeses, prepared meats, condiments, dry packaged goods and gift items
- e. Lease with Hudson Group Retail, LLC for operation of Dunkin' Donuts franchise at Penn Station
- f. Sale to 93-94 Sutphin, LLC of property on Sutphin Boulevard in Jamaica, Queens

MTA METRO-NORTH RAILROAD

- g. Lease with Central Watch Band Stand, Ltd. dba Central Watch for the repair, servicing and retail sale of watches and related accessories in Retail Space Y1-Y5 at Grand Central Terminal
- h. Lease with Menta, Inc. dba Dishes At Home for the sale of tenant-prepared appetizers, entrees, side dishes, desserts and a limited selection of juices, iced teas and condiments in Retail Space MKT-25/26 at Grand Central Terminal
- i. Lease for the operation of a café, restaurant and bar (with a corporation to be formed by Steven Cross, as principal) at the Peekskill station building in Peekskill, New York

MTA CAPITAL CONSTRUCTION

- j. Determination and findings pursuant to a public hearing for acquisition of various property interests in connection with new entrance for 72nd Street Station of Second Avenue Subway Project, Manhattan, New York

METROPOLITAN TRANSPORTATION AUTHORITY

- k. Proposal to modify certain existing policies and approve additional policies regulating how MTA Real Estate enters into certain agreements

2. INFORMATION ITEMS

- a. Status report on month-to-month licenses
- b. Status report on Grand Central Terminal Vanderbilt Hall events
- c. Status report on Grand Central Terminal Graybar Passage retail kiosks
- d. Consent to the abandonment of a portion of North Railroad Avenue in the Village of Lindenhurst, Town of Babylon, New York
- e. License Agreement with Dolores Voorhees D/B/A Metro Grab and Go for the operation of a coffee cart at Metro-North's Wassaic Station in Amenia, NY
- f. Permit with Town of Cortlandt for the parking of cars on a portion of the east and west parking lots at Metro-North's Cortlandt Station parking facility
- g. Permit with Bike New York, Inc. the parking of cars in connection with an event at Metro-North's Poughkeepsie station parking facility
- h. Relocation of subway entrance at 1095 Avenue of Americas
- i. Agreement clarifying easement rights for the benefit of MTA New York City Transit at the Hub, Bronx, NY

<u>Legal Name</u>	<u>Popular Name</u>	<u>Abbreviation</u>
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metropolitan Suburban Bus Authority	MTA Long Island Bus	LI Bus
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Capital Construction Company	MTA Capital Construction	MTACC
MTA Bus Company	MTA Bus Company	MTA Bus

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

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

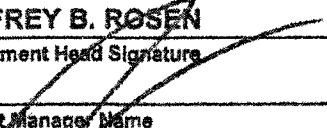
MTA NEW YORK CITY TRANSIT

Staff Summary






Metropolitan Transportation Authority

Page 1 of 1

Subject LICENSE AGREEMENT RATIFICATION
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name MICHAEL DANIELS

Date September 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/16/13	X		
2	Board	09/18/13	X		

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

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

LICENSOR: The Brooklyn Navy Yard Development Corporation ("Licensor")

LOCATION: The Brooklyn Navy Yard (the "Yard")

ACTIVITY: Extension of bus route B67 to serve the Brooklyn Navy Yard

TERM: One year, automatically extending year to year, with termination by either party upon at least 90-days prior written notice to the other party.

ACTION REQUESTED: Ratification of terms

COMPENSATION: None

COMMENTS

Starting September 9, 2013, as part of the 2013-2014 Service Investments, NYCT implemented its plan to extend the B67 bus route to serve DUMBO, Vinegar Hill, and the Yard. The route extension will operate weekdays from 5 a.m. to 7 p.m. This route extension request was approved by the NYCT Committee and the MTA Board in June, 2013.

Brooklyn Navy Yard Development Corporation, which operates the Brooklyn Navy Yards, has granted NYCT and MTA Real Estate has accepted a license to operate the service through the Yard, with two northbound stops and three southbound stops within the Yard.

Based on the foregoing, MTA Real Estate requests Board ratification of its acceptance of such license.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name MICHAEL DANIELS

Date September 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13			
2	Board	9/18/13	X		

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

AGENCIES: MTA New York City Transit and MTA Bus (collectively, "MTA Buses")

LICENSOR: Gateway Center Properties Phase II, LLC ("Licensor")

LOCATION: Gateway Center Boulevard, Spring Creek section of Brooklyn

ACTIVITY: Diversion of three bus routes to a bus terminal facility (the "Bus Terminal Facility") to be built by Licensor at a new shopping center ("Gateway Center II")

TERM: Two-years, to commence with the opening of Gateway Center II and then be extended year to year, subject to termination on 90 days prior notice after the expiration of such two-year period.

COMPENSATION: None

COMMENTS:

Licensor is planning to open Gateway Center II in the next year or two and will include in the project at its own cost the construction of the NYCT-approved Bus Terminal Facility. Three bus routes – the B3, B13 and Q8 – will terminate at the Bus Terminal Facility for the convenience of Gateway Center II's employees and the public.

The Bus Terminal Facility will have three bus shelters and will be able to accommodate six buses at any one time and will have an area for a layover. Sidewalks will permit passengers to disembark, queue and board the buses in an orderly fashion. Licensor will be responsible for upkeep and maintenance of the Bus Terminal Facility.

In consideration, MTA Bus has agreed to commit to provide this bus service to Gateway Center II for a minimum of two years. After two years, MTA Bus will review usage and determine whether or not to continue the service.

A license agreement embodying the foregoing terms and conditions was executed on August 26, 2013 in order to permit the project to proceed on schedule.

Based on the foregoing, MTA Real Estate requests ratification of agreement.

MTA LONG ISLAND RAIL ROAD

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name JOHN COYNE

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	08/16/13			
2	Board	09/18/13			

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

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

LICENSEE: Village of Lynbrook

LOCATION: Commuter and commercial parking lots at Lynbrook Station, Nassau County

ACTIVITY: License agreement

ACTION REQUESTED: Approval of terms

TERM: Ten years, subject to termination at will by MTA on 60 days' notice

SPACE: 5 surface parking lots containing a total of 233 parking spaces

COMPENSATION: Base Rent as follows (note payments will be made quarterly at the Village's request):

Year	Annual	Quarterly	Annual Increase
1	\$65,961.00	\$16,491.00	
2	\$70,737.00	\$17,685.00	7%
3	\$72,859.00	\$18,216.00	3%
4	\$75,044.00	\$18,762.00	3%
5	\$77,296.00	\$19,323.00	3%
6	\$79,615.00	\$19,905.00	3%
7	\$82,003.00	\$20,502.00	3%
8	\$84,463.00	\$21,117.00	3%
9	\$86,997.00	\$21,750.00	3%
10	\$89,607.00	\$22,401.00	3%

COMMENTS:

The Incorporated Village of Lynbrook (the "Village") wishes to enter into a license agreement with LIRR to operate the five LIRR-owned surface parking lots at and around Lynbrook Station. Four of the five parking lots are currently licensed to Flash Parking, Inc., a private parking operator, under a commuter parking license that expired in June, 2012 and is operating on a month-to-month basis. The one parking lot not currently licensed to Flash Parking, is already licensed to the Village on a month-to-month basis and would be consolidated into the new license agreement.

Staff Summary

FINANCE COMMITTEE MEETING Incorporated Village of Lynbrook (Cont'd.)



Page 2 of 2

The guaranteed compensation the Village will pay LIRR under the proposed license agreement represents 50% of the estimated gross revenue the parking lots are capable of generating based on current utilization levels, assuming estimated fair market rates are charged. This equates to compensation to LIRR of \$283 per space in the base year, and \$303.60 in the second year. The base year compensation is more than 100% higher than the compensation currently paid by Flash Parking. Because the base year compensation factors in an anticipated temporary drop in parking lot utilization during the first six months of the Village's operation due to the increased fees it plans to charge, there is a 7% adjustment to the compensation at the end of year 1, with 3% annual compensation increases thereafter. As a condition of the agreement, the Village will agree to limit the use of all but 20 spaces reserved for commercial vehicles in the easternmost lot, for which there is current commercial demand, for the express municipal purpose of commuter parking. The 20 commercial spaces are located more than a third of a mile from the station in a lot that currently experiences only 60% utilization. The license agreement will allow LIRR to reallocate these spaces for commuter use at its sole discretion.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with the Village of Lynbrook on the terms described above.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name DORRIE MASSARIA ROBERTS

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13	X		
2	Board	9/18/13	X		

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

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

LESSEE: BT To Go PS LLC (to be formed) d/b/a Beer Table To Go ("Beer Table")

LOCATION: Penn Station, Level A, Exit Corridor, Space 8

ACTIVITY: Retail sale of specialty beer, cheeses, prepared meat, condiments, dry packaged goods and gift items

ACTION REQUESTED: Approval of terms

TERM: Ten years, terminable on 180 days' notice for corporate purposes

SPACE: Approximately 980 square feet and approximately 94 square feet of storage

COMPENSATION: Annual base rent plus 10% of gross sales over a breakpoint, as follows:

Year	Annual	Monthly	Breakpoint	Per Sq. Ft.	% Increase
1	\$148,250.00	\$12,354.17	\$1,482,500.00	\$151.28	
2	\$152,697.50	\$12,724.79	\$1,526,975.00	\$155.81	3%
3	\$157,278.42	\$13,106.54	\$1,572,784.20	\$160.49	3%
4	\$161,996.77	\$13,499.73	\$1,619,967.70	\$165.30	3%
5	\$166,856.67	\$13,904.72	\$1,668,566.70	\$170.26	3%
6	\$171,862.37	\$14,321.86	\$1,718,623.70	\$175.37	3%
7	\$177,018.24	\$14,751.52	\$1,770,182.40	\$180.63	3%
8	\$182,328.78	\$15,194.07	\$1,823,287.80	\$186.05	3%
9	\$187,798.64	\$15,649.89	\$1,877,986.40	\$191.63	3%
10	\$193,432.59	\$16,119.38	\$1,934,325.90	\$197.38	3%

STORAGE RENT: \$6,000 or \$63.83 per sq. ft. per year, increasing annually by 3%.

Staff Summary

FINANCE COMMITTEE MEETING Beer Table (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

COMMENTS

In response to a recent MTA request for proposals ("RFP") for Space 8 on the Exit Corridor of Level A of Penn Station, five proposals were received. Beer Table's rent proposal was the second highest. While the highest rent for Space 8 was offered by KT Donuts LLC ("KT Donuts"), which proposed a Dunkin' Donuts store, KT Donuts and another proposer, Hudson Group Retail LLC ("Hudson") also proposed Dunkin' Donuts operations for the adjacent Space 13, which was also offered for lease in the RFP. Given that it would be counterproductive to have two Dunkin' Donuts operating in adjacent spaces, the combination of proposals for Spaces 8 and 13 that, 1) offers the highest rent to the MTA and 2), best augments the mix of retail tenants at Penn Station, is Beer Table's proposal for Space 8 and Hudson's proposal for Space 13. The combined present value of the rent proposals of Hudson and Beer Table (calculated using a discount rate of 9%) is \$1,932,808, which exceeds the present value of the offers of the alternative combination of tenants (KT Donuts in Space 8 and a Subway sandwich store in Space 13), which would have a combined present value of \$1,819,268. Beer Table's proposal with a present value of \$1,068,178.73 is approximately 13% below the fair market value estimated by MTA Real Estate's consultant, but represents a significant increase over the rent that was paid by the previous tenant.


Details of the remaining three proposals are as follows:

<u>Name of Proposer</u>	<u>Proposed First Year Rent</u>	<u>Present Value</u>
Shahid Haroon	\$84,000	\$605,241.27
Rosen's Café	\$68,600	\$494,279.92
Pepper's Mexican Grill	\$68,600	\$494,279.92

Beer Table is a tenant at Grand Central Terminal, where it has established a successful and growing operation selling specialty beers from a small space in the Graybar Passage. For the Penn Station location, the principal of Beer Table, Justin Phillips, has partnered with Bruce Caulfield, the principal of Tracks Bar and Restaurant and Penn Wines, long-time and successful tenants at Penn Station (Penn Wines is situated across the Exit Corridor from Space 8). Beer Table's offerings at Penn Station will include, in addition to its specialty beer selections, an assortment of cheeses, prepared meat, condiments, dry packaged goods, and gift items. In addition, Beer Table will make extensive renovations to the space.

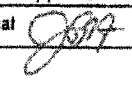


Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with Beer Table on the above-described terms and conditions.

Staff Summary

P Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name DORRIE MASSARIA ROBERTS

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13	X		
2	Board	9/16/13	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")
 LESSEE: Hudson Group (HG) Retail, LLC ("Hudson")
 LOCATION: Penn Station, Level A, Exit Corridor, Space 13
 ACTIVITY: Retail operation of a Dunkin' Donuts
 ACTION REQUESTED: Approval of terms
 TERM: 10 years, terminable on 180 days' notice for corporate purposes
 SPACE: Approximately 365 square feet
 COMPENSATION: Annual base rent plus 10% of gross sales over a breakpoint, as follows:

Year	Annual	Monthly	Breakpoint	Per Sq. Ft.	% Increase
1	\$120,000	\$10,000.00	\$1,200,000	\$329	
2	\$123,600	\$10,300.00	\$1,236,000	\$338	3%
3	\$127,308	\$10,609.00	\$1,273,080	\$349	3%
4	\$131,127	\$10,927.25	\$1,311,270	\$359	3%
5	\$135,061	\$11,255.08	\$1,350,610	\$370	3%
6	\$139,113	\$11,592.75	\$1,391,130	\$381	3%
7	\$143,286	\$11,940.50	\$1,432,860	\$393	3%
8	\$147,585	\$12,298.75	\$1,475,850	\$404	3%
9	\$152,012	\$12,667.67	\$1,520,120	\$416	3%
10	\$156,573	\$13,047.75	\$1,565,730	\$429	3%

COMMENTS

In response to a recent MTA request for proposals ("RFP") for Space 13 on the Exit Corridor of Level A at Penn Station, four proposals were received. The highest proposal was received from Hudson, which offered \$120,000 for the initial year with 3% annual increases over the term of the lease. The proposed rent exceeds the estimated fair market value of the

Staff Summary

FINANCE COMMITTEE MEETING

Hudson Group (HG) Retail, LLC ("Hudson") (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

space as estimated by MTA Real Estate's consultant. Over the ten year term, the present value of the proposed rent, using a 9% discount rate, is \$864,630.08.

The details of the other proposals are as follows:

<u>Name of Proposer</u>	<u>Proposed First Year Rent</u>	<u>Present Value</u>
KT Donuts	\$84,000	\$605,253.47
Subway	\$81,000	\$583,299.43
AMD Shoe Repair	\$51,000	\$367,468.08

Hudson proposes to operate a Dunkin' Donuts franchise in the space. It has extensive experience with the operation of Dunkin' Donuts at three other locations on Level B (the Amtrak level) of Penn Station. All baking and food preparation will take place at Hudson's commissary on Level A, which supplies its other stores at Penn as well. Hudson will completely renovate the space, enhancing the overall appearance of this corner at the intersection of the Exit Corridor and the Hilton Passageway.

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

Staff Summary

Subject SALE OF PROPERTY – SUTPHIN BLVD, JAMAICA, QUEENS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name Joseph Chan

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	09/16 /13		X	
2	Finance Committee	09/16/13	X		
3	Board	09/18/13	X		

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

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

PROPERTY AFFECTED: A 3,408 sq. ft. parcel adjacent to the Sutphin Blvd. underpass in Jamaica, Queens (the "Loading Dock Parcel") and a 773 sq.ft. adjoining parcel under such underpass (the "Underpass Parcel").

PURCHASER: 93-43 Sutphin, LLC

ACTION REQUESTED: Approval of terms

COMPENSATION: \$1.7 million

COMMENTS:

Pursuant to a memorandum of understanding dated March 2013 (the "MOU"), LIRR and Greater Jamaica Development Corporation ("GJDC") agreed to jointly market, through a request for proposals, the Loading Dock Parcel and Underpass Parcel (collectively, the "LIRR Parcel") together with an adjoining 0.13 acre (5,794 sq. ft.) GJDC-owned parcel (the "GJDC Parcel") in Jamaica, Queens (together, the "Combined Parcel"), so as to allow a hotel with retail uses to be developed on the Combined Parcel. Such request for proposals (the "RFP") was issued on July 27, 2012.

The Loading Dock Parcel contains an open air loading dock and compactor serving the commissary and station cleaning operations for LIRR's Jamaica, Flatbush and Penn Stations, as well as a Consolidated Edison switchgear service, which provides power to the Jamaica Station. The RFP contemplated that such facilities would either need to remain undisturbed by such development or else be relocated by the developer without cost to LIRR.

Under the applicable zoning, the entire Combined Parcel has been assigned a maximum permitted floor area ratio ("FAR") of 12, except that the Underpass Parcel has been assigned an FAR of 1. Thus, the LIRR Parcel can accommodate 41,669 square feet of building area, which is 38% of the total buildable square footage of the Combined Parcel (111,197 buildable square feet). In accordance with the MOU, LIRR and GJDC will therefore divide the net proceeds from the sale 38% - 62%.

Purchaser was one of two firms that submitted responses to the RFP. However, the other proposal, submitted by BRP Development Corp., contained unacceptable contingencies that were inconsistent with the requirements of the RFP

Purchaser has proposed to purchase the fee interest in the Underpass Parcel and the GJDC Parcel, together with the fee interest in so much of the Loading Dock Parcel as is not occupied by the aforementioned Con Edison facilities and LIRR loading dock and the development rights associated with the remainder of the Loading Dock Parcel (to be used to build a taller building than would otherwise be permitted on the GJDC Parcel), for a purchase price of \$4.50 million, of which

Staff Summary

FINANCE COMMITTEE MEETING

PROPERTY DISPOSITION – SUTPHIN BLVD, JAMAICA, QUEENS (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

LIRR will receive proceeds of slightly over \$1.70 million (38% of the gross proceeds from the sale of the Combined Parcel that will remain after payment of transaction costs amounting to \$49,500). The purchase price exceeds the fair market value of the Combined Parcel, as estimated by an independent appraiser prior to the issuance of the RFP, consistent with the requirements of the Public Authorities Law.

Purchaser plans to construct and operate an approximately 210-room, 24-story focus service hotel (minimum 3 stars) with retail and a franchise restaurant. The building footprint will encompass Lots 42, 43, 47 and most of 48 of Block 9998. The LIRR loading docks and Con Ed switchgear (which are located on Lot 52) will be provided by Purchaser with a decorative front but will otherwise be unaffected. Purchaser has agreed to reimburse the LIRR for whatever force account costs may be incurred in connection with the project.

Purchaser is an affiliate of Able Management Group, Inc. ("Able Hotels"), which is a NY-based firm that specializes in developing, branding and operating hotels in the New York metropolitan area. Able Hotels currently owns and manages a 125-room full service hotel in Plainview, NY, and a 110-room focus service hotel in Brentwood, NY.

The Combined Parcel is located in the Downtown Jamaica Urban Renewal Area; and the GJDC Parcel was purchased by GJDC using funds provided by the Port Authority of New York & New Jersey, in anticipation of and in order to facilitate development on the Combined Parcel of the kind proposed by Purchaser. The proposed sale and resulting hotel development will complement and enhance initiatives by LIRR, the Port Authority and GJDC to foster transportation-oriented development in the vicinity of Jamaica Station and JFK Airport.

Based on the foregoing, MTA Real Estate requests authorization to convey a combination of the fee interest and development rights associated with the Loading Dock Parcel as described above, together with the fee interest in the Underpass Parcel, to 93-43 Sutphin, LLC on the above-described terms and conditions.

MTA METRO NORTH RAILROAD

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name NANCY MARSHALL

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/18/13	X		
2	Board	09/18/13	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North")
 LESSEE: Central Watch Band Stand, Ltd. dba Central Watch
 LOCATION: Retail spaces Y-1, Y-2, Y-3, Y-4, Y-5
 ACTIVITY: The repair, servicing and retail sale of watches and related accessories
 ACTION REQUESTED: Approval of terms
 TERM: 5 years
 SPACE: Approximately 315 sq. ft.
 COMPENSATION: Annual Base Rent plus 8% of gross sales over a Breakpoint, as follows:

<u>Year</u>	<u>Annual Base Rent</u>	<u>PSF</u>	<u>Breakpoint</u>
1	\$78,000.00	\$247.62	\$1,100,000.00
2	\$80,340.00	\$255.05	\$1,133,000.00
3	\$82,750.20	\$262.70	\$1,166,990.00
4	\$85,232.50	\$270.60	\$1,201,999.70
5	\$87,789.48	\$278.70	\$1,238,059.69

MARKETING: \$10.61 per sq. ft. per year, increasing annually by 3%
 TRASH: \$ 6.00 per sq. ft. per year, increasing annually by 3%
 SECURITY: Three months minimum rent plus a guaranty of a principal of Central Watch Band Stand, Ltd. (limited to six months' rent after vacating of premises)
 INSURANCE: Standard
 CONSTRUCTION PERIOD: 60 days

Staff Summary

FINANCE COMMITTEE MEETING

Central Watch Band Stand, Ltd. dba Central Watch (Cont'd.)

Page 2 of 2



Metropolitan Transportation Authority

COMMENTS:

In response to a recent MTA request for proposals for Retail Space Y-1, Y-2, Y-3, Y-4, Y-5 at Grand Central Terminal, a single proposal was received from Central Watch Band Stand, Ltd. dba Central Watch.

Central Watch has been owned and operated by the Kivel family since opening in the Terminal in 1952. Central Watch's primary business is the repair and servicing of watches, however it also carries a full line of watches and watch accessories. Central Watch has maintained a solid reputation in NYC and the loyalty of a wide customer base.

The proposed guaranteed minimum rent exceeds the fair market rental value of the subject space, as estimated by Williams Jackson Ewing, and represents a significant increase over the current guaranteed rent amount.

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

Staff Summary



Metropolitan Transportation Authority

Page 1 of 3

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name NANCY MARSHALL

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/18/13	X		
2	Board	09/18/13	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North")
LESSEE: Menta, Inc. dba Dishes At Home
LOCATION: Retail Space MKT-25/26 and Storage Space BS-06
ACTIVITY: The retail sale of tenant-prepared appetizers, entrees, side dishes, desserts and a limited selection of juices, iced teas and condiments
ACTION REQUESTED: Approval of terms
TERM: 10 years
SPACE: Approximately 471 sq. ft. and approximately 80 sq. ft. of storage space
COMPENSATION: Annual Base Rent plus 8% of gross sales over a Breakpoint, as follows:

Year	Annual Base Rent	PSF	Breakpoint
1	\$188,871.00	\$401.00	\$2,500,000.00
2	\$194,537.13	\$413.03	\$2,575,000.00
3	\$200,373.24	\$425.42	\$2,652,250.00
4	\$206,384.44	\$438.18	\$2,731,817.50
5	\$212,575.97	\$451.32	\$2,813,772.03
6	\$218,953.25	\$464.88	\$2,898,185.19
7	\$225,521.85	\$478.81	\$2,985,130.74
8	\$232,287.51	\$493.17	\$3,074,684.66
9	\$239,256.13	\$507.97	\$3,166,925.20
10	\$246,433.82	\$523.21	\$3,261,932.96

STORAGE RENT: \$82.00 per sq. ft. per year, increasing annually by 3%
MARKETING: \$10.61 per sq. ft. per year, increasing annually by 3%
TRASH: \$ 9.00 per sq. ft. per year, increasing annually by 3%
SECURITY: Three months minimum rent plus a guaranty from Moshe Mallul, a Menta, Inc. principal (limited to six months' rent after vacating of premises)
INSURANCE: Standard

Staff Summary

FINANCE COMMITTEE MEETING

Menta, Inc. dba Dishes At Home (Cont'd.)

Page 2 of 3



Metropolitan Transportation Authority

CONSTRUCTION

PERIOD:

60 days

COMMENTS:

In response to a recent MTA Request for Proposals ("RFP") for Retail Space MKT-25/26, Grand Central Terminal, three proposals were received. Subsequently Eli's Manhattan Warehouse Inc. dba Eli's Table withdrew its proposal. The two remaining proposals were received from Menta, Inc. dba Dishes At Home and A Ceriello Corp dba Ceriello Fine Foods.

Per the Guidelines for Selection of Tenants for Grand Central Terminal approved by the MTA Board in November 2009, such proposals were independently evaluated by Williams Jackson Ewing and Jones Lang LaSalle, and subsequently evaluated by the Director of GCT Development. When evaluating the proposals, two evaluation criteria were taken into account. Selection Criterion A, which accounts for 70% of the score, is designed to evaluate the direct economic value of a proposal. Selection Criterion B, which accounts for 30% of the score, is the evaluator's determination of a proposal's indirect economic benefit to the MTA.

As illustrated in the attached chart, Dishes At Home's Unadjusted Guaranteed Rent Amount (i.e. the proposed guaranteed minimum rent, on a present value basis determined using a discount rate of 6%) and its Total Selection Criteria Score were both higher than those for the other proposer; and consequently a selection committee was not convened. The rent proposed by Dishes At Home exceeds the estimated fair market rental value of the subject space, as determined by Williams Jackson Ewing.

Dishes At Home has been a successful tenant in the Grand Central Market since 2003. Dishes has proposed a significant renovation, including the installation of new equipment and other fixtures throughout the store, as well as, a reconfiguration of the space by eliminating an existing back wall so as to enable customers to enter the space, thereby increasing selling space and significantly improving customer flow.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with Menta, Inc. dba Dishes At Home on the above-described terms and conditions.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 3

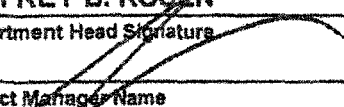
Grand Central Terminal Retail Leasing Evaluation Sheet
 Evaluator: Nancy Marshall, Director GCT Development

Space: MKT- 25/26 (currently Dishes)
 Date: July 22, 2013

Scoring	A	B	C	D	E	F	G	H	I	J
	<u>Unadjusted Guaranteed Rent Amount</u>	<u>Guaranteed Rent Adjustment Factor</u>	<u>Adjusted Guaranteed Rent Amount (A x B)</u>	<u>Unadjusted Percentage Rent Amount</u>	<u>Percentage Rent Adjustment Factor**</u>	<u>Adjusted Percentage Rent Amount (D x E)</u>	<u>Adjusted Total Rent Amount (C + F)</u>	<u>Selection Criterion A Score *** (G-70)</u>	<u>Selection Criterion B Score (G-30)</u>	<u>Total Selection Criterion Score (H + I)</u>
Mentis dba Dishes At Home	\$ 1,571,179.17	1	\$ 1,571,179.17	\$ 109,197.58	0	0	\$ 1,571,179.17	70	30	100
Cerello Fine Foods	\$ 1,409,151.67	1	\$ 1,409,151.67	0	0	0	\$ 1,409,151.67	62.8	30	62.8
* Guaranteed Rent Adjustment Factor: from 1.00 (no uncertainty about A) to as low as 0.50 (great uncertainty about A); however may be as low as 0.00 per guidelines										
** Percentage Rent Adjustment Factor: as high as 0.50 (no uncertainty about D) to as low as zero (great uncertainty about D)										
*** Selection Criterion A Score: 70 multiplied by the ratio of the Adjusted Total Rent Amount for the proposer to the highest Adjusted Total Rent Amount (from column G)										




XII-20

Staff Summary

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/18/13			
2	Board	09/18/13			

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

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

TENANT: Corporation to be formed ("TBF") with Steven Cross as principal

LOCATION: Peekskill Station on Metro-North's Hudson Line

ACTIVITY: Net lease of station building for operation of a restaurant, bar and coffee concession

ACTION REQUESTED: Approval of terms

TERM: Ten years

SPACE: Station building & loft area – approximately 3,000 square feet
Partial basement – approximately 1,000 square feet
Outdoor plaza – approximately 1,630 square feet

COMPENSATION: Base Rent as follows:

<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>Annual Increase</u>
1	\$60,000.00	\$5,000.00	
2	\$61,800.00	\$5,150.00	3%
3	\$63,654.00	\$5,304.50	3%
4	\$65,563.62	\$5,463.64	3%
5	\$67,530.53	\$5,627.54	3%
6	\$69,556.44	\$5,796.37	3%
7	\$71,643.14	\$5,970.26	3%
8	\$73,792.43	\$6,149.37	3%
9	\$76,006.20	\$6,333.85	3%
10	\$78,286.39	\$6,523.87	3%

COMMENTS:

In furtherance of a net leasing program that MTA Real Estate and Metro-North have developed to provide for the adaptive re-use of selected Metro-North station buildings, a request for proposals ("RFP") was issued seeking proposals to utilize and maintain the entire Peekskill Station Building (the "Building"), consisting of a restaurant area, kitchen, closed ticket office, concession space, waiting room and bathrooms.

Staff Summary

FINANCE COMMITTEE MEETING

Peekskill Station. (Cont'd.)

Page 2 of 2

In response to the RFP, a single proposal was received, from TBF, which offered \$60,000 for the initial year with 3% increases over the term of the lease. Over the 10-year term, the present value of such proposed rent, using a 9% discount rate, is \$432,315.20.

Steven Cross currently owns and operates two successful restaurants in Westchester. TBF proposes to operate a bar and grill in the Building, which was, formerly occupied by another Metro-North tenant called Kelly's. TBF has proposed to undertake approximately \$185,000 worth of improvements to the Building, including the addition of a commercial air conditioning system, renovation of an existing kitchen with updated fixtures and appliances and refurbishment of the former ticket office as a coffee concession serving morning rush hour customers. A waiting area and access to bathrooms will continue to be provided to Metro-North customers, whether or not they patronize the coffee concession or restaurant. TBF may also install solar panels on the roof, subject to required approvals beforehand. A portion of the cost of the new air conditioning system for the waiting area - which will benefit Metro-North customers - will be shared by Metro-North, but the remainder of the foregoing improvements will be paid for by TBF. Additionally, the TBF has agreed to replace the roof of the Building (at Metro-North's cost and option) and repair the windows at Metro-North's cost. Steven Cross will provide a guaranty for completion of the project as well as all other obligations of TBF under the lease for a period of six months subsequent to any surrender of the premises or termination of the lease.

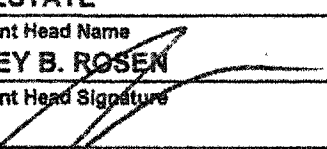
Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with TBF on the terms described above.



Metropolitan Transportation Authority




MTA CAPITAL CONSTRUCTION

Staff Summary

Subject EMINENT DOMAIN DETERMINATION & FINDINGS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name HELENE CINQUE

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13	X		
2	Board	9/18/13	X		

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

AGENCY: MTA Capital Construction Company ("MTACC")

LOCATION: 301 East 69th Street (Block 1444, Condominium #377) (formerly Lot 1) located on the northeast corner of Second Avenue and East 69th Street in Manhattan (the "Building")

ACTION REQUESTED: Approval of Determination and Findings under the New York Eminent Domain Procedure Law ("EDPL") to acquire additional permanent and temporary easements in portions of the Building in order to construct a new subway station entrance ("Entrance 1") for the 72nd Street Station of the Second Avenue Subway Project.

COMMENTS:

In September 2010, the MTA acquired by eminent domain permanent and temporary easements in the ground floor, basement and sub-surface levels of the Building for purposes of constructing and maintaining Entrance 1 for the Second Avenue Subway's 72nd Street Station. MTACC's recent design modifications for Entrance 1, which will move the entrance at street level from street level space in the Building to two canopied entrances in a sidewalk bump-out on Second Avenue, will require acquisition of additional permanent and temporary easements in the Building. Specifically, a permanent subsurface easement is needed to construct an opening in the Building's foundation wall to accommodate a new subsurface passageway that will link the sidewalk entrance to the 72nd Street Station mezzanine. Additionally, the MTA's existing temporary easement must be expanded over the entire underground parking garage in order to perform essential work associated with the construction of the entrance and station. This work will require temporary closure of the garage for up to 24 months. Finally, temporary easements in three street-level retail stores and in the remainder of the Building's basement are needed to perform utility relocation work.

On July 24, 2013, the MTA held an EDPL public hearing to review the public use, benefits and purposes of Entrance 1, the additional easements that will be needed to construct Entrance 1, and the impact that Entrance 1 and its construction may have on the environment and residents of the area. As required by law, a notice of the hearing was published in newspapers and sent by certified mail to the affected owners or their legal representatives. The hearing followed two prior public presentations of the Entrance 1 design modifications to Manhattan Community Board 8 and private meetings with affected owners in the Building.

Following a presentation by the MTA's hearing officer at the July 24th EDPL hearing, two speakers made statements about the proposed property acquisitions and associated impacts. In addition, MTA received written comments on behalf of another party prior to the hearing. The three sets of comments are summarized as follows:

Staff Summary



FINANCE COMMITTEE MEETING

Eminent Domain Determinations and Findings (Cont'd.)

Page 2 of 2

1. An attorney representing 301 E. 69th Street Owners Corp. (owners of the Building's residential co-op) congratulated the MTA for moving Entrance 1 out of the Building at street level; raised concerns about structural work, utility relocations and construction impacts to the Building under the new Entrance 1 design; and requested that the co-op's representatives be fully involved going forward in partnering with MTACC on construction-related issues.
2. An attorney representing MacArthur Properties, LLC (owners of commercial condominium units located in the street and basement levels of the Building) submitted a letter that preserved his client's right to challenge the MTA's proposed condemnation and to seek additional monetary compensation from MTA; and raised concerns that construction-related impacts and permanent impacts from Entrance 1's relocation to the sidewalk adjacent to his client's store spaces could, in his opinion, negatively impact the rental income and market value of those spaces.
3. A member of the public made general comments about the Second Avenue Subway Project that were unrelated to Entrance 1 and complained that the MTA's EDPL public hearing presentation (lasting 31 minutes) was too long.

With respect to the portions of comments #1 and #2 above relating to concerns about the construction and operational impacts of Entrance 1 on the Building, it should be noted that the MTA prepared a technical memorandum ("Tech Memo") that evaluated the current Entrance 1 design change and concluded that the change did not give rise to any new environmental impacts beyond those already addressed in Final Environmental Impact Statement for the Second Avenue Subway Project. The Federal Transit Administration ("FTA") approved the Tech Memo on June 7, 2013. Among other things, the Tech Memo noted that the new Entrance 1 design would mitigate utility relocation and other construction-related impacts that would have occurred under the former design, which sited the entire entrance box inside the Building. Both before and after the EDPL public hearing, MTA and MTACC staff and consultants have been in contact with the affected owners' representatives to discuss the project and will continue to work with the affected owners and occupants of the Building to address their concerns and mitigate impacts as much as reasonably possible. MTA Legal and MTA Real Estate also will endeavor to reach negotiated agreements to secure the required easements in lieu of eminent domain, if possible.

After due consideration of all statements and comments received during the EDPL public hearing comment period, MTA staff recommends Board approval of the acquisition, by eminent domain, if necessary, of the property interests described in the attached Determination and Findings. This action will authorize MTA staff and counsel to continue with the proceedings to acquire the required property interests by eminent domain, if necessary.

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

SECOND AVENUE SUBWAY PROJECT

72nd Street Station – Entrance 1

301 East 69th Street, Manhattan (a/k/a Manhattan Block 1444, Former Lot 1, Condo #377)

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

1. EDPL Public Hearing. On July 24, 2013, on prior notice duly given to the public and the affected property owners, MTA held an EDPL public hearing to inform the public and to receive the public's comments on the proposed acquisition of a permanent easement and temporary easements in the building at 301 East 69th Street in Manhattan (the "Building") to support construction of Entrance 1 of the Second Avenue Subway Project's 72nd Street Station ("Entrance 1"). All oral and written comments received during the public comment period have been reviewed, made part of the record, and given due consideration.

2. Additional Property Interests Needed to Construct Entrance 1 under its Modified Design and Reasons Supporting the Design and Location Change. Under its original design, Entrance 1 would have been located entirely within the Building, a 19-story condominium building consisting of residential apartments on floors 2 to 19, first floor retail currently subdivided into 5 stores with basement space, and an underground parking garage. The residential space, retail space, and garage each comprises a separately-owned condominium unit. The residential condominium unit is operated as a co-op; the garage condominium has a single owner; and the retail condominium presently is subdivided into 5 separate store spaces.

In September 2010, MTA acquired permanent and temporary easements in a portion of the Building's ground-level retail space, garage and other areas of the basement to accommodate entrance construction under the original design. The acquisitions required MTA to permanently displace the two commercial tenants closest to the corner at East 69th Street – Patsy's Pizzeria and the New York City Off-Track Betting Corporation's "OTB" betting parlor.

In early 2010, in an effort to minimize entrance construction impacts and risks associated with utility relocations and structural modifications to the Building, MTA began a consultation process with the three condominium unit owners. To address the Building's utility concerns and meet the needs for a subway entrance at this location, MTA and its consultants have developed a modified design for Entrance 1.

At street level, the modified design relocates Entrance 1 from the former Patsy's Pizzeria and OTB spaces into two canopy-sheltered entrances within a widened public sidewalk on the east side of Second Avenue adjacent to the Building. The sidewalk will be bumped out by an additional 9 feet from its existing width of 20 feet. Each canopy structure will measure approximately 13 feet, 10 inches wide by 40 feet, 8 inches long. Each canopy will consist of a granite base topped by a glass and steel canopy. The canopy will be tallest (15 feet, 7 inches) where the stairway or stairway/escalator meets the sidewalk. The canopy will slope downward to a height of 6 to 7 feet above the sidewalk.

The northernmost canopy will house an escalator and a staircase. The southernmost canopy will house a staircase. Below street level, the two entrances will enter the basement and garage areas

of the Building utilizing the permanent easement areas that MTA previously acquired by eminent domain and lead to a common mezzanine and escalator bank for the 72nd Street Station. The escalator bank will lead customers downward to the station control area.

When the FEIS was prepared, the New York City Department of Transportation had a policy against sidewalk bump-outs along Second Avenue south of 72nd Street. However, at this time the City DOT is planning a bike lane in the east lane of Second Avenue and will now allow sidewalk bump-outs adjacent to the bike lane. With this change, a widened sidewalk on Second Avenue in front of the Building is now possible and will complement the City DOT's plans for a bike lane at this location. City DOT also has agreed to a bump-out configuration that could remain at this location in the event that a bike lane is not constructed.

Under this location and design change, there will be much less impact to the Building's utilities. A relocation of the boiler room will not be necessary, changes to the gas service mains will not be required, and the duration of outages is likely to be reduced. Only minimal building utility lines will remain in the entrance space as compared to the original Entrance 1 design.

With the Entrance 1 design and location change, some portions of the entrance structure will remain in subsurface areas under the Building, but there will be less impact to the Building's utilities and minimal permanent use of its ground floor space. In order to construct Entrance 1, however, MTA must acquire additional easement rights in the building as follows: (1) extension of the existing temporary easement over the entire garage for a period up to 24 months; (2) modification of the existing permanent easement to accommodate a subsurface opening in west side of the Building's foundation wall; (3) temporary easements in the three retail stores for utility relocation; (4) a temporary easement in the store previously used as a tanning salon for structural modifications; and (5) a non-exclusive temporary easement over the remaining basement area of the residential co-op for access during construction of Entrance 1.

3. Public Use, Benefits and Purposes. The public use, benefits and purposes of the Second Avenue Subway Project are extensively discussed in the Final Environmental Impact Statement for the Second Avenue Subway Project ("FEIS") that was issued in April 2004. In short, the Second Avenue Subway will provide much-needed subway service to new areas on Manhattan's East Side and an alternative to the overcrowded Lexington Avenue Line. Entrance 1 is an essential element to the subway's 72nd Street Station.

4. General Effect on the Environment and Residents of the Locality. A complete description of the environmental impacts of the Second Avenue Subway Project is set forth in the FEIS. The potential impacts associated with the new design for Entrance 1 were evaluated in MTA's Technical Memorandum No. 11 ("Tech Memo 11"), which the Federal Transit Administration approved on June 7, 2013. The following is a summary of impacts most applicable to the work in and around Entrance 1 and the 72nd Street Station.

Construction Impacts

With the modified Entrance 1 design, material that is excavated during construction will no longer be removed through the Building's retail space. The utility network in the former Patsy's Pizzeria and OTB spaces will remain largely in place and will not allow for a large enough opening between the basement and street levels for removal of construction spoils.

Under the modified design, spoils will be removed from two locations. Spoils from the station adit, which is the inclined escalator tunnel connecting the mined subway tunnel to the Building's basement, will be removed via the parking garage and possibly from the Second Avenue sidewalk area. Spoils from the sidewalk entrances and area immediately beneath the sidewalk will be

removed from the Second Avenue sidewalk area.

Spoils from the adit removed through the Building's parking garage will require its full closure for up to 24 months. The amount of the spoils removal from the adit is the same as for the original design.

Spoils from the sidewalk entrances will be carted from a work zone along Second Avenue. Spoils removal is expected to take place for about 33 days. Tech Memo 1 concluded that the amount and duration of spoils removal under the modified entrance design will not meaningfully change the construction means and methods or the analysis of construction impacts presented in the FEIS.

As with all construction on this project, MTA will monitor noise, vibration and air quality to insure that all applicable performance standards are met by its contractors.

During construction of Entrance 1, preventive measures will be undertaken to protect the safety of Building residents, the public, and construction workers from any contaminated materials that may be encountered. Any asbestos or lead paint abatement work that may be encountered in the course of utility relocation and structural work inside the Building will be performed in accordance with all applicable standards and regulatory requirements.

Pedestrian and Traffic Impacts

MTA's pedestrian analysis for the modified Entrance 1 design concluded that in the morning and evening peak periods for subway ridership, the east side of Second Avenue and north side of East 69th Street, the north and east crosswalks, and the northeast corner at the intersection of East 69th Street and Second Avenue will operate at LOS D or better, which is acceptable for this location, will not adversely impact pedestrian flows, and will not result in a degradation of the LOS as compared to the original Entrance 1 design.

The sidewalk bump-out that would accommodate the modified design for Entrance 1 will eliminate approximately 6 to 8 metered parking spaces that were planned along the east sidewalk of Second Avenue. As with the original design, the modified design will permanently remove about 18 of the 40 striped parking spaces in the Building's garage. In addition, the modified design will temporarily close the garage during construction for up to 24 months.

Tech Memo 11 shows that the study area around Entrance 1 currently has a surplus of off-street parking. It concludes that the loss of 6 to 8 metered spaces that were planned for in the original design will not significantly impact parking supply and that the reduction of about half of the garage's parking spaces will not result in a shortfall of off-street parking spaces in the parking study area.

MTA has developed an Interagency Traffic Management Task Force to implement and monitor traffic mitigation for the Project. The traffic mitigation will be refined as needed to accommodate traveler and community needs while maintaining the safe and efficient construction of the subway in as timely a manner as possible.

Land Use Impacts

The modified design will utilize only about 170 square feet out of the 2,717 square feet of the Building's ground floor retail space for a Station Entrance Control Room and scale back the area needed in the basement from 4,658 square feet to 2,945 square feet of space. This will result in a net reduction of 4,260 square feet of space within the Building than was needed under the original entrance design. At some point in the future after construction of Entrance 1 is completed, MTA may be in a position to sell or lease the excess space for retail or other non-transit uses.

The new canopied subway entrances along the expanded sidewalk of Second Avenue will

introduce new visual elements on the sidewalk. As noted in the FEIS, subway-related structures will not have significant visual effects along the Second Avenue Subway alignment because they are similar to other common features of Manhattan streetscapes and will not be incongruous to the visual environment.

While some utility relocation within the Building is still required, the modified design substantially reduces the impacts to the Building's utility functions as compared to the original design. A utility access easement will continue to be reserved for the portion of Entrance 1 that will remain in the Building's basement to allow the Building's owners to access and service those utilities.

Socio-Economic Impacts

Businesses could be adversely affected by the disruptions associated with construction activities, such as reduced pedestrian and vehicular access, removal of parking, and reduction in the visibility of some businesses. Though temporary, these disruptions could affect the businesses' revenue streams and could make the areas in the vicinity of construction activities less desirable locations while construction is underway.

To help mitigate these impacts, MTA will coordinate with businesses in each phase to address access/delivery issues; and provide special loading and unloading areas on nearby side streets to locations where access will be curtailed in front of buildings during construction. In those designated side street areas, parking may be prohibited to allow more reliable deliveries and pick-ups.

MTA will continue to employ its community outreach program throughout construction to keep the affected neighborhood informed about construction activities taking place.

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE LEGAL ACTION IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF.

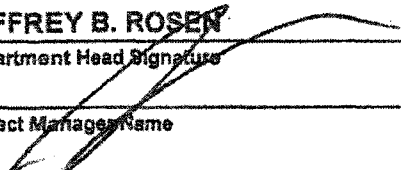
METROPOLITAN TRANSPORTATION AUTHORITY

Staff Summary






Metropolitan Transportation Authority

Page 1 of 3

Subject REAL ESTATE POLICIES
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13	X		
2	Board	9/18/13	X		

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

AGENCY: All agencies

PURPOSE: To obtain Board approval to modify certain existing policies and approve additional policies regulating how MTA Real Estate ("MTARE") enters into certain agreements as set forth in the attached resolution

COMMENTS:

In an effort to streamline and expedite the process by which MTARE enters into real estate agreements, the MTA Board has approved a number of policies setting forth the parameters under which MTARE may enter into specific categories of agreements with third parties without prior Board approval, in most cases notifying the Board of the terms of the agreement subsequent to the agreement's execution.

MTARE is hereby proposing to amend two of these policies and add three additional policies, as described below. Board approval of these proposals will permit MTARE to more rapidly execute certain transactions under circumstances in which (i) time is a factor; (ii) the transaction is between public entities and the value is low; (iii) the real estate transaction is essentially ministerial; or (iv) where there is a clear winner amongst multiple proposers pursuant to a publicly-advised request for proposals.

Proposed modifications to existing policies:

A. Modification to Policy on Month-to-Month License for Passenger Amenities, dated June 9, 1988 (Real Estate Department Policy #9, copy attached)

This policy permits MTARE to enter into month-to-month agreements for vacant concessions that provide amenities for MTA customers (such as newsstands and coffee shops). MTARE seeks to modify paragraph B, "Type of Services" of the policy to include the month-to-month licensing of vacant space for "pop-up" retailers of various kinds, which would include any use permitted by the MTA agency in whose facility the retail space is located.

The phenomenon of "pop-up" retail has grown rapidly of late allowing small entrepreneurs, online businesses (so-called "e-tailers"), and established corporations to rent space in generally "as-is" condition to provide short-term "showroom" exposure for products or services. MTARE believes pop-ups will provide a fresh and beneficial element to our facilities, while also providing revenue in spaces that would otherwise be vacant while the request for proposals process for a term tenant is underway. MTARE will obtain market compensation if possible, percentage rents where market rates are unknown, or the highest compensation that can be negotiated for any given situation. The agreements will be month-to-month in duration, terminable at will by the MTA; Finance Committee notification of these agreements will be provided as information items.

Staff Summary

FINANCE COMMITTEE MEETING

Real Estate Policies (Cont'd.)

Page 2 of 3



Metropolitan Transportation Authority

B. Modification to *Policy on Leased-in access agreements*, dated November, 15, 1999, as amended February 24, 2010 (Real Estate Department Policy #11)

This policy allows MTARE to negotiate access rights and privileges required by MTA operating agencies for capital projects or maintenance or repairs of operating facilities, typically for the duration of the project for which the rights are required, subject to a \$2,000 per month limit. Such permits or licenses are typically obtained from other public entities.

MTARE seeks to make this policy reciprocal (except that the \$2,000 limit would not apply) so as to permit MTARE to license or grant permits with respect to property controlled by MTA agencies to other public entities for capital projects or maintenance or repairs of their operating facilities for a term no longer than the duration of the applicable project. Finance Committee notification of these transactions will be provided as information items.

Proposed new policies:

A. Agreements covering bus route reroutings

From time to time MTARE enters into license or permit agreements with public or private land owners at the request of MTA New York City Transit or MTA Bus to permit bus routes to traverse public or private property not considered part of the public street grid, such as park property, parking lots owned by other agencies, colleges or shopping mall parking lots, to name a few examples.

The agreements usually (though not always) do not require payment on the part of either party. MTA New York City Transit or MTA Bus already informs the Transit Committee of the MTA Board of bus rerouting, as information items, or obtains committee and Board approval of a rerouting if 25% or more of a route is thereby changed. Nothing in this proposed new MTARE policy would affect the policy of MTA New York City Transit or MTA Bus addressing Board approval relating to route changes that meet the definition of "major service changes" (where the distance of a route is changed by 25% or more of the route).

Since the agreements are primarily ministerial in nature, and since Board members are already notified of the applicable rerouting, MTARE seeks permission to enter into such agreements without Board approval. An information item (or approval, in the case of "major service changes") will be provided to the Board before or after the transaction takes place.

B. Agreements with public entities where compensation is nominal (estimated fair market value under \$15,000 for permanent rights or, on a present value basis, for leased or licensed rights), and where the ownership and use of the property will remain with such public entities

From time to time, licenses, permits, leases or easements are either acquired by the MTA from or granted by the MTA to other public entities. Frequently, these interests are relatively minor and the ownership and use remain with the governmental or public entity to which the lease, license, permit or easement is being granted, MTARE seeks Board authorization to enter into such low value transactions, defined as those with an estimated fair market value under \$15,000 (on a present value basis) and in which the grantee is a governmental or public entity that will remain the owner and user of the rights in question, without specific Board approval. Such transactions are not subject to the Public Authorities Law requirements by virtue of having an estimated fair market value of under \$15,000. An appraisal will be obtained as required by the Public Authorities Law to estimate fair market value of dispositions as defined by the law. Finance Committee notification of such transactions will be provided as information items.

C. Leases or licenses for retail locations awarded pursuant to a request for proposals process where at least three responsive proposals are received from proposers considered to be responsible per MTA Real Estate's Board-approved policies and procedures

MTARE generally offers retail locations for lease or license through a publicly advertised request for proposals process. In each case where three *responsive* (i.e., complete and meeting the criteria of the RFP) bids are received, each from a *responsible* proposer, as defined in MTARE's *Policies and Procedures for the Leasing-out*

Staff Summary



FINANCE COMMITTEE MEETING

Real Estate Policies (Cont'd.)

Page 3 of 3

and Sale of Real Property, approved by the Board in March of 2013, and where the applicable lease or license is to be awarded to the proposer offering the highest guaranteed (as opposed to percentage) rent, determined on a present value basis in accordance with such Policies and Procedures, MTA RE proposes -in lieu of preparing a staff summary requiring committee and Board approval - to list the applicable transaction in chart form in the Finance Committee book (listing all bidders and their bids, as required by the Public Authorities Law), subsequent to the consummation of such transaction.

RESOLUTION

BOARD OF THE METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, the Real Estate Department ("RED") of the Metropolitan Transportation Authority ("MTA") is tasked with acquiring various real property rights and entering into leases, licenses, permits and other like agreements on behalf of itself and its operating agencies, and whereas RED seeks enter into such agreements as efficiently as possible while keeping the MTA Board apprised of its activities, and has therefore requested that the Board amend two of RED's existing policies and approve three new policies;

NOW THEREFORE, BE IT RESOLVED that the Board of MTA hereby authorizes the MTA Director of Real Estate to negotiate and enter into agreements with third parties as described in the attached staff summary, and that each such agreement shall:

1. Be in a form approved by the MTA Legal Department;
2. Provide the MTA with appropriate indemnifications and insurance protections;
and
3. Not permit material adverse impacts on station cleanliness.

Prior to entry into any such agreement, MTA shall comply with all applicable requirements of the State Environmental Quality Review Act (SEQRA).

Memorandum

Item 1

DATE: June 9, 1988
TO: Real Estate Committee
FROM: Frederick Harris *FHA*
RE: Proposed Policy on Month To Month License for Passenger Amenities

This policy would permit the new rapid opening or reopening of concessions which primarily serve as passenger amenities. Under the policy, the Real Estate Department would negotiate month to month license agreements with the Real Estate Committee or Board approval. These agreements would remain in force on an interim basis during the RFP process. The Committee will receive a monthly status report on these actions.

Typically, several months elapse before the conclusion of an agreement after the preparation and issuance of an RFP. In cases where an agreement will result in services to passengers, such as newsstands and coffee concessions, our passengers are inconvenienced when the space is vacant.

The abandonment of two Metro-North newsstand/coffee concessions at Mt. Vernon West and North White Plains by the Licensee prior to the end of the License term and the termination of the Kapoor NYCTA master newsstand license are examples.

WB:dm

0007 - 47

STAFF SUMMARY SHEET

ALL AGENCIES

R.E.C. Item No. 9

Board Item No. 1

M Metropolitan Transportation Authority

Page 1 of 3

ROUTING	TO	BY DATE	FOR	DEPT. FROM	DATE
			Approval	Real Estate Department	06/15/88
			Signature	PREPARED BY	TELEPHONE
			Vote	Frederick S. Harris	878-7013
			Concurrence	SUBJECT	
			Information	Real Estate Agenda	
			Other	REFERENCE(S)	

IMPLICATIONS (The implications checked below are involved in this action, and are discussed below or provided as a separate enclosure, and have been considered in the attendant recommendation.)

- ☐ Capital Budget/Program
- ☐ Operating Budget
- ☐ Financing
- ☐ Alternative Action

- ☐ Real Estate
- ☐ Public Affairs
- ☐ Administration
- ☐ Legal
- ☐ Information Systems, Tech. & Planning

- ☐ Inspector General
- ☐ Audit
- ☐ Planning
- ☐ Other MTA Agencies

**FOR REFERENCE
PURPOSES
ONLY**

NARRATIVE

REAL ESTATE COMMITTEE MEETING: June 15, 1988

BOARD MEETING: June 24, 1988

PURPOSE:

The purpose of this staff summary is to obtain Board approval for a Real Estate Department procedure for awarding "passenger service oriented concessions" on a month-to-month basis pending the issuance of an RFP and the selection of a long-term tenant.

DISCUSSION:

Where feasible, the Real Estate Department follows procedures for offering properties and concessions which provide fair and open competition. The preparation, advertising, and negotiation in the RFP process, however, is time-consuming. In certain situations and locations, the delay caused by the RFP process has a detrimental impact on services to our riders.

The proposed procedure is designed to overcome these interim inconveniences. The Department will seek tenants to operate passenger service oriented concessions on a month-to-month basis while the RFP process is underway.

#4607 - 50-52

CHAIRMAN		ENCLOSURE(S)
COORDINATION (Initials)		
Executive Director/CFQ	Press Secretary	SIGNATURE OF REQUESTOR
Chief of Staff	Administration	
Affirmative Action	Planning	
Public Affairs	Labor Relations	
General Counsel	Real Estate	
Audit	IST&P	
	Other	

STAFF SUMMARY SHEET

M Metropolitan Transportation Authority

Page 2 of 3

REAL ESTATE COMMITTEE MEETING

June 15, 1988

BACKGROUND (continued):

Where possible, the Department will select licensees who currently run similar operations and who have proven satisfactory in other locations. The temporary licensee will be encouraged to participate in the RFP for that particular location.

The primary drawback of this proposed procedure is that a temporary licensee may not vacate the premises upon completion of the RFP process which results in the selection of a new concessionaire. We hope to avoid such situations by (a) entering into agreements with existing tenants where possible and (b) by utilizing the form of license specifically designed for this purpose.

TEMPORARY CONCESSION POLICY:

A. Locations:

Month-to-month temporary concession agreements will be restricted to locations approved by the appropriate operating agency as suitable for long-term concession agreements.

B. Type of Services:

These agreements will be restricted to concessions which the affected operating agency indicates are amenities for their customers. Included in this category might be concessions such as newsstands, commuter coffee services, or parking lots. The standards set for operating hours, type of items sold and other matters will generally conform to the standards specified in the RFP marketing materials. Renovations and alterations of the site shall be kept to a minimum.

C. Form of Agreement:

Agreements shall be month-to-month and provide for prompt vacating of the premises upon the approval of a long-term agreement in response to an RFP or otherwise. Compensation may be set at a nominal or below-market (for term agreements) level.

STAFF SUMMARY SHEET

 Metropolitan Transportation Authority

Page 3 of 3

REAL ESTATE COMMITTEE MEETING

June 15, 1988

D. Reporting Requirement

The Real Estate Committee will receive a monthly status report detailing all such agreements and projected termination dates.

ALTERNATIVES:

- FOR REFERENCE**
PURPOSES
ONLY
- A. Continue the current practice which leaves these sites vacant until an RFP is completed and a licensee is selected and approved by the Real Estate Committee and Board.
 - B. Enter into long-term agreements directly without public notice and competition in the RFP process.

IMPACT ON FUNDING:

This policy will have little impact on revenues. The arrangements will be designed to provide new, or continued, service to customers in locations where a new concession is to be offered or an existing concession has closed unexpectedly. While rent will be nominal, licensees will have no secure term.

RECOMMENDATION:

We recommend that the MTA Board adopt this policy to provide these services to our customers.

Memorandum



Metropolitan Transportation Authority

State of New York

Date February 22, 2010

To Members of the Capital Construction, Planning and Real Estate Committee

From Jeffrey B. Rosen, Director, Real Estate

Re Proposed Amendment to Policy on Construction Access Agreements

From time to time, the operating agencies require that the Real Estate Department negotiate access rights and privileges to real property for its contractors, employees, and others in connection with capital construction projects or the maintenance and repair of agency facilities. These rights are typically required to stage construction work, store construction-related equipment and materials and improve general access to the job site, particularly in fully-developed, physically constrained areas of the city.

In the alternative, the task of securing access agreements is sometimes made the responsibility of the contractor after construction award. This arrangement, however, burdens the contractor with the considerable risk that such access will be more costly than expected, or refused outright. This risk is then necessarily built into the contractor's bid. By negotiating for such access itself, the MTA can mitigate such risks and thereby help lower the operating agencies' overall project costs.

These agreements are normally structured as permits or licenses and are typically of a duration coinciding with the duration of the applicable construction projects. They typically involve uncomplicated transactions with zero to nominal compensation costs.

As per the attached November, 1999 MTA Board Resolution, the Real Estate Department requested, and received, authorization to negotiate and enter into these agreements directly with property owners with compensation not to exceed \$1,000.00 per month, without further notification to, or approval from, the Board.

Approximately ten years later, due to inflation, instances have started to arise where it has been difficult to keep the compensation within such \$1,000.00 per month limit. The Real Estate Department therefore requests that the Board increase such limit to \$2,000.00 per month.

Staff Summary

Subject BOARD POLICY ON ACCESS AGREEMENTS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name SHIELA ANTMAN

Date FEBRUARY 22, 2010
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	CC/P/RE Committee	2/22/10	X		
2	Board	2/24/10	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Executive Director	1	Legal
4	Chief of Staff		
	Dep Exec Dir of Admin		
2	Civil Rights		

Narrative

Be IT RESOLVED that the Board hereby authorizes the MTA Director of Real Estate to negotiate and enter into agreements on behalf of all MTA agencies for the purpose of securing certain access rights to real property for their contractors, employees and agents in connection with capital construction projects and maintenance and repairs related to MTA facilities.

Each agreement shall:

- 1) be in the form approved by the Legal Department
- 2) provide for compensation not to exceed \$2,000.00 per month and
- 3) provide for a term not to exceed the overall project duration.

This resolution is applicable only to the acquisition of access rights that are (1) minor temporary uses of land having negligible or no permanent impact on the environment; or (2) are in connection with a project to be constructed upon real property therefore used for a transportation purpose or on an insubstantial addition to such property contiguous thereto and which will not change in a material respect the general character of such prior transportation use shall take effect immediately upon its adoption.

Memorandum



Metropolitan Transportation Authority

State of New York

Date November 15, 1999
To Members of the MTA Planning/Real Estate Committee
From Roco Krsulic
Re Proposed policy on leased-in access agreements

FOR REFERENCE

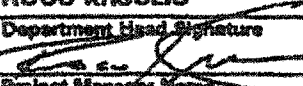
From time to time, the operating agencies require that the Real Estate Department negotiate certain access rights in order to use certain property for its contractors, employees, and agents in connection with capital construction projects. These rights are typically required to stage portions of the construction work, store materials needed for the project, and improve overall access to the job site, particularly in fully-developed, physically constrained areas of the City.

In the alternative, the task of securing access agreements is sometimes the responsibility of the contractor after construction award. This arrangement, however, burdens the contractor with a considerable risk that such access will be more costly than expected or refused outright. This risk is then necessarily built into the contractor's bid. By negotiating such access in advance, however, the operating agency can lower its overall total costs by removing these risks from the equation.

These agreements are normally structured as permits or licenses and are typically of a duration equivalent to the overall project duration. While these agreements can be time-consuming to negotiate with parties who are often unfamiliar with real estate transactions, they are typically uncomplicated deals and often come at zero or nominal cost. Only in exceptional cases, where access is particularly disruptive, does compensation exceed \$1,000 per month.

Real Estate is requesting authorization to negotiate and enter into agreements directly with property owners for such access agreements as described hereinabove without further notification to or approval from the Committee and Board.

Staff Summary

Subject BOARD POLICY ON ACCESS AGREEMENTS
Department REAL ESTATE
Department Head Name ROCO KRSULIC
Department Head Signature 
Project Manager Name BEAU EVERETT

Date NOVEMBER 15, 1999
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	P/RE Committee	11/15/99	X		
2	Board	11/22/99	X		

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director	2	Civil Rights
3	Chief of Staff	1	Legal
4	Chief Financial Officer		IST&P
	Procurement		Other

Narrative

BE IT RESOLVED that the Board hereby authorizes the MTA Director of Real Estate to negotiate and enter into Agreements on behalf of NYC Transit, LIRR, LI Bx, MTA B&T for the purpose of securing certain access rights to real property for their contractors, employees and agents in connection with capital construction projects.

Each Agreement shall:

- 1) be in a form approved by the Legal Department;
- 2) provide for compensation not to exceed \$1,000.00 per month; and
- 3) provide for a term not to exceed the overall project duration.

This resolution shall take effect immediately upon its adoption.

INFORMATION ITEMS

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 16, 2013
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
Re **Status of Month-to-month Licenses for Passenger Amenities**

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

TENANTS CURRENTLY ON MONTH-TO-MONTH AGREEMENTS

MONTH: SEPTEMBER 2013

AGENCY	LOCATION (STATION)	TENANT/USE	SF	DATE OF AGREEMENT	MONTHLY COMPENSATION	COMMENT
1. NYCT	WTC Station B th Ave. Line, Manhattan	Fakhrul Alam/Newsstand	420	January 2004	\$155.14	Special site conditions will require interim tenancy until there is a station rehab.
2. NYCT	179 th Street Station (F train), Queens	Bachubhai Mehta/Newsstand	180	January 2008	\$1,786.80	To be publicly offered Winter 2013-2014.
3. NYCT	Metropolitan Ave-Lorimer St Station, Brooklyn	All Day Everyday, LLC/Gift Shop	100	May 2013	\$4,000	To be publicly offered Winter 2013-2014.
4. LIRR	Bellmore Station, Bellmore, NY	Newsstation, Inc./Newsstand	120	March 2009	\$300	To be publicly offered Summer 2013.
5. LIRR	Wantagh Station, Wantagh, NY	Newsstation, Inc./Newsstand	121	March 2009	\$300	To be publicly offered Summer 2013.
6. LIRR	Massapequa Station, Massapequa, NY	Newsstation, Inc./Newsstand	120	September 2009	\$150	To be publicly offered Summer 2013.
7. NYCT	34 th St-Penn Station, Broadway 7 th Ave. Line	IRT News, Inc. / Newsstands (4)	720	February 2010	\$13,891.51	To be publicly offered Winter 2013-2014.
8. MNR	Grand Central Terminal	Bobbi Brown, Professional Cosmetic, Inc./retail store	744	August 2012	\$20,000	To be publicly offered second quarter 2013

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 16, 2013
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
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.

Fashion Week	Sept 10 & 11	Diesel Black Gold Fashion Show and Haddad Kid's Fashion Show	Vanderbilt Hall	Private
Tenant Sampling	September 18, 2013	GCT Tenants use JLL's kiosk and sample their products to drive traffic to their stores	Vanderbilt Hall	Public
Columbia Business School	September 19, 2013	Public event in the daytime to learn about Columbia Business School's programs and a private reception in the evening. Part of Centennial Sponsorship	Vanderbilt Hall	Public/Private
Diversity Day	September 25, 2013	As per Gabriela V. MNR Diversity Day	Vanderbilt Hall	Private
Redbook	September 26, 2013	Redbook magazine event with sampling, makeovers, etc.	Vanderbilt Hall	Public
Lavazza	September 28, 2013	Coffee Sampling event	Vanderbilt Hall	Public
Smithsonian Media	September 28, 2013	Taiwan Tourism event with cultural fashion show, sampling, etc	Vanderbilt Hall	Public
Nespresso	Sept 29 - Oct 5	Coffee Sampling event	Vanderbilt Hall	Public

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 16, 2013
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
Re **GCT – Graybar Passage Retail Kiosks**

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

GRAND CENTRAL TERMINAL
GRAYBAR PASSAGE RETAIL KIOSK PROGRAM
New Licensees-Month of September 2013

Licensee	License Dates	Use	Monthly Compensation
Artkimia	9/1/2013-10/31/2013	The retail sale of jewelry and accessories	9/2013: \$2,500 10/2013: \$2,500
Selen	9/1/2013-10/31/2013	The retail sale of costume jewelry	9/2013: \$2,500 10/2013: \$2,500

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 16, 2013

To Members of the Finance Committee

From Jeffrey B. Rosen, Director, Real Estate

Re **Report on Agreements Entered into Directly by the Real Estate Department with tenants in good standing or through the RFP or RTN process with a 5-year revenue stream, which does not exceed \$150,000, or 10-year stream not in excess of \$300,000**

Attached is a listing of agreements entered into directly by the Real Estate Department during the preceding month, pursuant to the Board's April 26, 2007 resolution.

That resolution delegates authority to the Chairman, Executive Director, and Director of Real Estate to enter into lease or license agreements with tenants on behalf of the MTA and its agencies.

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

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

SEPTEMBER 2013

Agency/Project Manager	Licensee	Location/Use	Term	SF	Monthly Compensation	Comment
MNR/Benson Goodwyn	Emtee Cleaners, Inc.	Croton Harmon Station	month-to- month	Approximately 700	\$2,159.72	Site to be publically offered in 2014

XI-51

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name MICHAEL T. THADATHIL

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/16/13		X	

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

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

LOCATION: North Railroad Avenue in Lindenhurst, New York

ACTIVITY: Consent to abandonment of a portion of North Railroad Avenue in Lindenhurst, New York

SPACE: Approximately 7,900 square feet

COMMENTS:

MTA Real Estate has received a request from Desmond D'Souza to consent to the abandonment of an approximately 7,900 square foot portion of a "paper street" known as North Railroad Avenue in Lindenhurst, New York. A paper street is land that has been mapped as a street by a governmental entity has never been developed into a street. Per Town of Babylon Code, property owners whose property abuts a paper street can petition the Town to officially abandon the street, so long as the owners of all property adjoining the paper street consent to the abandonment. Once the town abandons the street, the land is sub-divided along its midpoint and transferred to the adjoining property owners.

Property owned by Mr. D'Souza abuts North Railroad Avenue to the east, and LIRR's Central Branch abuts it to the west. As an adjoining property owner, LIRR, therefore, must consent to the abandonment of this street for it to be demapped by the Town of Babylon. Once the Town of Babylon has agreed to this street abandonment it will issue LIRR a quit claim deed for the bisected portion of the abandoned length of North Railroad Avenue that abuts its property, which consists of approximately 4,577 square feet, and it will issue a quit claim deed for the remaining portion to Mr. D'Souza.

The LIRR has determined that this street abandonment will have no adverse impact on its current operations, and that the portion of North Railroad Avenue that LIRR will receive as a result of the abandonment may help meet future operational needs. As such, LIRR will consent to the abandonment and receive a quit claim deed for approximately 4,577 square feet of the abandoned roadway, at no cost to the MTA/LIRR.

Staff Summary

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name Jeffrey B. Rosen
Department Head Signature
Project Manager Name BENSON GOODWYN

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
	Finance Committee	9/16/13		X	

Internal Approvals			
Order	Approval	Order	Approval

Narrative	
AGENCY:	MTA Metro-North Railroad ("Metro-North")
LICENSEE:	Dolores Voorhees DBA Metro Grab and Go ("Dolores")
LOCATION:	Metro-North's Wassaic Train Station, Wassaic, New York
ACTIVITY:	Coffee truck operation
TERM:	One (1) year
SPACE:	Approximately 100 sq. ft.
COMPENSATION:	\$200.00 per month.
COMMENTS	
<p>Real Estate received an expression of interest to operate a mobile coffee cart at the above referenced station. In 2007, an RFP was issued for coffee truck vendors at a number of Metro-North stations, including Wassaic; no proposals were received for Wassaic. In 2010 Real Estate was approached by a vendor to provide this service at the station, and Real Estate subsequently entered into a license agreement with the vendor, but the operation was not successful.</p> <p>In an continuing effort to provide morning coffee service at Wassaic, pursuant to Board policy regarding pilot agreements dated July 25, 2011, Real Estate will enter into a one year pilot arrangement via a license agreement with Delores to ascertain whether she can generate a successful business for Metro-North's customers.</p> <p>Based on past coffee truck/vending agreements, a \$200 per month rent is fair for this pilot program.</p>	

Staff Summary

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

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
	Finance Committee	9/16/13		X	

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director		Civil Rights
	Chief of Staff		Legal
	Director of B&FM		
	Dep Exec Dir of Admin		

Narrative	
AGENCY:	MTA Metro-North Railroad ("Metro-North")
PERMITTEE:	Town of Cortlandt ("Town")
LOCATION:	Cortlandt station parking facility, Cortlandt, New York
ACTIVITY:	225 th Anniversary Celebration
TERM:	July 28, 2013, from 12:00 pm to 11:59 pm Rain date: August 4, 2013, from 12:00 pm to 11:59 pm
SPACE:	Part of Lot 1 and part of Lot 3 at the Cortlandt station parking facility
COMPENSATION:	One dollar, payment waived.
COMMENTS:	<p>Pursuant to Board policy governing use of railroad facilities by municipal and not-for-profit corporations for non-commercial activities, the Town was granted permission to utilize the parking lots of Metro-North's Cortlandt parking facility from 12:00 pm on Sunday, July 28, 2013, (rain date Sunday, August 4, 2013), in connection with the Town of Cortlandt's 225th Anniversary Celebration</p> <p>MTA Legal approved the Permit as to form, and Permittee provided the appropriate insurance coverages and indemnities.</p>

Staff Summary

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name PAUL M. FITZPATRICK

Date SEPTEMBER 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
	Finance Committee	9/16/13		X	

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director		Civil Rights
	Chief of Staff		Legal
	Director of B&FM		
	Dep Exec Dir of Admin		

Narrative	
AGENCY:	MTA Metro-North Railroad ("Metro-North")
LICENSEE:	Bike New York, Inc. ("Bike NY")
LOCATION:	Poughkeepsie Station Parking Facility
ACTIVITY:	Parking for event participants
TERM:	Sunday, June 30, 2013, from 5:30am to 11:59pm
SPACE:	All Metro-North customer parking lots except Poughkeepsie garage building.
COMPENSATION:	\$1.00 (fee waived)
COMMENTS	
<p>Bike NY, a not-for-profit entity, sponsored "2013 Discover Hudson Valley Ride", a biking event held throughout the Hudson Valley on June 30, 2013. BIKE NY requested use of portions of the Poughkeepsie Station Parking Facility on said date, from 5:30 a.m. to 11:59 p.m., for purposes of providing parking for event participants. An entry permit was issued to Bike NY for such purposes, pursuant to the Board approved policy regarding short-term access agreements for not-for-profits.</p> <p>MTA Legal approved the permit as to form and Bike NY provided the appropriate insurance coverage.</p>	

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject SUBWAY ENTRANCE EASEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name STEPHAN RUSSO

Date September 16, 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

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

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

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

GRANTOR: EOP 1095 Retail LLC ("EOP"), a condominium unit at 1095 Avenue of the Americas (the "Building") at 42nd Street and Avenue of the Americas

LOCATION: Southwest entrance (the "Entrance") to the mezzanine of the 42 Street/Bryant Park Station (the "Station") at 42nd Street and Avenue of the Americas

ACTIVITY: Relocation of the Entrance further east on 42nd street and construction of an elevator by EOP; EOP will grant an easement to NYCT and the City of New York (the "City") for the entrance and will maintain it

ACTION REQUESTED: Approval of terms

COMPENSATION: None

COMMENTS:

Pursuant to an agreement dated November 24, 1938 an easement was granted by the owner of the building at 1095 Avenue of the Americas to the City for an entrance within the building to the mezzanine of the Station. On November 26, 1969, the City Planning Commission and the City Council in connection with the construction of the Building approved the relocation of the entrance to where it exists today. However, no formal agreement could be located memorializing this 1969 relocation.

To the west of the Building and the Entrance on the southern side of 42nd Street is a plaza open to the public. EOP has obtained approval from the City Planning Commission to construct within its condo retail unit stores that open up onto the plaza. To do so would require the relocation of the existing station entrance back towards Avenue of the Americas, reducing the length of the underground corridor from the Entrance to the fare control area. EOP, in addition to relocating the entrance, will also build an ADA accessible elevator from 42nd Street to the mezzanine level corridor. To memorialize the new entrance location and replace the previous agreements for the Entrance, EOP will grant to NYCT and the City an easement for the entrance, committing to maintain the entrance as part of the agreement.

The Entrance will be indentured the master lease between the City of New York and NYCT. The New York City Law Department was consulted with respect to the 1938 agreement and the 1969 entrance relocation, and is in agreement that the recital in the new agreement with EOP of the history of the subway entrances at the Building and a statement that the 1938 agreement had no force and effect is sufficient to clarify legal status of the prior entrances.

Staff Summary

FINANCE COMMITTEE MEETING

Subject (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

From a safety standpoint, the new entrance is an improvement, with a preferred shorter corridor between the street-level entrance to the fare control and the addition of the public ADA accessible elevator.

Based on the foregoing, MTA Real Estate will enter into an easement agreement with EOP to relocate the entrance and memorialize the responsibilities of the parties with respect to the easement.

Staff Summary

Subject CLARIFICATION OF EASEMENT RIGHTS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name LEAH BASSKNIGHT

Date SEPTEMBER 16 , 2013
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/16/13	X		

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

AGENCY: MTA New York City Transit ("NYCT")
PROPERTY OWNER: Triangle Plaza Hub LLC ("Triangle Equities")
LOCATION: 149th Street and Bergen Avenue the Bronx (the "Hub")
ACTIVITY: Agreement clarifying easement rights reserved by the City of New York (the "City") for the benefit of NYCT in the City's sale of a portion of the Hub to Triangle Equities
ACTION REQUESTED: Information Item – None
COMPENSATION: None

COMMENTS:

On November 30, 2012, the City of New York (the "City") through the New York City Economic Development Corporation conveyed a major portion of the property (the "Premises") known as the Hub at 149th Street in the Bronx to Triangle Equities pursuant to an RFP process to promote development of this underused City-owned property. The Hub is a city block bounded by 149th Street, Bergen Avenue Brook Avenue and Westchester Avenue in which the 2 and 5 subway line tracks emerge from the underground tunnel and, cutting across the block, slowly rise to an become an elevated line. At the request of NYCT, the City reserved certain permanent exclusive easements in the deed conveying the Premises for the area of the subway tunnel and permanent access easements along the rising tracks to enable NYCT to maintain the subway tracks.

Triangle Equities is entering into an Agreement with NYCT to further clarify Triangle Equities' obligations with respect to the easements reserved by the City. Pursuant to the agreement, Triangle Equities agrees to restrictions of use of the area over the underground tunnel and within the access easement areas. The agreement also contains a procedure for NYCT to notify Triangle Equities when it will require access to the easements.