



Metropolitan Transportation Authority

Finance Committee Meeting September 2015

Committee Members

T. Prendergast, Chair
F. Ferrer, Vice Chair
J. Ballan
J. Banks, III
R. Bickford
A. Cappelli
J. Kay
C. Moerdler
M. Pally
J. Sedore, Jr.
V. Tessitore, Jr*
P. Trottenberg
C. Wortendyke
N. Zuckerman*

Finance Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 9/21/2015
12:00 - 1:15 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES – JULY 20, 2015

Finance Committee Minutes - Page 4

3. 2015 COMMITTEE WORK PLAN

2015 Work Plan - Page 10

4. BUDGETS/CAPITAL CYCLE

BudgetWatch (Handout)

Finance Watch

Finance Watch - Page 18

5. MTA HEADQUARTERS & ALL-AGENCY ITEMS

Action Item

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds - Page 34

Report and Information Items

Contract Change Order Report - Page 44

Draft MTA Financial Statement - 2nd Quarter for the Six-Months Ended June 2015 (Separate Document)

2016 Preliminary Budget/July Financial Plan 2016-2019 MTA Div. Mgmt/Budget (Materials Previously Distributed)

Procurements

MTAHQ Procurement Report - Page 46

MTAHQ Competitive Procurements - Page 48

MTAHQ Ratifications - Page 61

6. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD

MNR & LIRR Procurements - Page 64

7. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Action Item - Page 72

NYCT Procurements - Page 74

8. BRIDGES AND TUNNELS

B & T Procurements - Page 82

9. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

10. MTA CONSOLIDATED REPORTS

July

Statement of Operations - Page 86

Overtime Report - Page 93

Report on Subsidies - Page 96

Positions - Page 103

Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 106

Farebox Recovery Ratios - Page 109

MTA Ridership - Page 110

Fuel Hedge Program - Page 134

June

Statement of Operations - Page 137

Overtime Report - Page 144

Report on Subsidies - Page 148

Positions - Page 155

Farebox Recovery Ratios - Page 158

MTA Ridership - Page 159

Other

12 Month Allocation 2015 Mid-Year Forecast - Page 183

11. REAL ESTATE AGENDA

Action Items Approve

Real Estate Action Items - Page 200

Report and Information Items

Real Estate Info Items - Page 222

12. EXECUTIVE SESSION

Minutes of the MTA Finance Committee Meeting
July 20, 2015
2 Broadway, 20th Floor Board Room
New York, NY 10004
12:30 PM

The following Finance Committee members attended:

Hon. Thomas F. Prendergast, Chairman
Hon. Fernando Ferrer, Vice Chair
Hon. Jonathan A. Ballan
Hon. Allen P. Cappelli
Hon. Charles G. Moerdler
Hon. Mitchell H. Pally
Hon. Polly Trottenberg
Hon. Carl V. Wortendyke

The following Finance Committee members did not attend:

Hon. John H. Banks III
Hon. Robert C. Bickford
Hon. Jeffrey A. Kay
Hon. James L. Sedore, Jr.
Hon. Vincent Tessitore, Jr.
Hon. Neil Zuckerman

The following Board Members were also present:

Hon. Andrew Albert
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Lawrence Schwartz

The following MTA staff attended:

Robert Foran
Douglas Johnson
Patrick McCoy
Jeffrey Rosen

Chairman Thomas Prendergast called the July 20, 2015 meeting of the Finance Committee to order at 12:38 PM.

I. Public Comments

There were no public comments.

II. Approval of Minutes

The Committee approved the minutes to its prior meeting held on June 22, 2015.

III. Committee Work Plan

There were no changes to the Work Plan.

IV. Budgets/Capital Cycle

A. BudgetWatch

Mr. Douglas Johnson noted that there is no BudgetWatch for July because Mr. Robert Foran will present the July Financial Plan in a joint meeting of the Board and Finance Committee on Wednesday, July 22, 2015.

B. FinanceWatch

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

Ratings Upgrade: Mr. McCoy reported that on July 10, 2015, Moody's Investors Service upgraded MTA Transportation Revenue Bonds to 'A1' from 'A2,' with a stable outlook. Moody's published report indicated the upgrade to the A1 rating primarily reflects trends of improvement over recent years in MTA's operating environment, including strong service area economic growth and strengthened financial condition of supporting governments. The upgrade also reflects MTA's growing ridership, recent history of stable financial performance, strong budget management, governance, and planning and incorporates bondholder protections provided by the gross pledge of a diversified revenue stream under the Transportation Revenue Resolution.

Remarketings: Mr. McCoy reported that on July 1, 2015, MTA effected a mandatory tender and successfully remarketed \$193.1 million of TBTA General Revenue Variable Rate Refunding Bonds, Subseries 2005B -3. The standby bond purchase agreement issued by Bank of America, N.A., expired by its terms, and a new letter of credit (LOC) is being provided by Bank of Tokyo-Mitsubishi at a lower cost, and is scheduled to expire on June 29, 2018.

Refundings: Mr. McCoy reported that the first refunding transaction for approximately \$500 million of \$1.06 billion of Transportation Revenue bonds that are callable in November 2015 is pricing the week of July 20. Currently, staff anticipates two transactions for the current refundings, with the second one happening after Labor Day. The transaction is being led by the joint MBE team of Morgan Stanley and Siebert Bradford Shank, together with co-senior managers Bank of America Merrill Lynch, J.P. Morgan, and Ramirez & Co., Inc. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP are co-bond counsel on the transaction. Mr. McCoy will report on the results at the next Finance Committee meeting.

Other Upcoming Transactions: Mr. McCoy stated that MTA expects to effect a mandatory tender and remarket \$122.57 million of TBTA General Revenue Variable Rate Bonds, Series 2001C and \$175 million of Transportation Revenue Bonds, Subseries 2005E-1 and 2005E-3, due to the upcoming expiration of existing letters of credit that provide enhancement on these bonds. Mr. McCoy noted that the new banks providing letters of credit are accepting MTA's terms and providing competitive pricing. Also, in September 2015, MTA expects to issue \$600

million Transportation Revenue Variable Rate Bonds to retire the credit enhanced BANS, Series CP-2.

Fuel Hedge: Mr. McCoy reported that on June 30, 2015, MTA executed an approximately 2.9 million gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc., at an all-in price of \$2.013/gallon. Three of MTA's existing approved commodity counterparties participated in competitive bidding on the transaction: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation, and Merrill Lynch Commodities Inc. The hedge covers the period from June 2016 through May 2017.

Response to Financial Advisor Query: In response to a query raised by Mr. Ferrer at the June meeting, Mr. McCoy reported that upon review of MTA's overall deal flow, the Finance Department averages 25-30 transactions a year, and an additional Financial Advisor may be useful. Mr. McCoy further commented that staff will incorporate that need into the RFP process scheduled for 2016, per the three year RFP cycle that is being used.

Discussion: Mr. Albert asked whether the Moody's ratings upgrade will result in savings for MTA. Mr. McCoy indicated that quantifying savings from the one notch upgrade may be difficult, however staff will review results of transactions and attempt to provide that analysis to the Committee. Mr. Ballan inquired regarding the issuance of variable rate bonds to retire the credit enhanced BANS, Series CP-2 and what is the motivation for that plan of finance. Mr. McCoy responded that commercial banks provided favorable results and they would like to put some of that letter of credit capacity to work. In addition, the unhedged variable portfolio is at approximately 8%, so there is room to grow that part of the portfolio. Additionally, Mr. Ballan inquired whether the Financial Advisor would participate in the RFP process of underwriters and whether the calendar of upcoming transactions is posted. Mr. McCoy affirmed that the Financial Advisor, whether existing or new, will participate in the RFP process and selection of underwriters. Mr. McCoy further responded that MTA transactions are posted on the State Securities Coordinating Committee calendar, as well as being provided to the Finance Committee. Mr. Cappelli inquired whether the Bond Issuance Charge (BIC) is being waived for the refundings. Mr. McCoy noted that the BIC waiver has been requested and he will report back to the Committee on the response of the State.

V. MTA Headquarters and All-Agency Items

A. Action Item

Mr. Johnson reported that there was one action item for MTA Headquarters and All-Agency items (see page 34 of the Committee book).

Mr. McCoy reported that staff learned that morning that BMO Capital Markets is being acquired by Piper Jaffrey, a co-manager in MTA's syndicate, so he is requesting to pull the item from consideration until more information is available regarding the status of BMO Capital Markets. Mr. McCoy remarked he will come back to the Committee with recommendations after further review.

B. Procurements

Mr. Johnson reported there were five competitive procurements for MTA Headquarters, four for personal services and one for miscellaneous services, for a total of \$102,060,101 (see pages 35 through 49 of the Committee book).

Discussion: Mr. Ballan inquired regarding the reason that there are so few accounting firms willing to compete for MTA's business for Independent Auditor. Mr. Angel Barbosa, MTA Chief Procurement Officer, responded that many accounting firms have indicated an interest in other types of consulting or business with MTA, so they are precluded from bidding for the Independent Auditor work.

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

VI. Metro-North Railroad

There were no items for Metro-North.

VII. LIRR

A. Procurement

Mr. Johnson reported one non-competitive sole-source procurement for LIRR for a total of \$698,754 (see page 50 of the Committee book).

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

VIII. NYCT/MTA Bus Operations

A. Procurements

Mr. Johnson reported that there were four procurement items, including three for RFPs, for NYCT for a total of \$216,097,002 (see pages 52 through 60 of the Committee book).

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

IX. Bridges and Tunnels

Mr. Johnson reported that there was one procurement item for Bridges and Tunnels, for a total of \$1,199,972 (see page 62 of the Committee book).

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

X. FMTAC

There were no items for FMTAC.

XI. MTA Consolidated Reports

This month's consolidated reports include the May statements of operations; overtime reports; report on subsidies; positions; subsidy, interagency loans and stabilization fund transactions; farebox recovery ratios; MTA ridership; and the fuel hedge program (see pages 64 through 116 of the Committee book).

XII. Real Estate Agenda

Mr. Rosen noted that there was a proposed resolution in addition to sixteen action items for Committee approval (see pages 118 through 204 of the Committee book for all real estate action and information items, including the retail development reports for retail at Grand Central Terminal and Penn Station).

A. Resolution

Mr. Pally presented a proposed non-binding resolution constituting a statement of purpose regarding affordable housing. He commented that the statement would provide localities and developers with a sense of the position of the majority of the MTA's Board members relating to the role of affordable housing in the disposition of MTA property. Mr. Pally noted that the statement of purpose provides that when a local municipality has an affordable housing policy in place, the MTA will require that the developer comply with the local government's policy.

Discussion: Committee discussion included extensive debate on the resolution. There was discussion on the issue of what would happen where there are no local standards or only general county standards in place. One member suggested that MTA should set a minimum affordable housing percentage applicable to all residential developments involving MTA property. Mr. Prendergast observed that the statement of purpose is intended to provide a general framework for MTA to address affordable housing issues in connection with real estate transactions involving MTA property and that the Board has the prerogative to address specific situations on a case by case basis in the future. A few Members voiced concern that a non-binding resolution was not necessary or appropriate. Other Members voiced support for the resolution for reasons of transparency and clarity.

The Committee voted to recommend presentation of the resolution regarding affordable housing to the Board for approval. Mr. Ballan opposed the resolution.

B. Action Items

Mr. Rosen highlighted the action item related to proposed lease modifications at Penn Station. Such leases relate to areas on the north side of the 33rd Street Corridor, in the basement of the private building known as One Penn Plaza, that are under the control of Vornado Realty Trust. In connection with a financial settlement detailed in the pertinent staff summary in the Committee book, Vornado has agreed to commit to the implementation of specified signage and merchandising standards, which should have positive impact on the LIRR customer experience at Penn Station.

Discussion: Mr. Pally voiced strong support for the Penn Station action item and urged its adoption.

Mr. Schwartz raised a concern with regard to the proposed extension of the subway advertising license agreement with Outfront Media, Inc., stating that the proposed extension of at least six months and up to one year was too long and that the RFP should be completed sooner. Mr. Rosen explained that the extension was desirable in order to allow MTA to address profound changes sweeping the advertising industry and that it was MTA's intention to terminate all of the MTA's outstanding advertising license agreements simultaneously in connection with the upcoming RFP for new license terms. He explained that the one year outside term of the extension, together with the early termination right, would bring the subway license termination into line with the termination of Outfront's other advertising license agreements, which relate to commuter rail and buses. Additionally, Mr. Jerome Page, General Counsel, noted that the incumbent firm had requested at least three months' notice of an early termination to give them time to wind down sales activity and facilitate an orderly transition for advertisers. He noted that, given the uncertain timing of the completion of the RFP, the proposed early termination terms gave MTA the most flexibility under the circumstances.

Mr. Moerdler proposed an amendment to the action item related to Outfront Media, suggesting an extension for six months, with an option for a six-month renewal. Following discussion, the proposed amendment was withdrawn.

The Committee voted to recommend all sixteen real estate action items before the Board for approval. Mr. Moerdler recused himself from item related to the acquisition of easements for East Side Access ADA elevator at 280 Park Avenue. Mr. Ballan recused himself from the action item related to the extension of the advertising license with Outfront Media, Inc.

XIII. Executive Session and Adjournment

Upon motion duly made and seconded, the Finance Committee convened in Executive Session pursuant to Section 105 (1)(e) of the Public Officers Law to discuss pension plan amendments.

After completion of the Executive Session, and upon motion duly made and seconded, the July 20, 2015 meeting of the Finance Committee was adjourned.

Respectfully submitted,

Marcia Tannian
Assistant Director, Finance

2015 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 Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2015

2016 Preliminary Budget/July Financial Plan 2016-2019
(materials previously distributed)

MTA Div. Mgmt/Budget

Other:

Update on the Business Service Center
Annual Review of MTA's Derivative Portfolio -
Including Fuel Hedge
MTA 2015 Semi-Annual Investment Report

MTA Business Service Center
MTA Finance

MTA Treasury

November 2015

2016 Final Proposed Budget/November Financial Plan 2016-2019
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

Other:

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

MTA Comptroller
MTA CFO

December 2015

Adoption of 2016 Budget and 2016-2019 Financial Plan

MTA Div. Mgmt/Budget

Action Items:

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

MTA Treasury
MTA Finance

MTA Finance

Other:

Draft 2016 Finance Committee Work Plan
Contract Change Order Report

MTA Div. Mgmt/Budget
MTA Proc., Agencies

January 2016

Financing Issues:

Special Report: Finance Department 2015 Year-End Review

MTA Finance

Other:

MTA Financial Statements 3rd Quarter for the Nine-Months
Ended September 2015

MTA Comptroller

February 2016*Action Items:*

2015 TBTA Operating Surplus
Mortgage Recording Tax – Escalation Payments to Dutchess,
Orange and Rockland Counties

B&T/MTA

MTA Treasury, MTA
Div. Mgmt/Budget

Other:

February Financial Plan 2016-2019

MTA Div. Mgmt/Budget

March 2016*Action Items:*

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

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

All-Agency Annual Procurement Report

Other:

MTA Prompt Payment Annual Report 2015

MTA Business Service
Center

Contract Change Order Report

MTA Proc., Agencies

April 2016*Action Item:*

MTA 2015 Annual Investment Report

MTA Treasury

Other:

Annual Report on Variable Rate Debt

MTA Finance

MTA Financial Statements Fiscal Year-End Twelve-Months
Ended December 2015

MTA Comptroller

May 2016*Action Item:*

Station Maintenance Billings Approval

MTA Comptroller

Other:

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

MTA Labor

Annual FMTAC Meeting

MTA RIM

Annual FMTAC Investment Performance Report

MTA RIM

June 2016*Action Item:*

PWEF Assessment

MTA Capital Program Mgmt/
MTA Div. Mgmt/Budget

Other:

Update on IT Transformation

MTA Information Technology

Update on Procurement Consolidation

MTA Procurement

Contract Change Order Report

MTA Proc., Agencies

MTA Financial Statements 1st Quarter for the Three-Months
Ended March 2016

MTA Comptroller

July 2016

2017 Preliminary Budget/July Financial Plan 2017-2020
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

September 2016

2017 Preliminary Budget/July Financial Plan 2017-2020
(materials previously distributed)

MTA Div. Mgmt/Budget

Action Item:

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

MTA Grant Mgmt.

Other:

Contract Change Order Report
MTA Financial Statements 2nd Quarter for the Six-Months Ended
June 2016

MTA Proc., Agencies

MTA Comptroller

DETAILS

OCTOBER 2015

2016 Preliminary Budget/July Financial Plan 2016-2019

Public comment will be accepted on the 2016 Preliminary Budget.

Other:

Update on Business Service Center

The Business Service Center will provide an update on its initiatives and upcoming project milestones. Operational performance metrics will also be shared.

Annual Review of MTA's Derivative Portfolio – Including Fuel Hedge

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

MTA 2015 Semi-Annual Investment Report

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

NOVEMBER 2015

2016 Final Proposed Budget/November Financial Plan 2016-2019 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2015, a Final Proposed Budget for 2016, and an updated Financial Plan for 2016-2019.

Other:

Station Maintenance Billing Update

The MTA Comptroller Division will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2015.

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 2015

Adoption of 2016 Budget and 2016-2019 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2016 and 2016-2019 Financial Plan.

Action Item:

Approval of MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes.

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

Approval of Supplemental Resolutions Authorizing Refunding Bonds

Board action required to allow for the refunding to fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy.

Other:

Draft 2016 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2016 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

Contract Change Order Report

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

JANUARY 2016

Other:

Special Report: Finance Department 2015 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2015.

MTA Financial Statements for the Nine-Months Ended, September 2015

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Nine-Months ended, September 30, 2015.

FEBRUARY 2016

Action Items:

2015 TBTA Operating Surplus

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2015 Operating Surplus and Investment Income, (2) advances of TBTA 2016 Operating Surplus, and (3) the deduction from 2016 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

By State statute, each of these counties is entitled to a share of MTA's MRT-2 tax receipts. The amount may be no less than they received in 1987 (even if the taxes collected fall below the 1987 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1987 totals. Such upward adjustments are expected to be required this year, based on the 2009 experience thus far. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

Other:

February Financial Plan 2016-2019

The MTA Division of Management and Budget will present for information purposes a revised 2016-2019 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

MARCH 2016

Action Items:

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

Board approval of above guidelines as required annually by Public Authorities Law Sections 2895-2897. MTA Real Estate and MTA Corporate Compliance should be prepared to answer questions regarding these guidelines.

All-Agency Annual Procurement Report

The Agencies and the MTA Procurement Division should be prepared to answer questions on this voluminous State-required report.

Other:

MTA Annual Prompt Payment Status Report 2015

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

Contract Change Order Report

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

APRIL 2016

Action Item:

MTA Annual Investment Report

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

Other:

Annual Report on Variable Rate Debt

The MTA Finance Department will present a report that summarizes the performance of the MTA's various variable-rate debt programs, including a discussion of the savings (compared to long-term rates) achieved through variable rate debt and a discussion on the current policy and limits on the use of variable rate debt.

MTA Financial Statements for the Twelve-Months Ended, December 2015

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2015.

MAY 2016

Action Item:

Station Maintenance Billings Approval

Under the Public Authorities Law, the Board is required to certify to the City and the counties in the Metropolitan Transportation District the total costs to MTA for operating and maintaining Commuter Railroad passenger stations. The City and county assessments are both now determined through a formula.

Other:

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 2014 investment performance and other experience of the various MTA pension funds. Among other matters, this report should (i) make recommendations on appropriate investment-earnings assumptions in light of the experience of the past three years; (ii) discuss the implications for asset allocations in light of such recommendations; (iii) discuss the effect on (under) funding of the systems in light of such performance and recommendation; (iv) provide appropriate comparisons with other public pension systems; and (v) solicit the opinions of the Board Operating Committees on these recommendations in light of their effects on Agency budgets.

Annual Meeting of the First Mutual Transportation Assurance Company

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

Annual First Mutual Transportation Assurance Company Investment Performance Report

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

JUNE 2016

Action Item:

PWEF Assessment

The MTA Division of Management and Budget, assisted by MTA Capital Program Management, should prepare the usual annual staff summary authorizing the payment of this assessment to the State. The State levies an assessment of the value of construction-contract awards to cover its cost of enforcing prevailing-wage legislation.

Other:

IT Transformation

IT Management will present progress made to date to promote IT Transformation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared. Initiatives that have made IT more resilient will also be discussed.

Update on Procurement Consolidation

Procurement Management will present progress made to date to promote Non-Core Procurement Consolidation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared.

Contract Change Order Report

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

MTA Financial Statements for the Three-Months Ended, March 2016

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2016.

JULY 2016

2017 Preliminary Budget/July Financial Plan 2017-2020 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2016, a Preliminary Budget for 2017, and an updated Financial Plan for 2017-2020.

SEPTEMBER 2016

2017 Preliminary Budget/July Financial Plan 2017-2020

Public comment will be accepted on the 2017 Preliminary Budget.

Action Item:

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

The MTA Office of Grant Management will hold a public hearing in accordance with Federal law and then request the Board's approval of a resolution that would authorize the Chairman or a designated officer to execute the applications and accept grants of financial assistance from the Federal government.

Other:

Contract Change Order Report

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

MTA Financial Statements for the Six-Months Ended, June 2015

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2015.

FinanceWatch

September 21, 2015

Ratings Upgrade

On July 31, 2015, Fitch Ratings upgraded MTA Dedicated Tax Fund Bonds to 'AA' from 'AA-', with a stable outlook. The report noted the upgrade to the AA rating primarily reflects Fitch's view that the state's long history of support for the MTA generally and for the DTF bonds in particular warrants a rating at a level one notch below New York State's 'AA+' general obligation rating, which is on par with other appropriation debt of the state.

Financing Activity

Refundings

\$550,000,000 MTA Transportation Revenue Refunding Bonds, Series 2015C

On July 23, 2015, MTA successfully priced \$550 million of MTA Transportation Revenue Refunding Bonds, Series 2015C. The proceeds from the transaction were used to refund \$ 240.765 million of MTA Transportation Revenue Bonds, Series 2005A, \$193.210 million of MTA Transportation Revenue Bonds, Series 2005B, and \$187.730 million of MTA Transportation Revenue Bonds, Series 2005F (for an aggregate amount of \$619.705 million). The Series 2015C bonds were issued as \$477.110 million tax-exempt fixed-rate bonds (Subseries 2015C-1) and \$72.890 million mandatory tender bonds (Subseries 2015C-2). The Subseries 2015C-2 bonds have a mandatory purchase date of November 15, 2020 and a yield to the mandatory purchase date of 1.72%. The Series 2015C bonds have a final maturity of November 15, 2035. The transaction closed on August 18, 2015.

The refunding resulted in a net present value savings of \$88.673 million or 14.31% of the par amount of the refunded bonds. The transaction was led by the MWBE joint venture team of Siebert Brandford Shank & Co., L.L.C. and Morgan Stanley as joint book-running senior managers, together with special co-senior managers BoFA Merrill Lynch, J.P. Morgan and Ramirez & Co., Inc. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

Transactions Summary Statistics

	<u>TRB 2015C</u>
<i>Par Amount:</i>	<i>\$550 million</i>
<i>Premium:</i>	<i>\$80.507 million</i>
<i>All-in TIC:</i>	<i>3.68%</i>
<i>Average Coupon:</i>	<i>4.84%</i>
<i>Average Life:</i>	<i>16.18 years</i>
<i>PV Savings (\$):</i>	<i>\$88.67 million</i>
<i>PV Savings (%):</i>	<i>14.31%⁽¹⁾</i>
<i>Final Maturity:</i>	<i>11/15/2035</i>

<i>Underwriter's Discount:</i>	<i>\$4.89 (\$2,688,371)</i>
<i>State Bond Issuance Fee:</i>	<i>\$0⁽²⁾</i>
<i>Cost of Issuance:</i>	<i>\$1.52(\$834,495)</i>
<i>Ratings (Moody's/S&P/Fitch/Kroll)</i>	<i>A1/AA-/A/AA+</i>
<i>Senior Managers:</i>	<i>Siebert Brandford Shank</i> <i>Morgan Stanley</i>
<i>Special Co-Senior Managers:</i>	<i>BofA Merrill Lynch</i> <i>J.P. Morgan</i> <i>Ramirez & Co., Inc.</i>

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

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

\$407,695,000 MTA Transportation Revenue Refunding Bonds, Series 2015D

On August 20, 2015, MTA successfully priced \$407.695 million of MTA Transportation Revenue Refunding Bonds, Series 2015D. The proceeds from the transaction were used to refund \$ 126.615 million of MTA Transportation Revenue Bonds, Series 2005A, \$184.610 million of MTA Transportation Revenue Bonds, Series 2005B, and \$136.340 million of MTA Transportation Revenue Bonds, Series 2005F (for an aggregate amount of \$447.565 million). The Series 2015D bonds were issued as \$357.030 million tax-exempt fixed-rate bonds (Subseries 2015D-1) and \$50.665 million mandatory tender bonds (Subseries 2015D-2). The Subseries 2015D-2 bonds have a mandatory purchase date of November 15, 2019 and a yield to the mandatory purchase date yield 1.49%. The Series 2015D bonds have a final maturity of November 15, 2035. The transaction closed on September 17, 2015.

The refunding resulted in a net present value savings of \$78.038 million or 17.44% of the par amount of the refunded bonds. The transaction was led by book-running senior manager Goldman Sachs & Co., together with special co-senior managers Citigroup, Loop Capital Markets and RBC Capital Markets. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

Transactions Summary Statistics

	<u>TRB 2015D</u>
<i>Par Amount:</i>	<i>\$407.695 million</i>
<i>Premium:</i>	<i>\$44.668 million</i>
<i>All-in TIC:</i>	<i>3.61%</i>
<i>Average Coupon:</i>	<i>4.46%</i>
<i>Average Life:</i>	<i>16.32 years</i>
<i>PV Savings (\$):</i>	<i>\$78.04 million</i>
<i>PV Savings (%):</i>	<i>17.44%⁽¹⁾</i>
<i>Final Maturity:</i>	<i>11/15/2035</i>
<i>Underwriter's Discount:</i>	<i>\$3.77 (\$1,538,554)</i>
<i>State Bond Issuance Fee:</i>	<i>\$0⁽²⁾</i>
<i>Cost of Issuance:</i>	<i>\$1.44(\$587,276)</i>

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

A1/AA-/A/AA+

Senior Managers:

Goldman Sachs

Special Co-Senior Managers:

Citigroup

Loop Capital Markets

RBC Capital Markets

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

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

Remarketing

\$122,565,000 TBTA General Revenue Variable Rate Bonds, Series 2001C

On August 20, 2015, MTA effectuated a mandatory tender and remarketed \$122.565 million of Triborough Bridge and Tunnel General Revenue Variable Rate Bonds, Series 2001C because the standby bond purchase agreement issued by JPMorgan Chase Bank, N.A. was expiring by its terms and was replaced with an irrevocable direct-pay letter of credit issued by The Bank of Tokyo-Mitsubishi UFJ, Ltd. The letter of credit is scheduled to expire on August 17, 2018. The Series 2001C bonds will remain as a variable interest rate obligation in weekly mode, and Morgan Stanley & Co., LLC will serve as the remarketing agent. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

\$100,000,000 Transportation Revenue Variable Rate Bonds, Subseries 2005E-1

\$75,000,000 Transportation Revenue Variable Rate Bonds, Subseries 2005E-3

On August 27, 2015, MTA effectuated a mandatory tender and remarketed \$100 million of MTA Transportation Revenue Variable Rate Bonds, Subseries 2005E-1 and \$75 million of MTA Transportation Revenue Variable Rate Bonds, Subseries 2005E-3 because their existing direct-pay letter of credits issued by Bank of America, N.A. and PNC Bank, National Association, respectively, were expiring by their respective terms and was replaced with an irrevocable direct-pay letter of credit issued by The Bank of Montreal. The letter of credit is scheduled to expire on August 24, 2018. The Subseries 2005E-1 and 2005E-3 bonds will both remain as a variable interest rate obligations in daily and weekly modes, respectively. Jefferies will serve as the remarketing agent for the Subseries 2005E-1 bonds and Loop Capital Markets will serve as the remarketing agent for the Subseries 2005E-3 bonds. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

Commercial Paper Takeout & New Money

\$650,000,000 MTA Transportation Revenue Variable Rate Bonds, Series 2015E

On September 1, 2015, MTA priced \$650 million MTA Transportation Revenue Variable Rate Bonds, Series 2015E to retire \$550 million Transportation Revenue Bond Anticipation Notes, Series CP-2 Credit Enhanced and generate \$100 million new money proceeds to finance existing approved transit and commuter projects. The Series 2015E bonds consist of five subseries of bonds. Each subseries will be a variable interest obligation bearing interest in either daily or weekly mode and supported by an irrevocable direct-pay letter of credit. Subseries 2015E-1, 2015E-2 and 2015E-3 were all structured with 35-year debt service based on the useful life of the projects financed by the commercial paper that was refunded by these same Subseries of bonds. Subseries 2015E-4 and 2015E-5 bonds, which generated new money proceeds to finance existing approved transit and commuter projects, was structured as 30-year level debt service. The transaction closed on September 10, 2015. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

	Transaction Summary				
	<u>Subseries</u>	<u>Subseries</u>	<u>Subseries</u>	<u>Subseries</u>	<u>Subseries</u>
	<u>2015E-1</u>	<u>2015E-2</u>	<u>2015E-3</u>	<u>2015E-4</u>	<u>2015E-5</u>
<i>Par Amount (in \$ million):</i>	100.00	250.00	200.00	50.00	50.00
<i>Final Maturity:</i>	11/15/2050	11/15/2050	11/15/2050	11/15/2045	11/15/2045
<i>Mode:</i>	Daily	Weekly	Weekly	Weekly	Daily
<i>LOC Expiry:</i>	9/7/2018	9/7/2018	9/7/2018	9/7/2018	9/7/2018
<i>LOC Provider:</i>	U.S. Bank	Bank of Tokyo	Citi	Bank of West	U.S. Bank
<i>Dealer:</i>	U.S. Bancorp	Citigroup	Citigroup	Loop Capital	U.S. Bancorp
<i>Initial Rate Set:</i>	0.01%	0.01%	0.01%	0.02%	0.01%
<i>Ratings (Moody's/S&P/Fitch):</i>	Aa1/AAA/AA+	Aa2/AAA/AA-	Aa2/AAA/AA	Aa2/AAA/AA-	Aa1/AAA/AA+
<i>State Bond Issuance Fee:</i>			\$8.33 (\$5,414,518)		
<i>Cost of Issuance:</i>			\$1.05 (\$684,750)		

New Money

\$500,000,000 MTA Dedicated Tax Fund Bond Anticipation Notes, Series 2015A

On September 9, 2015, MTA successfully priced via a competitive bidding process \$500 million of MTA Dedicated Tax Fund Bond Anticipation Notes, Series 2015A to generate new money proceeds to finance existing approved transit and commuter projects. There were a total of sixteen bidders on the Series 2015A BANs that resulted with eight winning bids that ranged from 0.191% to 0.198%. The Series 2015A BANs have an all-in True Interest Cost of 0.39%, an average coupon of 0.75%, a final maturity of June 1, 2016, and are rated SP-1+ and F1+ by Standard and Poor's and Fitch Ratings, respectively. The transaction closed on September 17, 2015. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

Transaction Bidding Summary

<u>Subseries</u>	<u>Par Amount (in \$ million)</u>	<u>Winning Bidder</u>	<u>Bid</u>
<i>2015A-1</i>	<i>200.00</i>	<i>Morgan Stanley</i>	<i>0.193%</i>
<i>2015A-2</i>	<i>30.00</i>	<i>Goldman Sachs</i>	<i>0.194%</i>
<i>2015A-3</i>	<i>10.00</i>	<i>FTN Financial</i>	<i>0.195%</i>
<i>2015A-4</i>	<i>75.00</i>	<i>JP Morgan</i>	<i>0.195%</i>
<i>2015A-5</i>	<i>50.00</i>	<i>Wells Fargo</i>	<i>0.195%</i>
<i>2015A-6</i>	<i>30.00</i>	<i>Citi</i>	<i>0.196%</i>
<i>2015A-7</i>	<i>35.00</i>	<i>RBC Capital</i>	<i>0.197%</i>
<i>2015A-8</i>	<i>70.00</i>	<i>BofA Merrill</i>	<i>0.198%</i>
<i>Total</i>	<i>500.00</i>		

Fuel Hedging Program

\$5,299,862 Diesel Fuel Hedge

On July 30, 2015, MTA executed a 2,920,034 gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc. at an all-in price of \$1.815/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation and Merrill Lynch Commodities Inc. The hedge covers the period from July 2016 through June 2017.

\$4,847,240 Diesel Fuel Hedge

On August 27, 2015, MTA executed a 2,920,024 gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc. at an all-in price of \$1.660/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation and Merrill Lynch Commodities Inc. The hedge covers the period from August 2016 through July 2017.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN
DEBT SERVICE
(\$ in millions)
July 2015

	Mid Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$29.5	\$29.8	(\$0.3)		
Commuter Railroads	6.0	6.4	(0.4)		
<i>Dedicated Tax Fund Subtotal</i>	\$35.5	\$36.2	(\$0.8)	-2.2%	
MTA Transportation Revenue:					
NYC Transit	\$79.9	\$75.6	\$4.3		
Commuter Railroads	48.9	47.5	1.3		
MTA Bus	1.8	2.5	(0.7)		
SIRTOA	0.1	0.1	0.1		
<i>MTA Transportation Subtotal</i>	\$130.6	\$125.7	\$5.0	3.8%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.1	\$0.0	\$1.1		
Commuter Railroads	0.7	0.0	0.7		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$1.8	\$0.0	\$1.8	98.2%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.6	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$2.1	\$2.1	\$0.0	0.8%	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$14.8	\$13.1	\$1.7		
Commuter Railroads	6.9	6.1	0.8		
Bridges & Tunnels	20.1	15.8	4.4		
<i>TBTA General Resolution Subtotal</i>	\$41.8	\$35.0	\$6.9	16.4%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$6.3	\$5.5	\$0.8		
Commuter Railroads	2.8	2.4	0.3		
Bridges & Tunnels	2.5	2.2	0.3		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$10.1	\$1.4	12.2%	
Total Debt Service	\$223.4	\$209.1	\$14.3	6.4%	
Debt Service by Agency:					
NYC Transit	\$133.1	\$125.6	\$7.5		
SIRTOA	0.1	0.1	0.1		
Commuter Railroads	65.3	62.6	2.7		
MTA Bus	1.8	2.5	(0.7)		
Bridges & Tunnels	22.8	18.2	4.7		
MTAHQ	0.2	0.2	0.0		
Total Debt Service	\$223.4	\$209.1	\$14.3	6.4%	

Notes:

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

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN
DEBT SERVICE
(\$ in millions)
July 2015 Year-to-Date

	Mid Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$179.1	\$179.7	(\$0.7)		
Commuter Railroads	37.9	38.8	(0.9)		
<i>Dedicated Tax Fund Subtotal</i>	\$217.0	\$218.5	(\$1.5)	-0.7%	
MTA Transportation Revenue:					
NYC Transit	\$503.0	\$497.2	\$5.8		
Commuter Railroads	315.1	311.8	3.3		
MTA Bus	15.0	16.4	(1.4)		
SIRTOA	0.4	0.4	0.1		
<i>MTA Transportation Subtotal</i>	\$833.6	\$825.8	\$7.8	0.9%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$2.3	\$0.1	\$2.2		
Commuter Railroads	1.5	0.1	1.4		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.8	\$0.2	\$3.6	94.1%	
2 Broadway COPs:					
NYC Transit	\$11.5	\$11.5	\$0.0		
Bridges & Tunnels	1.6	1.6	0.0		
MTA HQ	1.6	1.6	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$14.7	\$14.7	\$0.0	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$102.8	\$101.1	\$1.7		
Commuter Railroads	48.3	47.5	0.8		
Bridges & Tunnels	128.7	122.0	6.7		
<i>TBTA General Resolution Subtotal</i>	\$279.8	\$270.6	\$9.2	3.3%	
TBTA Subordinate (2)					
NYC Transit	\$41.6	\$40.0	\$1.5		
Commuter Railroads	18.3	17.6	0.7		
Bridges & Tunnels	16.4	15.8	0.6		
<i>TBTA Subordinate Subtotal</i>	\$76.3	\$73.4	\$2.8	3.7%	
Total Debt Service	\$1,425.2	\$1,403.3	\$21.9	1.5%	
Debt Service by Agency:					
NYC Transit	\$840.3	\$829.7	\$10.6		
SIRTOA	0.4	0.4	0.1		
Commuter Railroads	421.1	415.8	5.4		
MTA Bus	15.0	16.4	(1.4)		
Bridges & Tunnels	146.7	139.5	7.3		
MTAHQ	1.6	1.6	(0.0)		
Total Debt Service	\$1,425.2	\$1,403.3	\$21.9	1.5%	

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
DEBT SERVICE
(\$ in millions)
August 2015

	Mid Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$29.5	\$29.9	(\$0.4)		
Commuter Railroads	6.0	6.4	(0.5)		
<i>Dedicated Tax Fund Subtotal</i>	\$35.5	\$36.3	(\$0.8)	-2.4%	
MTA Transportation Revenue:					
NYC Transit	\$79.9	\$75.0	\$4.9		
Commuter Railroads	48.9	47.2	1.7		
MTA Bus	1.8	2.5	(0.7)		
SIRTOA	0.1	0.1	0.1		
<i>MTA Transportation Subtotal</i>	\$130.6	\$124.7	\$5.9	4.5%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.1	\$0.0	\$1.1		
Commuter Railroads	0.7	0.0	0.7		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$1.8	\$0.0	\$1.8	98.9%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.6	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$2.1	\$2.1	\$0.0	0.1%	
TBTA General Resolution (2)					
NYC Transit	\$14.8	\$14.6	\$0.2		
Commuter Railroads	6.9	6.8	0.1		
Bridges & Tunnels	20.1	20.5	(0.4)		
<i>TBTA General Resolution Subtotal</i>	\$41.8	\$41.9	(\$0.1)	-0.3%	
TBTA Subordinate (2)					Timing of debt service deposits.
NYC Transit	\$6.3	\$6.8	(\$0.5)		
Commuter Railroads	2.8	3.0	(0.2)		
Bridges & Tunnels	2.5	2.7	(0.2)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$12.4	(\$0.9)	-8.2%	
Total Debt Service	\$223.4	\$217.5	\$5.8	2.6%	
Debt Service by Agency:					
NYC Transit	\$133.1	\$127.9	\$5.3		
SIRTOA	0.1	0.1	0.1		
Commuter Railroads	65.3	63.4	1.8		
MTA Bus	1.8	2.5	(0.7)		
Bridges & Tunnels	22.8	23.4	(0.6)		
MTAHQ	0.2	0.2	0.0		
Total Debt Service	\$223.4	\$217.5	\$5.8	2.6%	

Notes:

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

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN
DEBT SERVICE
(\$ in millions)
August 2015 Year-to-Date

	Mid Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$208.6	\$209.6	(\$1.1)		
Commuter Railroads	43.9	45.2	(1.3)		
<i>Dedicated Tax Fund Subtotal</i>	\$252.5	\$254.8	(\$2.4)	-0.9%	
MTA Transportation Revenue:					
NYC Transit	\$582.9	\$572.2	\$10.7		
Commuter Railroads	364.0	359.0	5.0		
MTA Bus	16.8	18.9	(2.1)		
SIRTOA	0.6	0.4	0.1		
<i>MTA Transportation Subtotal</i>	\$964.2	\$950.5	\$13.7	1.4%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$3.4	\$0.1	\$3.3		
Commuter Railroads	2.2	0.1	2.1		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$5.7	\$0.2	\$5.4	95.6%	
2 Broadway COPs:					
NYC Transit	\$13.2	\$13.2	\$0.0		
Bridges & Tunnels	1.9	1.9	0.0		
MTA HQ	1.8	1.8	0.0		
<i>2 Broadway COPs Subtotal</i>	\$16.9	\$16.9	\$0.0	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$117.6	\$115.7	\$1.9		
Commuter Railroads	55.3	54.4	0.9		
Bridges & Tunnels	148.8	142.5	6.2		
<i>TBTA General Resolution Subtotal</i>	\$321.6	\$312.6	\$9.1	2.8%	
TBTA Subordinate (2)					
NYC Transit	\$47.8	\$46.8	\$1.0		
Commuter Railroads	21.0	20.6	0.5		
Bridges & Tunnels	18.9	18.5	0.4		
<i>TBTA Subordinate Subtotal</i>	\$87.8	\$85.9	\$1.9	2.1%	
Total Debt Service	\$1,648.6	\$1,620.9	\$27.7	1.7%	
Debt Service by Agency:					
NYC Transit	\$973.5	\$957.6	\$15.9		
SIRTOA	0.6	0.4	0.1		
Commuter Railroads	486.4	479.2	7.2		
MTA Bus	16.8	18.9	(2.1)		
Bridges & Tunnels	169.5	162.9	6.6		
MTAHQ	1.8	1.8	0.0		
Total Debt Service	\$1,648.6	\$1,620.9	\$27.7	1.7%	

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

Transportation Revenue Bonds

Issue		TRB 2005E-1		TRB 2005E-2		TRB 2005E-3		TRB 2005D-1	
Remarketing Agent		BofA Merrill Lynch		J.P.Morgan		Loop Capital		Merrill Lynch	
Liquidity Provider		BofA Merrill Lynch		J.P.Morgan		Bank of Montreal		Helaba	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		100.00		75.00		75.00		150.00	
Swap Notional (\$m)		60.00		45.00		45.00		150.00	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/29/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	Was In Daily Mode		0.02%	0.00%
8/5/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%			0.02%	0.00%
8/12/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%			0.02%	0.00%
8/19/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%			0.02%	0.00%
8/26/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%		0.01% 0.02%	0.02%	0.00%
9/2/2015	0.02%	Now in Daily Mode		0.01%	-0.01%	0.01%	0.01%	0.01%	-0.01%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-1	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		State Street Bank	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		150.00	
Swap Notional (\$m)		None	
Date	SIFMA	Rate	Spread to SIFMA
7/29/2015	0.02%	0.02%	0.00%
8/5/2015	0.02%	0.01%	-0.01%
8/12/2015	0.02%	0.01%	-0.01%
8/19/2015	0.02%	0.01%	-0.01%
8/26/2015	0.02%	0.01%	-0.01%
9/2/2015	0.02%	0.01%	-0.01%

TBTA General Revenue Bonds

Issue		TBTA 2005B-3	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		Tokyo Mitsubishi	
Liquidity/Insurer		SBPA	
Par Outstanding (\$m)		193.10	
Swap Notional (\$m)		193.10	
Date	SIFMA	Rate	Spread to SIFMA
7/29/2015	0.02%	0.02%	0.00%
8/5/2015	0.02%	0.01%	-0.01%
8/12/2015	0.02%	0.01%	-0.01%
8/19/2015	0.02%	0.01%	-0.01%
8/26/2015	0.02%	0.01%	-0.01%
9/2/2015	0.02%	0.01%	-0.01%

Issue		TBTA 2001B		TBTA 2001C		TBTA 2003B-1	
Remarketing Agent		Citigroup		Citigroup		PNC Capital	
Liquidity Provider		State Street		JP Morgan		PNC Bank	
Liquidity/Insurer		LoC		SBPA		LoC	
Par Outstanding (\$m)		122.57		122.57		85.27	
Swap Notional (\$m)		None		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/28/2015	0.02%	0.01%	-0.01%	0.02%	0.00%	0.03%	0.01%
8/4/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%
8/11/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%
8/18/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%
8/25/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
9/1/2015	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%

Issue		TBTA 2005A	
Remarketing Agent		TD Securities	
Liquidity Provider		TD Bank	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		122.42	
Swap Notional (\$m)		23.52	
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA
7/28/2015	0.02%	0.02%	0.00%
8/4/2015	0.02%	0.01%	-0.01%
8/11/2015	0.02%	0.01%	-0.01%
8/18/2015	0.02%	0.01%	-0.01%
8/25/2015	0.02%	0.01%	-0.01%
9/1/2015	0.02%	0.01%	-0.01%

Report Date 9/4/2015

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

Transportation Revenue Bonds

Issue		TRB 2012A-2		TRB 2012A-3		TRB 2014D-2		TRB 2015A-2	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		05/15/16		05/15/15		11/15/2017		6/1/2020	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		50.00		50.00		165.00		250.00	
Swap Notional (\$m)		None		None		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/29/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%
8/5/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%
8/12/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%
8/19/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%
8/26/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%
9/2/2015	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-3a		DTF 2002B-3b		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		N/A		N/A		N/A		N/A	
Maturity Date		11/01/17		11/01/18		11/01/19		11/01/20	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		46.60		48.60		50.70		15.90	
Swap Notional (\$m)		None		None		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/29/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%
8/5/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%
8/12/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%
8/19/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%
8/26/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%
9/2/2015	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	1.00%

Issue		DTF 2008A-2a		DTF 2008A-2b		DTF 2008B-3a		DTF 2008B-3b		DTF 2008B-3c	
Remarketing Agent		Goldman Sachs		Goldman Sachs		Goldman Sachs		Goldman Sachs		Goldman Sachs	
Maturity Date		11/01/26		11/01/31		11/01/28		11/01/30		11/01/34	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		84.86		84.86		35.00		54.47		44.74	
Swap Notional (\$m)		83.03		83.47		None		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/29/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%
8/5/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%
8/12/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%
8/19/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%
8/26/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%
9/2/2015	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%

TBTA General Revenue Bonds

Issue		TBTA SUB 2000ABCD-2		TBTA SUB 2000ABCD-3		TBTA SUB 2000ABCD-4		TBTA SUB 2000ABCD-5	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		1/1/2016		1/1/2017		1/1/2018		1/1/2019	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		34.40		36.60		38.85		18.85	
Swap Notional (\$m)		20.35		21.66		22.99		11.15	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
7/29/2015	0.02%	0.19%	0.17%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%
8/5/2015	0.02%	0.19%	0.17%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%
8/12/2015	0.02%	0.19%	0.17%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%
8/19/2015	0.02%	0.19%	0.17%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%
8/26/2015	0.02%	0.19%	0.17%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%
9/2/2015	0.02%	0.19%	0.17%	0.25%	0.23%	0.35%	0.33%	0.44%	0.42%

Report Date 9/4/2015

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

Transportation Revenue Bonds

Issue		TRB 2002D-2a		TRB 2002D-2b		TRB 2002G-1b		TRB 2002G-1c	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		5/15/2017		5/15/2018		11/1/2015		11/1/2016	
Liquidity/Insurer		Assured		Assured		None		None	
Par Outstanding (\$m)		100.00		100.00		12.76		13.26	
Swap Notional (\$m)		100.00		100.00		11.86		12.32	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/29/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.63%	0.50%	0.82%	0.69%
8/5/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.63%	0.50%	0.82%	0.69%
8/12/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.63%	0.50%	0.82%	0.69%
8/19/2015	0.14%	0.60%	0.46%	0.73%	0.59%	0.63%	0.49%	0.82%	0.68%
8/26/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.63%	0.49%	0.82%	0.68%
9/2/2015	0.13%	0.61%	0.47%	0.74%	0.60%	0.63%	0.50%	0.82%	0.69%

Issue		TRB 2002G-1d		TRB 2002G-1f		TRB 2002G-1g		TRB 2002G-1h		TRB 2011B	
Remarketing Agent		N/A		N/A		N/A		N/A		N/A	
Initial Purchase Date		11/1/2017		11/1/2018		11/1/2015		11/1/2016		11/1/2017	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		13.80		42.58		42.55		56.89		99.56	
Swap Notional (\$m)		12.83		39.59		39.56		52.90		35.84	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/29/2015	0.13%	0.96%	0.83%	0.61%	0.48%	0.78%	0.65%	0.98%	0.85%	0.48%	0.35%
8/5/2015	0.13%	0.96%	0.83%	0.61%	0.48%	0.78%	0.65%	0.98%	0.85%	0.48%	0.35%
8/12/2015	0.13%	0.96%	0.83%	0.61%	0.48%	0.78%	0.65%	0.98%	0.85%	0.48%	0.35%
8/19/2015	0.14%	0.96%	0.82%	0.61%	0.47%	0.78%	0.64%	0.98%	0.84%	0.48%	0.34%
8/26/2015	0.13%	0.96%	0.82%	0.61%	0.47%	0.78%	0.64%	0.98%	0.84%	0.48%	0.34%
9/2/2015	0.13%	0.96%	0.83%	0.61%	0.48%	0.78%	0.65%	0.98%	0.85%	0.48%	0.35%

Issue		TRB 2012G-1		TRB 2012G-2		TRB 2012G-3		TRB 2012G-4	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		11/1/2019		11/1/2015		11/1/2016		11/1/2017	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		84.45		125.00		75.00		73.73	
Swap Notional (\$m)		84.45		125.00		75.00		73.73	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/29/2015	0.13%	0.43%	0.30%	0.66%	0.53%	0.83%	0.70%	0.97%	0.84%
8/5/2015	0.13%	0.43%	0.30%	0.66%	0.53%	0.83%	0.70%	0.97%	0.84%
8/12/2015	0.13%	0.43%	0.30%	0.66%	0.53%	0.83%	0.70%	0.97%	0.84%
8/19/2015	0.14%	0.43%	0.29%	0.66%	0.52%	0.83%	0.69%	0.97%	0.83%
8/26/2015	0.13%	0.43%	0.29%	0.66%	0.52%	0.83%	0.69%	0.97%	0.83%
9/2/2015	0.13%	0.43%	0.30%	0.66%	0.53%	0.83%	0.70%	0.97%	0.84%

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		1/4/2016		1/3/2017		2/1/2019		1/1/2016		1/1/2017	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		27.90		37.50		38.70		43.80		45.20	
Swap Notional (\$m)		27.90		37.50		38.70		43.80		45.20	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/29/2015	0.13%	0.51%	0.38%	0.65%	0.52%	0.53%	0.40%	0.72%	0.59%	0.78%	0.65%
8/5/2015	0.13%	0.60%	0.47%	0.65%	0.52%	0.53%	0.40%	0.72%	0.59%	0.78%	0.65%
8/12/2015	0.13%	0.60%	0.47%	0.65%	0.52%	0.53%	0.40%	0.72%	0.59%	0.78%	0.65%
8/19/2015	0.14%	0.60%	0.46%	0.65%	0.51%	0.53%	0.39%	0.72%	0.58%	0.78%	0.64%
8/26/2015	0.13%	0.60%	0.47%	0.65%	0.51%	0.53%	0.39%	0.72%	0.58%	0.78%	0.64%
9/2/2015	0.13%	0.60%	0.47%	0.65%	0.51%	0.53%	0.39%	0.72%	0.58%	0.78%	0.64%

Issue		TBTA 2003B-2		TBTA 2008B-2		TBTA SUB 2013D-2a		TBTA SUB 2013D-2b	
Remarketing Agent		N/A		NA		Jefferies		Jefferies	
Initial Purchase Date		12/3/2019		11/15/2021		2/1/2016		2/1/2016	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		46.05		63.65		58.02		90.45	
Swap Notional (\$m)		N/A		N/A		N/A		N/A	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/29/2015	0.13%	0.48%	0.35%	0.63%	0.50%	0.64%	0.51%	0.84%	0.71%
8/5/2015	0.13%	0.48%	0.35%	0.63%	0.50%	0.64%	0.51%	0.84%	0.71%
8/12/2015	0.13%	0.48%	0.35%	0.63%	0.50%	0.64%	0.51%	0.84%	0.71%
8/19/2015	0.14%	0.48%	0.34%	0.63%	0.49%	0.64%	0.50%	0.84%	0.70%
8/26/2015	0.13%	0.48%	0.34%	0.63%	0.49%	0.64%	0.51%	0.84%	0.71%
9/2/2015	0.13%	0.48%	0.34%	0.63%	0.49%	0.65%	0.51%	0.87%	0.74%

Report Date 9/4/2015

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

Transportation Revenue Bonds

Issue		TRB 2005D-2		TRB 2005E-3		TRB 2005E-1	
Dealer		Morgan Stanley		PNC Capital		Jefferies	
Liquidity Provider		Helaba		PNC		Bank of Montreal	
Type of Liquidity		LoC		LoC		LoC	
Par Outstanding (\$m)		100.00		75.00		100.00	
Swap Notional (\$m)		100.00		45.00		60.00	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
6/24/2015	0.05%	0.05%	0.00%	0.05%	0.00%	Was in Weekly Mode	
6/25/2015	0.05%	0.05%	0.00%	Currently in Weekly Mode		0.06%	0.06%
6/26/2015	0.05%	0.04%	-0.01%			0.06%	0.07%
6/27/2015	0.05%	0.04%	-0.01%			0.06%	0.07%
6/28/2015	0.05%	0.04%	-0.01%			0.06%	0.07%
6/29/2015	0.05%	0.04%	-0.01%			0.06%	0.07%
6/30/2015	0.05%	0.04%	-0.01%			0.05%	0.06%
7/1/2015	0.05%	0.03%	-0.02%			0.04%	0.06%
7/2/2015	0.05%	0.02%	-0.03%			0.04%	0.07%
7/3/2015	0.05%	0.02%	-0.03%			0.04%	0.07%

TBTA General Revenue Bonds

Dedicated Tax Fund Bonds

Issue		TBTA 2002F		TBTA 2003B-3		TBTA 2005B-2		DTF 2008A-1	
Dealer		JP Morgan		US Bancorp		Wells Fargo		RBC Capital	
Liquidity Provider		Helaba		US. Bank		Wells Fargo		RBC	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		195.30		54.56		193.10		169.72	
Swap Notional (\$m)		193.10		None		193.10		166.50	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
6/24/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.04%	-0.01%	0.01%	-0.04%
6/25/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.04%	-0.01%	0.01%	-0.04%
6/26/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.03%	-0.02%	0.01%	-0.04%
6/27/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.03%	-0.02%	0.01%	-0.04%
6/28/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.03%	-0.02%	0.01%	-0.04%
6/29/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.03%	-0.02%	0.01%	-0.04%
6/30/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.02%	-0.03%	0.01%	-0.04%
7/1/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.01%	-0.04%	0.01%	-0.04%
7/2/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.01%	-0.04%	0.01%	-0.04%
7/3/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.01%	-0.04%	0.01%	-0.04%

Report Date 9/4/2015

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

WEEKLY AUCTIONS

	LIBOR Formula Fail Rate	LIBOR Formula Fail Rate		
Issue	TRB 2002B-1	COPs 2004A-1	COPs 2004A-2	COPs 2004A-3
Outstanding Par (\$ M)	96.150	9.550	8.825	32.875
Swap Notional (\$m)	None	9.550	8.825	32.875
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
<i>July 20 thru July 24, 2015</i>	0.370%	0.520%	0.509%	0.514%
<i>July 27 thru July 31, 2015</i>	0.382%	0.520%	0.525%	0.521%
<i>Aug. 3 thru Aug. 7, 2015</i>	0.382%	0.524%	0.525%	0.532%
<i>Aug. 10 thru Aug. 14, 2015</i>	0.387%	0.530%	0.532%	0.534%
<i>Aug. 17 thru Aug. 21, 2015</i>	0.406%	0.563%	0.558%	0.556%
<i>Aug. 24 thru Aug. 28, 2015</i>	0.396%	0.548%	0.544%	0.545%
<i>Aug. 31 thru Sept. 4, 2015</i>	0.402%	0.546%	0.553%	0.558%
<i>Corresponding Libor Rate</i>	0.201%	0.199%	0.201%	0.203%
<i>Fail Rate</i>	200%	275%	275%	275%

28 & 35 DAY AUCTIONS

	LIBOR Formula Fail Rate		
Issue	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	95.525	30.250	3.175
Swap Notional (\$m)	None	30.250	3.175
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
<i>May 2015</i>	0.371%	0.504%	0.508%
<i>June 2015</i>	0.378%	0.514%	0.513%
<i>July 2015</i>	0.377%	0.524%	0.527%
<i>August 2015</i>	0.387%	0.542%	0.527%
<i>September 2015</i>	0.406%	10/01/2015	0.548%
<i>Corresponding Libor Rate</i>	0.203%	0.197%	0.199%
<i>Fail Rate</i>	200%	275%	275%

Report Date 9/4/2015

Type of Credit					Outstanding			Total Outstanding	TIC ¹	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A1/AA-/A/AA+)	2002B	5/28/02	11/1/2022	210.500	-	191.675	-	191.675	1.39	
	2002D	5/29/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.22	
	2002E	6/12/02	11/15/2031	397.495	9.410	-	-	9.410	5.13	
	2002G	11/19/02	11/1/2026	400.000	-	12.760	169.070	181.830	3.70	
	2003A	5/8/03	11/15/2032	475.340	100.575	-	-	100.575	4.49	
	2003B	7/30/03	11/15/2032	751.765	71.080	-	-	71.080	5.10	
	2005A	2/9/05	11/15/2035	650.000	222.010	-	-	222.010	4.76	
	2005B	6/22/05	11/15/2035	750.000	365.555	-	-	365.555	4.80	
	2005C	10/19/05	11/15/2016	150.000	28.315	-	-	28.315	4.19	
	2005D	11/1/05	11/1/2035	250.000	-	-	250.000	250.000	4.42	
	2005E	11/1/05	11/1/2035	250.000	-	100.000	150.000	250.000	3.35	
	2005F	11/16/05	11/15/2035	468.760	154.245	-	-	154.245	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	381.545	-	-	381.545	4.89	
	2006B	12/13/06	11/15/2036	717.730	649.660	-	-	649.660	4.52	
	2007A	6/27/07	11/15/2037	425.615	370.485	-	-	370.485	4.84	
	2007B	12/6/07	11/15/2037	415.000	362.810	-	-	362.810	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	375.470	-	-	375.470	3.13	
	2008C	10/17/08	11/15/2013	550.000	467.095	-	-	467.095	6.68	
	2009A	10/6/09	11/15/2039	502.320	449.075	-	-	449.075	3.79	
	2010A	1/6/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	
	2010B	2/4/10	11/15/2039	656.975	633.945	-	-	633.945	4.29	
	2010C	6/30/10	11/15/2040	510.485	477.900	-	-	477.900	4.27	
	CP2	9/16/10	11/15/2015	900.000	-	550.000	-	550.000	1.28	
	2010D	11/23/10	11/15/2040	754.305	703.055	-	-	703.055	5.15	
	2010E	12/21/10	11/15/2040	750.000	750.000	-	-	750.000	4.57	
	2011A	7/12/11	11/15/2046	400.440	388.355	-	-	388.355	4.95	
	2011B	9/13/11	11/1/2041	99.560	-	63.725	35.835	99.560	1.38	
	2011C	11/2/11	11/15/2028	197.950	191.435	-	-	191.435	3.99	
	2011D	11/30/11	11/15/2046	480.165	452.590	-	-	452.590	4.57	
	2012A	3/7/12	11/15/2042	150.000	50.000	100.000	-	150.000	1.70	
	2012B	3/7/12	11/15/2039	250.000	236.205	-	-	236.205	3.85	
	2012C	4/18/12	11/15/2047	727.430	710.470	-	-	710.470	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	624.990	-	-	624.990	3.91	
	2012F	9/20/12	11/15/2030	1,268.445	1,107.415	-	-	1,107.415	3.17	
	2012G	11/7/12	11/1/2032	359.450	-	-	358.175	358.175	4.21	
	2012H	11/9/12	11/15/2042	350.000	337.970	-	-	337.970	3.70	
	2013A	1/17/2013	11/15/2043	500.000	485.475	-	-	485.475	3.79	
	2013B	3/22/2013	11/15/2043	500.000	484.245	-	-	484.245	4.08	
	2013C	6/11/2013	11/15/2043	500.000	484.675	-	-	484.675	4.25	
	2013D	7/11/2013	11/15/2043	333.790	326.970	-	-	326.970	4.63	
	2013E	11/15/2013	11/15/2043	500.000	492.000	-	-	492.000	4.64	
	2014A	2/28/2014	11/15/2044	400.000	400.000	-	-	400.000	4.31	
	2014B	4/17/2014	11/15/2044	500.000	491.610	-	-	491.610	4.38	
	2014C	6/26/2014	11/15/2036	500.000	496.940	-	-	496.940	3.32	
	2014D	11/4/2014	11/15/2044	500.000	335.000	165.000	-	500.000	2.99	
	2015A	1/28/2015	11/15/2045	850.000	600.000	250.000	-	850.000	2.81	
	2015B	3/19/2015	11/15/2055	275.055	275.055	-	-	275.055	4.29	
	2015A BANS	6/25/2015	3/1/2016	500.000	500.000	-	-	500.000	0.37	
	2015C	8/18/2015	11/15/2035	550.000	550.000	-	-	550.000	3.68	
Total				26,030.885	19,109.905	1,433.160	1,163.080	21,706.145	3.94	
									WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/ AA)	EFC 1996A	6/26/96	1/1/2030	28.445	2.440	-	-	2.440	5.85	
	2001B	12/18/01	1/1/2032	148.200	-	122.570	-	122.570	2.14	
	2001C	12/18/01	1/1/2032	148.200	-	122.565	-	122.565	1.87	
	2002B	9/19/02	11/15/2032	2,157.065	75.480	-	-	75.480	4.56	
	2002F	11/8/02	11/1/2032	246.480	-	2.200	193.100	195.300	3.80	
	2003B	12/9/03	1/1/2033	250.000	-	185.875	-	185.875	1.82	
	2005A	5/10/05	11/1/2035	150.000	-	98.900	23.520	122.420	2.42	
	2005B	7/6/05	1/1/2032	800.000	-	-	579.300	579.300	3.59	
	2006A	6/8/06	11/15/2035	200.000	71.045	-	-	71.045	4.72	
	2007A	6/13/07	11/15/2037	223.355	131.640	-	-	131.640	4.84	


Type of Credit					Outstanding			Total Outstanding	TIC ¹	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
	2008A	3/13/08	11/15/2038	822.770	618.105	-	-	618.105	4.93	
	2008B	3/13/08	11/15/2038	252.230	188.580	63.650	-	252.230	3.62	
	2008C	7/16/08	11/15/2038	629.890	500.180	-	-	500.180	4.72	
	2009A	2/11/09	11/15/2038	475.000	408.725	-	-	408.725	4.76	
	2009B	9/10/09	11/15/2039	200.000	200.000	-	-	200.000	3.63	
	2010A	10/20/10	11/15/2040	346.960	323.780	-	-	323.780	3.45	
	2011A	10/4/11	1/1/2028	609.430	569.675	-	-	569.675	3.59	
	2012A	6/6/12	11/15/2042	231.490	221.275	-	-	221.275	3.69	
	2012B	8/3/12	11/15/2032	1,236.898	1,351.630	-	-	1,351.630	2.66	
	2013B	1/29/2013	11/15/2030	257.195	257.195	-	-	257.195	2.25	
	2013C	4/18/2013	11/15/2043	200.000	196.610	-	-	196.610	3.71	
	2014A	2/6/2014	11/15/2044	250.000	244.960	-	-	244.960	4.28	
	2015A	5/15/2015	11/15/2050	225.000	225.000	-	-	225.000	4.18	
	Total			10,088.608	5,586.320	595.760	795.920	6,978.000	3.60	
									WATIC	
TBTA Subordinate Revenue Bonds (A1/A+/ A+/ AA-)	2000ABCD	11/01/00	1/1/2019	263.000	-	52.550	76.150	128.700	4.27	
	2002E	10/23/02	11/15/2032	756.095	139.825	-	-	139.825	5.34	
	2003A	2/27/03	11/15/2032	500.170	9.545	-	-	9.545	4.91	
	2008D	7/16/08	11/15/2028	491.110	374.160	-	-	374.160	4.69	
	2013A	1/11/2013	11/15/2032	761.600	754.830	-	-	754.830	3.13	
	2013D Taxable	12/19/2013	11/15/2032	313.975	164.505	148.470	-	312.975	2.39	
	Total			3,085.950	1,442.865	201.020	76.150	1,720.035	3.61	
									WATIC	
MTA Dedicated Tax Fund Bonds (AA/AA)	2002B	9/4/02	11/1/2022	440.000	78.675	311.800	-	390.475	1.71	
	2004A	2/26/04	11/15/2018	250.000	87.525	-	-	87.525	3.49	
	2004B	3/9/04	11/15/2028	500.000	294.460	-	-	294.460	4.51	
	2004C	12/15/04	11/15/2018	120.000	39.065	-	-	39.065	3.77	
	2006A	6/7/06	11/15/2035	350.000	221.340	-	-	221.340	4.18	
	2006B	10/25/06	11/15/2036	410.000	279.260	-	-	279.260	4.28	
	2008A	6/24/08	11/1/2031	352.915	-	6.435	332.995	339.430	3.99	
	2008B	8/6/08	11/1/2034	348.175	199.915	134.210	-	334.125	2.29	
	2009A	3/12/09	11/15/2039	261.700	238.845	-	-	238.845	5.55	
	2009B	4/23/09	11/15/2030	500.000	461.635	-	-	461.635	5.00	
	2009C	4/23/09	11/15/2039	750.000	750.000	-	-	750.000	4.89	
	2010A	3/17/10	11/15/2040	502.990	470.850	-	-	470.850	3.91	
	2011A	3/23/11	11/15/2021	127.450	90.570	-	-	90.570	2.99	
	2012A	10/16/12	11/15/2032	1,065.335	992.130	-	-	992.130	3.07	
	Total			5,978.565	4,204.270	452.445	332.995	4,989.710	3.84	
									WATIC	
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)	2004A	9/21/04	1/1/2030	357.925	-	-	84.675	84.675	4.11	
	Total			357.925	-	-	84.675	84.675	4.11	
									WATIC	
All MTA Total				45,541.933	30,343.360	2,682.385	2,452.820	35,478.565	3.84	
State Service Contract Bonds (AA/AA)	2002A	6/5/02	7/1/2031	1,715.755	193.160	-	-	193.160	5.29	
	2002B	6/26/02	7/1/2031	679.450	24.540	-	-	24.540	4.93	
	Total			2,395.205	217.700	-	-	217.700	5.25	
									WATIC	
MTA Special Obligation Bonds Aaa	2014	6/5/02	7/1/2031	348.910	328.360	-	-	328.360	2.66	
				348.910	328.360	-	-	328.360	2.66	
									WATIC	
Grand Total				48,286.048	30,889.420	2,682.385	2,452.820	36,024.625	3.84	

Notes

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

Staff Summary



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 24, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action-					
Order	To	Date	App	Info	Other
1	Finance	9/21/2015	x		
2	Board	9/24/2015	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Capital Programs		
2	Government Relations		
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) 2015 and 2016.

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 2015 and FFY 2016.
- 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 2016. 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 Wednesday, September 2, 2015 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 available on Director's Desk and the MTA website. Thirteen members of the public spoke at the public hearing. There were comments from speakers about accessibility at subway stations as well as comments about the proposed capital projects. In accordance with applicable federal requirements, MTA and agency staff have reviewed and considered all substantive public comments concerning the proposed program of capital projects for federal funding.

Recommendation

It is recommended that the MTA Board approve the attached resolution in order to permit the filing and acceptance of Federal capital assistance for FFY 2015 and 2016.

**RESOLUTION ADOPTED AT A MEETING OF
METROPOLITAN TRANSPORTATION AUTHORITY
September 2, 2015**

WHEREAS, on and after August 6th, 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 2015 and federal fiscal year 2016 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 2015 and federal fiscal year 2016, 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 public transportation operators for whom assistance is being sought under the said project application were notified by mail of such application; and

WHEREAS, on September 2, 2015, 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 24th day of September 2015, at 2 Broadway, New York, New York at which meeting a quorum of the said Authority was present and acting throughout.

Victoria Clement
Assistant Secretary

Dated: _____

Proposed Program of Projects Federal Fiscal Year 2016

**ACEP ID/
Agency PIN**

Program/Project Description

NEW YORK CITY TRANSIT

Subway Cars

T7010101 Purchase B-Division Railcars R211

Buses

T7030205 Purchase 300 Articulated Buses

Stations

ET040320 Long Term Flood Mitigation/Resiliency at 6 Critical Subway Stations
T7040701 Replace 11 Hydraulic Elevators/ Various
T7040702 Replace 12 Traction Elevators/Broadway-7th Ave
T7040703 Replace 8 Traction Elevators / Various
T7040705 Replace 9 Hydraulic Elevators
T7040706 Replace 2 Escalators: Grand Central, 42nd Street/ Lexington Line
T7041203 Station Renewal: Ditmars Boulevard, Astoria Line
T7041204 Station Renewal: Astoria Boulevard, Astoria Line
T7041205 Station Renewal: 30 Avenue, Astoria Line
T7041206 Station Renewal: Broadway, Astoria Line
T7071207 Station Renewal: 36 Avenue, Astoria Line
T7041208 Station Renewal: 39 Avenue, Astoria Line
T7041213 Station Renewal: Woodhaven Boulevard, Jamaica Line
T7041214 Station Renewal: 85 Street-Forest Parkway, Jamaica Line
T7041215 Station Renewal: 75 Street-Elderts Lane, Jamaica Line
T7041216 Station Renewal: Cypress Hills, Jamaica
T7041302 ADA: Astoria Boulevard, Astoria Line
T7041303 ADA: Bedford Park Boulevard, Concourse Line
T7041304 ADA: 86 Street, 4 Avenue Line
T7041305 ADA: Gun Hill Road, Dyre Line
T7041401 Station Signage Improvements (2016)

Track

T7050202 2016 Mainline Track Rehabilitation
T7050208 2016 Continuous Welded Rail
T7050302 2016 Mainline Track Switch Replacement

ACEP ID/ Agency PIN	Program/Project Description
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Line Equipment

ET0603	Flood Mitigation/Resiliency Implementation at 14 Critical Fan Plant Facilities
ET060305	Flood Mitigation/Resiliency Implementation at 17 Fan Plants and Adjacent Tunnels
T7060201	Tunnel Lighting: 34 St-West 4 St Local Tracks - 6th Ave Line
T7060301	Fan Plant Motor Control System Replacement - 10 Locations
T7060402	Rehabilitate 4 Pump Rooms, Various Locations

Line Structures

T7070303	Elevated Structure Rehab - Livonia Yard Overpass & Retaining Wall
T7070304	Elevated Structure Rehab: Viaduct & Deck Sections-Bushwick-Myrtle
T7070312	Line Structure Overcoat: 157 St Portal to 164 Street, Jerome Line
T7070313	Overcoat Painting: 72 Street - 103 Street, Flushing Line
T7070315	Overcoat Painting: East New York Yard & Shop Leads And Loops
T7070320	Ventilator Rehabilitation - Various Locations - 2016

Signals and Communications

T7080323	Signals Key-By Circuit Modification, Ph 4
T7080325	Install Fire Suppression System, Ph 2
T7080604	Fiber Optic Cable Replacement, Ph 2
T7080605	Copper Cable Upgrade/Replacement, Ph 4

Power

T7090201	Substation Renewal: Burnside Avenue, Concourse Line
T7090202	Substation Renewal: Avenue Z, Culver Line
T7090205	Replace Existing 25Hz Frequency Converters at 12 Substations
T7090210	Installation of Resistance Contact Rail, Canarsie Tube
T7090211	Three (3) New Substations, Canarsie Line
T7090401	Circuit Breaker House #586 Rehab, Culver Line
T7090403	Construction of Circuit Breaker House #210 , White Plains Road Line
T7090404	Circuit Breaker House #86, Wilson Avenue, Canarsie Line
T7090413	Upgrade SCADA System

Shops

ET1003/08	Near-Term Flood Protection: 207th St Yard
T7100401	Department of Car Equipment Shop Components, Ph 1
T7100402	Roof Repair: 207 St Maintenance and Overhaul Shop and Component Repair
T7100411	2016 Yard Track
T7100417	2016 Yard Switches
T7100422	Yard Lighting: 207th Street Yard
T7100428	Car Cleaning Facility Component Repairs

ACEP ID/ Agency PIN	Program/Project Description
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NEW YORK CITY TRANSIT

Depots

T7120311	Zerega CMF Component Rehab
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Miscellaneous

ET1603/08	Near-Term Flood Protection: Hammels Wye
ET160309	Near-Term Flood Protection: Stillwell Ave. Terminal Facilities
T7160408	Enterprise Asset Management
T7160601	Fire Alarm System Replacement - Four Locations
T7160706	Employee Facility Rehab Elevator & Escalator Facility. E Broadway/6Av Line

Staten Island Railway

ES0703	Flood Mitigation for Staten Island Railway Facilities
S7070102	SIR Station Component Program

LONG ISLAND RAIL ROAD

Stations

L70204UL	Station Platform Lighting
L70204UM	Murray Hill Station - New Elevators
L70204UN	Nostrand Avenue Station Rehabilitation
L70204UP	Port Washington Station Improvements
L70204UR	Station Platform Railing Replacement
L70204US	Station Signage
L70204UT	Station & Building Electrical Systems
L70204UU	Mentor Allowance - Stations
L70204UW	GCT/ESA Unified Trash Facility
L70205V1	Parking Rehabilitation
L70206VP	Penn Station Elevator/Escalator Replacement
L70206VQ	Penn Station Customer Facilities

Track

L70301WB	2016 Annual Track Program
L70301WF	Right of Way Fencing
L70301WG	Construction Equipment
L70301WH	Retaining Walls / Right-of-Way Improvements
L70304WU	Jamaica Capacity Improvements - Phase II
L70304WX	Double Track Phase II / South Shore Resiliency

ACEP ID/ Agency PIN	Program/Project Description
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Line Structures

L70401BQ	Bridge Program
L70401BR	Main Line Bridges Component Renewals
L70401BS	Bridge Painting and Bridge Waterproofing
L70401BT	Removal of Montauk Cut-Off Viaduct
L70401BU	Mentor Allowance – Line Structures

Communications and Signals

L70501SD	Fiber Optic Network (FON)
L70501SE	Communication Pole Line
L70501SF	Improved Radio Coverage
L70501SJ	LIRR Public Address System
L70501SQ	Atlantic Avenue Tunnel Security Improvements
L70501SR	Station Platform CCTV Cameras
L70502LH	Babylon Interlocking Renewal
L70502LJ	Signal Normal Replacement
L70502LK	Positive Train Control (PTC)
L70502LL	Ronkonkoma to Yaphank Signalization
L70502LN	Babylon to Patchogue Signal System
L70502LP	Lightning Protection

Shops and Yards

EL0603ZQ	East River Tunnel High Density Signaling
EL0603ZP	West Side Yard (WSY) and East River Tunnel (ERT) Mitigation
L70601YR	Yard Improvements
L70604YJ	Mentor Allowance – Shops & Yards
L70604YV	Hillside Facility & Upper Holban Improvements
L70604YW	Rehabilitation of Employee Facilities
L70604YX	Fire Protection Improvements

Power

L70701XA	Substation Replacements
L70701XB	Substation Component Renewal
L70701XC	Third Rail - 2000 Million Cubic Meter (MCM) Cable
L70701XD	Third Rail - Disconnect Switches
L70701XE	Third Rail - Protection Board
L70701XF	Third Rail - Composite Rail

ACEP ID/ Agency PIN	Program/Project Description
<i>Power</i>	
L70701XG	Third Rail - Feeder Cable Upgrade
L70701XH	Negative Reactor Upgrade
L70701XJ	Substation Battery Replacement
L70701XK	Signal Power Motor Generator Replacement
L70701XL	Direct Current (DC) Relay Controls Replacement
L70701XM	Signal Power Line Replacement
L70701XN	Power Pole Replacement
L70701XP	Atlantic Avenue Tunnel Lighting
L70701XQ	4160 Volt Feeders

<i>Miscellaneous</i>	
L70904NQ	Program Administration
L70904NR	Enterprise Asset Management (EAM)
TRANTECH	Transit Technical Assistance

METRO-NORTH RAILROAD

<i>Stations</i>	
M702-01-01	GCT Trainshed/Tunnel Structure
M702-01-04	GCT Fire Protection
M702-01-07	GCT PA and Visual Information Systems
M702-02-02	Lower Harlem Line Station Improvements
M702-02-03	Upper Hudson Station Improvements

<i>Track and Structures</i>	
M703-01-01	Cyclical Track Program
M703-01-03	Rock Slope Inspection/Stabilization
M703-01-04	Turnouts: Mainline/High Speed
M703-01-05	GCT Turnouts/Switch Renewal
M703-01-06	Turnouts - Yard/Sidings
M703-01-09	Purchase of M of W Equipment
M703-02-02	Bridge Preservation Program
M703-02-03	Undergrade Bridge Rehab. - East of Hudson
M703-02-05	Park Avenue Direct Fixation
M703-02-06	Railtop Culverts
M703-02-07	Bridge Walkways
M703-02-08	Replace Timbers - Undergrade Bridges
M703-03-01	Rock Slope Stabilization West of Hudson
M703-03-03	West of Hudson Undergrade Bridge Rehabilitation

ACEP ID/ Agency PIN	Program/Project Description
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Communication and Signals

EM04-03-01	Power and Signals Resiliency Improvements
M704-01-01	Network Infrastructure Replacement
M704-01-03	Positive Train Control - East of Hudson
M704-01-06	Upgrade Grade Crossing

Power

M705-01-02	Transformer Rehabilitation
M705-01-03	Replace AC Circuit Breaker/Switchgear
M705-01-04	Harlem & Hudson Power Rehabilitation
M705-01-07	3rd Rail Component Replacement

Miscellaneous

M708-01-06	Program Administration
M708-01-09	GCT/ESA Unified Trash Facility
M708-01-10	Systemwide Security Initiatives

MTA BUS

Facilities

U6030201	Project Administration
U6030221	Engineering Design Services
U6030226	Bus Radio System - MTABC
U7030201	28 Articulated Buses
U7030202	257 Express Buses
U7030208	Rehab & Facility Upgrade - Spring Creek Depot

FINANCE COMMITTEE CONTRACT CHANGE ORDER REPORT - 2nd Quarter (Apr-Jun '15)

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

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	RK-65R2	Design-Build Services for the TBTA Training Facility on Ward's Island	\$12,505,429	\$0	\$591,955	4.73%	AM 1	4/2/2015	Design-Build change due to additional geo-technical information.
MTAB&T	PSC-13-2929	Design and Design Services During Construction for Project HH-89, Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge	\$4,075,700	\$0	\$410,191	10.06%	AM 1	4/2/2015	Increase the Contract for the additional funds necessary to complete coring/drilling, grouting/installation of two post-tensioned vertical rock anchors and grouting one horizontal borehole through one skewback prior to design completion.
MTAB&T	GFM-513	RFK & Miscellaneous Authority Wide Painting	\$15,089,723	\$0	\$366,650	2.43%	AM 1	4/24/2015	Incorporate revised Safety Specifications 01450 and 01475.
MTAB&T	MP-06	Substructure Under Water Work at the Marine Park - Gil Hodges Memorial Bridge	\$13,763,000	\$1,186,865	\$380,057	3%	AM 2	5/8/2015	Additional funding to perform substructure and under water work at the MPB.
MTAB&T	BW-89C	Replacement of the Queens Approach at the Bronx - Whitestone Bridge	\$108,786,080	\$5,030,372	\$638,700	0.59%	AM 16	5/21/2015	Extra work based on field conditions including: roof structures over switchgear and dehumidification equipment in the anchorages; temporary standpipe revisions; sidewalks along west service road; sign structure non-climbable fencing and power panel replacement.
MTA B&T	PSC-13-2925	Design and Construction Support Services for Project BW-14/BW-84, Various Structural Repairs and Inspection of Select Main Cable Panels at the Bronx-Whitestoe Bridge	\$3,375,821	\$0	\$358,346	10.62%	AM 1	6/15/2015	Design and testing of the main cable and suspender ropes at additional locations.
NYCT	RFQ 2918	Bus Depot Landscaping Services	\$187,093	\$61,021	\$183,156	97.90%	2	4/15/15	Contract Extension and Additional funding
NYCT	10D0272	Masonry Work and Concrete Restoration	\$785,653	\$151,820	\$240,200	30.57%	3	6/4/15	Contract Extension and Additional Funding
NYCT	08G9919	Cleaning and Removal of Non-Hazardous Waste	\$5,628,276	\$1,702,733	\$670,000	11.90%	2	5/1/15	Contract Extension and Additional Funding
NYCT	3309	Maintenance of SONE/ATM Network Management System Software	\$8,975,000	\$0	\$625,000	6.96%	1	4/23/15	Additional Work to Support Extending the Network Management System to Cover the Expansion of the SACNS Network as part of the No. 7 Line Extension.
NYCT	07C9666A	Preventive and remedial maintenance for the Emergency Booth Communications System Computer hardware and software	\$3,729,516	\$451,282	\$280,000	7.5%	5	5/15/15	Contract Extension and Additional Funding
NYCT	03A8602-1	Information Technology Service Agreement - Data Center Services	\$100,940,449	\$81,094,146	\$386,444	0.38%	112	5/1/15	Installation of 14 Hewlett Packard Density Line Servers for MTA-Business Service Center
NYCT	RFQ 1558	Remanufacture of pneumatic compressor armatures and HV/AC compressor motor armatures	\$427,350	\$546,707	\$246,128	57.59%	3	5/7/15	Contract Extension and Additional Funding
NYCT	10D0260C	Fuel Card Services	\$5,190,480	\$5,500,000	\$492,528	9.49%	1	4/24/15	Contract Extension and Additional Funding
MTA HQ	11159-0000	Custodial & Unarmed Guard Services	\$8,737,764	\$35,017	\$749,000	8.6%	3	8/1/15	Continue essential services - pending new RFP
UNPR HAS NOTHING TO REPORT									
MTACC HAS NOTHING TO REPORT									

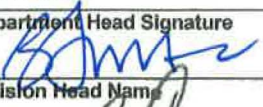
** Including any exercised options

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 2nd Quarter 2015
(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$ 43,502,000.00	\$ 14,251,158.61	\$ 263,180.00	0.006049837	37	5/14/15	Concourse Ceiling Drain and Pipe Leaks
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$ 43,502,000.00	\$ 14,196,432.61	\$ 317,906.00	0.007307848	46	6/29/15	CPR-076 Rev 1, CPR-078 & CPR-096 - Various RFI's
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$ 43,502,000.00	\$ 14,132,838.61	\$ 381,500.00	0.008769712	49	5/7/15	Exhaust Ductwork for Battery Room
MTACC	CM014A	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$ 43,502,000.00	\$ 13,933,463.61	\$ 580,875.00	0.013352834	28	6/15/15	Conduit Enclosures, header Interferences & S. Substation Temp. FA Sys.
MTACC	CH057A	Harold Structures Part 3A for the East Side Access Project	\$ 104,300,000.00	\$ 4,342,137.00	\$ 600,000.00	0.005752637	3	5/26/15	Excavation & Support of 12 kV at 3 Locations
MTACC Total	5				\$ 2,143,461.00				




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

Staff Summary

Subject
Request for Authorization to Award Various Procurements
Department
Executive
Department Head Name
Bob Foran
Department Head Signature

Division Head Name
Angel Barbosa

Date
September 14, 2015
Vendor Name
Various
Contract Number
Various
Contract Manager Name
Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/21/2015	X		
2	Board	9/24/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement 	3	CFO 
2	Legal 		

PURPOSE:

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

DISCUSSION:

of Actions **\$ Amount**

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

<u>Schedules Requiring Majority Vote</u>	None	None
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MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts	1	\$ 31,394,963.00
Schedule F: Personal Service Contracts	10	\$ 2,722,463.00
Schedule G: Miscellaneous Service Contracts	2	\$ 6,351,660.89
SUBTOTAL	13	\$ 40,469,086.89

MTAHQ presents the following procurement actions for Ratification:

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)	1	269,000.00
TOTAL	14	\$ 40,738,086.89

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
Use this Resolution Page
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 2015
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. All-Agency Wireless Services | \$31,394,963 | <u>Staff Summary Attached</u> |
| Contract Nos. 14065-0100 thru -0400 | (Not-to-Exceed) | |
| a. Cello Partnership d/b/a Verizon Wireless | | |
| b. AT&T Mobility National Accounts LLC | | |
| c. Sprint Solutions, Inc. | | |
| d. T-Mobile USA, Inc. | | |

Competitively negotiated – 5 proposals – 60 months

To recommend that the Board approve the award of four competitively negotiated, all-agency, miscellaneous procurement contracts to Cello Partnership d/b/a Verizon Wireless (Verizon Wireless), AT&T Mobility National Accounts LLC (AT&T Wireless), Sprint Solutions, Inc. (Sprint/Nextel) and T-Mobile USA Inc. (T-Mobile) to provide wireless voice and data services. These contracts are for a period of five (5) years (three-year initial term with two additional one-year options) from September 28, 2015 to September 27, 2020 in an amount not to exceed \$31,394,963 which includes a contingency of \$2.9 million. MTA Headquarters (including MTA Police) and the Agencies utilize wireless services to conduct routine and critical business operations. These services include voice (cell phone), push-to-talk (2-way radio), machine-to-machine (M2M), personal data devices (Blackberry, Tablets), and wireless data cards for personal computers. The projected All-Agency spend amount for the next 12 months of \$8.93M, which is based on the All-Agency usage under existing contracts, was reduced through negotiations to \$4.72M in the first year of the contract, representing a savings of \$4.21M (47%). Annual savings for each of the next four years are projected to be a minimum of \$2.99M (33%) and will total \$16.17M (36%) during the proposed five-year contract period. Based on the negotiated savings, the total cost of \$31,394,963 which includes a contingency of \$2.9 million for the five-year period is considered fair and reasonable.

F. Personal Service Contracts

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

- | | | |
|--|------------------|--|
| 2. DynTek Services, Inc. | \$199,500 | |
| Services for Microsoft Office 365 email Migration | (not-to-exceed) | |
| Contract No. 13203-0100 | | |

Ride New York State OGS Contract No. PT64308 – 12 months

DynTek Services, Inc. (a value-added reseller under NY State Contract No. PT64308) to provide consultant services for a period of twelve months from October 01, 2015 through September 30, 2016 for the migration of MTA's Email Archive system from MTA's on premise Exchange servers to the Microsoft Office 365 Cloud; and for the deployment of Office 365 Pro Plus to 24,000 desktops across the MTA agencies. MTA IT is in the process of Migrating emails to the Microsoft Office 365 Cloud, with Phase I of this project being the migrating of more than 90 days of emails to the Cloud Archive system. The Hourly rate for these services (\$225/hr. and \$175.00/hr.) are 23% lower than the rates established under New York State Contract PT64308 (\$269.15/hr. and \$275.00/hr.). Based on this, the rates are considered fair and reasonable.

METROPOLITAN TRANSPORTATION AUTHORITY
COMPETITIVE PROCUREMENTS

3. **All-Agency As-Needed Qualitative Market Research Services** **\$1,666,763** *Staff Summary Attached*
Contract Nos. 14344-0100 thru -0500 (Not-to-Exceed)

- a. **Clarion Research, Inc.**
- b. **Perspective Resources, Inc.**
- c. **Resource Systems Group, Inc.**
- d. **The Research Associates, Inc.**
- e. **Widener-Burrows & Associates**

Competitively negotiated – 7 proposals – 48 months

To recommend that the Board approve the award of the above five (5) competitively negotiated all-agency personal services contracts for Qualitative Market Research Services on an as-needed basis for a period of forty-eight (48) months from October 1, 2015 to September 30, 2019. The combined cost for all market research contracts (including qualitative and quantitative) for the first year will not exceed the total Year 2016 Market Research Budget of \$1,666,763 for the MTA and the operating agencies. Funding for subsequent years will be based on the Board approved budgets for MTA headquarters and the operating agencies for those years and will not exceed limits approved by the Board. The MTA and its operating agencies require the services of qualitative market research firms to conduct one-on-one interviews, focus groups, and mini-groups on an *ad hoc* basis to support capital investments and improvements, service planning, strategic business initiatives and marketing. The original rates proposed by the five vendors ranging from \$700 to \$30 were negotiate down to a range of \$500 to \$30. This represents a reduction of \$200 or 28% per focus group. These negotiated rates are the same as negotiated under the current 4-year contract and will remain the same for this 4-year contract.

4. **Ernst & Young, LLP** **\$425,000** *Staff Summary Attached*
MTA Owner Controlled Insurance Program Study (Not-to-Exceed)
Contract No. 14391-0100

Competitively negotiated – 3 proposals – 5 months

To recommend that the Board approve the award of a competitively negotiated, personal services contract to Ernst & Young LLP to conduct a study that will develop a business case examining MTA use of Owner Controlled Insurance Programs (OCIPs) with an estimated duration of five (5) months from October 1, 2015 to March 1, 2016, for a fixed fee of \$325,000 with a contingency of \$100,000 for a total not-to-exceed cost of \$425,000. This study is a component of an overall strategy to ensure that MTA Capital Program third-party projects are insured in the most cost effective and efficient manner possible. The business case produced in this project will help the MTA to refine this strategy, particularly with respect to the 2015-2019 Capital Program. As a result of negotiations, the original cost of \$380,655 proposed by Ernst & Young LLP was reduced to \$325,000, a negotiated savings of \$55,655 or 14.62% which is considered fair and reasonable

METROPOLITAN TRANSPORTATION AUTHORITY

COMPETITIVE PROCUREMENTS

- 5. Various (see below) \$TBD Staff Summary Attached**
All-Agency Temporary IT Consulting Svs. (MWBEs) (not-to-exceed)
Contract No. 14357-0100 thru 2900

Competitively negotiated – 50 proposals – 61 months

To recommend that the Board approve the award of the below twenty-nine (29) competitively negotiated, all-agency personal services contracts for Minority/Women Business Enterprises (M/WBE)/Small Business Concerns (SBC) Discretionary Firms for All-Agency Temporary Information Technology Consulting Services on an as-needed basis for a period of sixty-one (61) months from November 1, 2015 through December 31, 2020. Each contract will be awarded on a zero-dollar basis. Individual work assignments will be awarded through a mini-RFP competitive process, among some or all firms, and will not exceed \$200,000 pursuant to Section 2879(3)(b)(i) of the Public Authorities Law (the “Discretionary Procurement Law”). These technology and consulting discretionary contracts are designed to provide professional opportunities for NYS certified M/WBE technology firms who historically have been limited to working as subconsultants to work directly with the MTA as a prime contractor. Additionally, these contracts will enhance MTA’s ability to increase contract awards to New York State certified M/WBE’s and SBC’s to meet the State of New York’s goal for increasing M/WBE participation from 20% to 30%, as of April 1, 2015. The original rates submitted by the twenty-nine (29) firms (\$40 to \$152 for 87 titles) were within the market range and were deemed fair and reasonable. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated hourly rates are deemed fair and reasonable.

- | | | |
|----------------------------|------------------------------|--------------------------|
| 1. A1 Technology | 11. IQ Systems, Inc. | 21. PruTech Solutions |
| 2. Capstone Strategy Group | 12. Izar Associates | 22. QED National |
| 3. Compulink | 13. Longi Engineering | 23. SOFT |
| 4. Data Industries | 14. Lucille Maud Corp | 24. Spruce Technology |
| 5. Donnelly & Moore | 15. Lynx Technology Partners | 25. Stellar Services |
| 6. ExpInfo | 16. MVP Consulting | 26. TCA Consulting |
| 7. Granwood | 17. Neotecra | 27. Unique Computer Inc. |
| 8. IIT Inc | 18. Next Generation Inc. | 28. US Tech Solutions |
| 9. InfoPeople | 19. Nexus Consortium | 29. V Group Inc. |
| 10. Infosys International | 20. Protek IT Services | |

- 6-11. AFT Projects at NYCT Stations** – AFT to provide technical design, fabrication, engineering, crating, storage, delivery and oversight of installation of materials at stations specified below:
 Competitively negotiated – 115 proposals – 18 months

Jennifer Saya Woolfalk, Van Siclen Avenue station, (Contract No. 15270-0100 --\$72,000)
 Jennifer Saya Woolfalk, Pennsylvania Avenue station, (Contract No. 15271-0100 --\$72,000)

Beatrice S. Lebreton, Junius Street station, (Contract No. 15272-0100 --\$71,500)
 Beatrice S. Lebreton, Rockaway Avenue station, (Contract No. 15273-0100 --\$71,700)

Nancy S. Baker, Saratoga Avenue station, (Contract No. 15268-0100 --\$72,000)
 Nancy S. Baker, Sutter Avenue station, (Contract No. 15269-0100 --\$72,000)

METROPOLITAN TRANSPORTATION AUTHORITY
COMPETITIVE PROCUREMENTS

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP;
No Staff Summary required if Sealed Bid Procurement)

12. **Exigis, LLC** **\$3,351,660.89** *Staff Summary Attached*
Insurance Certificate Management System (Not-to-Exceed)
Contract No. 15042-0100

Competitively negotiated – 50 proposals – 61 months

To recommend that the Board approve the award of a competitively negotiated, miscellaneous procurement contract to Exigis, LLC to provide a Certificate of Insurance Management System including hosted web-based application software, implementation, consulting, training, and maintenance services for MTAHQ Risk Management and Insurance Management Department (“RIM”) for a period of five (5) years from October 1, 2015 through September 30, 2020, with two one-year options, exercised at MTA’s sole discretion, at a not-to exceed amount of \$3,351,660.89 including the option years. This new system will increase productivity by allowing simultaneous access by multiple users, remote access by the agencies and other authorized parties and enable new comprehensive, cross-agency business practices for managing and tracking insurance certificates. As a result of negotiations, Exigis’ proposed total cost for the five year period of \$2,682,577.50 was negotiated down to \$2,362,981.15 for a savings of \$319,596.35 or 11.91%. The renewal option for Years 6 and 7 are subject to a maximum escalation of 3% or CPI, whichever is lower. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated amount of \$2,362,981.15 for the five year period plus \$986,679.74 for the option years for a combined total of \$3,351,660.89 is considered fair and reasonable.

13. **Medgate, Inc.** **\$3,000,000** *Staff Summary Attached*
All-Agency Enterprise Safety System (Not-to-Exceed)
Contract Nos. 15127-0100

Competitively negotiated – 5 proposals – 60 months

To recommend that the Board approve the award of an all-agency, five-year, competitively negotiated, miscellaneous services contract with Medgate to furnish, implement and maintain an MTA-wide Enterprise Safety System (LIRR and MNR in the first implementations, other agencies to follow), that will streamline and automate the tracking of all corporate safety data, including records of all accidents and incidents for employees, contractors, passengers, trespassers and equipment for a period of five (5) years from October 1, 2015 through September 30, 2020 for a not-to-exceed amount of \$3,000,000, including a contingency of \$456,082. This cloud-based Software-as-a-Service solution includes a Disaster Recovery/Continuity of Business plan and provides details on how the system integrates with existing MTA legacy computing systems. As a result of negotiations, the original cost of \$3,716,000 proposed by Medgate was reduced to \$2,543,918, a negotiated savings of \$1,172,082 or 31%. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated not-to-exceed amount of \$3,000,000, including a contingency of \$456,082 is deemed fair and reasonable.

Staff Summary

Schedule E: Miscellaneous Procurement Contracts

Page 1 of 1

Item Number:

Vendor Name (& Location): Cello Partnership d/b/a Verizon Wireless; AT&T Mobility National Accounts LLC; Sprint Solutions, Inc.; T-Mobile USA Inc.	Contract Number: 14065-0100 thru 0400	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description: All-Agency Wireless Services	Total Amount: \$31,394,963	
Contract Term (including Options, if any): September 28, 2015 thru September 27, 2020	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: Business Service Center/MTA IT & W. Hibri/S. Gellineau	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Contract Manager: Damon Chan	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

DISCUSSION:

It is recommended that the Board approve the award of four competitively negotiated, all-agency, miscellaneous procurement contracts to Cello Partnership d/b/a Verizon Wireless (Verizon Wireless), AT&T Mobility National Accounts LLC (AT&T Wireless), Sprint Solutions, Inc. (Sprint/Nextel) and T-Mobile USA Inc. (T-Mobile) to provide wireless voice and data services. These contracts are for a period of five (5) years (three-year initial term with two additional one-year options) from September 28, 2015 to September 27, 2020 in an amount not to exceed \$31,394,963 which includes a contingency of \$2.9 million.

MTA Headquarters (including MTA Police) and the Agencies utilize wireless services to conduct routine and critical business operations. These services include voice (cell phone), push-to-talk (2-way radio), machine-to-machine (M2M), personal data devices (Blackberry, Tablets), and wireless data cards for personal computers. In order to improve operational efficiencies and, thus, reduce costs for wireless services by combining the purchasing power of all of the agencies to achieve the best combination of quality, service and price, MTAHQ issued a competitive Request For Proposals (RFP) in July of 2014. The RFP was publicly advertised and letters advising potential proposers of the RFP's availability were mailed to four (4) firms. Five (5) proposals were received. The Selection Committee, consisting of representatives from MTA Headquarters, New York City Transit, Long Island Railroad, Metro-North Railroad, Bridges & Tunnels, and MTA Capital Construction, evaluated the proposals and determined that Verizon Wireless, AT&T Wireless, Sprint/Nextel and T-Mobile were the most technically qualified firms that met the requirements of the RFP, based on their proven services and area coverage, technology and technical support. The fifth vendor Black Renaissance Tech is not certified as a Wireless Telecommunication Carrier by the FCC and therefore did not qualify for this RFP and was eliminated from further consideration. It was also determined that no one vendor would be able to provide the complete variety of services and geographic coverage required by the MTA and the agencies. MTA has conducted a responsibility review and other due diligence on Verizon Wireless, AT&T Wireless, Sprint/Nextel, and T-Mobile and has deemed them to be responsible for award.

The projected All-Agency spend amount for the next 12 months of \$8.93M, which is based on the All-Agency usage under existing contracts, was reduced through negotiations to \$4.72M in the first year of the contract, representing a savings of \$4.21M (47%). Annual savings for each of the next four years are projected to be a minimum of \$2.99M (33%) and will total \$16.17M (36%) during the proposed five-year contract period. An analysis of historical wireless spending along with the projection of future spending and associated savings was performed by Project Management and Procurement, and confirmed by MTA Audit and Treasury. The reduction in price is attributed to (i) negotiating simpler pricing plans that more closely match actual usage and combined it so MTA is treated as one account instead of 25K separate ones, (ii) negotiating lower dollar/unit pricing for bandwidth, (iii) negotiating wireless line acquisition and retention credits, and (iv) maximizing the value of equipment upgrade rights. Based on the negotiated savings, the total cost of \$31,394,963 which includes a contingency of \$2.9 million for the five-year period is considered fair and reasonable. Funding for these contracts will be available in each agency's operating budget.

MTA's Department of Diversity and Civil Rights has established a 10% MBE and 10% WBE goal on this contract. Cello Partnership d/b/a Verizon Wireless (Verizon Wireless), AT&T Mobility National Accounts LLC (AT&T Wireless), Sprint Solutions, Inc. (Sprint/Nextel) and T-Mobile USA Inc. (T-Mobile) have not completed any MTA contracts with MWDBE goals, therefore, no assessment of the firm's MWDBE performance can be determined at this time.

Staff Summary

Schedule F: Personal Service Contracts

Item Number: Dept & Dept Head Name: Chief of Staff/Donna Evans Division & Division Head Name: MTA Market Research/Peter Harris						SUMMARY INFORMATION <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 2px;"> Vendor Name: Various </td> <td style="width: 30%; padding: 2px;"> Contract Number: 14344-0100 thru 0500 </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Description: All Agency As-Needed Qualitative Market Research Services </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Total Amount: \$1,666,763 </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Contract Term (including Options, if any) October 1, 2015 thru September 30, 2019 </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: </td> </tr> </table>		Vendor Name: Various	Contract Number: 14344-0100 thru 0500	Description: All Agency As-Needed Qualitative Market Research Services		Total Amount: \$1,666,763		Contract Term (including Options, if any) October 1, 2015 thru September 30, 2019		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:	
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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:																									

Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	9/21/2015	X		
2	Board	9/24/2015	X		
Internal Approvals					
Order	Approval	Order	Approval	Info	Other
1	Procurement <i>Cal</i>	4	DDCR <i>MM</i>		
2	Market Research <i>PWA</i>	5	Legal <i>MM</i>		
3	Chief of Staff <i>ONE</i>	6	CFO <i>MM</i>		

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of the following five (5) competitively negotiated all-agency personal services contracts for Qualitative Market Research Services on an as-needed basis for a period of forty-eight (48) months from October 1, 2015 to September 30, 2019. The combined cost for all market research contracts (including qualitative and quantitative) for the first year will not exceed the total Year 2016 Market Research Budget of \$1,666,763 for the MTA and the operating agencies. Funding for subsequent years will be based on the Board approved budgets for MTA headquarters and the operating agencies for those years and will not exceed limits approved by the Board.

- | | |
|---|---|
| 1. Clarion Research, Inc.
2. Perspectives Resources, Inc.
3. Resource Systems Group, Inc. | 4. The Research Associates, Inc.
5. Widener-Burrows & Associates |
|---|---|

II. DISCUSSION

The current all-agency contracts for qualitative research services have expired. The MTA and its operating agencies require the services of qualitative market research firms to conduct one-on-one interviews, focus groups, and mini-groups on an *ad hoc* basis to support capital investments and improvements, service planning, strategic business initiatives and marketing. In order to continue these services, a Request for Proposals (RFP) was publicly advertised and letters advising potential proposers of the RFP's availability were mailed to thirty (30) vendors, ten (10) of which were D/M/WBE firms. Seven (7) proposals were received. The Selection Committee, consisting of representatives from MTA Market Research, MTA Marketing, MTA New York City Transit, MTA Metro-North Railroad, MTA Long Island Rail Road, MTA Bridges and Tunnels and MTA Bus Company, evaluated the proposals and determined that the five firms listed above were 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 these firms and has deemed them to be responsible for award.

The purpose of entering into these retainer contracts is to facilitate the implementation of a comprehensive market research program designed to: 1) to provide actionable information that will assist MTA and its operating agencies; 2) support initiatives and programs that improve service, increase ridership and revenue, and reduce costs; and 3) identify priorities and strategies for decision and policy making. The net impact of the research is to assist the MTA and its operating agencies in becoming more cost-effective and customer-driven organizations.

Examples of projects planned for the next four years include: studies about new technologies including new digital payment systems (e.g. the Smart Card); research on new electronic signage, interactive voice response system, and electronic bridge tolling; usability testing of website re-designs and new transit and ticketing apps; customer communication research such as pre-tests of advertising copy, new commuter rail and transit safety and security initiatives; evaluation of new train cars and station amenities; and targeted customer service projects for specific railroad, subway, and bus lines, etc.

The original rates proposed by the five vendors ranging from \$700 to \$30 were negotiated down to a range of \$500 to \$30. This represents a reduction of \$200 or 28% per focus group. These negotiated rates are the same as negotiated under the current 4-year contract and will remain the same for this 4-year contract.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established a 10% MBE and 10% WBE goal on this contract. Clarion Research, Inc., Perspectives Resources, Inc., The Research Associates, Inc. and Resource System Group, Inc., have not completed any MTA contract with MWDBE goals, therefore, no assessment of their MWDBE performance can be determined at this time. Widener-Burrows & Associates has achieved its MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

The total cost for these qualitative market research all-agency contracts combined with quantitative services for the first year will not exceed the total Year 2016 Market Research Budget of \$1,666,763 for the MTA and the operating agencies. Subsequent years' estimates will be determined by the programs planned for those years and Board approval of MTA's and operating agencies' Market Research budgets for those years. Actual expenditures for Year 2016 are dependent upon approval of projects in development by the MTA and the operating agencies. Any expenditure incurred will be apportioned to the operating agencies in accordance with the cost of projects actually implemented by an agency.

V. ALTERNATIVES

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

Staff Summary

Schedule F: Personal Service Contracts

Item Number: Dept & Dept Head Name: Capital Programs Management/Craig Stewart <i>CS</i>						SUMMARY INFORMATION Vendor Name: Ernst & Young LLP Contract Number: 14391-0100	
Project Manager Name: Robert Hess <i>Robert J. Hess</i>						Description: MTA Owner Controlled Insurance Program (OCIP) Study	
Board Reviews						Total Amount: \$425,000	
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any): October 1, 2015 thru February 1, 2016	
1	Finance	9/21/2015	X			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	Board	9/24/2015	X			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Internal Approvals						Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Order	Approval		Order	Approval		Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
1	Procurement <i>CS</i>	5	Legal <i>CS</i>			Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
2	Capital Programs <i>CS</i>	8	CFO <i>CS</i>				
3	Risk Management <i>CS</i>						
4	DDCR <i>CS</i>						
Narrative							

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of a competitively negotiated, personal services contract to Ernst & Young LLP to conduct a study that will develop a business case examining MTA use of Owner Controlled Insurance Programs (OCIPs,) with an estimated duration of five (5) months from October 1, 2015 to March 1, 2016, for a fixed fee of \$325,000 with a contingency of \$100,000 for a total not-to-exceed cost of \$425,000.

II. DISCUSSION

This study is a component of an overall strategy to ensure that MTA Capital Program third-party projects are insured in the most cost effective and efficient manner possible. The MTA believes that there may be the potential to produce savings through further optimization of the insurance strategy, in particular by carefully evaluating the use of OCIPs. The business case produced in this project will help the MTA to refine this strategy, particularly with respect to the 2015-2019 Capital Program.

MTA Capital Programs and Risk Management plan to conduct similar studies on a five-yearly basis, to re-evaluate the optimal insurance strategy amidst dynamic insurance market trends. The initial business case produced by this study can serve as a template for future refreshes of the OCIP business case to be conducted by MTA staff or hired consultants.

Most MTA Capital Program projects are competitively awarded to and constructed by general contractors. For insurance coverage, the MTA has historically pursued two strategies: i) Require the general contractor to provide the insurance coverage, based upon insurance requirements and standards developed by the MTA Risk and Insurance Management (RIM) Department, with the cost of insurance included in the general contractor's contract price; and ii) Insure construction through an MTA Owner Controlled Insurance Program (OCIP), with OCIP coverage obtained through competitively awarded broker service contracts and commercial insurance carriers.

Starting in the 1970's, the MTA initially designed and implemented OCIPs for individual projects. Based upon the success of these single project OCIPs, beginning in 1998, the MTA embarked upon using OCIPs to cover multiple projects within particular five-year Capital Plans.

Under an OCIP, the MTA procures insurance coverage for a group of projects, covering the MTA, the participating agencies, general contractors and subcontractors. The cost of this coverage is not borne by the general contractors and is therefore required to be excluded from their bids. Under an OCIP, the general contractors' insurance responsibilities are limited to specific coverage, such as motor vehicle coverage, and coverage for off-site activities. In addition, the OCIP funds safety oversight.

Recent developments in the insurance market are impacting the cost of required coverage, as well as the terms and conditions. For example, the estimated cost of MTA OCIPs has increased from 4% of construction value in the 2000-2004 Capital Program, to 7% for the current 2010-2014 Capital Program. The evolving market is also impacting contractor-provided insurance.

Due to the recent increases in MTA OCIP rates as well as the inherent value in evaluating a complex costly insurance program that the MTA has been using for many years, the MTA is procuring this study to: i) comprehensively compare the competitiveness of MTA's OCIP to general contractor-provided insurance and safety programs, including Contractor Controlled Insurance Programs (CCIPs); and ii) improve the MTA insurance strategy, ensuring that best practices are employed to promote efficiency and safety.

In addition to financial and safety considerations, the business case will address other relevant factors, including:

- Insurance coverage terms, conditions, gaps between general contractors and sub-contractors;
- Avoided costs, such as carrying Owners Protective Liability coverage, evaluating and tracking general contractor-provided insurance, and litigation costs associated with enforcing indemnification agreements;
- Work site safety resources and practices;
- Options for general contractor- and sub-contractor-provided insurance;
- General contractor / labor ability to participate in OCIP-insured projects;
- Impact on construction bid competitiveness (number of bidders, bid costs, MBE & WBE participation);
- Regional and industry best practices.

In order to procure these services, a Request for Proposals (RFP) was publicly advertised. Three proposals were received from Ernst & Young LLP, KPMG LLP, and Hanover Stone Partners LLC. The Selection Committee, consisting of representatives from MTA Headquarters, New York City Transit, the Commuter Railroads, and MTA Capital Construction, evaluated the proposals based on the criteria set forth in the RFP, which were as follows: i) value proposition (quality and technical merit of the proposed solution in relation to the cost, ii) demonstrated experience in organizing and successfully executing comparable projects, iii) demonstrated familiarity with the New York State insurance market for infrastructure construction projects, including knowledge of New York State Insurance Laws regarding the use of OCIPs, an understanding of the recent impacts of Labor Law liability on the availability and cost of insurance, the changes to insurance forms that further restrict coverage, current trends in insurance costs, and how these factors ultimately influence project bidding and delivery, iv) quality and relevant experience of the individuals who will be assigned to the project, and v) expeditious project timeframe. After reviewing the proposals, the Selection Committee recommended that two firms (Ernst & Young and KPMG) be invited to make oral presentations. Upon conclusion of the oral presentations, the Selection Committee determined that Ernst & Young LLP is the most qualified firm to perform the services required and recommended that negotiations be conducted with Ernst & Young LLP, to obtain the best pricing for the services. MTA has conducted a responsibility review and other due diligence on the proposed awardee and as part of its Responsibility Data submission to the MTA Ernest & Young revealed significant adverse information (SAI). In accordance with the MTA All-agency Contractor Responsibility Guidelines, the MTA Chairman has approved the award of the contract with Ernest & Young as a responsible contractor notwithstanding the significant adverse information.

As a result of negotiations, the original cost of \$380,655 proposed by Ernst & Young LLP was reduced to \$325,000, a negotiated savings of \$55,655 or 14.62% which is considered fair and reasonable.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% WBE and 10% MBE on this contract. Ernst & Young LLP has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funds for this project are available in the 2010-2014 MTA Capital Program under MTA Planning project N6120101 (Core Planning Support.)

V. ALTERNATIVES

1. Do not Approve Award of the Contract. The MTA will not be able to assess the business case for Owner Controlled Insurance Programs (OCIP).
2. Perform the Services In-house. MTA does not possess the internal resources to provide these services.

Staff Summary

Schedule F: Personal Service Contracts

Item Number: Dept&Dept Head Name: BSC/Wael Hibri Division & Division Head Name: MTA IT/Sidney Gellineau						SUMMARY INFORMATION Vendor Name: Various Contract Number: 14357-0100 thru 2900	
Description: All-Agency Temporary IT Consulting Services (Discretionary/MWBE)						Total Amount: Board approved budgets for MTAHQ and operating agencies	
Contract Term (including Options, if any) November 1, 2015 through December 31, 2020						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 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	9/21/2015	X		
2	Board	9/24/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement <i>[Signature]</i>	4	Diversity and Civil Rights <i>[Signature]</i>
2	BSC <i>[Signature]</i>	5	Legal <i>[Signature]</i>
3	IT <i>[Signature]</i>	6	CFO <i>[Signature]</i>

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of the below twenty-nine (29) competitively negotiated, all-agency personal services contracts for Minority/Women Business Enterprises (M/WBE)/Small Business Concerns (SBC) Discretionary Firms for All-Agency Temporary Information Technology Consulting Services on an as-needed basis for a period of sixty-one (61) months from November 1, 2015 through December 31, 2020. Each contract will be awarded on a zero-dollar basis. Individual work assignments will be awarded through a mini-RFP competitive process, among some or all firms, and will not exceed \$200,000 pursuant to Section 2879(3)(b)(i) of the Public Authorities Law (the "Discretionary Procurement Law"). These retainer firms will enhance MTA's ability to increase contract awards to New York State certified M/WBE's and SBC's to meet the State of New York's goal for increasing M/WBE participation from 20% to 30%, as of April 1, 2015.

- | | | | | |
|----------------------------|---------------------------|------------------------------|------------------------|--------------------------|
| 1. AI Technology | 7. Granwood | 13. Longi Engineering | 19. Nexus Consortium | 25. Stellar Services |
| 2. Capstone Strategy Group | 8. IIT Inc | 14. Lucille Maud Corp | 20. Protek IT Services | 26. TCA Consulting |
| 3. Compulink | 9. InfoPeople | 15. Lynx Technology Partners | 21. PruTech Solutions | 27. Unique Computer Inc. |
| 4. Data Industries | 10. Infosys International | 16. MVP Consulting | 22. QED National | 28. US Tech Solutions |
| 5. Donnelly & Moore | 11. IQ Systems, Inc. | 17. Neotera | 23. SOFT | 29. V Group Inc. |
| 6. ExpInfo | 12. Izar Associates | 18. Next Generation Inc. | 24. Spruce Technology | |

II. DISCUSSION

MTA is seeking to expand participation by qualified M/WBE firms and/or SBC technology consulting firms. These technology and consulting discretionary contracts are designed to provide professional opportunities for NYS certified M/WBE technology firms who historically have been limited to working as subconsultants to work directly with the MTA as a prime contractor. These contracts will support the consolidated MTA IT Department and will provide the ability to retain M/WBE project consultants, as well as temporarily supplement in-house project staff on critical projects including, but not limited to: (i) PeopleSoft 9.2 Upgrade & PeopleSoft Pension; (ii) NYCT Applications Replacement/Upgrade; New Fare Collection Systems, etc.

A Request for Proposal (RFP) was advertised on MTA's website and letters advising potential proposers of the RFP's availability were issued to a 191 MWBE firms. Fifty (50) proposals were received. The Selection Committee, consisting of MTA IT Departments and DDCR evaluated the proposals and determined that out of the 50 firms, 29 are technically qualified to perform the services identified in the RFP. The RFP criteria, which were used to evaluate the proposals, were (i) Overall quality of the

proposal submission, demonstrated understanding of the work scope for categories within the 87 consulting categories; evaluations of provided consultant resumes based on the required technical skills; (ii) Project Management Plan, proposed approach to organize, administer, manage and support MTA's requirements throughout the five-year contract period; (iii) Fairness and reasonableness of the all-inclusive hourly rates with guaranteed ceiling rates over the next five years; and (iv) Demonstrated experience and effectiveness of the consulting firm, as well as its resources in providing services of a similar nature, with emphasis on providing IT-related consulting services.

These services will be performed based on the hourly rates established in the base contract and will be awarded as work assignments after conducting a mini-RFP competitive process among some or all of the firms. Individual work assignments will not exceed \$200,000 in accordance with the Discretionary Procurement Law.

The original rates submitted by the twenty-nine (29) firms (\$40 to \$152 for 87 titles) were within the market range and were deemed fair and reasonable. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated hourly rates are deemed fair and reasonable.

III. D/M/WBE INFORMATION

There are certified MBE/WBE's available to provide prime opportunities for this procurement. The recently amended NYS Finance Law §163 (6) raised the limit for small businesses and MWBEs without formal competitive process from \$100,000 to \$200,000. This procurement will provide prime IT consulting service opportunities for NYS certified MWBEs and will assist in achieving our annual 30% MWBE goals.

IV. IMPACT ON FUNDING

Funding will be based on the Board approved budgets for MTA headquarters and the operating agencies and will not exceed limits approved by the Board.

V. ALTERNATIVES

1. Do not approve award of the contracts. This would severely curtail MTA's ability to meet the State of New York's mandated goal to increase M/WBE participation from 20% to 30% and to meet the requirement for these services.

Schedule E: Miscellaneous Procurement Contracts

Page 1 of 1

Item Number:

Vendor Name (& Location): Exigis, LLC	Contract Number: 15042-0100	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description: Insurance Certificate Management System	Total Amount: \$3,351,660.89	
Contract Term (including Options, if any): October 1, 2015 through September 30, 2022	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: BSC/MTA IT & W. Hibri/ S. Gellineau	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Contract Manager: Amedeo Bruno	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

DISCUSSION:

To recommend that the Board approve the award of a competitively negotiated, miscellaneous procurement contract to Exigis, LLC to provide a Certificate of Insurance Management System including hosted web-based application software, implementation, consulting, training, and maintenance services for MTAHQ Risk Management and Insurance Management Department ("RIM") for a period of five (5) years from October 1, 2015 through September 30, 2020, with two one-year options, exercised at MTA's sole discretion, at a not-to exceed amount of \$3,351,660.89 including the option years.

The MTA Risk and Insurance Management Division (RIM) is responsible for reviewing, managing, and tracking Contractor's compliance with insurance requirements for MTA and its agencies. The current number of active contracts managed by RIM is approximately 8200. Each of these contracts are associated with one to three different insurance certificates. Currently, RIM tracks insurance certificates in an MS Access-based system. Within this system there are separate databases for MTA and its operating agencies and only one user can access each database at a time. Additionally, remote access is not available. While insurance certificates for all agencies are tracked in the system, the underlying data is segregated by agency and it is not possible to manage information for more than one agency at a time. The new system will increase productivity by allowing simultaneous access by multiple users, remote access by the agencies and other authorized parties and enable new comprehensive, cross-agency business practices for managing and tracking insurance certificates. Exigis, LLC will provide a comprehensive Solution including software, training and technical support.

To obtain this service, a competitive Request for Proposal (RFP) using the e-procurement process was publicly advertised and letters advising prospective proposers of the RFP's availability were sent to nineteen (19) firms of which three (3) were D/M/WBE firms. Two proposals were received. The Selection Committee, composed of representatives from MTA RIM and MTA IT, evaluated both proposals and recommended that each firm be invited for oral presentations. Based on the oral presentations, the selection committee determined that Exigis, LLC (MBE) was the most technically qualified firm to provide this service and agreed for Procurement to conduct negotiations.

As a result of negotiations, Exigis' proposed total cost for the five year period of \$2,682,577.50 was negotiated down to \$2,362,981.15 for a savings of \$319,596.35 or 11.91%. The renewal option for Years 6 and 7 are subject to a maximum escalation of 3% or CPI, whichever is lower. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated amount of \$2,362,981.15 for the five year period plus \$986,679.74 for the option years for a combined total of \$3,351,660.89 is considered fair and reasonable. MTA has conducted a responsibility review and other due diligence on Exigis, LLC, and has deemed the firm responsible for award.

The MTA Department of Diversity & Civil Rights established 10% MBE and 10% WBE goals on the contract. Exigis LLC has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time."

Staff Summary

Schedule G: Miscellaneous Service Contracts

Page 1 of 1

Item Number:

Vendor Name (& Location): Medgate, Inc.	Contract Number: 15127-0100	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description: All-Agency Enterprise Safety System	Total Amount: \$3,000,000	
Contract Term (including Options, if any):	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept./Div & Dept/Div Head Name: BSC/MTA IT/ Wael Hibri/ Sidney Gellineau	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Contract Manager: R. Matela	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

DISCUSSION:

To recommend that the Board approve the award of an all-agency, five-year, competitively negotiated, miscellaneous services contract with Medgate to furnish, implement and maintain an MTA-wide Enterprise Safety System (LIRR and MNR in the first implementations, other agencies to follow), that will streamline and automate the tracking of all corporate safety data, including records of all accidents and incidents for employees, contractors, passengers, trespassers and equipment for a period of five (5) years from October 1, 2015 through September 30, 2020 for a not-to-exceed amount of \$3,000,000, including a contingency of \$456,082.

This cloud-based Software-as-a-Service solution includes a Disaster Recovery/Continuity of Business plan and provides details on how the system integrates with existing MTA legacy computing systems. Final acceptance of the delivered product will include installation, configuration and testing of the Enterprise Safety System. This Enterprise Safety System will include but not be limited to the following:

- Introduce an effective method of documenting, cataloging, tracking safety data
- Provide a central repository for storing safety related data
- Generate and fulfill regulatory (FRA, OSHA, NYS, etc.) and compliance reporting requirements
- Efficiently produce required safety data in emergency events
- Track, alert and report on corrective actions needed.

To obtain these services, a Request For Proposal ("RFP") was publicly advertised and letters advising potential proposers of the RFP's availability were issued to a forty (40) firms. Five (5) proposals were received. A Selection Committee, consisting of representatives from the MTA IT, MNR Office of System Safety, Claims & Security, LIRR Safety and Corporate Development, and LIRR Law Department, evaluated the proposals based on the criteria set forth in the RFP. After reviewing the proposals, the Selection Committee recommended that four (4) firms (Medgate, InteleX, Stellar and Industry Safe) be invited to make oral presentations. Upon conclusion of the oral presentations, the Selection Committee determined that Medgate was the most technically qualified to perform these services. MTA has conducted a responsibility review and other due diligence on Medgate, Inc. and has deemed the firm responsible for award.

As a result of negotiations, the original cost of \$3,716,000 proposed by Medgate was reduced to \$2,543,918, a negotiated savings of \$1,172,082 or 31%. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated not-to-exceed amount of \$3,000,000, including a contingency of \$456,082 is deemed fair and reasonable.

The MTA's Department of Diversity and Civil Rights established 15% WBE and 15% MBE goals for this contract. AECOM and PB have a shortfall in achieving M/W/DBE goals on several MTA contracts, but have provided DDCR satisfactory plans of action to achieve the M/W/DBE goals on these contracts. ARUP has not its MWDBE goal on its MTA contract and required to provide DDCR a satisfactory plan of action to achieve the M/W/DBE goals.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, SEPTEMBER 2015
PROCUREMENTS FOR RATIFICATION

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Two-Thirds Vote:

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

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

- | | | |
|--------------------------------------|------------------|--------------------------------------|
| 1. CTC, Inc. | \$269,000 | <u>Staff Summary Attached</u> |
| Engineering Assessment of MTA | | |
| Railway-highway Grade | | |
| Contract No. 15128-0100 | | |

Non-competitive

To recommend that the Board ratify the award of a non-competitive, personal services contract to CTC, Inc. to provide an independent multidisciplinary engineering assessment of MTA railway-highway grade crossings for a period of six months from July 10, 2015 through December 31, 2015 for a not-to-exceed amount of \$269,000. To be of value, any such assessments must include all aspects of the roadway approach and the railway-highway interface itself, including those elements owned and maintained by the railroad as well as those elements that are owned and maintained by other entities, as well as related elements such as pedestrian flow and nearby bus stops. Consequently, the consulting firm selected for this work was required to have unique engineering expertise in the fields of both railroad operations and railroad signals, as well as highway traffic engineering. The MTA identified CTC, Inc., a consulting firm headquartered in Ft. Worth, Texas, as uniquely capable of doing this assessment work. In May 2015 CTC, Inc. was engaged to assess five grade crossing in MNR territory (in both New York and Connecticut) for a fixed fee of \$19,998. The subsequent assessment and reports identified engineering and procedures improvements that would enhance safety at MTA railway-highway grade crossings. Due to the need to continue these critical safety assessments in a timely manner, in late July, MTA directed CTC to assess 20 additional crossings. CTC's initial proposal for the additional 20 crossing was \$293,000 which was negotiated down to a not-to-exceed amount of \$269,000, a savings of \$24,000 which is considered fair and reasonable. Concurrently, the MTA will conduct a competitive RFP process for the remainder of the crossings and will present this to the Board for approval.

Staff Summary

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

Page 1 of 1

Item Number:

Vendor Name (& Location): CTC, Inc.	Contract Number: 15128-0100	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description: Engineering Assessment of MTA Railway-highway Grade	Total Amount: \$269,000	
Contract Term (including Options, if any): July 10, 2015 through December 31, 2015	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: Chief Safety Officer, David Mayer	
Procurement Type: <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Contract Manager: Scott Mayclim	
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

DISCUSSION:

To recommend that the Board ratify the award of a non-competitive, personal services contract to CTC, Inc. to provide an independent multidisciplinary engineering assessment of MTA railway-highway grade crossings for a period of six months from July 10, 2015 through December 31, 2015 for a not-to-exceed amount of \$269,000.

On February 3, 2015, a Metro-North train collided with an SUV at the Commerce Street crossing in Valhalla, New York. The accident resulted in six fatalities, demonstrating the importance of safety at grade crossings. The two MTA railroads have a total of 437 crossings, 334 of which are on the Long Island Rail Road (LIRR), and the remaining 103 are on Metro-North Railroad (MNR). Both railroads have very active internal crossing assessment and upgrade programs. These programs result in regular and recurring safety assessments of crossings as well as enhancement projects that are typically coordinated with cognizant roadway authorities. Nonetheless, MTA decided to explore the extent to which a systematic engineering assessment from a safety, signal, and public project perspective of crossings by an expert consulting firm could add value to the railroads' ongoing assessment programs to mitigate or stop these kinds of accidents.

To be of value, any such assessments must include all aspects of the roadway approach and the railway-highway interface itself, including those elements owned and maintained by the railroad as well as those elements that are owned and maintained by other entities, as well as related elements such as pedestrian flow and nearby bus stops. Consequently, the consulting firm selected for this work was required to have unique engineering expertise in the fields of both railroad operations and railroad signals, as well as highway traffic engineering.

The MTA identified CTC, Inc., a consulting firm headquartered in Ft. Worth, Texas, as uniquely capable of doing this assessment work. CTC Inc. has more than 40 years' experience in railroad and traffic signal design, operation, and maintenance. Management and staff are leading signal engineering professionals and provide signal training seminars and presentations on highway-rail grade crossing warning systems throughout the country. CTC's senior management are recognized grade-crossing experts in the U.S., having served on federal committees and working groups that set standards and best practices throughout the country for signalization at grade crossings. Additionally, The firm has conducted extensive network-wide assessments of hundreds of crossings for major railroads. Market research has failed to identify a comparable consulting firm or individual expert(s). Therefore, it was determined that CTC Inc. is the only firm with sufficient in-place resources, experience and specialization to provide the required assessments. MTA has conducted a responsibility review and other due diligence on CTC, Inc. and has deemed the firm responsible for award.

In May 2015 CTC, Inc. was engaged to assess five grade crossing in MNR territory (in both New York and Connecticut) for a fixed fee of \$19,998. The subsequent assessment and reports identified engineering and procedures improvements that would enhance safety at MTA railway-highway grade crossings. Due to the need to continue these critical safety assessments in a timely manner, in late July, MTA directed CTC to assess 20 additional crossings. CTC's initial proposal for the additional 20 crossing was \$293,000 which was negotiated down to a not-to-exceed amount of \$269,000, a savings of \$24,000 which is considered fair and reasonable.

Concurrently, the MTA will conduct a competitive RFP process for the remainder of the crossings and will present this to the Board for approval.

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Staff Summary

Item Number G					
Dept. & Dept. Head Name:					
Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name:					
Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-21-15	X		
2	MTA Board Mtg.	9-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V.P. Engineering	X	V.P. Finance & IT		
X	Acting General Counsel		Capital Programs		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Bombardier Transportation Inc.	
Description	
Installation of Positive Train Control (PTC) Kits for the MNR M7 Fleet.	
Total Amount	
\$6,752,140 (not-to-exceed)	
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: NYS Preferred Source	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a two year non-competitive, negotiated, miscellaneous service agreement in the total not-to-exceed amount of \$6,752,140 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of Positive Train Control (PTC) Kits on the 334 Railcars in the MNR M-7Fleet.

II. DISCUSSION:

The 2008 Rail Safety Improvement Act (RSIA) requires PTC installation on commuter rail lines by December of 2015. As reported at the Capital Program Oversight Committee (CPOC) in June, both Metro-North Railroad and Long Island Rail Road currently project that full implementation on their respective systems will not occur until December 2018. MNR does not have the labor or on-site resources to accomplish PTC installations on multiple fleets concurrently, and accordingly requires the use of a third party contractor to install PTC Kits on its 334 car M-7 fleet.

Bombardier, the M-7 Original Equipment Manufacturer (OEM), has unparalleled knowledge of the M-7 equipment that will allow MNR to increase its installation rates to meet its targeted full implementation date. Any other vendor would require a learning curve to become acquainted with the M-7 equipment, which would put the current full implementation date, which is already three years later than the statutorily mandated date, in jeopardy. Bombardier shall furnish all labor and engineering resources necessary to install the PTC kits. In addition to the installation of the delivered PTC kits, Bombardier will be refining the installation instructions and providing as-built documentation.

In an effort to further expedite the installation of the PTC Kits, LIRR is making its Arch Street Facility (owned by MTA) available for the performance of the MNR work. MTA, on behalf of Long Island Rail Road and MNR, will execute a

Staff Summary

license with Bombardier to use the Arch Street Facility. This license of the Arch Street Facility to Bombardier is outlined in a separate staff summary and will be presented to the Finance Committee by MTA Real Estate.

III. COST/PRICE ANALYSIS

Bombardier submitted a total cost proposal of \$5,871,425 for the installation of 334 Kits. A contingency has been added to the requested amount based upon the uncertainty of the final design and installation requirements. The unit cost for the installation of these kits is 35% less than the engineer's estimate. In addition to the cost savings associated with using the OEM for these installations, there is a 12 month savings in duration of this project. The prices submitted were deemed fair and reasonable. The direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$5,871,425.

III. IMPACT ON FUNDING:

The total award amount for this agreement shall not exceed \$6,752,140 over the two year period and is to be funded by the MNR Capital Program.

IV. ALTERNATIVES:

There are no recommended alternatives. MNR does not have the resources to perform these services in-house.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: J

Vendor Name (& Location) Transtech Corporation, USA	Contract Number	AWO/Modification #
Description Purchase Agreement for OEM Replacement Parts and Components	Original Amount:	\$2,000,000
Contract Term (including Options, if any) Three Years	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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Current Amount:	\$2,000,000
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$2,500,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	%125
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Alfred Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	%125

Discussion:

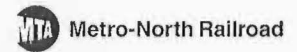
Approval is requested for additional funding in the amount of \$2,500,000 for a previously Board approved three-year miscellaneous purchase contract (2014-2017) to Transtechnik Corporation USA (Transtechnik) for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-8 railcar fleet. Transtechnik is the OEM supplier for various safety-critical parts, components, assemblies and repairs for the fleet's Main and Auxiliary Electrical systems.

Additional funding is required to cover the cost of additional standard stock items and recent new items for the Repair and Return Pool. The established pool is used as material float to maintain current fleet operations and scheduled maintenance in the event of unexpected component failure. Repairs to failed parts and components are performed because they are too expensive to purchase new and have shorter lead times. Depending on the nature of the failure, the repairs authorized are performed by the OEM at a much lower cost as opposed to new and then returned to MNR inventory. Approximately 42 new repair and return components were identified for the new M-8 Fleet. Pricing for the additional repair and return items exceeded MNR's original Board approved estimated amount of \$2,000,000 for the three year period. The replacement parts will be purchased on an as-needed basis. These orders will be processed and delivered accordingly to ensure the availability of material on-hand to meet current maintenance practices and inadvertent failures.

This is an as-needed purchase agreement and MNR is not obligated to generate any minimum amount of purchase orders. The purchase agreement with Transtechnik will eliminate the need and expense of individually advertising prospective procurements, will reduce administrative costs and possible procurement lead times for separate purchase orders and will expedite material delivery.

All pricing and terms per the approved agreement will remain fixed for the entire contract term. The additional funds required are not-to-exceed \$2,500,000 and is to be funded by the MNR Operating Budget.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Simmons Machine Tool, Inc., Albany, NY	Contract Number 9644-A	AWO/Modification #
Description Upgrades to the Croton Harmon Tandem Railcar Underfloor Wheel Lathe (UFWL)	Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Contract Term (including Options, if any) Immediate	Total Amount:	\$231,990
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Funding Source	<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Alfred Munn, Sr. Director	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

Discussion:

Approval is requested to award a non-competitive, miscellaneous service contract to Simmons Machine Tool, Inc. to perform various upgrades to the Tandem Railcar Underfloor Wheel Lathe located at Metro-North Railroad's (MNR) Croton Harmon facility. Simmons Machine Tool is the Original Equipment Manufacturer (OEM). These upgrades require technological and hardware improvements that are specific to the Simmons machine. Further, the installation of the upgrades will increase operator safety during the wheel truing process but will additionally increase reliability and similar functionality to the newly acquired tandem underfloor wheel lathe at MNR's New Haven Facility. The proposed engineering hours and materials for this upgrade were reviewed and deemed reasonable.

This procurement is to be funded by the MNR Operating Budget.

Staff Summary

Item Number B					
Dept. & Dept. Head Name:					
Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name:					
Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9-21-15	X		
2	MTA Board Mtg.	9-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Acting General Counsel		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT				
	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Request to use the RFP process for the Overhaul 12 MNR BL-20 Locomotives and 4 Staten Island Railroad Locomotives.	
Total Amount	
TBD	
Contract Term (including Options, if any)	
4 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective railcar remanufacturers to overhaul 12 MNR BL-20 Locomotives and four Staten Island Railway locomotives.

II. DISCUSSION:

The scope of services of this project includes the overhaul of 12 BL-20 MNR locomotives that have been maintained by the Maintenance of Equipment (MofE) Department for Metro-North's (MNR) East of Hudson Service. The Staten Island Railway (SIR) acquired four BL-20 locomotives at the same time that also require third party overhaul. The locomotives are at midlife and this will be their first overhaul since being delivered to MNR and SIR. The BL-20 fleet is used for both switcher and shuttle service. They are used for work trains, yard movements and service protection as well as operating in revenue service. The overhaul of these locomotives is per the recommendation of Brookville Locomotive, the Original Equipment Manufacturer (OEM).

This project will include, but not be limited to, electrical system re-wiring, overhaul or replacement of the main and HEP diesel engine and alternator packages, engine control systems, and all rotating components. This overhaul shall maintain the service life of these locomotives an additional 15 years.

In order to assure the selection of the remanufacturer with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The Contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. The contract is to be funded by MNR's and SIR's Operating Budget(s).

Staff Summary

II. D/M/WBE INFORMATION:
TBD

IV. IMPACT ON FUNDING:

This procurement will be funded by MNR's and SIR's Operating Budget(s).

V. ALTERNATIVES:

MNR does not have the available in-house design or overhaul capacity to complete the scope of the specified work.

Staff Summary



Item Number: 4

Vendor Name (& Location)
Automotive Rentals, Inc. – Mt. Laurel N.J.
Description
Fleet Maintenance and Management Services
Contract Term (including Options, if any)
August 1, 2012 - July 31, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: <input type="checkbox"/> Ride
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:
Robert Murphy - Chief of Security System & Service, Security

Contact Number	AWO/Modificaiton #
04000...494	Modification #1
Original Amount:	\$18,080,000
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$18,080,000
This Request:	\$10,000,000
% of This Request to Current Amount:	TBD%
% of Modifications (including This Request) to Original Amount:	TBD%

I. Discussion:

Long Island Rail Road (“LIRR”) requests MTA Board Approval to issue a Contract Modification in the not-to-exceed amount of \$10 million to Automotive Rentals, Inc. (ARI), for the period from September 30, 2015 through the July 31, 2017 contract expiration date to fund additional costs associated with vehicle maintenance and fleet management services during this period. The contract, is a multi-agency, competitively negotiated, contract, in the total not-to-exceed amount of \$34,080,000 for fleet maintenance and management services that was awarded to ARI by Metro-North Railroad (“MNR”). The Contract, which includes New York City Transit’s (“NYCT”) Paratransit and LIRR, was approved by the MTA Board in April 2012.

In response to financial pressures during the 2010-2012 timeframe, the MTA implemented various cost savings initiatives, including one to reduce the cost of its non-revenue fleet (including trucks and highway vehicles). The analysis behind that initiative demonstrated that there would be savings from the deferral of vehicle replacements which would be partially offset by higher maintenance costs associated with an older fleet. While the initiative resulted in net cost savings, maintenance costs have exceeded initial expectations. The April 2012 Board-approved contract did not factor in the impact of the increase in average fleet age and as a result, it underestimated maintenance requirements. The resulting increased spending has been captured within LIRR operating budgets and the MTA Financial Plan; this modification will align the contract with the Financial Plan. The contract also reflects the projection that maintenance costs will come down as new vehicles arrive and replace the over-aged vehicles.

LIRR has been actively working to return to a normal vehicle replacement cycle. In this regard, LIRR’s vehicle replacement program is sufficiently funded to accomplish this goal, notwithstanding the challenges associated with addressing the backlog vehicles in addition to the normal annual vehicle procurements. Currently, all vehicles which are beyond the replacement guidelines are in the procurement process for replacement. With current build/delivery lead time between 8-18 months for some of the more critical vehicles, such as the trucks, LIRR anticipates that the entire fleet will be returned to normal lifecycle by the 4th quarter of 2016, which will also result in maintenance costs returning to normal levels. Included in the contract modification amount of \$10M is a \$500,000 contingency which will be used if new vehicle replacement delivery dates slip beyond the planned 2016 date.

Staff Summary



Long Island Rail Road


Funding:

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

Recommendation:





Board approval is requested to authorize a contract modification to add funds through the contract term, where follow-on services will be coordinated with MNR under a multi-agency procurement. All other pricing, terms and conditions will remain firm.

Staff Summary

Subject Extension of On The Go Travel Station Kiosk License Agreements
Department Corporate Communications
Department Head Name Paul Fleuranges
Department Head Signature 
Project Manager Name Tom Morgan

Date September 16, 2015
Vendor Name OutFront Media Company & Control Group, Inc.
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref # N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	NYC Transit Committee	7/20/2015	X		
2	MTA Finance Committee	7/20/2015	X		
3	MTA Board	7/22/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President 	1	Law 
3	Executive VP 		
2	Subways 		

MTA NYC Transit is seeking MTA Board approval to extend the current On The Go Travel Station Kiosk licensing agreements for a period of 12 months, from December 31, 2015 to December 31, 2016, and to expand the total number of kiosks permitted to be installed as part of the pilot to 325 units from the current 145 units.

In 2013, the MTA Board approved of a pilot program to install On The Go Travel Station kiosks and authorized MTA NYC Transit to enter into license agreements with each of CBS Outdoor ("CBS") and Control Group, Inc. ("Control Group"), under which those firms would purchase and install On The Go Travel Station kiosks (the "Kiosks") in specified locations in designated subway stations. The licensees are responsible for the cost of Kiosks, including the development of the customer interface and the customization of the transit applications. Until a licensee's capital investment has been fully recouped from gross receipts, the licensee retains 90% of gross receipts and pays 10% of gross receipts to MTA NYC Transit. Once the cumulative gross receipts retained by a licensee is equal to the licensee's capital investment, plus an interest factor representing the cost of capital, the licensee thereafter retains 35% of gross receipts and pays 65% to MTA NYC Transit. The licensees take the risk that the advertising gross revenues will be sufficient to pay them back their capital investments related to the Kiosks during the term of the pilot licenses (In connection with the new Kiosks, the licensees assume the investment recapture risk provided that MTA NYC Transit installs the new Kiosks in accordance with an agreed upon schedule). Title to the Kiosks transfers to MTA NYC Transit upon installation and acceptance. The current CBS and Control Group license agreements expire on December 31, 2015.

To date, CBS (now OutFront Media) has installed 52 Kiosks in 15 stations and Control Group has installed 93 Kiosks in 15 stations. Combined, these Kiosks reach more than 1.5 million average weekday riders in Brooklyn, The Bronx and Manhattan, providing bus and subway arrival information, elevator and escalator status, subway maps, service alerts and status information. Customer feedback has been favorable and the platform has won numerous awards for its innovative approach to incorporating wayfinding and other transit information in an interactive, digital signage format. MTA NYC Transit installs and maintains the network of kiosks, working with each partner to correct any software or hardware issue in addition to assisting with platform upgrades.

Control Group and OutFront have each requested that its agreement be modified to expand the number of Kiosks permitted by 90 units (to a total of 183 units for Control Group and 142 units for OutFront), and to extend each license termination date to December 31, 2016. The other terms and conditions of the pilot license agreements will remain in full force and effect.

As part of the pilot extension and expansion, Control Group, OutFront Media and NYC Transit would work together to identify installation sites that would ultimately maintain current Kiosk fleet distribution ratios; prioritize installation sites where Transit Wireless has completed its installation work and wireless connectivity is available, and; refine the customer interface platform, add new features and explore the use of new interactive technologies.

The Board is hereby requested to approve the extension and expansion of the OutFront Media and Control Group license agreements as described in this Staff Summary.




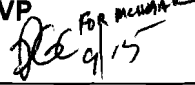
Approval: _____



Jim Ferrara
Interim President

Staff Summary

Page 1 of 3

Item Number 1			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel 	6	President 
2 X	Law	7	
3 X	Human Resources	8	
4 X	Operating Budget	9	
5	EVP  FOR MEMORANDUM 9/15	10	

SUMMARY INFORMATION	
Vendor Name Express Scripts, Inc.	Contract No. RFQ 72803
Description Pharmacy Benefits Manager (PBM)	
Total Amount \$728,490,000 (Estimated)	
Contract Term (including Options, if any) Three years, with a one-year option	
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 obtain approval from the Board to award a three year competitively negotiated contract to Express Scripts, Inc. to provide pharmacy benefits management services in the estimated amount of \$728,490,000. The contract includes an option to extend for one additional year; exercise of the option is subject to separate Board approval.

DISCUSSION:

Pursuant to Section 1209.9(f) of the Public Authorities Law, an Authorizing Resolution to utilize the Request for Proposal (RFP) process to provide pharmacy benefits management services was approved by the Board in January 2014.

As part of their collective bargaining agreements, the Transport Workers Union (TWU), Local 100 and Local 106, Amalgamated Transit Union (ATU), Local 726 and Local 1056, Subway Surface Supervisors Association, and MTA Bus Company and Staten Island Railway represented employees are entitled to receive pharmacy benefits. In addition NYC Transit non-represented operating employees receive the same pharmacy benefits.

Pharmacy Benefits Managers are third party administrators of prescription drug programs and are primarily responsible for processing and paying prescription drug claims. The Pharmacy Benefits Manager is also responsible for developing and maintaining the formulary (list of prescription medications that a drug plan will pay for), contracting with pharmacies, and negotiating discounts and rebates with drug manufacturers. Due to their large purchasing pool for prescription drugs, Pharmacy Benefits Managers are well positioned to negotiate rebates and discounts on behalf of their clients. Approximately 149,000 plan members (employees, retirees and their dependents) are covered under this prescription drug program.

The contract consists of two plans. The Commercial plan serves primarily members who are not eligible for Medicare. The Employer Group Waiver Plan (EGWP) serves exclusively Medicare eligible members and takes advantage of financial incentives for employers related to the Affordable Care Act.

The Request for Proposal was advertised in November 2014. NYC Transit was assisted by Aon Hewitt Consulting (Aon) and Segal Consulting (Segal). These firms were selected as consultants through a competitive procurement approved by the Board based on their expertise in health benefits, cost modeling and understanding of union relationships. Aon prepared certain RFP

documents, assisted with negotiations, provided financial modeling and provided other support services. Outreach to the PBM community was performed in conjunction with Aon. Segal, in coordination with Aon, performed an analysis of disruption to plan members under each proposal due to: (1) changes in co-pays associated with differences in formularies; and (2) members' geographic proximity to network pharmacies.

The RFP requested proposers to provide separate pricing for the Commercial plan, the EGWP plan and for the Commercial and EGWP combined plans. On February 6, 2015, six proposals were received from Aetna, Catamaran, Inc. (Catamaran), CVS Health (formerly known as CVS Caremark), Express Scripts, Inc. (ESI), OptumRx, Inc. (OptumRx), the incumbent, and WellDyneRx. Proposals were evaluated by the Selection Committee in accordance with the evaluation criteria in the RFP which included such technical criteria as: experience and stability of the proposer's organization; experience and expertise in maintaining a large network of retail pharmacies, mail order program and specialty pharmacy program; ability to match the currently utilized pharmacies; ability to replicate and enhance the existing plan design; administrative reporting capabilities; ability to provide credible geographical network access; ability to match the current formulary utilization; strength of implementation plan; customer service capabilities; and clinical programs. The evaluation criteria also included price and other relevant matters.

The Selection Committee recommended that Aetna, Catamaran, CVS Health, ESI and OptumRx be invited for oral presentations based on their technical proposals. WellDyneRx was eliminated, in part based on its lack of experience with large clients, inability to provide credible geographical network access and limited capacity to service mail order prescriptions.

Following oral presentations, the Selection Committee, in accordance with the evaluation criteria in the RFP, voted to invite Catamaran, CVS Health, ESI, and OptumRx for negotiations. The Selection Committee evaluated Aetna's proposal and recommended that it be eliminated from further consideration because Aetna's proposal was not considered to be in the competitive range from both technical and pricing perspectives.

Negotiations with the remaining proposers focused on pricing and contractual terms and conditions. During the course of the RFP, NYC Transit became aware that OptumRx planned to acquire Catamaran. It was believed at that time that the final selection would be completed prior to finalization of the acquisition. However, prior to receipt of BAFOs, OptumRx completed its acquisition of Catamaran. The three remaining proposers submitted their BAFOs on August 24, 2015. BAFOs contained detailed pricing including guaranteed discounts, guaranteed rebates, administration fees and dispensing fees. OptumRx included an alternate EGWP proposal in its BAFO. Aon utilized its proprietary financial model to evaluate the detailed pricing contained in the three BAFOs and projected NYC Transit's net plan costs for four years. Aon's financial model is well known, accepted in the industry and has been used in the solicitation of pharmacy benefits managers by many large public and private employers. Each proposer was advised in advance that NYC Transit would use this model to evaluate pricing.

Aon, using its proprietary financial model, evaluated the BAFO pricing for the Commercial and EGWP plans. For the Commercial and EGWP plans combined, the estimated four year net costs, including the option year, as evaluated by Aon, were: ESI - \$1,019,410,000; CVS Health - \$1,031,220,000; and OptumRx - \$1,073,510,000. ESI's BAFO yielded the lowest cost for the Commercial and EGWP plans combined. The CVS Health combined BAFO was \$11.8 million higher than ESI. The OptumRx combined BAFO was \$54.1 million higher than ESI. While potential selections consisting of one proposer's Commercial BAFO with another proposer's EGWP BAFO were considered, none yielded a lower price or better value than ESI's combined Commercial and EGWP BAFO.

The Selection Committee reviewed the BAFOs in accordance with the evaluation criteria, and unanimously recommended ESI for award of both Commercial and EGWP plans. While ESI and CVS Health received generally similar technical ratings, ESI was slightly technically preferred, based on the strength of ESI's implementation plan, superior customer service capabilities, and superior clinical programs. ESI has experience performing pharmacy benefits management services for many major companies, unions and health plans and is the largest pharmacy benefits manager in the U.S. Given ESI's technical superiority and significant industry experience, coupled with its lower price for the Commercial and EGWP plans combined, ESI was unanimously selected.

Aon's analysis projects that NYC Transit's net plan cost for four years, including the option year, under the ESI contract, will be \$144.8 million (12%) less than it otherwise would have been for the same time period under the current contract. This will help mitigate projected future increases in the cost of pharmacy benefits. The estimated three-year price for the base contract term is \$728,490,000. The final price has been found to be fair and reasonable based on adequate price competition and comparison to the current guaranteed discounts and rebates. Human Resources concurs and recommends award. Over 90% of NYC Transit's costs under this contract represent the cost of the drugs themselves. The remainder are fees and other costs for the administration and dispensing of prescription drugs.

A background search and review of the documents submitted by ESI has disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all of the available facts, Procurement finds ESI fully responsible for award.

ESI will implement the services in conjunction with NYC Transit's Human Resources Division and the MTA Business Service Center (BSC). It is estimated that up to six months may be required to complete the cutover of both the Commercial and EGWP plans to ESI, which takes into consideration the upcoming PeopleSoft upgrade at the BSC.

The exercise of a previously negotiated option to extend the pharmacy benefits management services with the incumbent, OptumRx, until cut-over is completed will be submitted to the October Board in order to allow for a seamless transition from the current contract to the new contract.

M/W/DBE:

The MTA Department of Diversity and Civil Rights has established goals of 0% MBE and 0% WBE on this contract due to the lack of M/WBE firms in the marketplace capable of providing the required services and lack of appropriate subcontractable elements.

IMPACT ON FUNDING:

Approved funding is available in NYC Transit's non-departmental Operating Budget under Account No. 701741, Responsibility Center No. 7551 and Function No. 991.

ALTERNATIVES:

None recommended. NYC Transit will realize significant savings/cost avoidance from the new competitively negotiated contract.

RECOMMENDATION:

It is recommended that the Board approve the award as described in the "Purpose" section.

Schedule E: Miscellaneous Procurement Contracts

Item Number: 2-3

Vendor Name (& Location) FleetCor Technologies Operating Company, LLC (Norcross, GA) WEX Bank (Midvale, UT)	Contract Number RFP 89099	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Fuel Card Program	Total Amount: Class A: FleetCor: \$88,159,396 Class B: WEX: \$19,084,648 <div style="text-align: right;">\$107,244,044 (Est.)</div>	
Contract Term (including Options, if any) Five years	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div. & Dept./Div. Head Name: Department of Buses/ MTA Bus Company, Department of Subways, MTA Police Department, MTA Capital Construction and Staten Island Railway	
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:		

Discussion:

These competitively solicited estimated quantity miscellaneous procurement contracts are for the provision of a fuel card service program for the multi-agency purchase of fuel. These contracts permit 12 of the 14 Paratransit Carriers without onsite fuel tanks and the non-revenue Support Fleet divisions to buy fuel from retail gas stations during operation. (The program does not affect the revenue bus fleet, which uses a specifically formulated fuel dispensed at bus depots.) A card is assigned to each vehicle and a personal identification number is assigned to each authorized user. The solicitation was divided into two classes with Class A representing the Paratransit Division of the Department of Buses (Paratransit); and Class B representing the non-revenue fleet of the Department of Buses and MTA Bus Company, the Department of Subways, the MTA Police Department, MTA Capital Construction and Staten Island Railway, collectively (Support Fleet). The Selection Committee recommended contract awards for the five year period from December 1, 2015 to November 30, 2020 to FleetCor Technologies Operating Company LLC (FleetCor) for Class A in the estimated amount of \$88,159,396 and WEX Bank (WEX) for Class B in the estimated amount of \$19,084,648.

NYC Transit took the lead representing the participating agencies for these renewal contracts utilizing the Request for Proposal (RFP) process. Through this process NYC Transit used various factors in its evaluation including the ability of the Proposers to satisfy contract requirements and price. The evaluation criteria, listed in order of importance are: quality control of the fuel card program, (i.e., the ability to consistently maintain a sufficient number of stations, provide customer support, manage system security requirements, provide comprehensive online functionality and satisfy invoice and reporting requirements); Proposer's experience; proposal price and other relevant factors.

NYC Transit developed two work scopes: one for Paratransit and one for Support Fleet. There are three differences between the work scopes: (i) different service areas (Paratransit must fuel at stations at all five boroughs and Support Fleet requires a larger geographical range of fueling stations throughout the Tri-state region including Long Island, CT and NJ); (ii) System Security Requirements (Paratransit requires real-time exception alerts. Support Fleet requires a monthly exception report.); and (iii) Customer Support (Paratransit requires a dedicated account representative due to the volume and utilization of the program by 12 primary carriers and Support Fleet does not).

NYC Transit requested price proposals based on two methods: Category 1, Published Index Price plus a differential, and Category 2, Retail Pump Price minus a discount. Proposers could propose on one or both work scopes, and one or both pricing methods. The solicitation was structured to allow one or two awards depending on which proposed approaches were the most advantageous.

Procurement performed extensive market outreach including a request for information in 2013 to promote interest and seek competition. Procurement solicited RFP#89099 in December 2014. Five companies attended the pre-proposal conference and four companies submitted proposals. The number of companies proposing doubled from the previous procurement as a result of the outreach efforts. Following the Selection Committee's review, one Proposer was eliminated as it did not adhere to the RFP submission requirements by failing to demonstrate its ability to perform the work. Procurement invited FleetCor, WEX and Sprague Operating Resources LLC, for oral presentations, and were invited for negotiations as the Selection Committee deemed all three Proposers technically qualified having demonstrated relevant experience with a fuel card program.

Negotiations centered on contractual terms and conditions and pricing. During the course of negotiations, Procurement received and evaluated interim pricing to facilitate price reductions and to establish the best pricing method for each Class. Procurement received Best and Final Offers (BAFO) on July 31, 2015. In order for the Selection Committee to properly evaluate BAFO pricing, NYC Transit Procurement, using fuel price projections obtained from the MTA's forecasting consultant, established a method to analyze pricing for the numerous variations on proposals received from each of the Proposers. Examples of the variations were: discount based on a percentage of the price per gallon, discount based on a monetary amount per gallon, combinations of index pricing and pump price, and varying discounts based on the use of designated service stations.

Based on the results of the analysis, the selection committee unanimously determined that because of the lower evaluated pricing of Category 2 (Retail Pump price minus a discount) for both Class A (Paratransit) and Class B (Support Fleet) and other evaluation factors, awards would be recommended under this category as it represented the best value. Evaluated pricing for Category 2 was approximately \$1.7M lower for Paratransit and \$2M lower for Support Fleet than evaluated pricing received for Category 1 (Published Index Price plus a differential).

Class A Paratransit, Evaluated Category 2 Retail Pump Price minus a discount (5 years):

WEX Alternate 2	(tiered % discount of the price per gallon)	\$88,149,632
FleetCor Alternate 2	(fixed % discount of the price per gallon)	\$88,159,396
FleetCor Base	(fixed \$ discount per gallon)	\$88,391,619
WEX Base*	(fixed \$ discount per gallon)	\$88,498,125
Sprague Base**	(fixed \$ discount per gallon)	\$89,338,181

Class B Support Fleet, Evaluated Category 2 Retail Pump Price minus a discount (5 years):

WEX Alternate 2	(tiered % discount of the price per gallon)	\$19,084,648
WEX Base*	(fixed \$ discount per gallon)	\$19,136,326
Sprague Base**	(fixed \$ discount per gallon)	\$19,290,701

*WEX provided an alternate proposal offering a tiered monetary discount per gallon based on the estimated volume thresholds in the solicitation, which resulted in the same extended total as the Base contract. Paratransit's volume already represents the highest discount and Support Fleet would have to increase its volume by approximately 50% in order to reach the next discount threshold.

**Sprague provided an alternate proposal for both Class A and Class B utilizing a combination of Category 1 (Published Index plus a differential) and Category 2 (Retail Pump Price minus a discount) pricing. This alternate was not lower than any of the Category 2 pricing cited above.



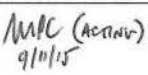

After extensive review of BAFO proposals and evaluated pricing in accordance with the evaluation criteria, the Selection Committee unanimously recommended the following:

1. Awarding Class A, Paratransit, in the estimated amount of \$88,159,396 to FleetCor. The Selection Committee unanimously determined that notwithstanding the insignificant difference in price of \$9,764 between FleetCor and WEX, and based on evaluation of FleetCor's technical qualifications which were unanimously found to be superior to WEX's, FleetCor's proposal was deemed to offer the best value. FleetCor's technical superiority is attributable to its system security capabilities. FleetCor is a leading global provider of fleet cards with a key part of its North American business serving the needs of state and local governments, Fortune 500 fleets and small local businesses.
2. Awarding Class B, Support Fleet, in the estimated amount of \$19,084,648 to the incumbent, WEX. The Selection Committee unanimously considered WEX to be technically superior in the class. WEX also offered the lowest price in comparison to the other proposer in the class. WEX is a worldwide leader in business payment processing and technologies offering fleet card services as part of its business.

Both Sprague and WEX each offered reduced pricing for a "winner take all" award of both Paratransit and Support Fleet. Sprague's proposal was not lower than the combination of the discrete lowest proposed amount per Class as cited above. While WEX's "winner take all" proposal was slightly lower than the combination of the discrete lowest proposed amount per Class as cited above, it was not enough to change the Selection Committee's recommendation to award Class A, Paratransit, to FleetCor as FleetCor was deemed technically superior. The lowest evaluated "winner take all" proposal was from WEX for \$107,176,301 which is \$67,743 or six hundredths of a percent lower than the combined awards being made to FleetCor and WEX of \$107,244,044.

It is estimated that under these new contracts, approximately \$791,274 in savings will be achieved when compared to the existing contract. While the current contract provides a discount of \$0.025 per gallon, the composite discount on these two new contracts will increase by approximately 80% or the composite equivalent of \$0.045 per gallon. Pricing has been determined to be fair and reasonable based on the competitive pricing received and a favorable comparison to the existing competitively awarded contract.

Staff Summary

Item Number 4-6			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 	Materiel	6 X	Subways
2 X	Law	7	EVP  (active) 9/10/15
3 X	Budget	8	President 
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name: Battelle Memorial Institute; RSC/TUV Rheinland; and SYSTRA Engineering	Contract Nos. CM-1541 CM-1542 CM-1543
Description Indefinite Quantity ISA Services for New Technology, Relay-Based Train Control and Signaling Projects	
Total Amount \$30 Million (Aggregate)	
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 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 award these three competitively solicited Indefinite Quantity (IQ) Independent Safety Assessor (ISA) Service contracts for New Technology, Relay-Based Train Control, and Signaling Projects: CM-1541 to Battelle Memorial Institute; CM-1542 to Rail Safety Consulting/TUV Rheinland; and CM-1543 to SYSTRA Engineering, Inc. These contracts will be issued for five-year terms during which time the consultants will compete for awards of task orders drawing from a total aggregate budget of \$30,000,000. Task orders will generally average \$1.5 Million and each contract will be "zero-dollar" based with no minimum guarantee of any assignments.

DISCUSSION:

Capital Program Management (CPM) requires consultants to provide ISA Services for the safety assessment and safety certification of signaling systems, including Communications-Based Train Control (CBTC), Solid State Interlocking (SSI), Solid State Block Signaling Control (SSBSC) devices and other high technology signaling systems, as well as relay-based (conventional) signal and train control systems. The work will be defined in specific task orders, and may include tasks performed during the design, test, deployment and maintenance phases of a CBTC, SSI, SSBSC or conventional signal and train control projects. Rather than issue an RFP each time requirements arise, having a panel of qualified firms available to compete for assignments will permit faster deployment when needed.

A One-Step RFP was publicly advertised. The number of consultants providing ISA services in the U.S. and overseas is very limited due to the highly technical level of expertise required. Extensive outreach efforts were made to the industry to encourage competition which resulted in three additional firms being identified as potential proposers. Twelve firms purchased the RFP, and seven submitted proposals: Battelle Memorial Institute (Battelle); Bureau Veritas North America (BVNA); Gannett Fleming Engineers and Architects, PC (GF); Hatch Mott MacDonald NY (HMM); Pennoni Engineering and Surveying of NY, PC (Pennoni); Rail Safety Consulting/TUV Rheinland (RSC); and SYSTRA Engineering (SYSTRA). NYC Transit's Selection Committee (SC) reviewed and evaluated the written technical proposals in accordance with the established evaluation criteria, which included: plan of approach, experience in relevant areas, experience of project team and key personnel, current workload, past performance on similar projects, management and quality assurance plans. The SC also participated in oral presentations with all seven and recommended the following firms for negotiations: Battelle, GF, RSC and SYSTRA. These four firms were considered the most qualified teams to perform the work, as they were found technically superior based primarily on their current and past ISA project experience in the transit industry. The RFP provided proposers with hours for each specific title and a fixed total cost for out of pocket expenses to facilitate equal price comparison and evaluation. The initial cost proposals, based on 66,000 hours per contract were as

Staff Summary

follows: Battelle \$11,947,853; GF \$11,953,276; RSC \$10,832,274; and SYSTRA \$11,077,021. The in-house estimate valued the work at \$9,995,750.

Negotiations with the four consultants focused on the ISA requirements in the Scope of Work, reduction of proposed direct labor rates, and fixed-fee rates. In addition, the overhead rates were negotiated in accordance with MTA Audit recommendations.

Upon initial receipt of BAFOs, and prior to their presentation to the SC, it was apparent that some proposers did not conform their pricing to all approved labor and overhead rates. In addition, a subsequent internal review of the RFP's labor hour distribution resulted in a redistribution of the labor hours and the issuance of a Post Proposal Addendum (PPA), which requested proposers to submit interim proposals. The four firms submitted interim proposals as follows: Battelle \$10,870,585; GF \$11,295,687; RSC \$9,379,028; and SYSTRA \$10,746,130. The in-house estimate remained unchanged. A second round of negotiations was conducted which focused on direct labor rates, fixed fees and overhead rates. BAFOs were received as follows: Battelle \$10,393,864; GF \$11,295,687; RSC \$9,374,426; and SYSTRA \$9,999,823. Based upon the Evaluation Criteria, the SC voted and unanimously selected Battelle, RSC and SYSTRA for awards. They were deemed to be technically qualified with strong teams and expertise to perform the work, thus offering the best overall value to NYC Transit. Furthermore, Battelle has performed satisfactorily on contracts for ISA Services on the Canarsie Line, the Flushing Line and Culver Test Track; and SYSTRA on the Dyre Avenue Solid State Interlocking Project. As part of a separate contract, the Joint Venture of SYSTRA and RSC has just begun work on the contract for ISA Services for Signal System Modernization for the West 4th Street and 34th Street Solid State Interlocking Project.

Battelle's BAFO of \$10,393,864 and SYSTRA's BAFO of \$9,999,823 were \$398,114 (3.8%) and \$4,073 (.04%), respectively, higher than CPM's estimate of \$9,995,750, but within the established competitive range of \$9,374,426 to \$10,393,864. RSC's BAFO of \$9,374,426 was \$621,324 (6.23%) below the estimate. Negotiated savings from the initial proposals ranged from \$1,553,989 for Battelle, to \$1,457,874 for RSC and to \$1,077,198 for SYSTRA. Therefore, both Procurement and CPM concurred that these three consultants' BAFOs were "fair and reasonable". The Cost/Price Unit determined that GF's BAFO was not "fair and reasonable."

A review of the proposers' submittals and the Division of Materiel's background checks disclosed, "no significant adverse information" within the meaning of the All-Agency Responsibility Guidelines was found. Procurement finds that Battelle, RSC and SYSTRA are "fully responsible" to receive awards.

M/W/DBE:

Based upon the specialized tasks and critical-safety related issues required on this contract, the Department of Diversity and Civil Rights (DDCR) determined that there are limited subcontracting opportunities and established goals of 5% for MBE and 0% for WBE participation. DDCR has approved the Utilization Plans for Battelle, RSC and SYSTRA. Battelle and SYSTRA have achieved their M/W/DBE goals on previous MTA contracts. RSC has not completed any MTA contracts; therefore, no assessment of this firm's M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

These contracts will be issued for zero-dollar totals and are structured to permit the issuance of task orders. The three consultants will compete for the award of task orders under these contracts. These task orders will be 100% MTA funded and will not be issued until receipt of individual WAR certificates.

ALTERNATIVES:

Perform the work using in-house personnel. At this time, CPM lacks sufficient available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.

CAPITAL PROGRAM REPORTING:

These contracts have 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:

That the Board approve the award of three competitively-negotiated contracts for Indefinite Quantity (IQ) services for New Technology, Relay-Based Train Control, and Signaling Projects as follows: Contract CM-1541 to Battelle Memorial Institute; CM-1542 to Rail Safety Consulting/TUV Rheinland; and CM-1543 to SYSTRA Engineering, Inc., each with a term of five years.

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

Item Number: 4 (Final)

Vendor Name (& Location) Weidlinger Associates, Inc.	Contract Number PSC-13-2925	AWO/Modification #
Description Design and Construction Support Services for Project BW-14/BW-84, Various Structural Repairs and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge		
Contract Term (including Options, if any) October 8, 2013 – April 7, 2017		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$3,375,821.44
	Prior Modifications:	\$358,345.65
	Prior Budgetary Increases:	
	Current Amount:	\$3,734,167.09
	This Request:	\$1,793,922.47
	% of This Request to Current Amount:	48.0%
	% of Modifications (including This Request) to Original Amount:	63.8%

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend the Contract with Weidlinger Associates Inc. (WAI) for funding to provide construction support services (CSS) during the construction phase of Project BW-14/BW-84 at the Bronx-Whitestone Bridge (BWB). The project designs are complete and B&T anticipates the construction work to commence in December 2015. In order to provide the required construction support services, B&T is requesting additional funding in the amount of \$1,793,922.47. Consistent with the All-Agency Guidelines this amendment constitutes a substantial change.

In September 2013, subsequent to Board approval the subject contract was awarded to WAI for design services and at that time, B&T informed the Board that a future request for CSS funding would be submitted. The Contract requires that WAI provide the design and construction support services necessary to: (i) prepare designs, plans, specifications and construction cost estimates for various structural repairs at the suspended spans and anchorages of the BWB; (ii) design for the sequenced removal of the tuned mass damper; (iii) perform an in-depth inspection of select main cable panels; (iv) remove and test select cable wire specimens and (v) provide main cable strength evaluations, analyses, modeling and reporting.

WAI submitted a proposal in the amount of \$1,793,922.47. The Engineer's estimate is \$1,724,347.00. Based on review of the scope and discussions between the parties, B&T agreed to accept WAI's proposed amount of \$1,793,922.47. It was determined that the estimate understated the hours required to review contractor submittals (RFIs, Shop Drawings and Catalog Cuts). The accepted amount is 4% above the estimate and is considered fair and reasonable. Funding is available in the 2015-2019 Capital Program as follows: Project BW-14 (\$743,801.25); Project BW-84C (\$736,035.85); Project BW-84C Paint (\$78,049.52); and the Operating Budget under Project WBM-369 (\$236,035.85).

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

Item Number: 5 (Final)

Vendor Name (& Location) Dewberry Engineers Inc.	Contract Number PSC-12-2911	AWO/Modification #
Description Design and Construction Support Services for Project MP-16, Miscellaneous Steel Repairs, Painting and Fire Line Installation at the Marine Parkway - Gil Hodges Memorial Bridge (MPB)		
Contract Term (including Options, if any) January 31, 2013 – January 30, 2019		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$1,249,779.02
	Prior Modifications:	\$339,460.20
	Prior Budgetary Increases:	
	Current Amount:	\$1,589,239.22
	This Request:	\$683,503.56
	% of This Request to Current Amount:	43.0%
	% of Modifications (including This Request) to Original Amount:	81.9%

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend the Contract with Dewberry Engineers Inc. (Dewberry) for funding to provide construction support services (CSS) during the construction phase of Project MP-16 at the Marine Parkway - Gil Hodges Memorial Bridge (MPB). In January 2013, subsequent to Board approval the subject contract was awarded to Dewberry for design services and at that time, B&T informed the Board that a future request for CSS funding would be submitted. The Contract requires that Dewberry provide the design and construction support services necessary to: repair or replace various steel members located throughout the MPB structure; to clean and paint the bridge up to the roadway level and install a manual dry standpipe system and fire hydrants. The project design is complete and B&T anticipates the construction work to commence in October 2015. In order to provide the necessary construction support services, B&T is requesting additional funding in the amount of \$683,503.56. Consistent with the All-Agency Guidelines this amendment constitutes a substantial change.

Dewberry submitted a proposal in the amount of \$683,503.56. The Engineer's estimate is \$712,726. Based on review of the scope and discussions between the parties, B&T accepted Dewberry's proposal in the amount of \$683,503.56. The accepted amount is 4.1% below the estimate and is fair and reasonable. Funding for this amendment is available in the 2010 – 2014 Capital Program under Project MP-16.

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

Item Number: 6 (Final)

Vendor Name (& Location) Ammann & Whitney Consulting Engineers, PC	Contract Number PSC-13-2924	AWO/Modification #
Description Construction Administration and Inspection Services for Project MP-06, Substructure and Under Water Work at the Marine Parkway - Gil Hodges Memorial Bridge (MPB)		
Contract Term (including Options, if any) September 30, 2013 - January 29, 2016		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$1,395,189.00
	Prior Modifications:	\$199,870.43
	Prior Budgetary Increases:	
	Current Amount:	\$1,595,059.43
	This Request:	\$516,890.01
	% of This Request to Current Amount:	32.4%
	% of Modifications (including This Request) to Original Amount:	51.3%

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend Contract PSC-13-2924 with Ammann & Whitney Consulting Engineers PC (A&W) for funding to provide ongoing construction administration and inspection (CA&I) services for Projects MP-06 and MP-06B at the Marine Parkway - Gil Hodges Memorial Bridge (MPB).

In September 2013 subsequent to Board approval the subject contract was awarded to A&W. The Contract requires that A&W provide the CA&I services necessary to assist B&T in the supervision of the construction work being performed under Project MP-06. Additional scope and funding for Project MP-06A, North Abutment Concrete Repairs and Electrical Work Project MP-06B, South Abutment Repairs and Electrical Work at the MPB was subsequently added. The additional funding required for the ongoing CA&I services is necessitated for reasons as follows: (i) Project MP-06 construction was amended to substitute bedding stone in lieu of geotextile fabric to provide required scour protection in the navigation channel; (ii) greater than anticipated deterioration of the fender system at Piers 11 through 16 resulted in additional pier rehabilitation repairs and (iii) under Project MP-06B additional arch repairs to the south abutment are required. The Projects shall be complete in January 2016. B&T is requesting that Contract PSC-13-2924 be amended in the amount of \$516,890.01 in order to provide sufficient funding through the completion of the construction for Projects MP-06 and MP-06B. Consistent with the All-Agency Guidelines this amendment constitutes a substantial change.

A&W submitted a proposal in the amount of \$516,890.01. The Engineer's estimate is \$533,000. After discussion and evaluation of the proposal, B&T accepted A&W's proposal in the amount of \$516,890.01. The accepted amount is 3% below the estimate and is considered fair and reasonable. Funding for this amendment is available in the 2010 – 2014 Capital Program under Project MP-06 in the amount of \$428,095.26 and Project MP-06B in the amount of \$88,794.75.

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

Item Number: 7 (Final)

Vendor Name (& Location) Permadr Industries, Inc. dba SISSCO Material Handling, Hillsborough, NJ	Contract Number VNM-366	AWO/Modification # 3
Maintenance of Travelers at the Verrazano-Narrows and Bronx-Whitestone Bridges	Original Amount: \$1,061,100.00 Prior Modifications: \$0.00 Prior Budgetary Increases:	
Contract Term (including Options, if any) December 23, 2013 – December 22, 2016	Current Amount: \$1,061,100.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	This Request: \$354,512.48	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	% of This Request to Current Amount: 33.4%	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	% of Modifications (including This Request) to Original Amount: 33.4%	
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: Engineering & Construction, Joe Keane, P.E.		

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to modify the miscellaneous service contract with Permadr Industries, Inc. d.b.a. SISSCO Material Handling (SISSCO) for funding to upgrade the control system for the four (4) travelers at the Bronx-Whitestone Bridge (BWB) in the amount of \$354,512.48. On December 23, 2013 subsequent to Board approval the Contract was awarded to SISSCO for inspection, maintenance and repair services for the travelers at the Verrazano-Narrows and Bronx-Whitestone Bridges. The traveling platforms at the BWB have become an integral part of the inspection and maintenance of the structural members under the deck system on the main spans of the bridge, allowing easier and less costly access to the structures. The Engineer has recommended amending the contract to upgrade the system which will replace the existing control panels with a more reliable and maintainable system, thereby increasing operating efficiency and dependability. Consistent with the All-Agency Guidelines this amendment constitutes a substantial change.

SISSCO submitted a proposal in the amount of \$381,684.36. The Engineer's estimate is \$350,021. Negotiations resulted in the parties agreeing to an amount of \$354,512.48 which is 1.3% above the estimate and is fair and reasonable. Funding for this amendment is available in the Operating Budget under GL # 711101.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category

July 2015
(\$ 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
Revenue									
Farebox Revenue	\$521.6	\$519.9	(\$1.7)	(0.3)	\$0.0	\$0.0	\$0.0	-	\$521.6
Vehicle Toll Revenue	157.0	165.1	8.2	5.2	0.0	0.0	0.0	-	157.0
Other Operating Revenue	49.0	49.3	0.3	0.5	0.0	0.0	0.0	-	49.0
Capital & Other Reimbursements	(0.0)	0.0	0.0	*	167.1	191.8	24.6	14.7	167.1
Total Revenue	\$727.5	\$734.3	\$6.8	0.9	\$167.1	\$191.8	\$24.6	14.7	\$894.7
Expenses									
Labor:									
Payroll	\$410.2	\$415.2	(\$5.1)	(1.2)	\$51.4	\$53.8	(\$2.5)	(4.8)	\$461.5
Overtime	60.5	61.0	(0.4)	(0.7)	8.3	18.0	(9.7)	*	68.8
Health and Welfare	89.6	72.3	17.3	19.3	5.4	5.3	0.1	2.1	95.0
OPEB Current Payment	42.7	50.2	(7.5)	(17.5)	0.7	0.7	0.0	1.7	43.4
Pensions	713.9	712.6	1.3	0.2	27.4	27.9	(0.5)	(1.9)	741.2
Other Fringe Benefits	56.6	55.6	1.0	1.7	16.7	17.6	(1.0)	(5.8)	73.2
Reimbursable Overhead	(27.4)	(34.3)	6.9	25.4	27.2	34.4	(7.2)	(26.5)	(0.2)
Total Labor Expenses	\$1,346.1	\$1,332.6	\$13.5	1.0	\$137.0	\$157.7	(\$20.8)	(15.2)	\$1,483.0
Non-Labor:									
Electric Power	\$42.0	\$42.3	(\$0.3)	(0.7)	\$0.1	\$0.2	(\$0.1)	*	\$42.1
Fuel	15.7	14.0	1.8	11.3	0.0	0.0	0.0	-	15.7
Insurance	4.1	3.8	0.3	8.3	1.1	0.8	0.2	20.3	5.2
Claims	21.1	18.9	2.2	10.3	0.0	0.0	0.0	-	21.1
Paratransit Service Contracts	32.2	32.5	(0.3)	(0.9)	0.0	0.0	0.0	-	32.2
Maintenance and Other Operating Contracts	52.9	45.9	7.0	13.2	5.8	4.1	1.7	29.6	58.7
Professional Service Contracts	53.4	31.5	21.9	41.0	7.2	15.8	(8.5)	*	60.7
Materials & Supplies	46.8	45.4	1.3	2.9	15.6	12.9	2.7	17.4	62.3
Other Business Expenses	22.3	13.3	9.0	40.5	0.4	0.3	0.1	32.2	22.7
Total Non-Labor Expenses	\$290.6	\$247.6	\$43.0	14.8	\$30.2	\$34.1	(\$3.9)	(12.8)	\$320.8
Other Expense Adjustments:									
Other	4.4	2.4	1.9	44.2	0.0	0.0	0.0	-	4.4
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Total Other Expense Adjustments	\$4.4	\$2.4	\$1.9	44.2	\$0.0	\$0.0	\$0.0	-	\$4.4
Total Expenses before Non-Cash Liability Adj.	\$1,641.0	\$1,582.6	\$58.4	3.6	\$167.1	\$191.8	(\$24.6)	(14.7)	\$1,808.2
Depreciation	202.9	188.7	14.2	7.0	0.0	0.0	0.0	-	202.9
OPEB Obligation	34.0	37.8	(3.8)	(11.2)	0.0	0.0	0.0	-	34.0
Environmental Remediation	0.2	0.2	0.0	0.2	0.0	0.0	0.0	-	0.2
Total Expenses	\$1,878.1	\$1,809.3	\$68.8	3.7	\$167.1	\$191.8	(\$24.6)	(14.7)	\$2,045.3
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$1,150.6)	(\$1,075.0)	\$75.6	6.6	\$0.0	\$0.0	(\$0.0)	(89.3)	(\$1,150.6)
Subsidies	\$414.6	386.9	(27.7)	(6.7)	0.0	0.0	0.0	-	414.6
Debt Service	223.4	209.1	14.3	6.4	0.0	0.0	0.0	-	223.4

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 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	Percent
Revenue									
Farebox Revenue	\$3,391.4	\$3,391.4	\$0.0	0.0	\$0.0	\$0.0	\$0.0	-	0.0
Vehicle Toll Revenue	1,010.1	1,021.5	11.4	1.1	0.0	0.0	11.4	1.1	1.1
Other Operating Revenue	401.8	391.0	(10.8)	(2.7)	0.0	0.0	(10.8)	(2.7)	(2.7)
Capital & Other Reimbursements	0.0	0.0	(0.0)	*	1,033.4	1,070.5	37.1	3.6	3.6
Total Revenue	\$4,803.3	\$4,803.9	\$0.6	0.0	\$1,033.4	\$1,070.5	\$37.1	3.6	0.6
Expenses									
Labor:									
Payroll	\$2,702.6	\$2,699.0	\$3.6	0.1	\$359.1	\$366.3	(\$7.2)	(2.0)	(0.1)
Overtime	443.4	443.7	(0.3)	(0.1)	91.8	116.2	(24.4)	(26.6)	(4.6)
Health and Welfare	613.5	585.3	28.3	4.6	35.9	38.5	(2.7)	(7.4)	3.9
OPEB Current Payment	293.6	311.3	(17.7)	(6.0)	4.6	4.5	0.1	2.8	(5.9)
Pensions	1,024.1	1,017.9	6.2	0.6	57.7	62.0	(4.3)	(7.4)	0.2
Other Fringe Benefits	376.9	386.6	(9.7)	(2.6)	119.1	119.8	(0.7)	(0.6)	(2.1)
Reimbursable Overhead	(214.0)	(218.7)	4.7	2.2	213.8	219.1	(5.3)	(2.5)	*
Total Labor Expenses	\$5,240.1	\$5,224.9	\$15.1	0.3	\$882.0	\$926.4	(\$44.4)	(5.0)	(0.5)
Non-Labor:									
Electric Power	\$302.4	\$300.5	\$2.0	0.6	\$0.6	\$1.3	(\$0.7)	*	0.4
Fuel	111.1	109.8	1.3	1.1	0.0	0.0	0.0	42.7	1.1
Insurance	30.7	29.7	1.0	3.3	6.1	5.5	0.6	9.3	4.3
Claims	149.3	144.5	4.9	3.2	0.0	0.0	0.0	-	3.2
Paratransit Service Contracts	219.4	220.3	(0.9)	(0.4)	0.0	0.0	0.0	-	0.4
Maintenance and Other Operating Contracts	315.3	293.7	21.6	6.8	35.2	34.0	1.2	3.4	6.5
Professional Service Contracts	204.9	192.6	12.2	6.0	35.2	41.6	(6.4)	(18.2)	2.4
Materials & Supplies	321.1	312.5	8.6	2.7	78.6	69.7	8.9	11.4	4.4
Other Business Expenses	127.1	116.9	10.2	8.0	(4.3)	(8.0)	3.6	84.5	11.3
Total Non-Labor Expenses	\$1,781.2	\$1,720.4	\$60.8	3.4	\$151.4	\$144.1	\$7.3	4.8	3.5
Other Expense Adjustments:									
Other	20.8	17.0	3.7	17.9	0.0	0.0	0.0	-	17.9
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-
Total Other Expense Adjustments	\$20.8	\$17.0	\$3.7	17.9	\$0.0	\$0.0	\$0.0	-	17.9
Total Expenses before Non-Cash Liability Adjs.	\$7,042.0	\$6,962.4	\$79.7	1.1	\$1,033.4	\$1,070.5	(\$37.1)	(3.6)	0.5
Depreciation	1,354.8	1,330.5	24.3	1.8	0.0	0.0	0.0	-	1.8
OPEB Obligation	1,045.0	1,093.2	(48.2)	(4.6)	0.0	0.0	0.0	-	(4.6)
Environmental Remediation	5.3	4.6	0.7	13.5	0.0	0.0	0.0	-	13.5
Total Expenses	\$9,447.1	\$9,390.6	\$56.5	0.6	\$1,033.4	\$1,070.5	(\$37.1)	(3.6)	0.2
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$4,643.8)	(\$4,586.6)	\$57.1	1.2	\$0.0	(\$0.0)	(\$0.0)	*	1.2
Subsidies	4,542.8	4,419.0	(123.8)	(2.7)	0.0	0.0	0.0	-	(2.7)
Debt Service	1,425.2	1,403.3	21.9	1.5	0.0	0.0	0.0	-	1.5

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

-- Differences are due to rounding.

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		YEAR-TO-DATE	
		Reason for Variance		Reason for Variance	
		Favorable (Unfavorable)	%	Favorable (Unfavorable)	%
		\$		\$	
Farebox Revenue	NR	(1.7)	(0.3)	0.0	0.0
					The LIRR and MTA Bus had favorable variances of \$2.7M and \$0.4M, respectively, mainly due to higher ridership. These results were partially offset by an unfavorable variance of (\$3.3M) at NYCT mostly due to lower ridership.
Vehicle Toll Revenue	NR	8.2	5.2	11.4	1.1
					Toll revenues were favorable mainly due to higher traffic volume.
Other Operating Revenue	NR	0.3	0.5	(10.8)	(2.7)
					The unfavorable YTD outcome largely a timing delay in the receipt of Verrazano Narrows Bridge toll rebate reimbursements from NYS -- (\$9.3M) at MTA HQ; a net negative shift in the market value of the invested asset portfolio -- (\$5.9M) at FMTAC; lower student fare reimbursements -- (\$0.8M) at MTA Bus; and the timing of advertising and miscellaneous revenue -- (\$0.4M) at the LIRR. These results were partially offset by favorable variances resulting from higher advertising, real estate, and MetroCard surcharge revenues -- \$2.6M at NYCT; higher E-ZPass and other toll administrative fee revenue -- \$1.8M at B&T, and higher net GCT retail revenues due to lower management expenses and the timing of settlement payments for defective concrete ties -- \$1.2M at MNR.
Payroll	NR	(5.1)	(1.2)	3.6	0.1
					Vacancies were mainly responsible for favorable variances of \$5.2M at B&T, \$3.0M at the LIRR, and \$0.6M at MNR. These results were partially offset by unfavorable variances of (\$3.2M) at MTA HQ due to the timing of IT consolidation charges, as well as unfavorable variances of (\$0.9M) at MTA Bus, (\$0.8M) at NYCT, and (\$0.3M) at SIR, all due to timing.
Overtime	NR	(0.4)	(0.7)	(0.3)	(0.1)
					The YTD variance mainly reflects the impact of subway service delays/overcrowding, bus traffic and ramp delays, bus fleet maintenance requirements and vacancy/absentee coverage which resulted in unfavorable variances of (\$1.5M) at NYCT and (\$0.7M) at MTA Bus. These results were partially offset by favorable outcomes of \$0.9M at MNR due to lower programmatic/routine maintenance, \$0.5M at the LIRR resulting from lower unscheduled service, maintenance, and weather-related coverage requirements, and \$0.3M at B&T due to timing.
Health and Welfare	NR	17.3	19.3	28.3	4.6
					NYCT had a favorable variance of \$21.7M primarily due to timing. B&T and the LIRR were favorable by \$0.3M each, mostly due to higher vacancies and timing. These results were partially offset by unfavorable variances at MTA Bus of (\$2.9M) due to a prior period adjustment; and (\$2.2M) at MTA HQ reflecting the timing of IT consolidation charges.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
OPEB - Current Payment	NR	(7.5)	(17.5)	Timing was primarily responsible for the unfavorable variance of (\$7.9M) at NYCT, and MNR was (\$0.3M) unfavorable due to a greater number of retirees. These results were partially offset by favorable variances of \$0.3M at the LIRR due to fewer retirees, and \$0.3M at MTA Bus due to timing.	(17.7)	(6.0)	Timing was primarily responsible for the unfavorable variance of (\$18.2M) at NYCT. MNR was (\$1.5M) unfavorable due to a greater number of retirees. These results were partially offset by favorable variances of \$1.8M at the LIRR due to fewer retirees, and \$0.4M at MTA Bus due to timing.
Pensions	NR	1.3	0.2	Timing was responsible for favorable variances of \$0.8M at the LIRR and \$0.7M at NYCT. MNR was \$0.4M favorable mostly due to lower rates. These results were partly offset by an unfavorable variance of (\$0.5M) at MTA HQ due to the timing of IT consolidation charges.	6.2	0.6	Timing was responsible for favorable variances of \$3.7M at the LIRR and \$0.8M at NYCT. MNR was \$3.4M favorable mostly due to lower rates. MTA Bus was \$0.4M favorable due to an actuarial re-estimate. These results were partly offset by an unfavorable variance of (\$1.9M) at MTA HQ due to the timing of IT consolidation charges.
Other Fringe Benefits	NR	1.0	1.7	The overall favorable result was mainly comprised of: \$1.0M at MTA Bus, mainly due to the timing of workers' compensation expenses; and \$0.6M at NYCT due to timing. These results were partially offset by an unfavorable variance of (\$1.0M) at the LIRR due to higher FELA indemnity payments.	(9.7)	(2.6)	The overall unfavorable result was mainly comprised of: (\$8.3M) at MNR due to a Railroad Retirement tax rate adjustment and timing; (\$3.5M) at the LIRR due to higher FELA indemnity payments and Railroad retirement taxes; (\$0.5M) at NYCT due to higher FICA payments and lower direct overhead credits; and (\$0.4M) at MTA HQ due to the timing of IT consolidation charges. These results were partially offset by favorable variances mainly comprised of: \$2.1M at MTA Bus due to the timing of workers' compensation expenses; and \$1.1M at B&T due to higher vacancies.
Reimbursable Overhead	NR	6.9	25.4	The timing of project activity resulted in the favorable variances of \$5.0M at NYCT, \$1.0M at the LIRR, \$0.5M at MTA HQ, and \$0.3M at B&T.	4.7	2.2	The timing of project activity resulted in the favorable variances of \$8.9M at NYCT, \$3.9M at the LIRR, and \$3.1M at MNR, as well as the unfavorable variance of (\$11.2M) at MTA HQ.
Fuel	NR	1.8	11.3	Lower rates accounted for most of the favorable variances of \$1.3M at NYCT and \$0.4M at MTA Bus.	1.3	1.1	Lower rates accounted for most of the favorable variances of \$0.7M at MNR and \$0.5M at MTA Bus.
Electric Power	NR	(0.3)	(0.7)	The unfavorable outcome is largely attributable to timing and higher rates -- (\$2.1M) at NYCT. This result was partially offset by favorable outcomes resulting from a mix of lower rates and consumption -- \$1.2M at MNR and \$0.4M at the LIRR.	2.0	0.6	The favorable outcome is largely attributable to lower rates and timing -- \$2.4M at MNR, \$2.2M at the LIRR, and \$0.4M at MTA HQ. These results were partially offset by an unfavorable outcome of (\$3.4M) at NYCT mostly due to timing and higher prices.
Insurance	NR	0.3	8.3	Timing was responsible for favorable variances at FMTAC and MTA Bus of \$0.4M and \$0.3M, respectively, and an unfavorable variance at NYCT of (\$0.4M).	1.0	3.3	Timing was responsible for favorable variances at FMTAC and MTA Bus of \$1.4M and \$0.6M, respectively, and an unfavorable variance at NYCT of (\$0.8M).
Claims	NR	2.2	10.3	NYCT was \$2.0M favorable due to timing. FMTAC was \$0.6M favorable due to an actuarial re-estimate. These results were partially offset by an unfavorable variance of (\$0.5M) at the LIRR due to an increase in claim activity.	4.9	3.2	FMTAC was \$3.1M favorable due to an actuarial re-estimate and NYCT was \$2.0M favorable due to timing.
Paratransit Service Contracts	NR	(0.3)	(0.9)	Variance reflects the timing of vehicle-related equipment costs.	(0.9)	(0.4)	Variance reflects the timing of vehicle-related equipment costs.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%	
Maintenance and Other Operating Contracts	NR	\$ 7.0	13.2	The overall favorable result was primarily attributable to timing: \$3.1M at NYCT for painting and tire & tube expenses; \$1.7M at MNR due to maintenance contracts, GCT utilities and locomotive overhauls; \$1.5M at MTA Bus as a result of timing and a misclassification of security costs in Materials & Supplies; \$1.2M at the LIRR for escalator and elevator maintenance and security; and \$0.5M at SIR for non-revenue vehicle maintenance. Partially offsetting these results were unfavorable variances of (\$0.7M) at B&T for major maintenance and painting and (\$0.3M) at MTA HQ for the timing of rental payments at 2 Broadway.	\$ 21.6	6.8	The overall favorable result was mainly attributable to timing: \$6.9M at MNR primarily due to maintenance contracts, GCT utilities and locomotive overhauls; \$5.9M at the LIRR attributable to joint facilities, and escalator maintenance; \$2.6M at B&T due to major maintenance, painting, E-ZPass tags, the E-ZPass Customer Service Center and security; \$2.2M at NYCT mainly due to tire & tube expenses; \$2.0M at MTA Bus as a result of timing and a misclassification of security costs in Materials & Supplies; \$1.1M at MTA HQ largely for the timing rental payments at 2 Broadway; and \$0.9M at SIR for non-revenue vehicle expenses.
Professional Service Contracts	NR	21.9	41.0	The overall favorable result was primarily attributable to timing: \$14.5M at MTA HQ for IT hardware and software purchases and IT maintenance and consulting services; \$2.6M at NYCT primarily due to bond service and IT-related expenses; \$2.5M at B&T for bond issuance costs, office equipment maintenance and engineering services; \$1.0M at MTA Bus mainly for inter-agency chargebacks; \$0.8M at MNR for engineering services and legal expenses; and \$0.6M at the LIRR for an inter-agency chargebacks and homeless outreach.	12.2	6.0	The overall favorable result was primarily attributable to timing: \$9.9M at MTA HQ for IT software purchases and IT consulting and maintenance expenses; \$4.0M at B&T for bond issuance costs, office equipment maintenance and engineering services; \$3.3M at MNR for inter-agency chargebacks, engineering, consulting and training; \$2.7M at NYCT for bond services and IT-related expenses; and \$1.9M at MTA Bus mainly for the timing of inter-agency chargebacks. Partially offsetting these results was an unfavorable variance of (\$9.6M) at the LIRR reflecting the capture of planning studies originally assumed to be capitalized.
Materials & Supplies	NR	1.3	2.9	The favorable variance was mostly attributable to lower usage of material in the wheel shop (safety stock) and the timing of inventory adjustments -- \$2.1M at the LIRR and increased scrap/surplus sales -- \$0.6M at NYCT. These results were partially offset by unfavorable outcomes of (\$1.1M) at MNR due to the timing of inventory/obsolescence adjustments and (\$0.6M) at MTA Bus due to timing and a misclassification of security costs, budgeted in Maintenance & Operating contracts.	8.6	2.7	The overall favorable variance was attributable to the impact of lower usage of material in the Wheel Shop and timing -- \$5.2M at the LIRR; the timing of inventory/obsolescence adjustments and increased scrap sales -- \$3.4M at NYCT; timing -- \$0.9M at MTA Bus; and lower expenses across a variety of small equipment and supply categories -- \$0.4M at B&T. These results were partly offset by an unfavorable outcome resulting from the timing of inventory/obsolescence adjustments -- (\$1.4M) at MNR.
Other Business Expenses	NR	9.0	40.5	Timing was mainly responsible for favorable variances of \$8.1M at MTA HQ and \$0.4M at the LIRR. MNR was \$1.6M favorable due to an NJT subsidy adjustment. These results were partially offset by an unfavorable variance of (\$0.8M) at NYCT mainly due to higher MVM debit/credit card charges.	10.2	8.0	Timing was responsible for favorable variances of \$9.6M at MTA HQ and \$0.4M at FMTAC. The LIRR's \$1.2M favorable variance was mostly due to a bad debt reserve adjustment. These results were partially offset by unfavorable variances of (\$0.7M) at NYCT mainly due to higher MVM debit/credit card charges and (\$0.3M) at MTA Bus due to higher Automatic Collection Fees.
Other Expense Adjustments	NR	1.9	44.2	Variance due to favorable timing differences in project completions.	3.7	17.9	Variance due to favorable timing differences in project completions.
Depreciation	NR	14.2	7.0	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$12.1M at NYCT, \$2.0M at MTA HQ, \$0.5M at MNR, and \$0.4M at B&T, and an unfavorable variance of (\$0.8M) at MTA Bus.	24.3	1.8	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$22.1M at NYCT, \$3.6M at MTA HQ, and \$0.5M at B&T, and an unfavorable variance of (\$1.8M) at MTA Bus.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Post-Employment Benefits	NR	(3.8)	(11.2)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. MTA HQ was (\$4.3M) unfavorable, and MTA Bus was \$0.3M favorable.	(48.2)	(4.6)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. NYCT and MTA HQ had unfavorable variances of (\$45.9M) and (\$2.8M), respectively, mostly due to increased accrued expenses, based on current actuarial information.
Environmental Remediation	NR	0.0	0.2	No variances.	0.7	13.5	Favorable variance reflects overall lower costs approximating \$0.4M at both the MNR and the LIRR.
Capital & Other Reimbursements	R	24.6	14.7	Timing and higher project activity were mostly responsible for favorable variances of \$26.4M at NYCT, \$1.2M at the LIRR and \$0.4M at MTA HQ, and unfavorable variances of (\$1.9M) at MNR, (\$0.8M) at B&T and (\$0.3M) at MTA CC.	37.1	3.6	Tming and higher project activity were mostly responsible for favorable variances of \$37.6M at NYCT, \$15.1M at the LIRR, and \$4.4M at MNR, and unfavorable variances of (\$11.0M) at MTA HQ, (\$7.4M) at MTA CC, and (\$1.5M) at B&T.
Payroll	R	(2.5)	(4.8)	The timing of project activity was responsible for unfavorable variances of (\$1.3M) at NYCT, (\$1.0M) at the LIRR, (\$0.5M) at MNR, and (\$0.3M) at MTA CC, and a favorable variance of \$0.5M at B&T.	(7.2)	(2.0)	The timing of project activity was responsible for unfavorable variances of (\$4.7M) at the LIRR, (\$3.0M) at MNR, and (\$0.5M) at MTA CC, and favorable variances of \$0.8M at B&T and \$0.3M at NYCT.
Overtime	R	(9.7)	*	The overage reflects the impact of higher Subway Capital Track Program requirements at NYCT (\$7.6M), higher project activity at the LIRR (\$1.0M), and higher MTA Police activity at MTA HQ (\$1.0M).	(24.4)	(26.6)	The overage mainly reflects the impact of higher Subway Capital Track Program requirements at NYCT (\$14.3M), higher project activity at the LIRR (\$5.8M) and MNR (\$1.7M), and higher MTA Police activity at MTA HQ (\$2.8M). These results were partially offset by a favorable outcome of \$0.3M at B&T, also due to timing.
Health and Welfare	R	0.1	2.1	The timing of project activity was responsible for a favorable variance of \$0.6M at NYCT and an unfavorable variance of (\$0.4M) at the LIRR.	(2.7)	(7.4)	Timing and higher project activity were responsible for unfavorable variances at the LIRR and MNR of (\$1.9M) and (\$1.6M), respectively, and a favorable variance at NYCT of \$0.5M.
OPEB - Current Payment	R	0.0	1.7	Minor variance.	0.1	2.8	Minor variance.
Pensions	R	(0.5)	(1.9)	The LIRR was \$0.8M favorable due to timing. Other agency variances were minor.	(4.3)	(7.4)	The LIRR was (\$3.7M) unfavorable due to timing. MNR was (\$1.1M) unfavorable due to higher expenses for the Connecticut Track Program and Electric Fleet Replacement. These results were partly offset by a favorable variance of \$0.3M at MTA CC due to timing.
Other Fringe Benefits	R	(1.0)	(5.8)	Timing and project activity levels were responsible for an unfavorable variance of (\$0.4M) at NYCT.	(0.7)	(0.6)	Timing and project activity levels were responsible for unfavorable variances at the LIRR and MTA CC of (\$1.1M) and (\$0.3M), respectively. These results were partly offset by a favorable variance of \$0.7M at MNR, attributable to retroactive wage adjustments and the timing of project activity.
Reimbursable Overhead	R	(7.2)	(26.5)	The overall variance reflects the impact of higher project activity and timing at NYCT (\$5.0M), the LIRR (\$1.0M), MTA HQ (\$0.5M), MNR (\$0.4M), and B&T (\$0.3M).	(5.3)	(2.5)	The overall variance reflects the impact of higher project activity and timing at NYCT (\$8.9M), the LIRR (\$3.9M), and MNR (\$3.6M). These results were partially offset by a favorable variance of \$11.2M at MTA HQ due to the timing of expense recovery billings.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JULY			YEAR-TO-DATE		
		Reason for Variance			Reason for Variance		
		Favorable (Unfavorable)	\$	% *	Favorable (Unfavorable)	\$	% *
Electric Power	R	(0.1)	0.1	20.3	Minor variance.	(0.7)	0.7
Insurance	R	0.2	0.2	20.3	Minor variance.	0.6	9.3
Maintenance and Other Operating Contracts	R	1.7	1.7	29.6	The timing of project activity resulted in favorable variances of \$0.6M at MNR, and \$0.4M at both NYCT and the LIRR. Other Agency variances were minor.	1.2	3.4
Professional Service Contracts	R	(8.5)	(8.5)	*	NYCT was (\$10.1M) unfavorable due to the timing of MTA chargebacks for IT expenses. Partially offsetting this was a favorable variance of \$1.1M at MTA HQ due to the timing of West Side Yard project activities; and \$0.4M at MTA CC due to the timing of MTA Audit chargebacks.	(6.4)	(18.2)
Materials & Supplies	R	2.7	2.7	17.4	Timing and changes in project activity levels, maintenance material requirements, and the timing of payments contributed to favorable results of \$2.9M at the LIRR and \$2.7M at MNR, as well as the unfavorable result of (\$3.0M) at NYCT.	8.9	11.4
Other Business Expenses	R	0.1	0.1	32.2	Timing was responsible for an unfavorable variance of (\$0.3M) at MTA HQ. Other agency variances were minor.	3.6	84.5
Subsidies	NR	(27.7)	(27.7)	(6.7)	The unfavorable variance for the month of \$27.7 million was mainly due to accrual timing differences for PBT (\$52.4 million), PMT (\$35.7 million), and CDOT (\$66.2 million). This was offset by MTA Aid revenues (\$63.5 million) also due to timing.	(123.8)	(2.7)
Debt Service	NR	14.3	14.3	6.4	Favorable variance of \$14.3 million due to lower than budgeted variable rates.	21.9	1.5

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
July 2015

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 2015 (year-to-date).

2015 OVERTIME REPORTING - PRELIMINARY JULY RESULTS (NON-REIMBURSABLE)

Month

Total overtime was (\$0.4M), or (1%), unfavorable to the Mid-Year Forecast.

Unscheduled Service was (\$1.7M) unfavorable primarily due to subway service delays and overcrowding and bus traffic and ramp delays at NYCT, partially offset by lower requirements at the LIRR.

Programmatic/Routine Maintenance was \$1.2M favorable mostly due to timing at MNR.

YTD

Total overtime was (\$0.3M), or (0%) unfavorable to the Mid-Year Forecast.

Programmatic/Routine Maintenance was (\$3.1M) unfavorable primarily due to greater maintenance work for the over-age fleet at the department of buses and track maintenance at NYCT, an increase in track inspections, emergency replacement of concrete ties, and platform replacement at Belmont Park at the LIRR, and greater maintenance work for the over-age bus fleet at MTA Bus.

Unscheduled Service was (\$1.4M) unfavorable primarily due to subway service delays and overcrowding and bus traffic and ramp delays at NYCT, partially offset by lower requirements at the LIRR.

Weather Emergencies was \$1.7M favorable, realized primarily at the LIRR and MNR.

Scheduled Service remained unchanged from June YTD results at \$1.6M favorable, mostly due to higher employee availability caused by new Conductor graduates available for service at MNR, and lower holiday overtime coverage required within the Maintenance of Equipment and Transportation departments at the LIRR.

Other was \$1.0M favorable, mostly due to timing at MNR, NYCT and B&T.

Metropolitan Transportation Authority
2015 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			Var. - Fav./(Unfav)	July Year-to-Date		
	Mid-Year Forecast	Actuals			Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)
NON-REIMBURSABLE OVERTIME							
<u>Scheduled Service</u>	\$17.5	\$17.4	\$0.1 .6%		\$122.9	\$121.2	\$1.6 1.3%
<u>Unscheduled Service</u>	\$9.7	\$11.5	(\$1.7) (18.0%)		\$67.6	\$69.0	(\$1.4) (2.1%)
<u>Programmatic/Routine Maintenance</u>	\$20.9	\$19.7	\$1.2 5.6%		\$121.8	\$124.9	(\$3.1) (2.6%)
<u>Unscheduled Maintenance</u>	\$0.1	\$0.2	(\$0.0) (26.3%)		\$1.3	\$1.7	(\$0.4) (29.7%)
<u>Vacancy/Absentee Coverage</u>	\$8.2	\$8.7	(\$0.4) -4.9%		\$64.5	\$63.9	\$0.6 0.9%
<u>Weather Emergencies</u>	\$0.8	\$0.2	\$0.6 74.9%		\$46.7	\$45.0	\$1.7 3.5%
<u>Safety/Security/Law Enforcement</u>	\$0.8	\$0.7	\$0.1 9.5%		\$6.0	\$6.2	(\$0.2) (3.1%)
<u>Other</u>	\$2.5	\$2.6	(\$0.2) -6.3%		\$12.7	\$11.7	\$1.0 7.5%
Subtotal	\$60.5	\$61.0	(\$0.4) (0.7%)		\$443.4	\$443.7	(\$0.3) (0.1%)
REIMBURSABLE OVERTIME							
	\$8.3	\$18.0	(\$9.7)		\$91.8	\$116.2	(\$24.4)
TOTAL OVERTIME	\$68.8	\$79.0	(\$10.1)		\$535.2	\$559.9	(\$24.7)

* Exceeds 100%

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

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

Type

Definition

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
July 2015
(\$ in millions)

	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Accrued Subsidies:						
<i>Dedicated Taxes</i>						
Mass Transportation Operating Assistance Fund (MMTOA)	-	-	-	1,563.9	1,563.9	0.0
Petroleum Business Tax	\$52.4	-	(52.4)	354.7	302.3	(52.4)
MRT 1 (Gross)	24.7	30.0	5.3	172.6	179.8	7.1
MRT 2 (Gross)	10.0	10.8	0.8	60.4	61.5	1.1
Other MRT(b) Adjustments*	0.0	-	-	(4.1)	(2.0)	2.1
Urban Tax	61.3	59.1	(2.2)	558.4	555.2	(3.2)
Investment Income	0.0	-	-	0.5	0.3	(0.3)
	\$148.5	\$99.9	(\$48.6)	\$2,706.5	\$2,660.9	(\$45.5)
<i>New State Taxes and Fees</i>						
Payroll Mobility Taxes	83.0	47.3	(35.7)	827.9	774.3	(53.6)
Payroll Mobility Tax Replacement Funds	-	-	-	123.7	123.7	-
MTA Aid Taxes ¹	0.0	63.5	63.5	131.8	133.3	1.5
	\$83.0	\$110.8	\$27.8	\$1,083.4	\$1,031.3	(\$52.1)
<i>State and Local Subsidies</i>						
NYS Operating Assistance	-	-	-	187.9	187.9	-
NYC and Local 18b:						
New York City	123.7	123.7	-	125.5	125.5	-
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	13.4	7.3	(6.2)	83.7	63.3	(20.4)
Station Maintenance	14.2	13.4	(0.8)	95.8	93.3	(2.5)
	\$151.3	\$144.4	(\$6.9)	\$520.4	\$497.4	(\$22.9)
Sub-total Dedicated Taxes & State and Local Subsidies	\$382.8	\$355.0	(\$27.8)	\$4,310.2	\$4,189.6	(\$120.6)
City Subsidy to MTA Bus	31.8	31.8	0.0	232.6	229.3	(3.2)
City Subsidy to SIRTOA	-	-	-	-	-	-
Total Dedicated Taxes & State and Local Subsidies	\$414.6	\$386.9	(\$27.7)	\$4,542.8	\$4,419.0	(\$123.8)
<i>Inter-Agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	63.6	(35.8)	(99.4)	400.5	322.2	(78.3)
	\$63.6	(35.8)	(\$99.4)	\$400.5	322.2	(\$78.3)
Total Accrued Subsidies	\$478.2	\$351.1	(\$127.2)	\$4,943.3	\$4,741.1	(\$202.2)

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
(\$ in millions)

July 2015

Accrued Subsidies	Variance \$	Variance %	Explanations
Dedicated Taxes			
Petroleum Business Tax	(52.4)	(100.0%)	The unfavorable accrual variances for the month and YTD were due to timing related differences in booking accruals by MTA Accounting. Most of this unfavorable variance will be reversed with the next quarterly reconciliation by MTA Accounting in September.
MRT(b) 1 (Gross)	5.3	21.3%	MRT-1 transactions were above the forecast for the month due to higher-than-expected mortgage activity; YTD transactions were also favorable due to higher-than-expected mortgage activity through July.
MRT(b) 2 (Gross)	0.8	7.5%	MRT-2 transactions were slightly above the budget for the month and YTD due to higher-than-expected MRT-2 activity.
Urban Tax	(2.2)	(3.7%)	Urban tax accruals were slightly unfavorable for the month and YTD due to lower than expected real estate activity in New York City.
Payroll Mobility Taxes	(35.7)	(43.0%)	The unfavorable variances for July and YTD were due primarily to timing of booking accruals by MTA Accounting. Most of this variance will be reversed with the next quarterly reconciliation by MTA Accounting in September.
MTA Aid Taxes	63.5	>100%	The favorable variance is due to the timing of accruals by MTA Accounting. The YTD variance was close to the forecast.
CDOT Subsidies	(6.2)	(45.9%)	The unfavorable variances for the month and YTD were primarily due to timing.
Station Maintenance	(0.8)	(5.4%)	The slightly unfavorable variance for the month was due to timing.
B&T Operating Surplus Transfer	(99.4)	> (100%)	Variances for the month and YTD were due to timing of booking accruals.

Year-to-Date

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(52.4)	(14.8%)	See explanation for the month.
MRT(b) 1 (Gross)	7.1	4.1%	See explanation for the month.
MRT(b) 2 (Gross)	1.1	1.8%	See explanation for the month.
Urban Tax	(3.2)	(0.6%)	See explanation for the month.
Payroll Mobility Taxes	(53.6)	(6.5%)	See explanation for the month.
MTA Aid Taxes	1.5	1.2%	See explanation for the month.
CDOT Subsidies	(20.4)	(24.4%)	See explanation for the month.
Station Maintenance	(2.5)	(2.6%)	See explanation for the month.
B&T Operating Surplus Transfer	(78.3)	(19.6%)	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
(\$ in millions)
July 2015

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$29.5	\$29.8	(\$0.3)		
Commuter Railroads	6.0	6.4	(0.4)		
Dedicated Tax Fund Subtotal	\$35.5	\$36.2	(\$0.8)	-2.2%	
MTA Transportation Revenue:					
NYC Transit	\$79.9	\$75.6	\$4.3		
Commuter Railroads	48.9	47.5	1.3		
MTA Bus	1.8	2.5	(0.7)		
SIRTOA	0.1	0.1	0.1		
MTA Transportation Revenue Subtotal	\$130.6	\$125.7	\$5.0	3.8%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.1	\$0.0	\$1.1		
Commuter Railroads	0.7	0.0	0.7		
MTA Bus	0.0	0.0	0.0		
Commercial Paper Subtotal	\$1.8	\$0.0	\$1.8	98.2%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.6	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
2 Broadway COPs Subtotal	\$2.1	\$2.1	\$0.0	0.8%	
TBTA General Resolution (2):					Lower than budgeted variable rates.
NYC Transit	\$14.8	\$13.1	\$1.7		
Commuter Railroads	6.9	6.1	0.8		
Bridges & Tunnels	20.1	15.8	4.4		
TBTA General Resolution Subtotal	\$41.8	\$35.0	\$6.9	16.4%	
TBTA Subordinate (2):					Lower than budgeted variable rates.
NYC Transit	\$6.3	\$5.5	\$0.8		
Commuter Railroads	2.8	2.4	0.3		
Bridges & Tunnels	2.5	2.2	0.3		
TBTA Subordinate Subtotal	\$11.5	\$10.1	\$1.4	12.2%	

Total Debt Service	\$223.4	\$209.1	\$14.3	6.4%	
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Debt Service by Agency:					
NYC Transit	\$133.1	\$125.6	\$7.5		
Commuter Railroads	65.3	62.6	2.7		
MTA Bus	1.8	2.5	(0.7)		
SIRTOA	0.1	0.1	0.1		
Bridges & Tunnels	22.8	18.2	4.7		
MTAHQ	0.2	0.2	0.0		

Total Debt Service	\$223.4	\$209.1	\$14.3	6.4%	
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Notes:

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

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

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

Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
(\$ in millions)
July 2015 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$179.1	\$179.7	(\$0.7)		
Commuter Railroads	37.9	38.8	(0.9)		
Dedicated Tax Fund Subtotal	\$217.0	\$218.5	(\$1.5)	-0.7%	
MTA Transportation Revenue:					
NYC Transit	\$503.0	\$497.2	\$5.8		
Commuter Railroads	315.1	311.8	3.3		
MTA Bus	15.0	16.4	(1.4)		
SIRTOA	0.4	0.4	0.1		
MTA Transportation Revenue Subtotal	\$833.6	\$825.8	\$7.8	0.9%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$2.3	\$0.1	\$2.2		
Commuter Railroads	1.5	0.1	1.4		
MTA Bus	0.0	0.0	0.0		
Commercial Paper Subtotal	\$3.8	\$0.2	\$3.6	94.1%	
2 Broadway COPs:					
NYC Transit	\$11.5	\$11.5	\$0.0		
Bridges & Tunnels	1.6	1.6	0.0		
MTA HQ	1.6	1.6	0.0		
2 Broadway COPs Subtotal	\$14.7	\$14.7	\$0.0	0.0%	
TBTA General Resolution (2):					
NYC Transit	\$102.8	\$101.1	\$1.7		
Commuter Railroads	48.3	47.5	0.8		
Bridges & Tunnels	128.7	122.0	6.7		
TBTA General Resolution Subtotal	\$279.8	\$270.6	\$9.2	3.3%	
TBTA Subordinate (2):					
NYC Transit	\$41.6	\$40.0	\$1.5		
Commuter Railroads	18.3	17.6	0.7		
Bridges & Tunnels	16.4	15.8	0.6		
TBTA Subordinate Subtotal	\$76.3	\$73.4	\$2.8	3.7%	
Total Debt Service	\$1,425.2	\$1,403.3	\$21.9	1.5%	
Debt Service by Agency:					
NYC Transit	\$840.3	\$829.7	\$10.6		
Commuter Railroads	421.1	415.8	5.4		
MTA Bus	15.0	16.4	(1.4)		
SIRTOA	0.4	0.4	0.1		
Bridges & Tunnels	146.7	139.5	7.3		
MTAHQ	1.6	1.6	0.0		
Total Debt Service	\$1,425.2	\$1,403.3	\$21.9	1.5%	

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 - 2015 Mid-Year Forecast

July 2015

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTA HQ			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																		
MMTCA ⁽¹⁾	\$92.7	\$92.7	\$0.0	\$47.2	\$47.2	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$140.3	\$140.3	\$0.0
Petroleum Business Tax	55.7	55.7	(0.0)	9.8	9.8	0.0	-	-	-	-	-	-	-	-	-	65.5	65.5	0.0
MRT ⁽²⁾ 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	24.7	26.7	2.0	24.7	26.7	2.0
MRT ⁽²⁾ 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.0	10.4	0.4	10.4	10.4	0.4
Other MRT ⁽²⁾ Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	61.3	62.5	1.2	-	-	-	-	-	-	-	-	-	-	-	-	61.3	62.5	1.2
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$209.7	\$210.9	\$1.2	\$57.1	\$57.1	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8	\$37.1	\$2.3	\$301.9	\$305.4	\$3.5
New State Taxes and Fees																		
Payroll Mobility Tax	52.7	65.6	12.9	30.3	37.7	7.4	-	-	-	-	-	-	-	-	-	83.0	103.3	20.3
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
MTA Aid ⁽³⁾	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$52.7	\$65.6	\$12.9	\$30.3	\$37.7	\$7.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$83.0	\$103.3	\$20.3
State and Local Subsidies																		
NYS 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
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
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
CDOT Subsidies	-	-	-	23.5	13.1	(10.4)	-	-	-	-	-	-	-	-	-	23.5	13.1	(10.4)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$123.1	\$123.1	\$0.0	\$23.5	\$15.0	(\$8.5)	\$0.6	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$147.2	\$138.7	(\$8.5)
Sub-total Dedicated Taxes & State and Local Subsidies	\$385.6	\$399.6	\$14.1	\$110.9	\$109.8	(\$1.1)	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$34.8	\$37.1	\$2.3	\$532.1	\$547.4	\$15.3
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$164.9	127.0	(38.0)	-	-	-	164.9	127.0	(38.0)
	\$385.6	\$399.6	\$14.1	\$110.9	\$109.8	(\$1.1)	\$0.9	\$0.9	\$0.0	\$164.9	\$127.0	(\$38.0)	\$34.8	\$37.1	\$2.3	\$697.0	\$674.3	(\$22.7)
Total Dedicated Taxes & State and Local Subsidies																		
Inter-Agency Subsidy Transactions																		
B&T Operating Surplus Transfer	21.4	31.1	9.7	29.4	38.7	9.3	-	-	-	-	-	-	-	-	-	50.7	69.7	19.0
	\$21.4	\$31.1	\$9.7	\$29.4	\$38.7	\$9.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$50.7	\$69.7	\$19.0
Total Cash Subsidies	\$406.9	\$430.7	\$23.7	\$140.2	\$148.4	\$8.2	\$0.9	\$0.9	\$0.0	\$164.9	\$127.0	(\$38.0)	\$34.8	\$37.1	\$2.3	\$747.8	\$744.0	(\$3.7)

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

July Financial Plan - 2015 Mid-Year Forecast
Cash Subsidy Detail by Agency
July 2015

	Year-to-Date											
	NYC Transit			Commuter Railroads			MTA Bus			MTA HQ		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Cash Subsidies:												
Dedicated Taxes												
MMTOA ⁽¹⁾	\$284.8	\$284.8	-	\$144.8	\$144.8	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0
Petroleum Business Tax	308.7	308.7	0.0	54.5	54.5	0.0	-	-	-	-	363.2	0.0
MRT ⁽²⁾ 1 (Gross)	-	-	-	-	-	-	-	-	-	177.7	179.6	1.9
MRT ⁽²⁾ 2 (Gross)	-	-	-	-	-	-	-	-	-	59.2	59.6	0.4
Other MRT ⁽²⁾ Adjustments	-	-	-	-	-	-	-	-	-	(2.5)	(1.3)	1.3
Urban Tax	591.4	590.5	(0.9)	-	-	-	-	-	-	591.4	590.5	(0.9)
Investment Income	-	-	-	0.5	0.3	(0.3)	-	-	-	0.5	0.3	(0.3)
	\$1,184.9	\$1,184.0	(\$0.9)	\$199.8	\$199.5	(\$0.3)	\$0.0	\$0.0	\$0.0	\$234.4	\$1,620.1	\$1,622.5
New State Taxes and Fees												
Payroll Mobility Tax	525.7	584.2	58.5	302.2	263.9	(38.2)	-	-	-	-	827.9	848.2
Payroll Mobility Tax Replacement Funds	78.5	78.5	-	45.2	45.2	-	-	-	-	-	123.7	0.0
MTA Ad ⁽²⁾	83.7	87.9	4.2	48.1	43.9	(4.2)	-	-	-	-	131.8	0.0
	\$687.9	\$750.7	\$62.8	\$395.4	\$353.0	(\$42.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$1,083.4	\$1,103.7
State and Local Subsidies												
NYS Operating Assistance	39.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	47.0	0.0
NYC and Local 18b:												
New York City	123.1	123.1	-	0.9	-	(0.9)	0.6	0.6	0.0	-	124.6	123.7
Nassau County	-	-	-	5.8	5.8	0.0	-	-	-	-	5.8	0.0
Suffolk County	-	-	-	3.8	1.9	(1.9)	-	-	-	-	3.8	1.9
Westchester County	-	-	-	3.7	5.5	1.8	-	-	-	-	3.7	5.5
Putnam County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	0.2	0.2
Dutchess County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	0.2	0.2
Orange County	-	-	-	0.1	0.1	0.0	-	-	-	-	0.1	0.1
Rockland County	-	-	-	0.0	0.0	0.0	-	-	-	-	0.0	0.0
CDOT Subsidies	-	-	-	87.5	77.8	(9.6)	-	-	-	-	87.5	77.8
Station Maintenance	-	-	-	76.9	-	(76.9)	-	-	-	-	76.9	-
	\$162.6	\$162.6	\$0.0	\$186.4	\$98.9	(\$87.5)	\$0.7	\$0.7	\$0.0	\$0.0	\$349.7	\$262.2
Sub-total Dedicated Taxes & State and Local Subsidies	\$2,035.5	\$2,097.3	\$61.9	\$781.6	\$651.4	(\$130.2)	\$1.7	\$1.7	\$0.0	\$234.4	\$3,053.2	\$2,988.4
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	257.4	238.0	(19.4)
Total Dedicated Taxes & State and Local Subsidies	\$2,035.5	\$2,097.3	\$61.9	\$781.6	\$651.4	(\$130.2)	\$1.7	\$1.7	\$0.0	\$234.4	\$3,310.7	\$3,226.3
Inter-Agency Subsidy Transactions												
B&T Operating Surplus Transfer	158.3	168.0	9.70	227.6	236.9	9.3	-	-	-	-	365.9	404.9
	\$158.3	\$168.0	\$9.7	\$227.6	\$236.9	\$9.3	\$0.0	\$0.0	\$0.0	\$0.0	\$385.9	\$404.9
Total Cash Subsidies	\$2,193.8	\$2,265.4	\$71.6	\$1,009.2	\$888.2	(\$121.0)	\$1.7	\$1.7	\$0.0	\$234.4	\$3,696.6	\$3,631.2

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 - 2014 Mid-Year Forecast
Consolidated Subsidy Cash
(\$ in millions)

July 2015

Cash Subsidies	Variance \$	Variance %	Explanations
Dedicated Taxes			
MRT ^(b) 1 (Gross)	2.0	8.0%	MRT-1 cash receipts were slightly above the budget for the month due to higher-than-expected mortgage activity. YTD receipts were close to the forecast.
MRT ^(b) 2 (Gross)	0.4	3.5%	MRT-2 cash receipts were slightly above the budget for the month due to higher-than-expected mortgage activity. YTD receipts were close to the forecast.
Payroll Mobility Tax	20.3	24.4%	Most of the favorable variance for the month was timing-related; the YTD variance was close to the forecast.
Westchester County - 18b	1.8	>100%	The favorable variances for the month and YTD were due to the timing of payment.
CDOT Subsidies	(10.4)	(44.2%)	The unfavorable variances for the month and YTD were primarily due to timing.
City Subsidy to MTA Bus	(38.0)	(23.0%)	The unfavorable variances for the month and YTD were mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	19.0	37.4%	The favorable variances for the month and YTD were due mostly to the timing of transfers.

Year-to-Date

Cash Subsidies	Variance \$	Variance %	Explanations
MRT ^(b) 1 (Gross)	1.9	1.1%	See explanation for the month.
MRT ^(b) 2 (Gross)	0.4	0.7%	See explanation for the month.
Payroll Mobility Taxes	20.3	2.4%	See explanation for the month.
Suffolk County - 18b	(1.9)	>100%	The unfavorable YTD variance was due to timing of payment.
Westchester County - 18b	1.8	>100%	See explanation for the month.
CDOT Subsidies	(9.6)	(11.0%)	See explanation for the month.
Station Maintenance	(76.9)	(100.0%)	The unfavorable YTD variance was due to timing of payments.
City Subsidy to MTA Bus	(19.5)	(7.6%)	See explanation for the month.
B&T Operating Surplus Transfer	19.0	4.9%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Agency
July 2015

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,441	4,251	190
NYC Transit	1,449	1,447	2
Long Island Rail Road	495	466	29
Metro-North Railroad	518	445	73
Bridges & Tunnels	86	84	2
Headquarters	1,705	1,666	39
Staten Island Railway	28	25	3
Capital Construction Company	14	14	-
Bus Company	146	104	42
Operations	30,281	30,109	172
NYC Transit	22,820	22,752	68
Long Island Rail Road	2,423	2,382	41
Metro-North Railroad	1,851	1,830	21
Bridges & Tunnels	628	567	61
Headquarters	-	-	-
Staten Island Railway	107	109	(2)
Capital Construction Company	-	-	-
Bus Company	2,452	2,469	(17)
Maintenance	30,630	30,206	424
NYC Transit	21,173	20,911	262
Long Island Rail Road	3,978	3,942	36
Metro-North Railroad	3,862	3,771	91
Bridges & Tunnels	364	351	13
Headquarters	-	-	-
Staten Island Railway	155	151	4
Capital Construction Company	-	-	-
Bus Company	1,098	1,080	18
Engineering/Capital	2,001	1,961	40
NYC Transit	1,319	1,362	(43)
Long Island Rail Road	167	159	8
Metro-North Railroad	97	98	(1)
Bridges & Tunnels	236	189	47
Headquarters	-	-	-
Staten Island Railway	26	19	7
Capital Construction Company	119	111	8
Bus Company	37	23	14
Public Safety	1,736	1,663	73
NYC Transit	644	615	29
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	273	270	3
Headquarters	801	764	37
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	14	4
Total Positions	69,089	68,190	899

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Agency
July 2015

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	69,089	68,189	900
NYC Transit	47,405	47,087	318
Long Island Rail Road	7,063	6,949	114
Metro-North Railroad	6,328	6,143	185
Bridges & Tunnels	1,587	1,461	126
Headquarters	2,506	2,430	76
Staten Island Railway	316	304	12
Capital Construction Company	133	125	8
Bus Company	3,751	3,690	61
Non-reimbursable	61,951	61,949	2
NYC Transit	42,461	42,532	(71)
Long Island Rail Road	6,035	6,029	6
Metro-North Railroad	5,574	5,749	(175)
Bridges & Tunnels	1,500	1,374	126
Headquarters	2,378	2,322	56
Staten Island Railway	290	285	5
Capital Construction Company	-	-	-
Bus Company	3,713	3,658	55
Reimbursable	7,138	6,241	897
NYC Transit	4,944	4,555	389
Long Island Rail Road	1,028	920	108
Metro-North Railroad	754	395	359
Bridges & Tunnels	87	87	-
Headquarters	128	108	20
Staten Island Railway	26	19	7
Capital Construction Company	133	125	8
Bus Company	38	32	6
Total Full Time	68,931	67,885	1,046
NYC Transit	47,263	46,798	465
Long Island Rail Road	7,063	6,949	114
Metro-North Railroad	6,327	6,142	185
Bridges & Tunnels	1,587	1,461	126
Headquarters	2,506	2,430	76
Staten Island Railway	316	304	12
Capital Construction Company	133	125	8
Bus Company	3,736	3,676	60
Total Full-Time Equivalents	158	304	(146)
NYC Transit	142	289	(147)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	14	1

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Occupational Group
July 2015

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,441	4,251	190
Managers/Supervisors	1,433	1,354	79
Professional, Technical, Clerical	2,851	2,772	79
Operational Hourlies	157	125	32
Operations	30,281	30,110	171
Managers/Supervisors	3,738	3,531	207
Professional, Technical, Clerical	869	931	(62)
Operational Hourlies	25,674	25,648	26
Maintenance	30,630	30,206	424
Managers/Supervisors	5,415	5,138	277
Professional, Technical, Clerical	1,875	1,788	87
Operational Hourlies	23,341	23,280	61
Engineering/Capital	2,001	1,961	40
Managers/Supervisors	574	545	29
Professional, Technical, Clerical	1,405	1,400	5
Operational Hourlies	22	16	6
Public Safety	1,736	1,663	73
Managers/Supervisors	474	459	15
Professional, Technical, Clerical	144	121	23
Operational Hourlies	1,118	1,083	35
Total Positions	69,090	68,191	899
Managers/Supervisors	11,634	11,027	607
Professional, Technical, Clerical	7,144	7,012	132
Operational Hourlies	50,312	50,152	160

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

	(millions)				Year to Date Stabilization Fund			
	Current Month Stabilization Fund		Transit		Commuter		Transit	
	(General Fd)	(TA Stab)	Total		(General Fd)	(TA Stab)	Total	
From Date:	07/01/15	07/01/15	07/01/15		01/01/15	01/01/15	01/01/15	
To Date:	07/31/15	07/31/15	07/31/15		07/31/15	07/31/15	07/31/15	
Opening Balance	-\$330.089	\$97.397	-\$232.693		-\$65.096	\$169.079	\$103.983	
RECEIPTS								
Interest Earnings	-0.028	0.020	-0.008		-0.109	0.126	0.017	
New York State								
State and regional mass transit taxes - MMTA	47.230	93.054	140.284		144.782	285.774	430.556	
MTTF	9.826	55.678	65.504		54.478	308.707	363.185	
Total Dedicated Taxes Received	57.056	148.732	205.788		199.260	594.481	793.741	
Less DTF Debt Service	6.433	29.807	36.239		38.791	179.738	218.529	
Net Dedicated Taxes for Operations	50.623	118.925	169.548		160.468	414.744	575.212	
Payroll Mobility Tax	114.232	188.004	302.236		338.722	725.956	1,064.678	
MTA Aid Trust Taxes	24.130	39.370	63.500		50.655	82.648	133.303	
Operating Assistance - 18b	0.000	0.000	0.000		7.313	39.668	46.981	
NYC School Fares	0.000	0.000	0.000		0.000	45.000	45.000	
NYS School Fares	0.000	0.000	0.000		0.000	6.313	6.313	
Additional Mass Transp Operating Assistance	0.000	n/a	0.000		0.000	n/a	0.000	
Total - New York State	\$188.985	\$346.299	\$535.284		\$557.159	\$1,314.328	\$1,871.487	
Local								
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	0.468	0.000	0.468		0.468	0.000	0.468	
Urban - Real Property & Mortgage Recording Tax	n/a	62.501	62.501		n/a	590.513	590.513	
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	0.000	n/a	0.000		0.000	n/a	0.000	
Putnam County								
Operating Assistance - 18b	0.000	n/a	0.000		0.190	n/a	0.190	
Station Maintenance	0.000	n/a	0.000		0.000	n/a	0.000	
Rockland County								
Operating Assistance - 18b	0.000	n/a	0.000		0.022	n/a	0.022	
Station Maintenance	0.052	n/a	0.052		0.052	n/a	0.052	
Sulfolk County								
Operating Assistance - 18b	0.000	n/a	0.000		1.879	n/a	1.879	
Station Maintenance	0.000	n/a	0.000		0.000	n/a	0.000	
Westchester County								
Operating Assistance - 18b	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	\$2.392	\$62.501	\$64.893		\$14.210	\$590.513	\$604.723	

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

(millions)

	<u>Current Month Stabilization Fund</u>				<u>Year to Date Stabilization Fund</u>			
	<u>Commuter</u>		<u>Transit</u>		<u>Commuter</u>		<u>Transit</u>	
	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>
From Date:	07/01/15	07/01/15	07/01/15	07/01/15	07/01/15	07/01/15	07/01/15	07/01/15
To Date:	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15
MTA Bridges and Tunnels- Surplus Transfers	38,658	31,056	69,714		236,865	168,017	404,882	
Total Subsidy and Other Receipts	\$230,035	\$439,856	\$669,891		\$808,234	\$2,072,858	\$2,881,092	
MTA Sources for Interagency Loans								
B&T Necessary Reconstruction Reserve	\$0.000	\$0.000	\$0.000		\$0.000	\$0.000	\$0.000	
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000		0.000	0.000	0.000	
MRT-2 Corporate Account	0.000	0.000	0.000		0.000	0.000	0.000	
2012 OPEB Loan	0.000	0.000	0.000		0.000	0.000	0.000	
Total Loans	\$0.000	\$0.000	\$0.000		\$0.000	\$0.000	\$0.000	
Total Receipts and Loans Received	\$230,007	\$439,876	\$669,883		\$808,125	\$2,072,984	\$2,881,109	

Continued on Next Page

Continued on Next Page

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

	(millions)				Year to Date Stabilization Fund			
	Current Month Stabilization Fund		Transit		Commuter		Transit	
	(General Fd)	(TA Stab)	(TA Stab)	Total	(General Fd)	(TA Stab)	(TA Stab)	Total
From Date:	07/01/15	07/01/15	07/01/15	07/01/15	01/01/15	01/01/15	01/01/15	01/01/15
To Date:	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15	07/31/15
<u>Brought forward from prior page</u>								
Opening Balance	-\$330.089	\$97.397		-\$232.693	-\$65.096	\$169.079		\$103.983
Total Receipts and Loans Received	230.007	439.876		669.883	808.125	2,072.984		2,881.109
Total Cash and Receipts Available	-\$100.082	\$537.273		\$437.191	\$743.029	\$2,242.063		\$2,985.092
<u>DISBURSEMENTS</u>								
<u>Revenue Supported Debt Service</u>								
	47.574	88.736		136.311	312.133	520.760		832.893
<u>Agency Operations</u>								
MTA Long Island Railroad	55.508	0.000		55.508	380.062	0.000		380.062
MTA Metro-North Rail Road	28.339	0.000		28.339	280.039	0.000		280.039
MTA New York City Transit	0.000	246.625		246.625	0.000	1,514.356		1,514.356
MTA NYCT for SIRTOA	0.000	0.316		0.316	0.000	1.106		1.106
MTA Bond Admin Cost	0.896	1.816		2.712	3.195	6.061		9.256
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	\$132.318	\$337.493		\$469.811	\$975.429	\$2,042.284		\$3,017.713
<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	0.000	0.000		0.000
Total Loans Payback	\$0.000	\$0.000		\$0.000	\$0.000	\$0.000		\$0.000
Total Disbursements	\$132.318	\$337.493		\$469.811	\$975.429	\$2,042.284		\$3,017.713
<u>STABILIZATION FUND BALANCE</u>								
	-\$232.400	\$199.780		-\$32.621	-\$232.400	\$199.780		-\$32.621
<u>Ending Loan Balances</u>								
B&T Necessary Reconstruction Reserve	0.000	0.000		0.000	0.000	0.000		0.000
MTA Capital Program - Non-Resolution Funds	0.000	100.000		100.000	0.000	100.000		100.000
MRT-2 Corporate Account	0.000	0.000		0.000	0.000	0.000		0.000
2012 OPEB Loan	0.000	0.000		0.000	0.000	0.000		0.000
	\$0.000	\$100.000		\$100.000	\$0.000	\$100.000		\$100.000
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>								
	n/a	-\$92.597		-\$92.597	n/a	-\$92.597		-\$92.597
<u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u>								
					\$232.400	\$7.403		\$239.804

METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2015 ADOPTED BUDGET AND ACTUALS
JULY 2015

FAREBOX RECOVERY RATIOS		
	2015 <u>Mid-Year Forecast</u>	2015 <u>YTD Actual</u>
New York City Transit	37.6%	36.9%
Staten Island Railway	11.2%	11.7%
Long Island Rail Road	31.6%	32.3%
Metro-North Railroad	41.0%	45.0%
Bus Company	<u>27.7%</u>	<u>27.5%</u>
MTA Agency Average	36.6%	36.5%

FAREBOX OPERATING RATIOS		
	2015 <u>Mid-Year Forecast</u>	2015 <u>YTD Actual</u>
New York City Transit	60.2%	55.9%
Staten Island Railway	15.7%	17.1%
Long Island Rail Road	46.8%	48.7%
Metro-North Railroad	58.4%	60.8%
Bus Company	<u>35.2%</u>	<u>35.2%</u>
MTA Agency Average	56.5%	54.1%

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

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

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



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

Report on Revenue Passengers and Vehicles Ridership Data Thru July, 2015

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

Metropolitan Transportation Authority July

Revenue Passengers	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit	195,519,881	201,455,345	3.04%	201,196,681	-0.13%
MTA New York City Subway	140,822,610	146,505,849	4.04%	148,017,603	1.03%
MTA New York City Bus	54,697,271	54,949,495	0.46%	53,179,078	-3.22%
MTA Staten Island Railway	300,308	342,895	14.18%	357,627	4.30%
MTA Long Island Rail Road	7,401,120	7,626,108	3.04%	7,873,688	3.25%
MTA Metro-North Railroad	7,300,168	7,520,253	3.01%	7,644,287	1.65%
<i>East of Hudson</i>	7,156,528	7,366,433	2.93%	7,487,082	1.64%
Harlem Line	2,330,442	2,363,438	1.42%	2,405,804	1.79%
Hudson Line	1,344,284	1,454,534	8.20%	1,463,275	0.60%
New Haven Line	3,481,802	3,548,461	1.91%	3,618,003	1.96%
<i>West of Hudson</i>	143,640	153,820	7.09%	157,205	2.20%
Port Jervis Line	91,288	93,470	2.39%	93,755	0.30%
Pascack Valley Line	52,352	60,350	15.28%	63,450	5.14%
MTA Bus Company	10,040,732	10,414,380	3.72%	10,401,103	-0.13%
MTA Bridges & Tunnels	24,886,530	25,435,425	2.21%	26,908,242	5.79%
Total All Agencies	220,562,209	227,358,980	3.08%	227,473,386	0.05%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		22	
Holidays:	1	1		1	
Weekend Days:	8	8		8	
Days	31	31		31	

Wednesday, September 09, 2015

Metropolitan Transportation Authority July

Revenue	Passengers Year to Date	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit		1,382,737,173	1,397,183,600	1.04%	1,394,410,076	-0.20%
MTA New York City Subway		987,023,886	1,010,565,126	2.39%	1,019,444,062	0.88%
MTA New York City Bus		395,713,287	386,618,474	-2.30%	374,966,014	-3.01%
MTA Staten Island Railway		2,419,723	2,513,577	3.88%	2,570,514	2.27%
MTA Long Island Rail Road		48,016,768	49,231,635	2.53%	50,117,066	1.80%
MTA Metro-North Railroad		48,334,710	48,523,449	0.39%	49,155,506	1.30%
<i>East of Hudson</i>		47,421,480	47,556,288	0.28%	48,145,786	1.24%
Harlem Line		15,613,035	15,619,617	0.04%	15,748,965	0.83%
Hudson Line		9,185,019	9,295,991	1.21%	9,380,068	0.90%
New Haven Line		22,623,426	22,640,680	0.08%	23,016,753	1.66%
<i>West of Hudson</i>		913,230	967,161	5.91%	1,009,720	4.40%
Port Jervis Line		567,952	586,164	3.21%	599,722	2.31%
Pascack Valley Line		345,278	380,997	10.34%	409,998	7.61%
MTA Bus Company		72,814,303	71,990,892	-1.13%	72,047,838	0.08%
MTA Bridges & Tunnels		163,807,572	163,194,637	-0.37%	169,170,853	3.66%
Total All Agencies		1,554,322,678	1,569,443,154	0.97%	1,568,301,001	-0.07%
(Excludes Bridges & Tunnels)						
Weekdays:		148	146		147	
Holidays:		5	5		5	
Weekend Days:		59	61		60	
Days		212	212		212	

Wednesday, September 09, 2015

Metropolitan Transportation Authority					July
Revenue Passengers					
12 Month Averages	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit	194,136,965	199,964,298	3.00%	201,297,106	0.67%
MTA New York City Subway	138,518,289	144,258,080	4.14%	146,680,546	1.68%
MTA New York City Bus	55,618,676	55,706,218	0.16%	54,616,559	-1.96%
MTA Staten Island Railway	350,423	359,535	2.60%	368,713	2.55%
MTA Long Island Rail Road	6,775,613	7,049,914	4.05%	7,228,875	2.54%
MTA Metro-North Railroad	6,875,866	6,963,937	1.28%	7,107,599	2.06%
East of Hudson	6,748,747	6,828,091	1.18%	6,963,718	1.99%
Harlem Line	2,215,865	2,246,354	1.38%	2,271,400	1.11%
Hudson Line	1,311,263	1,332,378	1.61%	1,360,053	2.08%
New Haven Line	3,221,619	3,249,359	0.86%	3,332,266	2.55%
West of Hudson	127,119	135,847	6.87%	143,881	5.91%
Port Jervis Line	79,738	83,465	4.67%	85,991	3.03%
Pascack Valley Line	47,381	52,382	10.55%	57,890	10.52%
MTA Bus Company	10,200,588	10,343,981	1.41%	10,469,849	1.22%
MTA Bridges & Tunnels	23,372,447	23,659,548	1.23%	24,361,444	2.97%
Total All Agencies	218,339,454	224,681,665	2.90%	226,472,141	0.80%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		22	
Holidays:	1	1		1	
Weekend Days:	8	8		8	
Days	31	31		31	
Wednesday, September 09, 2015					

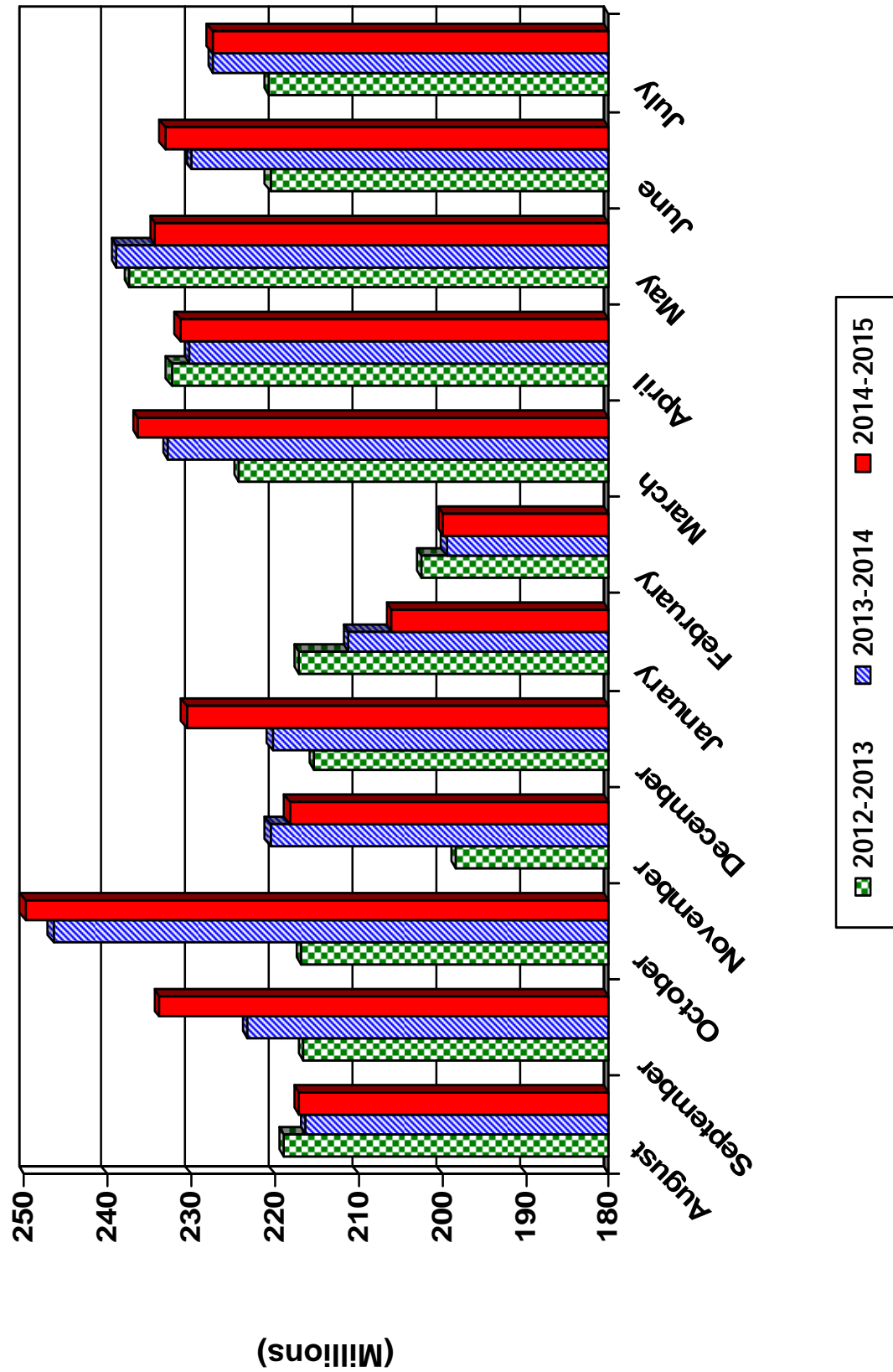
Metropolitan Transportation Authority

July

Average Weekday Passengers	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit					
MTA New York City Subway	7,246,503	7,486,780	3.32%	7,457,393	-0.39%
MTA New York City Bus	5,240,690	5,466,523	4.31%	5,519,908	0.98%
	2,005,813	2,020,257	0.72%	1,937,485	-4.10%
MTA Staten Island Railway	12,713	13,854	8.97%	14,371	3.73%
MTA Long Island Rail Road	293,335	302,669	3.18%	312,440	3.23%
MTA Metro-North Railroad					
<i>East of Hudson</i>					
Harlem Line	289,015	296,775	2.69%	297,710	0.31%
Hudson Line	282,473	289,768	2.58%	290,548	0.27%
New Haven Line	92,508	93,783	1.38%	94,371	0.63%
<i>West of Hudson</i>					
Port Jervis Line	53,128	56,978	7.25%	56,525	-0.80%
Pascack Valley Line	136,836	139,007	1.59%	139,653	0.46%
	6,543	7,008	7.10%	7,162	2.20%
	4,159	4,260	2.43%	4,273	0.31%
	2,384	2,748	15.25%	2,889	5.14%
MTA Bus Company	375,087	389,844	3.93%	384,978	-1.25%
MTA Bridges & Tunnels	824,594	846,651	2.67%	887,809	4.86%
Total All Agencies	8,216,654	8,489,922	3.33%	8,466,892	-0.27%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		22	
Holidays:	1	1		1	
Weekend Days:	8	8		8	
Days	31	31		31	

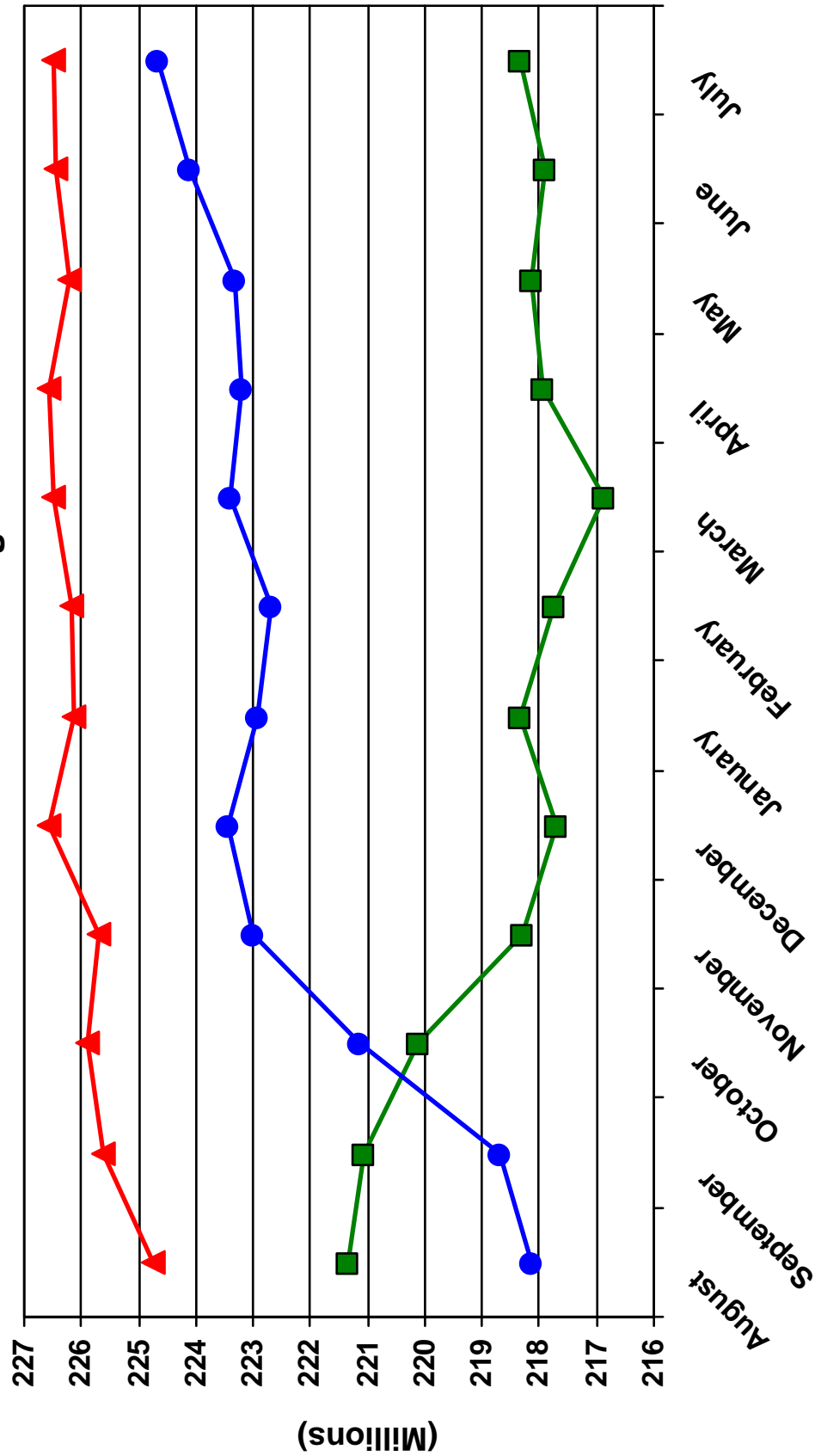
Wednesday, September 09, 2015

Metropolitan Transportation Authority Revenue Passengers



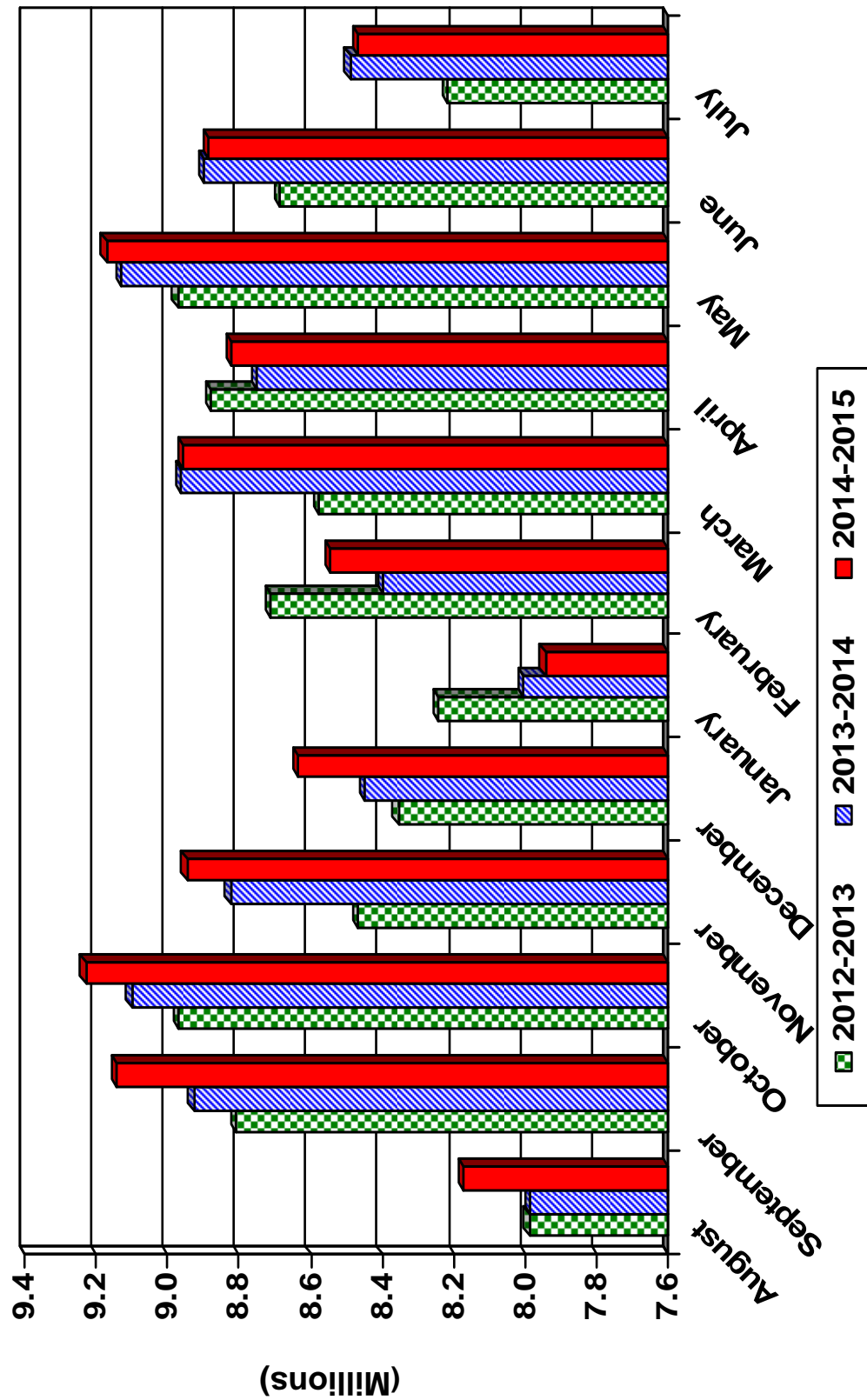
Metropolitan Transportation Authority Revenue Passengers

12 Month Averages



■ 2012-2013 ● 2013-2014 ▲ 2014-2015

Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

Metropolitan Transportation Authority

Revenue Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	218,936,858	216,372,684	-1.17%	217,065,083	0.32%
September	216,478,722	223,125,464	3.07%	233,808,873	4.79%
October	216,776,585	246,469,549	13.70%	249,749,147	1.33%
November	198,318,886	220,519,382	11.19%	218,236,110	-1.04%
December	215,239,725	220,249,751	2.33%	230,505,478	4.66%
January	217,053,049	211,066,938	-2.76%	205,960,184	-2.42%
February	202,336,902	199,451,154	-1.43%	199,824,545	0.19%
March	224,234,827	232,619,587	3.74%	236,326,220	1.59%
April	232,297,024	230,127,706	-0.93%	231,303,013	0.51%
May	237,347,958	238,847,033	0.63%	234,308,756	-1.90%
June	220,490,708	229,971,756	4.30%	233,104,897	1.36%
July	220,562,209	227,358,980	3.08%	227,473,386	0.05%
12 Month Ave	218,339,454	224,681,665	2.90%	226,472,141	0.80%
Year-to-Date	1,554,322,678	1,569,443,154	0.97%	1,568,301,001	-0.07%

12 Month Averages Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	221,355,023	218,125,773	-1.46%	224,739,365	3.03%
September	221,082,706	218,679,668	-1.09%	225,629,649	3.18%
October	220,121,943	221,154,082	0.47%	225,902,949	2.15%
November	218,282,030	223,004,123	2.16%	225,712,677	1.21%
December	217,710,256	223,421,626	2.62%	226,567,320	1.41%
January	218,335,013	222,922,783	2.10%	226,141,758	1.44%
February	217,721,848	222,682,304	2.28%	226,172,874	1.57%
March	216,877,001	223,381,034	3.00%	226,481,760	1.39%
April	217,935,607	223,200,258	2.42%	226,579,702	1.51%
May	218,119,322	223,325,180	2.39%	226,201,512	1.29%
June	217,898,629	224,115,268	2.85%	226,462,607	1.05%
July	218,339,454	224,681,665	2.90%	226,472,141	0.80%

Average Weekday Passengers Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	7,988,999	7,987,369	-0.02%	8,172,203	2.31%
September	8,806,848	8,928,275	1.38%	9,141,834	2.39%
October	8,967,293	9,101,830	1.50%	9,230,840	1.42%
November	8,467,584	8,824,741	4.22%	8,947,640	1.39%
December	8,354,545	8,450,370	1.15%	8,635,225	2.19%
January	8,244,870	8,004,540	-2.91%	7,942,765	-0.77%
February	8,712,340	8,398,198	-3.61%	8,543,463	1.73%
March	8,576,124	8,961,785	4.50%	8,954,356	-0.08%
April	8,878,080	8,749,537	-1.45%	8,819,655	0.80%
May	8,972,963	9,129,881	1.75%	9,171,814	0.46%
June	8,688,245	8,900,992	2.45%	8,887,158	-0.16%
July	8,216,654	8,489,922	3.33%	8,466,892	-0.27%

MTA New York City Transit

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	193,724,876	191,741,194	-1.02%	192,219,890
September	192,555,771	198,671,419	3.18%	207,769,829
October	192,892,768	219,617,281	13.85%	222,191,504
November	176,579,235	196,664,216	11.37%	194,418,829
December	191,153,756	195,693,862	2.38%	204,555,139
January	193,074,487	188,182,009	-2.53%	183,499,160
February	180,355,395	178,057,023	-1.27%	178,324,251
March	199,523,012	207,634,529	4.07%	210,406,681
April	206,817,977	204,849,373	-0.95%	205,653,990
May	211,398,239	212,847,982	0.69%	208,600,986
June	196,048,183	204,157,340	4.14%	206,728,329
July	195,519,881	201,455,345	3.04%	201,196,681
12 Month Average	194,136,965	199,964,298	3.00%	201,297,106
Year-to-Date	1,382,737,173	1,397,183,600	1.04%	1,394,410,076

12 Month Averages				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	196,741,227	193,971,658	-1.41%	200,004,189
September	196,517,184	194,481,295	-1.04%	200,762,390
October	195,653,107	196,708,338	0.54%	200,976,908
November	194,037,742	198,382,087	2.24%	200,789,793
December	193,541,074	198,760,429	2.70%	201,528,233
January	194,086,537	198,352,722	2.20%	201,137,995
February	193,549,121	198,161,191	2.38%	201,160,264
March	192,787,652	198,837,151	3.14%	201,391,277
April	193,743,787	198,673,101	2.54%	201,458,328
May	193,913,647	198,793,913	2.52%	201,104,412
June	193,740,790	199,469,676	2.96%	201,318,661
July	194,136,965	199,964,298	3.00%	201,297,106

Average Weekday Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	7,040,545	7,040,270	0.00%	7,193,127
September	7,776,340	7,900,537	1.60%	8,081,709
October	7,993,039	8,074,957	1.02%	8,177,035
November	7,535,218	7,802,540	3.55%	7,892,538
December	7,364,350	7,464,105	1.35%	7,623,337
January	7,279,536	7,082,303	-2.71%	7,014,374
February	7,720,408	7,448,314	-3.52%	7,583,176
March	7,581,779	7,952,858	4.89%	7,937,176
April	7,867,227	7,752,530	-1.46%	7,809,950
May	7,952,469	8,088,167	1.71%	8,115,710
June	7,672,456	7,860,640	2.45%	7,852,066
July	7,246,503	7,486,780	3.32%	7,457,393

MTA New York City Subway

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	139,253,563	138,560,862	-0.50%	139,868,371
September	136,901,247	141,523,393	3.38%	149,373,432
October	137,259,455	156,433,315	13.97%	160,120,773
November	124,309,325	141,447,579	13.79%	141,226,971
December	137,471,991	142,566,679	3.71%	150,132,948
January	137,079,095	137,147,363	0.05%	133,814,801
February	127,900,426	129,802,427	1.49%	130,776,608
March	142,325,996	148,394,847	4.26%	153,093,778
April	146,912,790	147,907,313	0.68%	150,327,919
May	150,755,402	152,868,196	1.40%	151,472,797
June	141,227,567	147,939,131	4.75%	151,940,556
July	140,822,610	146,505,849	4.04%	148,017,603
12 Month Ave	138,518,289	144,258,080	4.14%	146,680,546
Year-to-Date	987,023,886	1,010,565,126	2.39%	1,019,444,062

12 Month Averages				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	140,252,826	138,460,564	-1.28%	144,367,039
September	140,120,487	138,845,743	-0.91%	145,021,209
October	139,544,894	140,443,564	0.64%	145,328,497
November	138,264,925	141,871,752	2.61%	145,310,113
December	137,881,855	142,296,309	3.20%	145,940,635
January	138,237,382	142,301,998	2.94%	145,662,922
February	137,863,992	142,460,499	3.33%	145,744,103
March	137,441,062	142,966,236	4.02%	146,135,681
April	138,093,764	143,049,113	3.59%	146,337,398
May	138,282,007	143,225,179	3.57%	146,221,115
June	138,218,777	143,784,476	4.03%	146,554,567
July	138,518,289	144,258,080	4.14%	146,680,546

Average Weekday Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	5,081,510	5,116,343	0.69%	5,260,029
September	5,527,044	5,627,647	1.82%	5,812,513
October	5,679,106	5,750,807	1.26%	5,893,267
November	5,323,238	5,608,862	5.37%	5,734,440
December	5,274,755	5,420,212	2.76%	5,584,168
January	5,160,819	5,159,344	-0.03%	5,112,634
February	5,466,124	5,442,073	-0.44%	5,568,552
March	5,415,926	5,691,221	5.08%	5,779,365
April	5,589,663	5,607,703	0.32%	5,721,932
May	5,664,205	5,815,676	2.67%	5,904,987
June	5,536,340	5,700,985	2.97%	5,779,935
July	5,240,690	5,466,523	4.31%	5,519,908

MTA New York City Bus

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	54,471,313	53,180,332	-2.37%	52,351,519	-1.56%
September	55,654,524	57,148,026	2.68%	58,396,397	2.18%
October	55,633,313	63,183,966	13.57%	62,070,731	-1.76%
November	52,269,910	55,216,637	5.64%	53,191,858	-3.67%
December	53,681,765	53,127,183	-1.03%	54,422,191	2.44%
January	55,995,392	51,034,646	-8.86%	49,684,359	-2.65%
February	52,454,969	48,254,596	-8.01%	47,547,643	-1.47%
March	57,197,015	59,239,682	3.57%	57,312,903	-3.25%
April	59,905,187	56,942,060	-4.95%	55,326,070	-2.84%
May	60,642,837	59,979,786	-1.09%	57,128,189	-4.75%
June	54,820,616	56,218,209	2.55%	54,787,773	-2.54%
July	54,697,271	54,949,495	0.46%	53,179,078	-3.22%
12 Month Ave	55,618,676	55,706,218	0.16%	54,616,559	-1.96%
Year-to-Date	395,713,287	386,618,474	-2.30%	374,966,014	-3.01%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	56,488,401	55,511,094	-1.73%	55,637,150	0.23%
September	56,396,696	55,635,553	-1.35%	55,741,181	0.19%
October	56,108,214	56,264,774	0.28%	55,648,412	-1.10%
November	55,772,817	56,510,334	1.32%	55,479,680	-1.82%
December	55,659,218	56,464,119	1.45%	55,587,597	-1.55%
January	55,849,155	56,050,724	0.36%	55,475,074	-1.03%
February	55,685,130	55,700,693	0.03%	55,416,161	-0.51%
March	55,346,590	55,870,915	0.95%	55,255,596	-1.10%
April	55,650,023	55,623,988	-0.05%	55,120,930	-0.90%
May	55,631,640	55,568,734	-0.11%	54,883,297	-1.23%
June	55,522,013	55,685,200	0.29%	54,764,094	-1.65%
July	55,618,676	55,706,218	0.16%	54,616,559	-1.96%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	1,959,035	1,923,927	-1.79%	1,933,097	0.48%
September	2,249,296	2,272,890	1.05%	2,269,196	-0.16%
October	2,313,933	2,324,150	0.44%	2,283,768	-1.74%
November	2,211,980	2,193,679	-0.83%	2,158,097	-1.62%
December	2,089,596	2,043,893	-2.19%	2,039,169	-0.23%
January	2,118,717	1,922,959	-9.24%	1,901,739	-1.10%
February	2,254,283	2,006,241	-11.00%	2,014,624	0.42%
March	2,165,853	2,261,636	4.42%	2,157,811	-4.59%
April	2,277,564	2,144,827	-5.83%	2,088,018	-2.65%
May	2,288,264	2,272,491	-0.69%	2,210,723	-2.72%
June	2,136,116	2,159,655	1.10%	2,072,131	-4.05%
July	2,005,813	2,020,257	0.72%	1,937,485	-4.10%

MTA Bus Company

Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	10,027,841	9,915,420	-1.12%	10,055,633	1.41%
September	10,068,914	10,509,491	4.38%	11,134,458	5.95%
October	10,081,508	11,612,978	15.19%	11,810,454	1.70%
November	9,520,500	10,156,366	6.68%	10,098,386	-0.57%
December	9,893,990	9,942,627	0.49%	10,491,414	5.52%
January	10,307,130	9,436,030	-8.45%	9,457,874	0.23%
February	9,649,044	9,007,308	-6.65%	9,074,682	0.75%
March	10,509,736	10,804,408	2.80%	10,970,259	1.54%
April	11,045,951	10,568,960	-4.32%	10,675,874	1.01%
May	11,257,915	11,192,859	-0.58%	10,877,950	-2.81%
June	10,003,795	10,566,947	5.63%	10,590,096	0.22%
July	10,040,732	10,414,380	3.72%	10,401,103	-0.13%
12 Month Ave	10,200,588	10,343,981	1.41%	10,469,849	1.22%
Year-to-Date	72,814,303	71,990,892	-1.13%	72,047,838	0.08%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	10,211,934	10,191,220	-0.20%	10,355,666	1.61%
September	10,196,948	10,227,934	0.30%	10,407,746	1.76%
October	10,147,736	10,355,557	2.05%	10,424,203	0.66%
November	10,085,695	10,408,546	3.20%	10,419,371	0.10%
December	10,073,150	10,412,599	3.37%	10,465,103	0.50%
January	10,126,064	10,340,007	2.11%	10,466,923	1.23%
February	10,117,282	10,286,529	1.67%	10,472,538	1.81%
March	10,072,316	10,311,085	2.37%	10,486,359	1.70%
April	10,154,949	10,271,336	1.15%	10,495,268	2.18%
May	10,179,955	10,265,915	0.84%	10,469,026	1.98%
June	10,170,029	10,312,844	1.40%	10,470,955	1.53%
July	10,200,588	10,343,981	1.41%	10,469,849	1.22%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	367,817	366,042	-0.48%	379,207	3.60%
September	416,264	425,744	2.28%	439,524	3.24%
October	427,130	433,829	1.57%	442,183	1.93%
November	409,797	410,328	0.13%	420,197	2.41%
December	394,582	388,825	-1.46%	399,293	2.69%
January	397,021	361,347	-8.99%	369,255	2.19%
February	424,297	381,461	-10.10%	391,635	2.67%
March	408,385	421,636	3.24%	421,267	-0.09%
April	427,969	404,704	-5.44%	410,200	1.36%
May	432,244	432,168	-0.02%	430,728	-0.33%
June	398,327	412,766	3.62%	406,358	-1.55%
July	375,087	389,844	3.93%	384,978	-1.25%

MTA Staten Island Railway

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	352,063	309,082	-12.21%	311,243	0.70%
September	379,807	367,724	-3.18%	391,276	6.40%
October	401,614	425,014	5.83%	430,201	1.22%
November	328,542	351,758	7.07%	351,734	-0.01%
December	323,327	347,265	7.40%	369,585	6.43%
January	366,031	357,221	-2.41%	336,775	-5.72%
February	315,778	315,154	-0.20%	311,519	-1.15%
March	342,829	373,386	8.91%	393,272	5.33%
April	365,207	360,578	-1.27%	376,273	4.35%
May	381,077	385,989	1.29%	389,463	0.90%
June	348,493	378,355	8.57%	405,585	7.20%
July	300,308	342,895	14.18%	357,627	4.30%
12 Month Ave	350,423	359,535	2.60%	368,713	2.55%
Year-to-Date	2,419,723	2,513,577	3.88%	2,570,514	2.27%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	386,658	346,841	-10.30%	359,715	3.71%
September	384,557	345,834	-10.07%	361,678	4.58%
October	382,537	347,784	-9.08%	362,110	4.12%
November	376,106	349,719	-7.02%	362,108	3.54%
December	370,431	351,714	-5.05%	363,968	3.48%
January	368,797	350,980	-4.83%	362,264	3.22%
February	364,515	350,928	-3.73%	361,961	3.14%
March	358,466	353,474	-1.39%	363,618	2.87%
April	358,493	353,088	-1.51%	364,926	3.35%
May	356,080	353,498	-0.73%	365,216	3.31%
June	352,773	355,986	0.91%	367,485	3.23%
July	350,423	359,535	2.60%	368,713	2.55%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	13,710	12,370	-9.78%	12,742	3.01%
September	17,300	16,402	-5.20%	16,792	2.38%
October	18,225	17,025	-6.59%	17,290	1.56%
November	15,364	16,011	4.21%	16,296	1.77%
December	14,427	14,815	2.69%	15,248	2.92%
January	15,203	14,995	-1.37%	14,541	-3.02%
February	15,075	14,860	-1.42%	14,883	0.15%
March	14,523	16,025	10.34%	16,442	2.60%
April	15,520	14,953	-3.66%	15,593	4.28%
May	15,784	16,310	3.33%	17,048	4.53%
June	15,289	16,110	5.37%	16,826	4.44%
July	12,713	13,854	8.97%	14,371	3.73%

MTA Long Island Rail Road

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	7,482,932	7,274,722	-2.78%	7,399,382	1.71%
September	6,719,248	6,790,701	1.06%	7,297,453	7.46%
October	6,621,963	7,431,994	12.23%	7,663,987	3.12%
November	5,607,406	6,666,796	18.89%	6,681,433	0.22%
December	6,859,040	7,203,125	5.02%	7,587,185	5.33%
January	6,628,268	6,565,428	-0.95%	6,362,309	-3.09%
February	6,020,679	6,107,685	1.45%	6,142,068	0.56%
March	6,897,877	6,983,094	1.24%	7,384,700	5.75%
April	6,961,659	7,189,777	3.28%	7,313,844	1.73%
May	7,112,429	7,250,532	1.94%	7,262,655	0.17%
June	6,994,737	7,509,011	7.35%	7,777,803	3.58%
July	7,401,120	7,626,108	3.04%	7,873,688	3.25%
12 Month Ave	6,775,613	7,049,914	4.05%	7,228,875	2.54%
Year-to-Date	48,016,768	49,231,635	2.53%	50,117,066	1.80%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	6,980,385	6,758,262	-3.18%	7,060,303	4.47%
September	6,966,323	6,764,217	-2.90%	7,102,532	5.00%
October	6,942,881	6,831,719	-1.60%	7,121,865	4.25%
November	6,842,217	6,920,002	1.14%	7,123,085	2.93%
December	6,812,799	6,948,675	1.99%	7,155,090	2.97%
January	6,829,183	6,943,439	1.67%	7,138,163	2.80%
February	6,799,820	6,950,689	2.22%	7,141,028	2.74%
March	6,782,779	6,957,791	2.58%	7,174,495	3.11%
April	6,791,406	6,976,801	2.73%	7,184,834	2.98%
May	6,786,393	6,988,309	2.98%	7,185,845	2.83%
June	6,766,327	7,031,165	3.91%	7,208,244	2.52%
July	6,775,613	7,049,914	4.05%	7,228,875	2.54%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	286,121	288,390	0.79%	302,316	4.83%
September	304,976	296,361	-2.82%	305,806	3.19%
October	288,456	289,647	7.89%	298,040	2.90%
November	243,193	304,762	25.32%	318,659	4.56%
December	293,968	296,888	0.99%	301,964	1.71%
January	279,154	277,061	-0.75%	283,228	2.23%
February	280,121	282,588	0.88%	285,444	1.01%
March	287,601	291,919	1.50%	297,011	1.74%
April	281,100	289,571	3.01%	294,548	1.72%
May	286,442	302,178	5.49%	314,372	4.04%
June	302,486	308,600	2.02%	310,718	0.69%
July	293,335	302,669	3.18%	312,440	3.23%

MTA Metro-North Railroad

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	7,349,146	7,132,265	-2.95%	7,078,935	-0.75%
September	6,754,982	6,786,130	0.46%	7,215,858	6.33%
October	6,778,733	7,382,282	8.90%	7,653,001	3.67%
November	6,283,202	6,680,246	6.32%	6,685,728	0.08%
December	7,009,613	7,062,872	0.76%	7,502,155	6.22%
January	6,677,133	6,526,250	-2.26%	6,304,067	-3.40%
February	5,996,007	5,963,984	-0.53%	5,972,025	0.13%
March	6,961,373	6,824,170	-1.97%	7,171,308	5.09%
April	7,106,230	7,159,018	0.74%	7,283,033	1.73%
May	7,198,299	7,169,671	-0.40%	7,177,702	0.11%
June	7,095,500	7,360,103	3.73%	7,603,084	3.30%
July	7,300,168	7,520,253	3.01%	7,644,287	1.65%
12 Month Ave	6,875,866	6,963,937	1.28%	7,107,599	2.06%
Year-to-Date	48,334,710	48,523,449	0.39%	49,155,506	1.30%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	7,034,818	6,857,792	-2.52%	6,959,493	1.48%
September	7,017,694	6,860,388	-2.24%	6,995,304	1.97%
October	6,995,683	6,910,684	-1.22%	7,017,863	1.55%
November	6,940,270	6,943,771	0.05%	7,018,320	1.07%
December	6,912,802	6,948,209	0.51%	7,054,927	1.54%
January	6,924,432	6,935,635	0.16%	7,036,412	1.45%
February	6,891,109	6,932,967	0.61%	7,037,082	1.50%
March	6,875,789	6,921,533	0.67%	7,066,010	2.09%
April	6,886,972	6,925,932	0.57%	7,076,345	2.17%
May	6,883,247	6,923,546	0.59%	7,077,014	2.22%
June	6,868,710	6,945,597	1.12%	7,097,262	2.18%
July	6,875,866	6,963,937	1.28%	7,107,599	2.06%
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	280,806	280,298	-0.18%	284,812	1.61%
September	291,967	289,232	-0.94%	298,002	3.03%
October	260,443	286,372	9.96%	296,293	3.46%
November	264,012	291,100	10.26%	299,951	3.04%
December	287,219	285,736	-0.52%	295,383	3.38%
January	273,955	268,835	-1.87%	261,367	-2.78%
February	272,440	270,975	-0.54%	268,325	-0.98%
March	283,836	279,347	-1.58%	282,459	1.11%
April	286,265	287,779	0.53%	289,364	0.55%
May	286,024	291,057	1.76%	293,956	1.00%
June	299,687	302,876	1.06%	301,191	-0.56%
July	289,015	296,775	2.69%	297,710	0.31%

East of Hudson

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	7,192,537	6,995,610	-2.74%	6,935,605
September	6,618,194	6,659,062	0.62%	7,072,104
October	6,639,905	7,241,822	9.07%	7,499,635
November	6,211,788	6,556,763	5.55%	6,555,045
December	6,901,054	6,927,541	0.38%	7,356,438
January	6,559,573	6,398,208	-2.46%	6,173,388
February	5,883,759	5,846,639	-0.63%	5,849,842
March	6,827,778	6,684,169	-2.10%	7,018,867
April	6,973,347	7,018,716	0.65%	7,134,749
May	7,061,066	7,028,443	-0.46%	7,034,780
June	6,959,429	7,213,680	3.65%	7,447,078
July	7,156,528	7,366,433	2.93%	7,487,082
12 Month Ave	6,748,747	6,828,091	1.18%	6,963,718
Year-to-Date	47,421,480	47,556,288	0.28%	48,145,786

12 Month Averages				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	6,902,348	6,732,336	-2.46%	6,823,090
September	6,882,159	6,735,742	-2.13%	6,857,510
October	6,856,715	6,785,901	-1.03%	6,878,995
November	6,803,441	6,814,649	0.16%	6,878,852
December	6,778,435	6,816,857	0.57%	6,914,593
January	6,791,068	6,803,409	0.18%	6,895,858
February	6,759,295	6,800,316	0.61%	6,896,125
March	6,745,393	6,788,349	0.64%	6,924,016
April	6,757,193	6,792,129	0.52%	6,933,686
May	6,754,425	6,789,411	0.52%	6,934,214
June	6,740,951	6,810,598	1.03%	6,953,664
July	6,748,747	6,828,091	1.18%	6,963,718

Average Weekday Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	273,982	274,082	0.04%	277,998
September	284,787	282,886	-0.67%	291,153
October	253,501	280,254	10.55%	289,611
November	260,337	284,607	9.32%	292,710
December	281,798	279,287	-0.89%	288,744
January	268,348	262,725	-2.10%	254,821
February	266,546	264,816	-0.65%	261,911
March	277,480	272,688	-1.73%	275,526
April	280,222	281,399	0.42%	282,620
May	279,778	284,329	1.63%	286,818
June	292,904	295,913	1.03%	294,096
July	282,473	289,768	2.58%	290,548

Harlem Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	2,311,944	2,234,767	-3.34%	2,206,725	-1.25%
September	2,162,096	2,201,297	1.81%	2,298,402	4.41%
October	2,180,347	2,436,355	11.74%	2,465,785	1.21%
November	2,068,664	2,160,739	4.45%	2,138,624	-1.02%
December	2,254,289	2,303,474	2.18%	2,398,294	4.12%
January	2,182,967	2,136,239	-2.14%	2,040,760	-4.47%
February	1,979,265	1,958,194	-1.06%	1,931,569	-1.36%
March	2,262,610	2,225,318	-1.65%	2,335,202	4.94%
April	2,286,516	2,303,958	0.76%	2,330,964	1.17%
May	2,326,618	2,295,131	-1.35%	2,288,053	-0.31%
June	2,244,617	2,337,339	4.13%	2,416,613	3.39%
July	2,330,442	2,363,438	1.42%	2,405,804	1.79%
12 Month Ave	2,215,865	2,246,354	1.38%	2,271,400	1.11%
Year-to-Date	15,613,035	15,619,617	0.04%	15,748,965	0.83%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	2,259,258	2,209,433	-2.21%	2,244,017	1.57%
September	2,251,618	2,212,700	-1.73%	2,252,109	1.78%
October	2,243,010	2,234,034	-0.40%	2,254,562	0.92%
November	2,228,129	2,241,707	0.61%	2,252,719	0.49%
December	2,220,656	2,245,806	1.13%	2,260,621	0.66%
January	2,225,292	2,241,912	0.75%	2,252,664	0.48%
February	2,217,264	2,240,156	1.03%	2,250,445	0.46%
March	2,212,370	2,237,048	1.12%	2,259,602	1.01%
April	2,216,656	2,238,502	0.99%	2,261,853	1.04%
May	2,217,299	2,235,878	0.84%	2,261,263	1.14%
June	2,211,163	2,243,604	1.47%	2,267,869	1.08%
July	2,215,865	2,246,354	1.38%	2,271,400	1.11%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	88,674	88,214	-0.52%	89,396	1.34%
September	93,799	93,887	0.09%	95,338	1.55%
October	83,661	94,635	13.12%	95,720	1.15%
November	87,177	94,617	8.53%	96,470	1.96%
December	92,943	93,600	0.71%	94,891	1.38%
January	89,719	88,158	-1.74%	84,941	-3.65%
February	89,947	89,179	-0.85%	87,218	-2.20%
March	92,439	91,373	-1.15%	92,289	1.00%
April	92,340	92,964	0.68%	93,050	0.09%
May	92,633	93,578	1.02%	94,338	0.81%
June	95,281	96,687	1.47%	96,253	-0.45%
July	92,508	93,783	1.38%	94,371	0.63%

Hudson Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	1,433,031	1,373,141	-4.18%	1,381,075	0.58%
September	1,300,945	1,335,036	2.62%	1,402,529	5.06%
October	1,304,322	1,447,870	11.01%	1,465,645	1.23%
November	1,190,123	1,280,951	7.63%	1,271,965	-0.70%
December	1,321,710	1,255,542	-5.01%	1,419,350	13.05%
January	1,250,870	1,230,001	-1.67%	1,185,529	-3.62%
February	1,151,020	1,134,115	-1.47%	1,135,396	0.11%
March	1,316,583	1,288,797	-2.11%	1,370,062	6.31%
April	1,355,099	1,384,546	2.17%	1,397,902	0.96%
May	1,396,805	1,381,606	-1.09%	1,380,142	-0.11%
June	1,370,358	1,422,392	3.80%	1,447,762	1.78%
July	1,344,284	1,454,534	8.20%	1,463,275	0.60%
12 Month Ave	1,311,263	1,332,378	1.61%	1,360,053	2.08%
Year-to-Date	9,185,019	9,295,991	1.21%	9,380,068	0.90%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	1,346,743	1,306,272	-3.01%	1,333,039	2.05%
September	1,341,937	1,309,113	-2.45%	1,338,663	2.26%
October	1,337,349	1,321,075	-1.22%	1,340,144	1.44%
November	1,325,504	1,328,644	0.24%	1,339,396	0.81%
December	1,321,091	1,323,130	0.15%	1,353,046	2.26%
January	1,322,973	1,321,391	-0.12%	1,349,340	2.12%
February	1,318,739	1,319,982	0.09%	1,349,447	2.23%
March	1,316,498	1,317,667	0.09%	1,356,219	2.93%
April	1,318,179	1,320,121	0.15%	1,357,332	2.82%
May	1,317,972	1,318,854	0.07%	1,357,210	2.91%
June	1,316,000	1,323,190	0.55%	1,359,324	2.73%
July	1,311,263	1,332,378	1.61%	1,360,053	2.08%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	54,403	53,645	-1.39%	55,092	2.70%
September	55,710	56,228	0.93%	57,423	2.13%
October	49,650	55,821	12.43%	56,450	1.13%
November	49,881	55,544	11.35%	56,666	2.02%
December	54,024	50,648	-6.25%	55,712	10.00%
January	51,239	50,387	-1.66%	48,922	-2.91%
February	52,086	51,284	-1.54%	50,800	-0.94%
March	53,491	52,564	-1.73%	53,704	2.17%
April	54,378	55,355	1.80%	55,226	-0.23%
May	55,108	55,684	1.05%	56,017	0.60%
June	57,371	58,063	1.21%	56,964	-1.89%
July	53,128	56,978	7.25%	56,525	-0.80%

New Haven Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	3,447,562	3,387,702	-1.74%	3,347,805	-1.18%
September	3,155,153	3,122,729	-1.03%	3,371,173	7.96%
October	3,155,236	3,357,597	6.41%	3,568,205	6.27%
November	2,953,001	3,115,073	5.49%	3,144,456	0.94%
December	3,325,055	3,368,525	1.31%	3,538,794	5.05%
January	3,125,736	3,031,968	-3.00%	2,947,099	-2.80%
February	2,753,474	2,754,330	0.03%	2,782,877	1.04%
March	3,248,585	3,170,054	-2.42%	3,313,603	4.53%
April	3,331,732	3,330,212	-0.05%	3,405,883	2.27%
May	3,337,643	3,351,706	0.42%	3,366,585	0.44%
June	3,344,454	3,453,949	3.27%	3,582,703	3.73%
July	3,481,802	3,548,461	1.91%	3,618,003	1.96%
12 Month Ave	3,221,619	3,249,359	0.86%	3,332,266	2.55%
Year-to-Date	22,623,426	22,640,680	0.08%	23,016,753	1.66%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	3,296,347	3,216,631	-2.42%	3,246,034	0.91%
September	3,288,604	3,213,929	-2.27%	3,266,738	1.64%
October	3,276,356	3,230,793	-1.39%	3,284,288	1.66%
November	3,249,808	3,244,299	-0.17%	3,286,737	1.31%
December	3,236,688	3,247,921	0.35%	3,300,926	1.63%
January	3,242,803	3,240,107	-0.08%	3,293,854	1.66%
February	3,223,292	3,240,178	0.52%	3,296,233	1.73%
March	3,216,525	3,233,634	0.53%	3,308,195	2.31%
April	3,222,358	3,233,507	0.35%	3,314,501	2.50%
May	3,219,154	3,234,679	0.48%	3,315,741	2.51%
June	3,213,788	3,243,804	0.93%	3,326,470	2.55%
July	3,221,619	3,249,359	0.86%	3,332,266	2.55%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	130,905	132,224	1.01%	133,509	0.97%
September	135,278	132,771	-1.85%	138,392	4.23%
October	120,190	129,799	7.99%	137,441	5.89%
November	123,279	134,447	9.06%	139,574	3.81%
December	134,831	135,039	0.15%	138,141	2.30%
January	127,389	124,180	-2.52%	120,958	-2.59%
February	124,513	124,353	-0.13%	123,893	-0.37%
March	131,550	128,751	-2.13%	129,533	0.61%
April	133,503	133,080	-0.32%	134,344	0.95%
May	132,037	135,067	2.29%	136,463	1.03%
June	140,251	141,163	0.65%	140,878	-0.20%
July	136,836	139,007	1.59%	139,653	0.46%

Metropolitan Transportation Authority

West of Hudson

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	156,609	136,655	-12.74%	143,330
September	136,788	127,068	-7.11%	143,754
October	138,828	140,460	1.18%	153,366
November	71,414	123,483	72.91%	130,683
December	108,559	135,331	24.66%	145,717
January	117,560	128,042	8.92%	130,679
February	112,248	117,345	4.54%	122,183
March	133,595	140,001	4.80%	152,441
April	132,883	140,302	5.58%	148,284
May	137,233	141,228	2.91%	142,922
June	136,071	146,423	7.61%	156,006
July	143,640	153,820	7.09%	157,205
12 Month Ave	127,119	135,847	6.87%	143,881
Year-to-Date	913,230	967,161	5.91%	1,009,720

12 Month Averages				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	132,470	125,456	-5.29%	136,403
September	135,535	124,646	-8.03%	137,793
October	138,968	124,782	-10.21%	138,869
November	136,830	129,121	-5.63%	139,469
December	134,367	131,352	-2.24%	140,334
January	133,364	132,226	-0.85%	140,554
February	131,814	132,651	0.63%	140,957
March	130,396	133,184	2.14%	141,994
April	129,779	133,803	3.10%	142,659
May	128,822	134,136	4.12%	142,800
June	127,759	134,998	5.67%	143,599
July	127,119	135,847	6.87%	143,881

Average Weekday Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
August	6,824	6,215	-8.92%	6,814
September	7,180	6,346	-11.62%	6,849
October	6,942	6,118	-11.87%	6,682
November	3,675	6,493	76.68%	7,241
December	5,421	6,449	18.96%	6,639
January	5,608	6,109	8.94%	6,546
February	5,893	6,159	4.50%	6,414
March	6,356	6,659	4.77%	6,933
April	6,043	6,380	5.58%	6,744
May	6,247	6,728	7.71%	7,138
June	6,783	6,964	2.67%	7,095
July	6,543	7,008	7.10%	7,162

Port Jervis Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	100,855	89,188	-11.57%	86,344	-3.19%
September	85,604	80,627	-5.81%	86,526	7.32%
October	87,075	86,989	-0.10%	93,068	6.99%
November	47,613	75,365	58.29%	78,265	3.85%
December	67,755	83,241	22.86%	87,965	5.68%
January	73,570	77,576	5.45%	77,335	-0.31%
February	69,549	71,485	2.78%	72,288	1.12%
March	82,466	84,471	2.43%	89,367	5.80%
April	82,564	85,808	3.93%	88,480	3.11%
May	85,089	85,895	0.95%	86,116	0.26%
June	83,426	87,459	4.83%	92,381	5.63%
July	91,288	93,470	2.39%	93,755	0.30%
12 Month Ave	79,738	83,465	4.67%	85,991	3.03%
Year-to-Date	567,952	586,164	3.21%	599,722	2.31%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	80,040	78,766	-1.59%	83,228	5.66%
September	82,959	78,351	-5.55%	83,719	6.85%
October	86,374	78,344	-9.30%	84,226	7.51%
November	86,451	80,656	-6.70%	84,467	4.72%
December	84,966	81,947	-3.55%	84,861	3.56%
January	84,382	82,281	-2.49%	84,841	3.11%
February	83,364	82,442	-1.11%	84,908	2.99%
March	82,410	82,609	0.24%	85,316	3.28%
April	81,889	82,879	1.21%	85,539	3.21%
May	81,148	82,947	2.22%	85,557	3.15%
June	80,229	83,283	3.81%	85,967	3.22%
July	79,738	83,465	4.67%	85,991	3.03%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	4,396	4,056	-7.72%	4,104	1.17%
September	4,491	4,026	-10.35%	4,123	2.41%
October	4,354	3,790	-12.95%	4,056	7.02%
November	2,455	3,963	61.43%	4,335	9.39%
December	3,383	3,967	17.26%	4,008	1.03%
January	3,511	3,703	5.47%	3,875	4.65%
February	3,648	3,750	2.77%	3,793	1.16%
March	3,922	4,017	2.40%	4,065	1.20%
April	3,755	3,902	3.92%	4,024	3.12%
May	3,874	4,092	5.63%	4,300	5.07%
June	4,158	4,159	0.03%	4,202	1.04%
July	4,159	4,260	2.43%	4,273	0.31%

Pascack Valley Line

Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	55,754	47,467	-14.86%	56,986	20.05%
September	51,184	46,441	-9.27%	57,228	23.23%
October	51,753	53,471	3.32%	60,298	12.77%
November	23,801	48,118	102.17%	52,418	8.94%
December	40,804	52,090	27.66%	57,752	10.87%
January	43,990	50,466	14.72%	53,344	5.70%
February	42,699	45,860	7.40%	49,895	8.80%
March	51,129	55,530	8.61%	63,074	13.59%
April	50,319	54,494	8.30%	59,804	9.74%
May	52,144	55,333	6.12%	56,806	2.66%
June	52,645	58,964	12.00%	63,625	7.90%
July	52,352	60,350	15.28%	63,450	5.14%
12 Month Ave	47,381	52,382	10.55%	57,890	10.52%
Year-to-Date	345,278	380,997	10.34%	409,998	7.61%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	52,430	46,691	-10.95%	53,175	13.89%
September	52,576	46,295	-11.95%	54,074	16.80%
October	52,594	46,439	-11.70%	54,643	17.67%
November	50,379	48,465	-3.80%	55,001	13.49%
December	49,402	49,405	0.01%	55,473	12.28%
January	48,982	49,945	1.97%	55,713	11.55%
February	48,449	50,209	3.63%	56,049	11.63%
March	47,985	50,575	5.40%	56,678	12.07%
April	47,890	50,923	6.33%	57,121	12.17%
May	47,675	51,189	7.37%	57,243	11.83%
June	47,531	51,716	8.80%	57,632	11.44%
July	47,381	52,382	10.55%	57,890	10.52%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	2,428	2,159	-11.08%	2,710	25.53%
September	2,689	2,320	-13.72%	2,726	17.50%
October	2,588	2,328	-10.05%	2,626	12.80%
November	1,220	2,530	107.38%	2,906	14.86%
December	2,038	2,482	21.79%	2,631	6.00%
January	2,097	2,406	14.76%	2,671	10.99%
February	2,245	2,409	7.31%	2,621	8.80%
March	2,433	2,642	8.58%	2,868	8.55%
April	2,288	2,478	8.31%	2,720	9.77%
May	2,372	2,636	11.11%	2,838	7.67%
June	2,625	2,805	6.83%	2,893	3.14%
July	2,384	2,748	15.25%	2,889	5.14%

MTA Bridges & Tunnels

Revenue Vehicles					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	25,669,824	25,636,599	-0.13%	25,951,945	1.23%
September	23,763,047	23,810,071	0.20%	24,481,160	2.82%
October	22,928,321	25,036,991	9.20%	25,189,827	0.61%
November	20,945,342	23,200,297	10.77%	23,361,017	0.69%
December	23,355,262	23,035,975	-1.37%	24,182,522	4.98%
January	22,290,223	20,747,317	-6.92%	20,983,289	1.14%
February	19,831,970	18,701,703	-5.70%	19,983,679	6.85%
March	23,376,021	23,431,567	0.24%	23,836,645	1.73%
April	23,638,588	23,834,773	0.83%	24,825,057	4.15%
May	25,045,252	25,668,919	2.49%	26,487,678	3.19%
June	24,738,988	25,374,933	2.57%	26,146,263	3.04%
July	24,886,530	25,435,425	2.21%	26,908,242	5.79%
12 Month Ave	23,372,447	23,659,548	1.23%	24,361,444	2.97%
Year-to-Date	163,807,572	163,194,637	-0.37%	169,170,853	3.66%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	23,903,353	23,369,679	-2.23%	23,685,826	1.35%
September	23,885,599	23,373,597	-2.14%	23,741,750	1.58%
October	23,784,961	23,549,320	-0.99%	23,754,487	0.87%
November	23,576,786	23,737,233	0.68%	23,767,880	0.13%
December	23,550,942	23,710,625	0.68%	23,863,426	0.64%
January	23,593,748	23,582,050	-0.05%	23,883,090	1.28%
February	23,473,067	23,487,861	0.06%	23,989,921	2.14%
March	23,427,099	23,492,490	0.28%	24,023,678	2.26%
April	23,426,029	23,508,839	0.35%	24,106,202	2.54%
May	23,413,736	23,560,811	0.63%	24,174,431	2.60%
June	23,372,538	23,613,806	1.03%	24,238,709	2.65%
July	23,372,447	23,659,548	1.23%	24,361,444	2.97%
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
August	842,278	837,517	-0.57%	856,625	2.28%
September	821,457	811,806	-1.17%	834,545	2.80%
October	736,273	817,107	10.98%	824,083	0.85%
November	725,399	802,918	10.69%	810,122	0.90%
December	802,287	785,165	-2.13%	809,947	3.16%
January	755,080	700,973	-7.17%	709,750	1.25%
February	765,137	693,199	-9.40%	752,873	8.61%
March	776,880	780,125	0.42%	788,973	1.13%
April	801,771	805,672	0.49%	837,547	3.96%
May	834,831	849,333	1.74%	880,346	3.65%
June	838,525	850,160	1.39%	884,490	4.04%
July	824,594	846,651	2.67%	887,809	4.86%

Fuel Hedge Program

Current Hedge Activity

Ultra Low Sulfur Diesel Hedges				Natural Gas Hedge			
Start	End	Lock in Price/Gal	Gallons Hedged/Mn	Start	End	Lock in Price/MMBtu	MMBtus Hedged/Mn
Mar-2015	Feb-2016	\$2.807	231,917	*			
Apr-2015	Mar-2016	\$2.821	231,917	*			
Jul-2014	Apr-2016	\$2.863	204,265	*			
Jun-2015	May-2016	\$2.927	246,153	*			
Jul-2015	Jun-2016	\$2.865	246,152	*			
Aug-2015	Jul-2016	\$2.818	246,150	*			
Apr-2015	Aug-2016	\$2.736	208,878	*			
Oct-2015	Sep-2016	\$2.551	244,601	*			
Nov-2015	Oct-2016	\$2.395	244,599	*			
Dec-2015	Nov-2016	\$2.034	244,601	*			
Jan-2016	Dec-2016	\$1.810	241,927	*			
Feb-2016	Jan-2016	\$2.052	244,389	*			
Mar-2016	Feb-2017	\$1.920	244,391	*			
Apr-2016	Mar-2017	\$2.086	238,048	*			
May-2016	Apr-2017	\$1.997	241,846	*			
Jun-2016	May-2017	\$2.013	243,542	*			
Jul-2016	Jun-2017	\$1.815	243,336	*			

Commodity Prices Assumed in Financial Plan						
	Diesel Fuel			Natural Gas		
	2015	2016	2017	2015	2016	2017
2015 Adopted Budget	\$2.79	\$2.72	\$2.77	\$3.95	\$4.08	\$4.21
2015 July Plan	\$1.84	\$1.99	\$2.05	\$2.75	\$3.06	\$3.32

Annual Impact as of September 8, 2015

	(\$ in millions)		
	<u>2015</u>	<u>2016</u>	<u>2017</u>
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. Budget	\$67.585	\$71.133	\$66.863
Impact of Hedge	<u>(43.990)</u>	<u>(21.431)</u>	<u>(1.462)</u>
Net Impact: Fav/(Unfav)	\$23.595	\$49.702	\$65.400
<u>Compressed Natural Gas</u>			
Current Prices vs. Budget	(\$1.868)	\$0.529	\$10.682
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$1.868)	\$0.529	\$10.682
<u>Summary</u>			
Current Prices vs. Budget	\$65.718	\$71.662	\$77.545
Impact of Hedge	<u>(43.990)</u>	<u>(21.431)</u>	<u>(1.462)</u>
Net Impact: Fav/(Unfav)	\$21.727	\$50.231	\$76.082

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

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
Consolidated Accrual Statement of Operations by Category
June 2015
(\$ 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
Revenue									
Farebox Revenue	\$517.2	\$516.8	(\$0.4)	(0.1)	\$0.0	\$0.0	\$0.0	-	\$517.2
Vehicle Toll Revenue	156.9	160.2	3.3	2.1	0.0	0.0	0.0	-	156.9
Other Operating Revenue	63.7	54.2	(9.5)	(15.0)	0.0	0.0	0.0	-	63.7
Capital & Other Reimbursements	0.0	0.0	0.0	-	157.9	163.5	5.5	3.5	157.9
Total Revenue	\$737.8	\$731.2	(\$6.6)	(0.9)	\$157.9	\$163.5	\$5.5	3.5	\$895.8
Expenses									
Labor:									
Payroll	\$378.2	\$372.0	\$6.2	1.6	\$54.7	\$56.0	(\$1.3)	(2.3)	\$432.9
Overtime	61.4	62.6	(1.2)	(1.9)	8.4	17.9	(9.5)	*	69.8
Health and Welfare	98.9	88.8	10.1	10.2	6.0	7.6	(1.6)	(26.9)	104.9
OP&B Current Payment	36.4	47.5	(11.1)	(30.6)	0.8	0.7	0.1	14.9	37.1
Pensions	61.3	60.4	1.0	1.6	5.8	8.0	(2.2)	(38.1)	67.1
Other Fringe Benefits	56.2	66.9	(10.7)	(19.1)	17.5	15.8	1.7	9.8	73.6
Reimbursable Overhead	(36.1)	(30.4)	(5.7)	(15.7)	35.9	29.9	6.0	16.7	(0.1)
Total Labor Expenses	\$656.3	\$667.8	(\$11.5)	(1.8)	\$129.1	\$135.9	(\$6.8)	(5.2)	\$785.4
Non-Labor:									
Electric Power	\$37.4	\$35.7	\$1.7	4.7	\$0.0	\$0.1	(\$0.1)	*	\$37.5
Fuel	15.0	16.0	(1.0)	(7.0)	0.0	0.0	0.0	-	15.0
Insurance	4.2	4.0	0.2	3.9	1.3	1.4	(0.1)	(9.0)	5.4
Claims	31.3	29.6	1.7	5.3	0.0	0.0	0.0	-	31.3
Paratransit Service Contracts	32.3	32.9	(0.6)	(1.9)	0.0	0.0	0.0	-	32.3
Maintenance and Other Operating Contracts	55.9	47.1	8.7	15.6	5.6	6.5	(0.8)	(14.6)	61.5
Professional Service Contracts	29.7	41.8	(12.2)	(41.1)	7.7	6.0	1.7	21.6	37.4
Materials & Supplies	46.8	41.9	4.9	10.4	13.7	13.2	0.6	4.0	60.5
Other Business Expenses	15.6	14.0	1.6	10.5	0.5	0.4	0.0	8.3	16.1
Total Non-Labor Expenses	\$268.0	\$263.1	\$4.9	1.8	\$28.9	\$27.6	\$1.2	4.3	\$296.9
Other Expense Adjustments:									
Other	4.4	2.6	1.8	41.2	0.0	0.0	0.0	-	4.4
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0
Total Other Expense Adjustments	\$4.4	\$2.6	\$1.8	41.2	\$0.0	\$0.0	\$0.0	-	\$4.4
Total Expenses before Non-Cash Liability Adjts.	\$928.7	\$933.5	(\$4.7)	(0.5)	\$157.9	\$163.5	(\$5.5)	(3.5)	\$1,086.6
Depreciation	203.0	192.9	10.1	5.0	0.0	0.0	0.0	-	203.0
OP&B Obligation	438.3	482.1	(43.8)	(10.0)	0.0	0.0	0.0	-	438.3
Environmental Remediation	0.8	0.1	0.8	93.3	0.0	0.0	0.0	-	0.8
Total Expenses	\$1,570.8	\$1,608.5	(\$37.8)	(2.4)	\$157.9	\$163.5	(\$5.5)	(3.5)	\$1,728.7
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$833.0)	(\$877.3)	(\$44.4)	(5.3)	\$0.0	(\$0.0)	(\$0.0)	*	(\$833.0)
Subsidies	\$480.3	504.8	24.6	5.1	0.0	0.0	0.0	-	480.3
Debt Service	213.5	205.9	7.6	3.6	0.0	0.0	0.0	-	213.5

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
-- Differences are due to rounding.
* Variance exceeds 100%.

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 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												
Farabox Revenue	\$2,869.8	\$2,871.5	\$1.7	0.1	\$0.0	\$0.0	\$0.0	-	\$2,869.8	\$2,871.5	\$1.7	0.1
Vehicle Toll Revenue	853.2	856.4	3.3	0.4	0.0	0.0	0.0	-	853.2	856.4	3.3	0.4
Other Operating Revenue	352.8	341.7	(11.1)	(3.1)	0.0	0.0	0.0	-	352.8	341.7	(11.1)	(3.1)
Capital & Other Reimbursements	0.0	0.0	0.0	-	866.3	878.7	12.4	1.4	866.3	878.7	12.4	1.4
Total Revenue	\$4,075.8	\$4,069.6	(\$6.1)	(0.2)	\$866.3	\$878.7	\$12.4	1.4	\$4,942.1	\$4,948.4	\$6.3	0.1
Expenses												
Labor:												
Payroll	\$2,292.4	\$2,283.7	\$8.7	0.4	\$307.7	\$312.4	(\$4.8)	(1.5)	\$2,600.1	\$2,596.2	\$3.9	0.2
Overtime	382.9	382.7	0.1	0.0	83.5	98.2	(14.7)	(17.6)	466.4	481.0	(14.6)	(3.1)
Health and Welfare	523.9	513.0	11.0	2.1	30.5	33.3	(2.8)	(9.1)	554.4	546.3	8.2	1.5
OPEB Current Payment	250.9	260.8	(9.9)	(3.9)	3.9	3.8	0.1	2.9	254.8	264.6	(9.8)	(3.8)
Pensions	310.2	305.6	4.6	1.5	30.4	34.1	(3.7)	(12.3)	340.6	339.7	0.8	0.2
Other Fringe Benefits	320.3	331.0	(10.6)	(3.3)	102.5	102.2	0.3	0.3	422.8	433.2	(10.3)	(2.4)
Reimbursable Overhead	(186.6)	(184.4)	(2.3)	(1.2)	186.6	184.7	1.9	1.0	(0.0)	0.3	(0.3)	*
Total Labor Expenses	\$3,894.0	\$3,892.4	\$1.6	0.0	\$745.1	\$768.7	(\$23.6)	(3.2)	\$4,639.0	\$4,661.1	(\$22.1)	(0.5)
Non-Labor:												
Electric Power	\$260.4	\$258.1	\$2.2	0.9	\$0.5	\$1.1	(\$0.5)	*	\$260.9	\$259.2	\$1.7	0.7
Fuel	95.4	95.9	(0.5)	(0.5)	0.0	0.0	0.0	39.9	95.4	95.9	(0.5)	(0.5)
Insurance	26.6	25.9	0.7	2.5	5.1	4.7	0.4	7.0	31.6	30.6	1.0	3.3
Claims	128.2	125.5	2.7	2.1	0.0	0.0	0.0	-	128.2	125.5	2.7	2.1
Paratransit Service Contracts	187.2	187.8	(0.6)	(0.3)	0.0	0.0	0.0	-	187.2	187.8	(0.6)	(0.3)
Maintenance and Other Operating Contracts	262.4	247.8	14.6	5.6	29.3	29.9	(0.5)	(1.8)	291.7	277.6	14.1	4.8
Professional Service Contracts	151.4	161.1	(9.7)	(6.4)	28.0	25.9	2.1	7.6	179.4	186.9	(7.5)	(4.2)
Materials & Supplies	274.3	267.2	7.1	2.6	63.0	56.8	6.2	9.9	337.3	324.0	13.4	4.0
Other Business Expenses	104.8	103.7	1.1	1.1	(4.8)	(8.3)	3.5	73.5	100.1	95.4	4.6	4.6
Total Non-Labor Expenses	\$1,490.6	\$1,472.9	\$17.7	1.2	\$121.2	\$110.0	\$11.2	9.2	\$1,611.8	\$1,563.0	\$28.9	1.8
Other Expense Adjustments:												
Other	16.4	14.6	1.8	10.9	0.0	0.0	0.0	-	16.4	14.6	1.8	10.9
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$16.4	\$14.6	\$1.8	10.9	\$0.0	\$0.0	\$0.0	-	\$16.4	\$14.6	\$1.8	10.9
Total Expenses before Non-Cash Liability Adjs.												
Depreciation	1,151.9	1,141.8	10.1	0.9	0.0	0.0	0.0	-	1,151.9	1,141.8	10.1	0.9
OPEB Obligation	1,011.0	1,055.4	(44.4)	(4.4)	0.0	0.0	0.0	-	1,011.0	1,055.4	(44.4)	(4.4)
Environmental Remediation	5.1	4.4	0.7	14.0	0.0	0.0	0.0	-	5.1	4.4	0.7	14.0
Total Expenses	\$7,569.0	\$7,581.5	(\$12.5)	(0.2)	\$866.3	\$878.7	(\$12.5)	(1.4)	\$8,435.2	\$8,460.2	(\$25.0)	(0.3)
Net Surplus/(Deficit) excluding Subsidies and Debt Service												
	(\$3,493.2)	(\$3,511.8)	(\$18.6)	(0.5)	\$0.0	(\$0.0)	(\$0.0)	*	(\$3,493.2)	(\$3,511.8)	(\$18.6)	(0.5)
Subsidies	4,128.2	4,032.1	(96.1)	(2.3)	0.0	0.0	0.0	-	4,128.2	4,032.1	(96.1)	(2.3)
Debt Service	1,201.8	1,194.2	7.6	0.6	0.0	0.0	0.0	-	1,201.8	1,194.2	7.6	0.6

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

-- Differences are due to rounding.

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%	
Farebox Revenue	NR	(0.4)	(0.1)	MNR and NYCT had unfavorable variances of (\$0.5M) and (\$0.3M), respectively, mostly attributable to lower ridership. These results were partially offset by a favorable variance of \$0.4M at the LIRR primarily due to higher ridership.	1.7	0.1	The LIRR had a favorable variance of \$1.6M mostly due to higher ridership, while NYCT had an unfavorable variance of (\$0.3M) due to lower ridership.
Vehicle Toll Revenue	NR	3.3	2.1	Toll revenues were favorable due to higher traffic volume.	3.3	0.4	Toll revenues were favorable mainly due to higher traffic volume.
Other Operating Revenue	NR	(9.5)	(15.0)	The unfavorable outcome largely reflects a timing delay in the receipt of Verrazano Narrows Bridge toll rebate reimbursements from NYS -- (\$9.1M) at MTA HQ; and a net negative shift in the market value of the invested asset portfolio -- (\$4.2M) at FMTAC. These results were partially offset by favorable variances resulting from the timing of a NYC reimbursement for paratransit expenses -- \$1.9M at NYCT; higher E-ZPass and other toll administrative fee revenue -- \$1.1M at B&T; higher rental and special services revenue as well as the timing of miscellaneous and freight revenue -- \$0.4M at the LIRR; and higher net GCT retail revenue due to lower management expenses and the recognition of settlement payments for defective concrete ties -- \$0.3M at MNR.	(11.1)	(3.1)	The unfavorable YTD outcome largely reflects a timing delay in the receipt of Verrazano Narrows Bridge toll rebate reimbursements from NYS -- (\$9.1M) at MTA HQ; a net negative shift in the market value of the invested asset portfolio -- (\$6.1M) at FMTAC; and the timing of advertising and miscellaneous revenue -- (\$0.4M) at the LIRR. These results were partially offset by favorable variances stemming from the timing of a NYC reimbursement for paratransit expenses -- \$1.9M at NYCT; higher net GCT retail revenues due to lower management expenses and higher GCT digital advertising revenue -- \$1.4M at MNR; and higher E-ZPass and other toll administrative fee revenue -- \$1.1M at B&T.
Payroll	NR	6.2	1.6	Vacancies and timing were primarily responsible for favorable variances of \$3.0M at NYCT, \$2.7M at the LIRR, \$2.6M at B&T, and \$2.1M at MNR. These results were partially offset by unfavorable variances of (\$2.9M) at MTA HQ primarily due to the timing of IT consolidation charges, (\$0.9M) at MTA Bus due to the timing of inter-agency billings and (\$0.3M) at SIR, also due to timing.	8.7	0.4	Vacancies and timing were primarily responsible for favorable variances of \$3.5M at the LIRR, \$3.0M at NYCT, \$2.8M at MNR, and \$2.6M at B&T. These results were partially offset by unfavorable variances of (\$1.9M) at MTA HQ primarily due to the timing of IT consolidation charges, (\$0.9M) at MTA Bus due to the timing of inter-agency billings, and (\$0.3M) at SIR, also due to timing.
Overtime	NR	(1.2)	(1.9)	The impact of service delays, subway track and bus fleet maintenance, and vacancy/absentee coverage resulted in unfavorable variances of (\$1.3M) at NYCT and (\$1.3M) at MTA Bus. These results were partially offset by favorable outcomes of \$0.9M at the LIRR resulting from lower scheduled/unscheduled service, vacancy/absentee, and weather-related coverage requirements, and \$0.6M at MNR mainly resulting from timing.	0.1	0.0	The YTD variance mainly reflects the impact of underruns of \$0.6M at MNR resulting from higher staff availability due to newly graduated Conductor classes, lower-than-anticipated attrition levels and timing; and \$0.9M at the LIRR resulting from lower overtime needed to maintain on-time performance, higher availability in M of E, and lower-than-forecasted weather-related expenses. These were partially offset by overruns of (\$1.3M) at both NYCT and MTA Bus resulting from service delays, subway track and bus fleet maintenance, and vacancy/absentee coverage requirements. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	10.1	10.2	The overall favorable result was mainly comprised of: \$8.9M at NYCT due to timing; \$1.6M at MNR, reflecting lower premiums; and \$0.4M at B&T due to vacancies and timing. These results were partially offset by an unfavorable variance of (\$0.7M) at MTA HQ mostly attributable to the timing of IT consolidation charges.	11.0	2.1	The overall favorable result was mainly comprised of: \$8.9M at NYCT due to timing; \$1.8M at MNR, reflecting lower premiums; \$0.5M at the LIRR caused by vacancies; and \$0.4M at B&T due to vacancies and timing. These results were partially offset by an unfavorable variance of (\$0.7M) at MTA HQ mainly due to the timing of IT consolidation charges.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		YEAR-TO-DATE	
		Reason for Variance		Reason for Variance	
		Favorable (Unfavorable)	%	Favorable (Unfavorable)	%
		\$	(30.6)	\$	(3.9)
OPEB - Current Payment	NR	(11.1)	(30.6)	(9.9)	(3.9)
Pensions	NR	1.0	1.6	4.6	1.5
Other Fringe Benefits	NR	(10.7)	(19.1)	(10.6)	(3.3)
Reimbursable Overhead	NR	(5.7)	(15.7)	(2.3)	(1.2)
Fuel	NR	(1.0)	(7.0)	(0.5)	(0.5)
Electric Power	NR	1.7	4.7	2.2	0.9
Insurance	NR	0.2	3.9	0.7	2.5
Claims	NR	1.7	5.3	2.7	2.1
Paratransit Service Contracts	NR	(0.6)	(1.9)	(0.6)	(0.3)

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reason for Variance	YEAR-TO-DATE	
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%
Maintenance and Other Operating Contracts	NR	\$ 8.7	15.6	The overall favorable result was mainly attributable to timing: \$3.3M at B&T for major maintenance work, painting and E-ZPass tags; \$2.5M at the LIRR due to joint facilities, vegetation management and elevator/escalator costs, \$1.4M at MNR due to GCT utilities and maintenance contracts; \$1.4M at MTA HQ for rental payments at 2 Broadway; \$0.5M at MTA Bus as a result of timing and a misclassification of security costs in Materials & Supplies; and SIR. Partially offsetting these results was an unfavorable variance of (\$0.9M) at NYCT due to building and equipment rental expenses and higher telephone costs.	\$ 14.6	5.6
Professional Service Contracts	NR	(12.2)	(41.1)	The LIRR was (\$11.6M) unfavorable reflecting the capture of planning studies originally assumed to be capitalized. MTA HQ was (\$4.6M) unfavorable due to the timing of IT consolidation charges for hardware and maintenance expenses. Partially offsetting these results were favorable variances primarily attributable to timing: \$1.5M at B&T for bond issuance costs, office equipment maintenance and consultant services; \$1.4M at MNR due to IT chargebacks; and \$0.9M at MTA Bus due to inter-agency chargebacks.	(9.7)	(6.4)
Materials & Supplies	NR	4.9	10.4	The overall favorable variance was largely attributable to the timing of inventory/obsolescence adjustments and increased scrap sales -- \$2.8M at NYCT; timing -- \$1.3M at MTA Bus; and lower usage of material in the wheel shop (safety stock) -- \$0.6M at the LIRR.	7.1	2.6
Other Business Expenses	NR	1.6	10.5	MTA HQ was \$1.5M favorable due to timing. The LIRR was \$0.8M favorable mainly due to a bad debt reserve adjustment. These results were partially offset by an unfavorable variance of (\$0.7M) at MNR mostly due to Madison Avenue relocation expenses.	1.1	1.1
Other Expense Adjustments	NR	1.8	41.2	Variance due to favorable timing differences in project completions.	1.8	10.9
Depreciation	NR	10.1	5.0	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$10.0M at NYCT and \$1.6M at MTA HQ, and unfavorable variances of (\$1.0M) at MTA Bus, (\$0.5M) at MNR, and (\$0.3M) at SIR.	10.1	0.9

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		YEAR-TO-DATE	
		Reason for Variance		Reason for Variance	
		Favorable (Unfavorable)	%	Favorable (Unfavorable)	%
Other Post-Employment Benefits	NR	\$ (43.8)	(10.0)	\$ (44.4)	(4.4)
		The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. NYCT had an unfavorable variance of (\$45.9M) primarily due to increased accrued expenses, based on current actuarial information. This result was partially offset by a favorable variance of \$1.9M at MTA HQ and \$0.3M at the LIRR.			
Environmental Remediation	NR	0.8	93.3	0.7	14.0
		Favorable variance reflects overall lower costs approximating \$0.4M at both the MNR and the LIRR.			
Capital & Other Reimbursements	R	5.5	3.5	12.4	1.4
		Timing and higher project activity were mostly responsible for favorable variances of \$11.3M at NYCT and \$7.8M at the LIRR and unfavorable variances of (\$12.5M) at MTA HQ, (\$0.8M) at B&T, and (\$0.4M) at MNR.			
Payroll	R	(1.3)	(2.3)	(4.8)	(1.5)
		The timing of project activity was responsible for unfavorable variances of (\$2.2M) at the LIRR and (\$0.7M) at MNR, as well as favorable variances of \$1.6M at NYCT and \$0.3M at B&T.			
Overtime	R	(9.5)	*	(14.7)	(17.6)
		The overage reflects the impact of higher Subway Capital Track Program requirements at NYCT (\$6.8M), higher capital project activity at the LIRR (\$2.1M), and higher MTA Police activity at MTA HQ (\$0.8M).			
Health and Welfare	R	(1.6)	(26.9)	(2.8)	(9.1)
		MNR and the LIRR had unfavorable variances of (\$0.9M) and (\$0.7M), respectively, due to timing an higher project activity.			
OPEB - Current Payment	R	0.1	14.9	0.1	2.9
		Minor variance.			
Pensions	R	(2.2)	(38.1)	(3.7)	(12.3)
		The LIRR was (\$1.4M) unfavorable due to timing. MNR was (\$0.7M) unfavorable due to higher expenses for the Connecticut Track Program and Electric Fleet Replacement.			
Other Fringe Benefits	R	1.7	9.8	0.3	0.3
		MNR had a favorable variance of \$1.9M mostly due to retroactive wage adjustments. Lower direct overhead expenses resulting from salary and wage underruns were responsible for a favorable variance at NYCT of \$0.3M. These results were partially offset by an unfavorable variance of (\$0.5M) at the LIRR due to the timing of project activity and interagency reimbursements.			
Reimbursable Overhead	R	6.0	16.7	1.9	1.0
		The favorable outcome largely reflects the timing of expense recovery billings, \$11.8M at MTA HQ, partially offset by higher project activity which resulted in unfavorable outcomes of (\$3.9M) at NYCT, (\$1.1M) at the LIRR, and (\$1.0M) at MNR.			

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		YEAR-TO-DATE	
		Reason for Variance		Reason for Variance	
		Favorable (Unfavorable)	% *	Favorable (Unfavorable)	% *
Electric Power	R	\$ 0.1	(9.0)	\$ (0.5)	(0.5)
					The overage reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line at MNR.
Insurance	R	(0.1)	(9.0)	0.4	7.0
					The LIRR was \$0.4M favorable due to lower project activity, while MNR was (\$0.3M) unfavorable due to higher project activity.
Maintenance and Other Operating Contracts	R	(0.8)	(14.6)	(0.5)	(1.8)
					Timing and project activity levels resulted in unfavorable variances of (\$1.9M) at NYCT and a favorable variance of \$0.6M at the LIRR. MTA CC was \$0.3M favorable due to the timing of office rental space at 2 Broadway.
Professional Service Contracts	R	1.7	21.6	2.1	7.6
					Timing was the overall cause for this variance: MTA HQ was \$1.5M favorable due to West Side Yard project activities; and MTA CC was \$0.3M favorable due to MTA Audit chargebacks.
Materials & Supplies	R	0.6	4.0	6.2	9.9
					Timing and changes in project activity levels, maintenance material requirements, and the timing of payments contributed to the favorable results of \$1.9M at MNR, as well as the unfavorable result of (\$0.8M) at the LIRR and (\$0.6M) at NYCT.
Other Business Expenses	R	0.0	8.3	3.5	73.5
					Agency variances were minor.
Subsidies	NR	24.6	5.1	(96.1)	(2.3)
					The favorable variance for the month of \$24.6 million was mainly due to accrual timing differences for PMT (\$56.0 million) and PBT (\$48.4 million). This was offset by unfavorable MTA Aid transactions (\$63.5 million) and CDOT (\$14.3 million), both due to timing.
Debt Service	NR	7.6	3.6	7.6	0.6
					Favorable Year-to-Date variance of \$7.6 million mainly due to lower variable rates.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
June 2015

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 2015 (year-to-date).

2015 OVERTIME REPORTING - PRELIMINARY JUNE RESULTS (NON-REIMBURSABLE)

Month

Total overtime was (\$1.2M), or (2%), unfavorable to the Mid-Year Forecast.

Programmatic/Routine Maintenance was (\$3.1M) unfavorable primarily due to greater maintenance work for the over-age fleet at the department of buses and track maintenance at NYCT, as well as greater levels of work required by the aging bus fleet at MTA Bus. Other contributors of the overrun include greater station enhancement and Park Avenue Viaduct repair costs at MNR, as well as platform replacement at Belmont Park, timber and concrete tie installation, and third-rail tie work at the LIRR. .

Vacancy/Absentee Coverage was \$1.4M favorable due to lower vacancies at NYCT, partially offset by vacancy coverage at MTA Bus.

Other was \$1.1M favorable, mostly due to timing at MNR.

YTD

Total overtime was \$0.1M, or (0%) favorable to the Mid-Year Forecast.

Scheduled Service was \$1.6M favorable, mostly due to higher employee availability caused by new Conductor graduates available for service at MNR, and lower holiday overtime coverage required within the Maintenance of Equipment and Transportation departments at the LIRR.

Weather Emergencies was \$1.1M favorable, realized primarily at the LIRR and MNR.

Other was \$1.1M favorable, mostly due to timing at MNR and the LIRR.

Programmatic/Routine Maintenance was (\$4.3M) unfavorable primarily due to greater maintenance work for the over-age fleet at the department of buses and track maintenance at NYCT; an increase in track inspections, emergency replacement of

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
June 2015

concrete ties, and platform replacement at Belmont park at the LIRR; and higher-than-anticipated station enhancement and Park Avenue Viaduct repair costs at MNR.

Metropolitan Transportation Authority
2015 February 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>	\$17.1	\$17.2	(\$0.1) (0.4%)	\$105.3	\$103.7	\$1.6 1.5%
<u>Unscheduled Service</u>	\$10.6	\$11.1	(\$0.5) (4.9%)	\$57.8	\$57.5	\$0.3 .5%
<u>Programmatic/Routine Maintenance</u>	\$20.7	\$23.8	(\$3.1) (14.8%)	\$100.9	\$105.2	(\$4.3) (4.2%)
<u>Unscheduled Maintenance</u>	\$0.1	\$0.2	(\$0.0) (30.5%)	\$1.2	\$1.5	(\$0.4) (30.1%)
<u>Vacancy/Absentee Coverage</u>	\$8.7	\$7.3	\$1.4 15.6%	\$56.2	\$55.3	\$0.9 1.6%
<u>Weather Emergencies</u>	\$0.8	\$0.5	\$0.3 41.4%	\$46.0	\$44.9	\$1.1 2.4%
<u>Safety/Security/Law Enforcement</u>	\$0.8	\$1.0	(\$0.2) (31.0%)	\$5.2	\$5.5	(\$0.3) (5.1%)
<u>Other</u>	\$2.6	\$1.5	\$1.1 41.6%	\$10.2	\$9.1	\$1.1 10.9%
Subtotal	\$61.4	\$62.6	(\$1.2) (1.9%)	\$382.9	\$382.7	\$0.1 .0%
REIMBURSABLE OVERTIME	\$8.4	\$17.9	(\$9.5)	\$83.5	\$98.2	(\$14.7)
TOTAL OVERTIME	\$69.8	\$80.5	(\$10.7)	\$466.4	\$481.0	(\$14.6)

* 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
2015 Overtime Reporting
Overtime Legend

Type

Definition

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
June 2015
(\$ in millions)

	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Accrued Subsidies:						
<i>Dedicated Taxes</i>						
Mass Transportation Operating Assistance Fund (MMTOA)	-	-	-	1,563.9	1,563.9	0.0
Petroleum Business Tax	\$65.5	113.9	48.4	302.3	302.3	0.0
MRT 1 (Gross)	24.7	26.7	1.9	147.9	149.8	1.9
MRT 2 (Gross)	10.0	10.4	0.4	50.4	50.7	0.4
Other MRT(b) Adjustments*	(2.0)	(2.0)	0.0	(4.1)	(2.0)	2.1
Urban Tax	61.3	60.4	(1.0)	497.1	496.1	(1.0)
Investment Income	0.3	0.3	-	0.5	0.3	(0.3)
	\$159.8	\$209.7	\$49.8	\$2,558.0	\$2,561.1	\$3.1
<i>New State Taxes and Fees</i>						
Payroll Mobility Taxes	73.6	129.6	56.0	744.9	727.0	(17.9)
Payroll Mobility Tax Replacement Funds	123.7	123.7	-	123.7	123.7	-
MTA Aid Taxes ¹	63.5	-	(63.5)	131.8	69.8	(62.0)
	\$260.8	\$253.3	(\$7.5)	\$1,000.3	\$920.5	(\$79.9)
<i>State and Local Subsidies</i>						
NYS Operating Assistance	-	-	-	187.9	187.9	-
NYC and Local 18b:						
New York City	-	-	-	1.9	1.9	-
Nassau County	-	-	-	11.6	11.6	-
Suffolk County	-	-	-	7.5	7.5	-
Westchester County	-	-	-	7.3	7.3	-
Putnam County	-	-	-	0.4	0.4	-
Dutchess County	-	-	-	0.4	0.4	-
Orange County	-	-	-	0.1	0.1	-
Rockland County	-	-	-	0.0	0.0	-
CDOT Subsidies	13.4	(0.8)	(14.3)	70.3	56.0	(14.3)
Station Maintenance	14.2	12.4	(1.8)	81.6	79.8	(1.8)
	\$27.6	\$11.6	(\$16.0)	\$369.1	\$353.1	(\$16.0)
Sub-total Dedicated Taxes & State and Local Subsidies	\$448.2	\$474.5	\$26.3	\$3,927.4	\$3,834.6	(\$92.8)
City Subsidy to MTA Bus	32.0	30.3	(1.7)	\$200.7	197.5	(3.2)
City Subsidy to SIRTOA	-	-	-	-	-	-
Total Dedicated Taxes & State and Local Subsidies	\$480.3	\$504.8	\$24.6	\$4,128.2	\$4,032.1	(\$96.1)
<i>Inter-Agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	56.4	114.5	58.1	336.9	358.0	21.1
	\$56.4	114.5	\$58.1	\$336.9	358.0	\$21.1
Total Accrued Subsidies	\$536.6	\$619.3	\$82.6	\$4,465.0	\$4,390.1	(\$75.0)

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
(\$ in millions)

June 2015

Accrued Subsidies	Variance \$	Variance %	Explanations
Dedicated Taxes			
Petroleum Business Tax	48.4	73.9%	The favorable accrual variance for the month was due to timing related differences in booking accruals. The YTD variance was on target.
MRT(b) 1 (Gross)	1.9	7.8%	MRT-1 transactions were above the forecast for the month and YTD due to slightly higher-than-expected mortgage activity.
MRT(b) 2 (Gross)	0.4	3.7%	MRT-2 transactions were above the budget for the month and YTD due to slightly higher-than-expected MRT-2 activity.
Payroll Mobility Taxes	56.0	76.1%	The favorable variance for June was due primarily to timing of booking accruals by MTA Accounting. The YTD accrual variance remained unfavorable also due to timing.
MTA Aid Taxes	(63.5)	(100.0%)	The unfavorable variances for the month and YTD were due primarily to the timing of booking accruals by MTA Accounting. This was reversed with the July accruals.
CDOT Subsidies	(14.3)	> (100%)	The unfavorable variances for the month and YTD were primarily due to timing.
Station Maintenance	(1.8)	(12.4%)	The unfavorable variance for the month was due to timing. The YTD variance was close to the forecast.
City Subsidy to MTA Bus	(1.7)	(5.4%)	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus. The YTD variance is close to the forecast.
B&T Operating Surplus Transfer	58.1	> 100%	Variances for the month and YTD were due to timing of booking accruals. However, the YTD results were closer to the forecast.

Year-to-Date

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	0.0	0.0%	See explanation for the month.
MRT(b) 1 (Gross)	1.9	1.3%	See explanation for the month.
MRT(b) 2 (Gross)	0.4	0.7%	See explanation for the month.
Payroll Mobility Taxes	(17.9)	(2.4%)	See explanation for the month.
MTA Aid Taxes	(62.0)	(47.0%)	See explanation for the month.
CDOT Subsidies	(14.3)	(20.3%)	See explanation for the month.
Station Maintenance	(1.8)	(2.2%)	See explanation for the month.
City Subsidy to MTA Bus	(3.2)	(1.6%)	See explanation for the month.
B&T Operating Surplus Transfer	21.1	6.3%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
(\$ in millions)
June 2015

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$29.5	\$29.8	(\$0.3)		
Commuter Railroads	6.0	6.4	(0.4)		
Dedicated Tax Fund Subtotal	\$35.5	\$36.3	(\$0.8)	-2.2%	
MTA Transportation Revenue:					
NYC Transit	\$72.3	\$70.8	\$1.5		
Commuter Railroads	46.6	44.6	2.0		
MTA Bus	1.8	2.4	(0.7)		
SIRTOA	0.0	0.1	0.0		
MTA Transportation Revenue Subtotal	\$120.8	\$117.9	\$2.9	2.4%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.1	\$0.0	\$1.1		
Commuter Railroads	0.7	0.0	0.7		
MTA Bus	0.0	0.0	0.0		
Commercial Paper Subtotal	\$1.8	\$0.0	\$1.8	98.2%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.7	\$0.0		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.2	0.0		
2 Broadway COPs Subtotal	\$2.1	\$2.1	\$0.0	-0.7%	
TBTA General Resolution (2):					Lower than budgeted variable rates.
NYC Transit	\$14.8	\$14.8	\$0.0		
Commuter Railroads	6.9	6.9	0.0		
Bridges & Tunnels	20.1	17.8	2.3		
TBTA General Resolution Subtotal	\$41.8	\$39.5	\$2.3	5.5%	
TBTA Subordinate (2):					Lower than budgeted variable rates.
NYC Transit	\$6.3	\$5.5	\$0.8		
Commuter Railroads	2.8	2.4	0.3		
Bridges & Tunnels	2.5	2.2	0.3		
TBTA Subordinate Subtotal	\$11.5	\$10.1	\$1.4	12.4%	
Total Debt Service	\$213.5	\$205.9	\$7.6	3.6%	
Debt Service by Agency:					
NYC Transit	\$125.6	\$122.5	\$3.1		
Commuter Railroads	63.1	60.4	2.6		
MTA Bus	1.8	2.4	(0.7)		
SIRTOA	0.0	0.1	0.0		
Bridges & Tunnels	22.8	20.2	2.6		
MTAHQ	0.2	0.2	0.0		
Total Debt Service	\$213.5	\$205.9	\$7.6	3.6%	

Notes:

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

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

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

Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
(\$ in millions)
June 2015 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$149.6	\$149.9	(\$0.3)		
Commuter Railroads	31.9	32.4	(0.4)		
Dedicated Tax Fund Subtotal	\$181.5	\$182.3	(\$0.8)	-0.4%	
MTA Transportation Revenue:					
NYC Transit	\$423.2	\$421.6	\$1.5		
Commuter Railroads	266.3	264.2	2.0		
MTA Bus	13.2	13.9	(0.7)		
SIRTOA	0.3	0.3	0.0		
MTA Transportation Revenue Subtotal	\$703.0	\$700.1	\$2.8	0.4%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.2	\$0.1	\$1.1		
Commuter Railroads	0.8	0.1	0.7		
MTA Bus	0.0	0.0	0.0		
Commercial Paper Subtotal	\$2.0	\$0.2	\$1.8	90.3%	
2 Broadway COPs:					
NYC Transit	\$9.9	\$9.9	\$0.0		
Bridges & Tunnels	1.4	1.4	0.0		
MTA HQ	1.4	1.4	0.0		
2 Broadway COPs Subtotal	\$12.6	\$12.7	\$0.0	-0.1%	
TBTA General Resolution (2):					
NYC Transit	\$88.0	\$88.0	\$0.0		
Commuter Railroads	41.4	41.4	0.0		
Bridges & Tunnels	108.6	106.2	2.3		
TBTA General Resolution Subtotal	\$238.0	\$235.7	\$2.3	1.0%	
TBTA Subordinate (2):					
NYC Transit	\$35.3	\$34.5	\$0.8		
Commuter Railroads	15.5	15.2	0.3		
Bridges & Tunnels	13.9	13.6	0.3		
TBTA Subordinate Subtotal	\$64.8	\$63.3	\$1.4	2.2%	
Total Debt Service	\$1,201.8	\$1,194.2	\$7.6	0.6%	
Debt Service by Agency:					
NYC Transit	\$707.2	\$704.1	\$3.1		
Commuter Railroads	355.9	353.2	2.6		
MTA Bus	13.2	13.9	(0.7)		
SIRTOA	0.3	0.3	0.0		
Bridges & Tunnels	123.9	121.3	2.6		
MTAHQ	1.4	1.4	0.0		
Total Debt Service	\$1,201.8	\$1,194.2	\$7.6	0.6%	

Notes:

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

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

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

Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast

June 2015

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTA HQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Cash Subsidies:																		
<i>Dedicated Taxes</i>																		
MMFCA ^(a)	\$91.4	\$91.4	\$0.0	\$46.6	\$46.6	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$138.3	\$138.3	\$0.0
Petroleum Business Tax	41.2	41.2	0.0	7.3	7.3	0.0	-	-	-	-	-	-	-	-	-	48.4	48.4	0.0
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	24.6	24.6	-	24.6	24.6	0.0
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	7.8	7.8	-	7.8	7.8	0.0
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	(1.3)	-	(1.3)	(1.3)	0.0
Urban Tax	98.1	96.1	(2.0)	-	-	-	-	-	-	-	-	-	-	-	-	98.1	96.1	(2.0)
Investment Income	-	-	-	0.3	0.3	-	-	-	-	-	-	-	-	-	-	0.3	0.3	0.0
	\$230.6	\$228.6	(\$2.0)	\$54.1	\$54.1	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$31.2	\$31.2	\$0.0	\$316.2	\$314.2	(\$2.0)
<i>New State Taxes and Fees</i>																		
Payroll Mobility Tax	46.7	46.7	-	26.9	26.9	-	-	-	-	-	-	-	-	-	-	73.6	73.6	0.0
Payroll Mobility Tax Replacement Funds	78.5	78.5	-	45.2	45.2	-	-	-	-	-	-	-	-	-	-	123.7	123.7	0.0
MTA Aid ^(c)	40.3	40.3	-	23.2	23.2	-	-	-	-	-	-	-	-	-	-	63.5	63.5	0.0
	\$165.6	\$165.6	\$0.0	\$95.2	\$95.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$260.8	\$260.8	\$0.0
<i>State and Local Subsidies</i>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b:																		
New York City	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	0.5	0.0	(0.5)
Nassau County	-	-	-	2.9	2.9	0.0	-	-	-	-	-	-	-	-	-	2.9	2.9	0.0
Suffolk County	-	-	-	1.9	-	(1.9)	-	-	-	-	-	-	-	-	-	1.9	0.0	(1.9)
Westchester County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	1.8	0.0	(1.8)
Putnam County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.1)
Dutchess County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Orange County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	14.9	15.6	0.8	-	-	-	-	-	-	-	-	-	14.9	15.6	0.8
Station Maintenance	-	-	-	76.9	-	(76.9)	-	-	-	-	-	-	-	-	-	76.9	0.0	(76.9)
	\$0.0	\$0.0	\$0.0	\$99.1	\$18.6	(\$80.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$99.1	\$18.6	(\$80.5)
Sub-total Dedicated Taxes & State and Local Subsidies	\$396.2	\$394.2	(\$2.0)	\$248.4	\$167.9	(\$80.5)	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$31.2	\$31.2	\$0.0	\$676.1	\$593.6	(\$82.5)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$18.5	18.5	-	-	-	-	18.5	18.5	0.0
Total Dedicated Taxes & State and Local Subsidies	\$396.2	\$394.2	(\$2.0)	\$248.4	\$167.9	(\$80.5)	\$0.3	\$0.3	\$0.0	\$18.5	\$18.5	\$0.0	\$31.2	\$31.2	\$0.0	\$694.6	\$612.1	(\$82.5)
<i>Inter-Agency Subsidy Transactions</i>																		
B&T Operating Surplus Transfer	31.3	31.3	-	40.0	40.0	-	-	-	-	-	-	-	-	-	-	71.4	71.4	0.0
	\$31.3	\$31.3	\$0.0	\$40.0	\$40.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$71.4	\$71.4	\$0.0
Total Cash Subsidies	\$427.6	\$425.6	(\$2.0)	\$288.4	\$207.9	(\$80.5)	\$0.3	\$0.3	\$0.0	\$18.5	\$18.5	\$0.0	\$31.2	\$31.2	\$0.0	\$766.0	\$683.5	(\$82.5)

Year-to-Date

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 - 2014 Mid-Year Forecast
Consolidated Subsidy Cash
(\$ in millions)

June 2015

Cash Subsidies	Variance \$	Variance %	Explanations
Dedicated Taxes			
Suffolk County - 18b	(1.9)	(100.0%)	The unfavorable variances for the month and YTD were primarily due to the timing of payments.
Westchester County - 18b	(1.8)	(100.0%)	The unfavorable variance was due to the timing of payment. YTD receipts were on target.
Putnam County - 18b	(0.1)	(100.0%)	The unfavorable variances for the month was primarily due to the timing of payment. YTD receipts were on target.
Dutchess County - 18b	(0.0)	>100%	The slightly unfavorable variances for the month and YTD were due to the timing of payment.
Orange County - 18b	(0.0)	(100.0%)	The favorable variances for the month and YTD were due to the timing of payment.
Rockland County -18b	(0.0)	(4.3%)	The unfavorable variance for the month was due to the timing of payment. YTD receipts were favorable also due to timing.
CDOT Subsidies	0.8	5.1%	The favorable variances for the month and YTD were primarily due to timing.
Station Maintenance	(76.9)	(100.0%)	The unfavorable variances for the month and YTD were due to timing of payment.

Year-to-Date

Cash Subsidies	Variance \$	Variance %	Explanations
Suffolk County - 18b	(1.9)	(32.5%)	See explanation for the month.
Westchester County - 18b	0.0	0.0%	See explanation for the month.
Putnam County - 18b	(0.0)	(0.0%)	See explanation for the month.
Rockland County -18b	0.0	18.3%	See explanation for the month.
CDOT Subsidies	0.8	1.2%	See explanation for the month.
Station Maintenance	(76.9)	>100%	See explanation for the month.
City Subsidy to MTA Bus	18.5	20.0%	The favorable YTD variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Agency
June 2015

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,356	4,226	130
NYC Transit	1,445	1,445	-
Long Island Rail Road	492	460	32
Metro-North Railroad	483	440	43
Bridges & Tunnels	86	80	6
Headquarters	1,667	1,658	9
Staten Island Railway	28	25	3
Capital Construction Company	14	14	-
Bus Company	141	104	37
Operations	30,317	30,189	128
NYC Transit	22,865	22,779	86
Long Island Rail Road	2,424	2,395	29
Metro-North Railroad	1,838	1,838	0
Bridges & Tunnels	628	572	56
Headquarters	-	-	-
Staten Island Railway	107	109	(2)
Capital Construction Company	-	-	-
Bus Company	2,455	2,496	(41)
Maintenance	30,573	30,245	328
NYC Transit	21,147	20,936	211
Long Island Rail Road	3,963	3,947	16
Metro-North Railroad	3,849	3,780	69
Bridges & Tunnels	364	351	13
Headquarters	-	-	-
Staten Island Railway	155	152	3
Capital Construction Company	-	-	-
Bus Company	1,095	1,079	16
Engineering/Capital	1,992	1,961	31
NYC Transit	1,319	1,358	(39)
Long Island Rail Road	163	159	4
Metro-North Railroad	94	94	-
Bridges & Tunnels	236	195	41
Headquarters	-	-	-
Staten Island Railway	26	19	7
Capital Construction Company	117	111	6
Bus Company	37	25	12
Public Safety	1,715	1,679	36
NYC Transit	637	630	7
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	273	270	3
Headquarters	787	764	23
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	15	3
Total Positions	68,953	68,300	653

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Agency
June 2015

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	68,953	68,300	653
NYC Transit	47,413	47,148	265
Long Island Rail Road	7,042	6,961	81
Metro-North Railroad	6,264	6,152	112
Bridges & Tunnels	1,587	1,468	119
Headquarters	2,454	2,422	32
Staten Island Railway	316	305	11
Capital Construction Company	131	125	6
Bus Company	3,746	3,719	27
Non-reimbursable	61,718	62,337	(619)
NYC Transit	42,485	42,891	(406)
Long Island Rail Road	5,910	6,069	(159)
Metro-North Railroad	5,499	5,711	(212)
Bridges & Tunnels	1,500	1,381	119
Headquarters	2,326	2,314	12
Staten Island Railway	290	286	4
Capital Construction Company	-	-	-
Bus Company	3,708	3,685	23
Reimbursable	7,235	5,963	1,272
NYC Transit	4,928	4,257	671
Long Island Rail Road	1,132	892	240
Metro-North Railroad	765	441	324
Bridges & Tunnels	87	87	-
Headquarters	128	108	20
Staten Island Railway	26	19	7
Capital Construction Company	131	125	6
Bus Company	38	34	4
Total Full Time	68,796	67,999	797
NYC Transit	47,272	46,862	410
Long Island Rail Road	7,042	6,961	81
Metro-North Railroad	6,263	6,151	112
Bridges & Tunnels	1,587	1,468	119
Headquarters	2,454	2,422	32
Staten Island Railway	316	305	11
Capital Construction Company	131	125	6
Bus Company	3,731	3,705	26
Total Full-Time Equivalents	157	301	(144)
NYC Transit	141	286	(145)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	14	1

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Occupational Group
June 2015

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,356	4,226	130
Managers/Supervisors	1,420	1,343	77
Professional, Technical, Clerical	2,779	2,758	20
Operational Hourlies	157	125	32
Operations	30,317	30,189	129
Managers/Supervisors	3,662	3,547	114
Professional, Technical, Clerical	927	933	(6)
Operational Hourlies	25,728	25,708	20
Maintenance	30,573	30,245	328
Managers/Supervisors	5,326	5,128	198
Professional, Technical, Clerical	1,873	1,796	76
Operational Hourlies	23,375	23,321	54
Engineering/Capital	1,992	1,961	31
Managers/Supervisors	573	545	28
Professional, Technical, Clerical	1,397	1,400	(3)
Operational Hourlies	22	16	6
Public Safety	1,715	1,679	36
Managers/Supervisors	466	460	6
Professional, Technical, Clerical	142	124	18
Operational Hourlies	1,107	1,095	12
Total Positions	68,953	68,300	653
Managers/Supervisors	11,447	11,023	423
Professional, Technical, Clerical	7,118	7,012	106
Operational Hourlies	50,389	50,265	124

METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2015 ADOPTED BUDGET AND ACTUALS
JUNE 2015

FAREBOX RECOVERY RATIOS		
	2015	2015
	<u>Mid-Year Forecast</u>	<u>YTD Actual</u>
New York City Transit	37.6%	39.7%
Staten Island Railway	11.2%	11.5%
Long Island Rail Road	31.6%	31.8%
Metro-North Railroad	41.0%	44.4%
Bus Company	<u>27.7%</u>	<u>27.4%</u>
MTA Agency Average	36.6%	38.3%

FAREBOX OPERATING RATIOS		
	2015	2015
	<u>Mid-Year Forecast</u>	<u>YTD Actual</u>
New York City Transit	60.2%	65.3%
Staten Island Railway	15.7%	16.8%
Long Island Rail Road	46.8%	48.1%
Metro-North Railroad	58.4%	60.3%
Bus Company	<u>35.2%</u>	<u>35.3%</u>
MTA Agency Average	56.5%	60.1%

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

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

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



Metropolitan Transportation Authority

State of New York

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

Report on Revenue Passengers and Vehicles Ridership Data Thru June, 2015

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

Prepared by:
MTA Division of Management and Budget

Friday, July 31, 2015

Metropolitan Transportation Authority					June	
Revenue	Passengers	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit		196,048,183	204,157,340	4.14%	206,728,329	1.26%
MTA New York City Subway		141,227,567	147,939,131	4.75%	151,940,556	2.70%
MTA New York City Bus		54,820,616	56,218,209	2.55%	54,787,773	-2.54%
MTA Staten Island Railway		348,493	378,355	8.57%	405,585	7.20%
MTA Long Island Rail Road		6,994,737	7,509,011	7.35%	7,777,803	3.58%
MTA Metro-North Railroad		7,095,500	7,360,103	3.73%	7,603,084	3.30%
East of Hudson		6,959,429	7,213,680	3.65%	7,447,078	3.24%
Harlem Line		2,244,617	2,337,339	4.13%	2,416,613	3.39%
Hudson Line		1,370,358	1,422,392	3.80%	1,447,762	1.78%
New Haven Line		3,344,454	3,453,949	3.27%	3,582,703	3.73%
West of Hudson		136,071	146,423	7.61%	156,006	6.54%
Port Jervis Line		83,426	87,459	4.83%	92,381	5.63%
Pascack Valley Line		52,645	58,964	12.00%	63,625	7.90%
MTA Bus Company		10,003,795	10,566,947	5.63%	10,590,096	0.22%
MTA Bridges & Tunnels		24,738,988	25,374,933	2.57%	26,146,263	3.04%
Total All Agencies		220,490,708	229,971,756	4.30%	233,104,897	1.36%
(Excludes Bridges & Tunnels)						
Weekdays:		20	21		22	
Holidays:		0	0		0	
Weekend Days:		10	9		8	
Days		30	30		30	

Friday, July 31, 2015

Metropolitan Transportation Authority					June
Revenue Passengers Year to Date					
	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit	1,187,217,292	1,195,728,256	0.72%	1,193,213,396	-0.21%
MTA New York City Subway	846,201,276	864,059,277	2.11%	871,426,459	0.85%
MTA New York City Bus	341,016,016	331,668,978	-2.74%	321,786,937	-2.98%
MTA Staten Island Railway	2,119,415	2,170,683	2.42%	2,212,887	1.94%
MTA Long Island Rail Road	40,615,649	41,605,528	2.44%	42,243,378	1.53%
MTA Metro-North Railroad	41,034,542	41,003,196	-0.08%	41,511,219	1.24%
<i>East of Hudson</i>	40,264,952	40,189,855	-0.19%	40,658,704	1.17%
Harlem Line	13,282,593	13,256,179	-0.20%	13,343,161	0.66%
Hudson Line	7,840,735	7,841,457	0.01%	7,916,793	0.96%
New Haven Line	19,141,624	19,092,219	-0.26%	19,398,750	1.61%
<i>West of Hudson</i>	769,590	813,341	5.68%	852,515	4.82%
Port Jervis Line	476,664	492,694	3.36%	505,967	2.69%
Pascack Valley Line	292,926	320,647	9.46%	346,548	8.08%
MTA Bus Company	62,773,571	61,576,512	-1.91%	61,646,735	0.11%
MTA Bridges & Tunnels	138,921,042	137,759,212	-0.84%	142,266,617	3.27%
Total All Agencies	1,333,760,469	1,342,084,174	0.62%	1,340,827,615	-0.09%
(Excludes Bridges & Tunnels)					
Weekdays:	126	124		125	
Holidays:	4	4		4	
Weekend Days:	51	53		52	
Days	181	181		181	

Friday, July 31, 2015

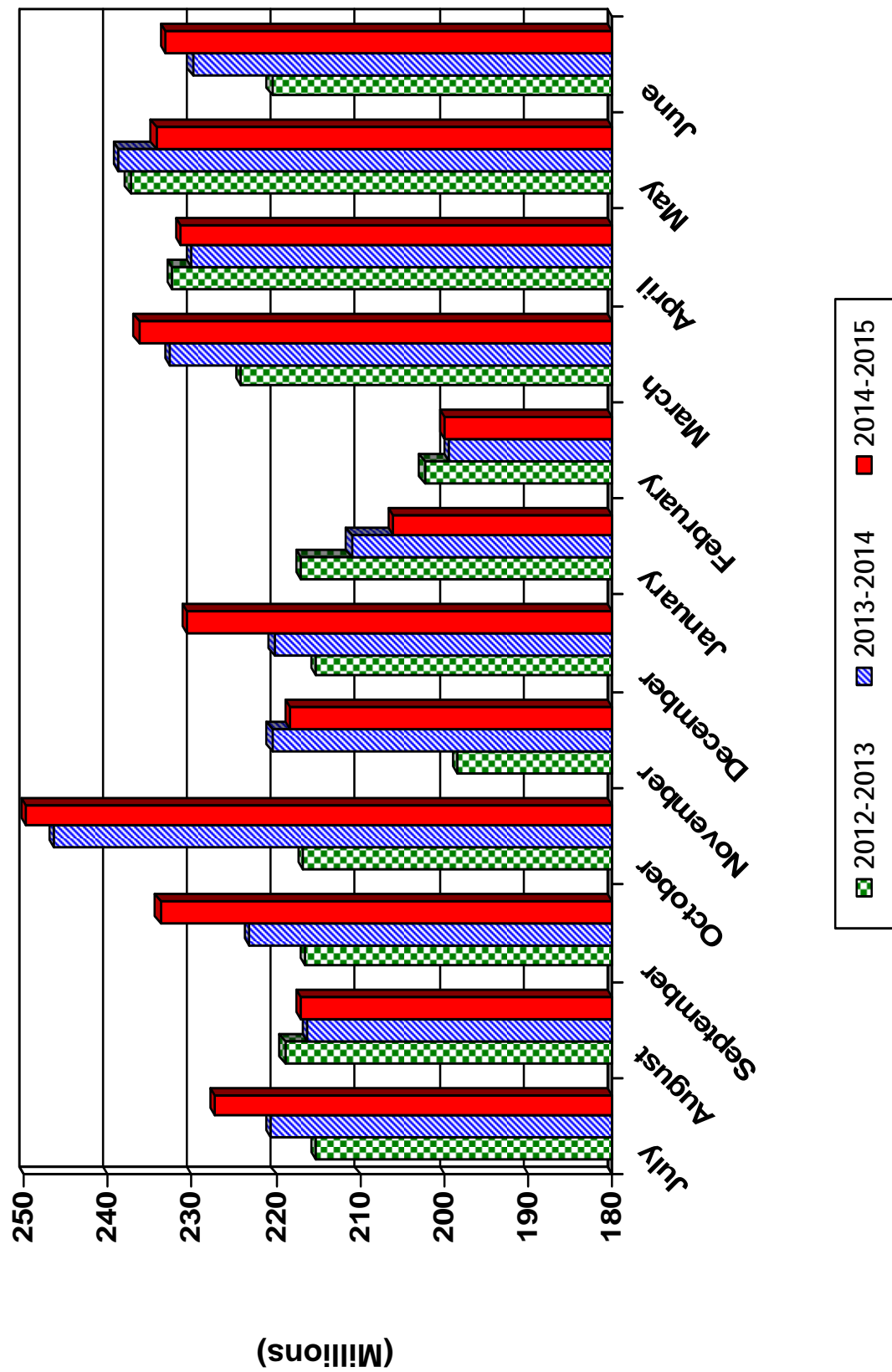
Metropolitan Transportation Authority					June
Revenue Passengers					
12 Month Averages	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit	193,740,790	199,469,676	2.96%	201,318,661	0.93%
MTA New York City Subway	138,218,777	143,784,476	4.03%	146,554,567	1.93%
MTA New York City Bus	55,522,013	55,685,200	0.29%	54,764,094	-1.65%
MTA Staten Island Railway	352,773	355,986	0.91%	367,485	3.23%
MTA Long Island Rail Road	6,766,327	7,031,165	3.91%	7,208,244	2.52%
MTA Metro-North Railroad	6,868,710	6,945,597	1.12%	7,097,262	2.18%
East of Hudson	6,740,951	6,810,598	1.03%	6,953,664	2.10%
Harlem Line	2,211,163	2,243,604	1.47%	2,267,869	1.08%
Hudson Line	1,316,000	1,323,190	0.55%	1,359,324	2.73%
New Haven Line	3,213,788	3,243,804	0.93%	3,326,470	2.55%
West of Hudson	127,759	134,998	5.67%	143,599	6.37%
Port Jervis Line	80,229	83,283	3.81%	85,967	3.22%
Pascack Valley Line	47,531	51,716	8.80%	57,632	11.44%
MTA Bus Company	10,170,029	10,312,844	1.40%	10,470,955	1.53%
MTA Bridges & Tunnels	23,372,538	23,613,806	1.03%	24,239,043	2.65%
Total All Agencies	217,898,629	224,115,268	2.85%	226,462,607	1.05%
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	0	0		0	
Weekend Days:	10	9		8	
Days	30	30		30	

Friday, July 31, 2015

Metropolitan Transportation Authority					June
Average Weekday Passengers	2013	2014	Percent Change	2015	Percent Change
MTA New York City Transit	7,672,456	7,860,640	2.45%	7,852,066	-0.11%
MTA New York City Subway	5,536,340	5,700,985	2.97%	5,779,935	1.38%
MTA New York City Bus	2,136,116	2,159,655	1.10%	2,072,131	-4.05%
MTA Staten Island Railway	15,289	16,110	5.37%	16,826	4.44%
MTA Long Island Rail Road	302,486	308,600	2.02%	310,718	0.69%
MTA Metro-North Railroad	299,687	302,876	1.06%	301,191	-0.56%
East of Hudson	292,904	295,913	1.03%	294,096	-0.61%
Harlem Line	95,281	96,687	1.47%	96,253	-0.45%
Hudson Line	57,371	58,063	1.21%	56,964	-1.89%
New Haven Line	140,251	141,163	0.65%	140,878	-0.20%
West of Hudson	6,783	6,964	2.67%	7,095	1.88%
Port Jervis Line	4,158	4,159	0.03%	4,202	1.04%
Pascack Valley Line	2,625	2,805	6.83%	2,893	3.14%
MTA Bus Company	398,327	412,766	3.62%	406,358	-1.55%
MTA Bridges & Tunnels	838,525	850,160	1.39%	884,490	4.04%
Total All Agencies	8,688,245	8,900,992	2.45%	8,887,158	-0.16%
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	0	0		0	
Weekend Days:	10	9		8	
Days	30	30		30	

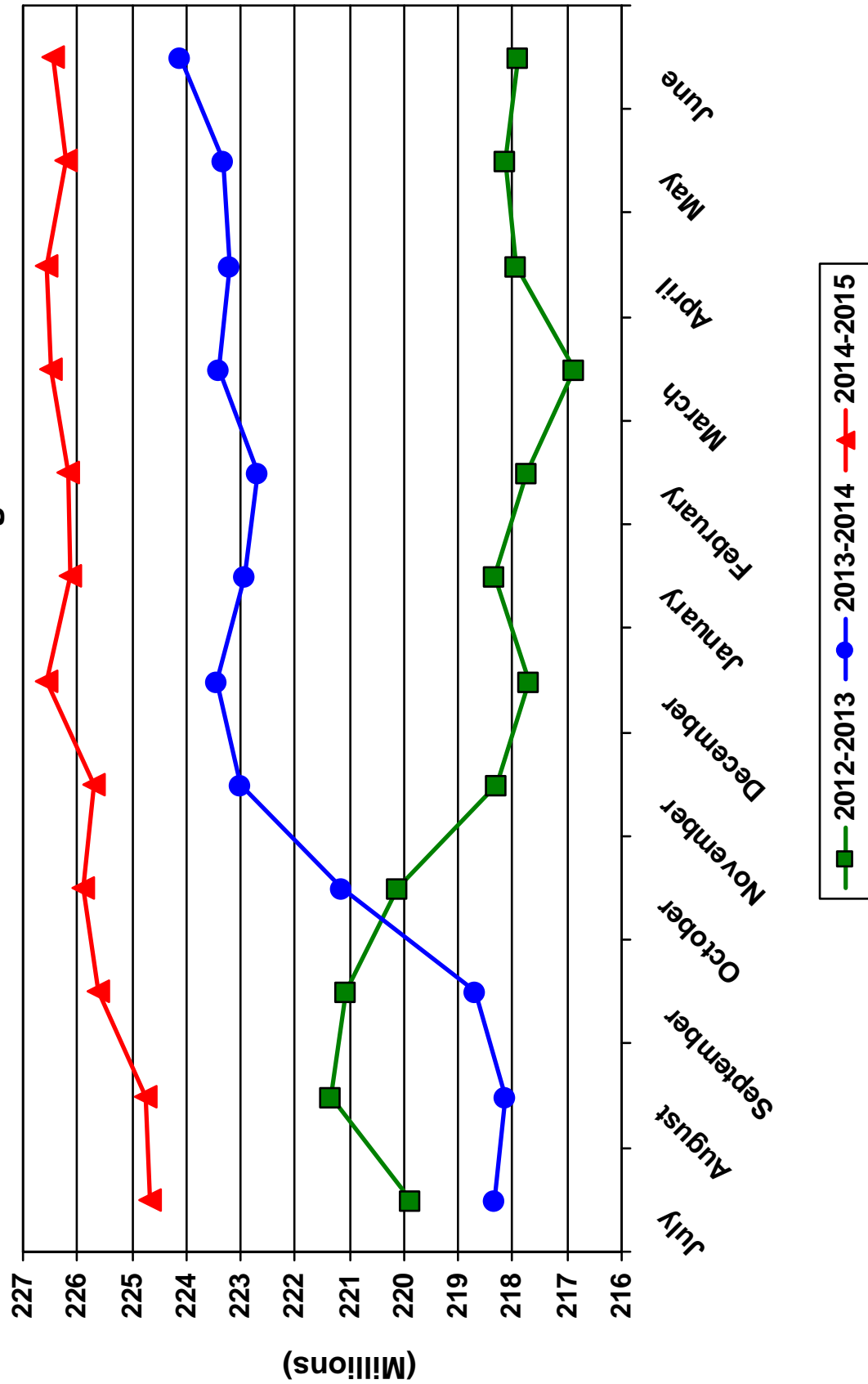
Friday, July 31, 2015

Metropolitan Transportation Authority Revenue Passengers

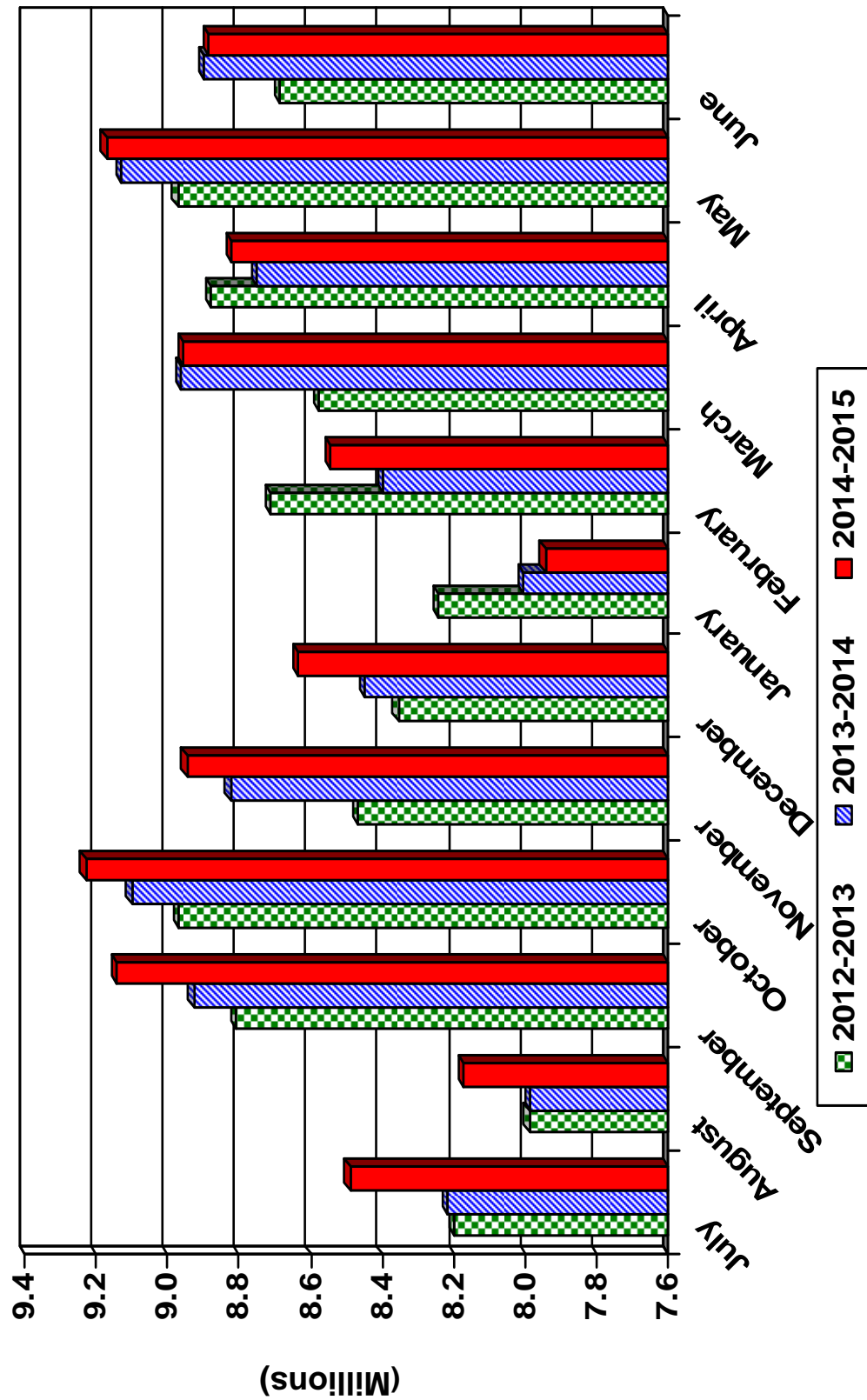


Metropolitan Transportation Authority Revenue Passengers

12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

June

Metropolitan Transportation Authority

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	215,272,302	220,562,209	2.46%	227,358,980
August	218,936,858	216,372,684	-1.17%	217,065,083
September	216,478,722	223,125,464	3.07%	233,808,873
October	216,776,585	246,469,549	13.70%	249,749,147
November	198,318,886	220,519,382	11.19%	218,236,110
December	215,239,725	220,249,751	2.33%	230,505,478
January	217,053,049	211,066,938	-2.76%	205,960,184
February	202,336,902	199,451,154	-1.43%	199,824,545
March	224,234,827	232,619,587	3.74%	236,326,220
April	232,297,024	230,127,706	-0.93%	231,303,013
May	237,347,958	238,847,033	0.63%	234,308,756
June	220,490,708	229,971,756	4.30%	233,104,897
12 Month Ave	217,898,629	224,115,268	2.85%	226,462,607
Year-to-Date	1,333,760,469	1,342,084,174	0.62%	1,340,827,615
12 Month Averages				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	219,881,406	218,339,454	-0.70%	224,681,665
August	221,355,023	218,125,773	-1.46%	224,739,365
September	221,082,706	218,679,668	-1.09%	225,629,649
October	220,121,943	221,154,082	0.47%	225,902,949
November	218,282,030	223,004,123	2.16%	225,712,677
December	217,710,256	223,421,626	2.62%	226,567,320
January	218,335,013	222,922,783	2.10%	226,141,758
February	217,721,848	222,682,304	2.28%	226,172,874
March	216,877,001	223,381,034	3.00%	226,481,760
April	217,935,607	223,200,258	2.42%	226,579,702
May	218,119,322	223,325,180	2.39%	226,201,512
June	217,898,629	224,115,268	2.85%	226,462,607
Average Weekday Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	8,196,028	8,216,654	0.25%	8,489,922
August	7,988,999	7,987,369	-0.02%	8,172,203
September	8,806,848	8,928,275	1.38%	9,141,834
October	8,967,293	9,101,830	1.50%	9,230,840
November	8,467,584	8,824,741	4.22%	8,947,640
December	8,354,545	8,450,370	1.15%	8,635,225
January	8,244,870	8,004,540	-2.91%	7,942,765
February	8,712,340	8,398,198	-3.61%	8,543,463
March	8,576,124	8,961,785	4.50%	8,954,356
April	8,878,080	8,749,537	-1.45%	8,819,655
May	8,972,963	9,129,881	1.75%	9,171,814
June	8,688,245	8,900,992	2.45%	8,887,158

Friday, July 31, 2015

Metropolitan Transportation Authority

June

MTA New York City Transit

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	190,765,785	195,519,881	2.49%	201,455,345	3.04%
August	193,724,876	191,741,194	-1.02%	192,219,890	0.25%
September	192,555,771	198,671,419	3.18%	207,769,829	4.58%
October	192,892,768	219,617,281	13.85%	222,191,504	1.17%
November	176,579,235	196,664,216	11.37%	194,418,829	-1.14%
December	191,153,756	195,693,862	2.38%	204,555,139	4.53%
January	193,074,487	188,182,009	-2.53%	183,499,160	-2.49%
February	180,355,395	178,057,023	-1.27%	178,324,251	0.15%
March	199,523,012	207,634,529	4.07%	210,406,681	1.34%
April	206,817,977	204,849,373	-0.95%	205,653,990	0.39%
May	211,398,239	212,847,982	0.69%	208,600,986	-2.00%
June	196,048,183	204,157,340	4.14%	206,728,329	1.26%
12 Month Ave	193,740,790	199,469,676	2.96%	201,318,661	0.93%
Year-to-Date	1,187,217,292	1,195,728,256	0.72%	1,193,213,396	-0.21%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	195,444,731	194,136,965	-0.67%	199,964,298	3.00%
August	196,741,227	193,971,658	-1.41%	200,004,189	3.11%
September	196,517,184	194,481,295	-1.04%	200,762,390	3.23%
October	195,653,107	196,708,338	0.54%	200,976,908	2.17%
November	194,037,742	198,382,087	2.24%	200,789,793	1.21%
December	193,541,074	198,760,429	2.70%	201,528,233	1.39%
January	194,086,537	198,352,722	2.20%	201,137,995	1.40%
February	193,549,121	198,161,191	2.38%	201,160,264	1.51%
March	192,787,652	198,837,151	3.14%	201,391,277	1.28%
April	193,743,787	198,673,101	2.54%	201,458,328	1.40%
May	193,913,647	198,793,913	2.52%	201,104,412	1.16%
June	193,740,790	199,469,676	2.96%	201,318,661	0.93%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	7,220,613	7,246,503	0.36%	7,486,780	3.32%
August	7,040,545	7,040,270	0.00%	7,193,127	2.17%
September	7,776,340	7,900,537	1.60%	8,081,709	2.29%
October	7,993,039	8,074,957	1.02%	8,177,035	1.26%
November	7,535,218	7,802,540	3.55%	7,892,538	1.15%
December	7,364,350	7,464,105	1.35%	7,623,337	2.13%
January	7,279,536	7,082,303	-2.71%	7,014,374	-0.96%
February	7,720,408	7,448,314	-3.52%	7,583,176	1.81%
March	7,581,779	7,952,858	4.89%	7,937,176	-0.20%
April	7,867,227	7,752,530	-1.46%	7,809,950	0.74%
May	7,952,469	8,088,167	1.71%	8,115,710	0.34%
June	7,672,456	7,860,640	2.45%	7,852,066	-0.11%

Friday, July 31, 2015

Metropolitan Transportation Authority

June

MTA New York City Subway

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	137,228,468	140,822,610	2.62%	146,505,849	4.04%
August	139,253,563	138,560,862	-0.50%	139,868,371	0.94%
September	136,901,247	141,523,393	3.38%	149,373,432	5.55%
October	137,259,455	156,433,315	13.97%	160,120,773	2.36%
November	124,309,325	141,447,579	13.79%	141,226,971	-0.16%
December	137,471,991	142,566,679	3.71%	150,132,948	5.31%
January	137,079,095	137,147,363	0.05%	133,814,801	-2.43%
February	127,900,426	129,802,427	1.49%	130,776,608	0.75%
March	142,325,996	148,394,847	4.26%	153,093,778	3.17%
April	146,912,790	147,907,313	0.68%	150,327,919	1.64%
May	150,755,402	152,868,196	1.40%	151,472,797	-0.91%
June	141,227,567	147,939,131	4.75%	151,940,556	2.70%
12 Month Ave	138,218,777	143,784,476	4.03%	146,554,567	1.93%
Year-to-Date	846,201,276	864,059,277	2.11%	871,426,459	0.85%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	139,306,129	138,518,289	-0.57%	144,258,080	4.14%
August	140,252,826	138,460,564	-1.28%	144,367,039	4.27%
September	140,120,487	138,845,743	-0.91%	145,021,209	4.45%
October	139,544,894	140,443,564	0.64%	145,328,497	3.48%
November	138,264,925	141,871,752	2.61%	145,310,113	2.42%
December	137,881,855	142,296,309	3.20%	145,940,635	2.56%
January	138,237,382	142,301,998	2.94%	145,662,922	2.36%
February	137,863,992	142,460,499	3.33%	145,744,103	2.30%
March	137,441,062	142,966,236	4.02%	146,135,681	2.22%
April	138,093,764	143,049,113	3.59%	146,337,398	2.30%
May	138,282,007	143,225,179	3.57%	146,221,115	2.09%
June	138,218,777	143,784,476	4.03%	146,554,567	1.93%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	5,211,599	5,240,690	0.56%	5,466,523	4.31%
August	5,081,510	5,116,343	0.69%	5,260,029	2.81%
September	5,527,044	5,627,647	1.82%	5,812,513	3.28%
October	5,679,106	5,750,807	1.26%	5,893,267	2.48%
November	5,323,238	5,608,862	5.37%	5,734,440	2.24%
December	5,274,755	5,420,212	2.76%	5,584,168	3.02%
January	5,160,819	5,159,344	-0.03%	5,112,634	-0.91%
February	5,466,124	5,442,073	-0.44%	5,568,552	2.32%
March	5,415,926	5,691,221	5.08%	5,779,365	1.55%
April	5,589,663	5,607,703	0.32%	5,721,932	2.04%
May	5,664,205	5,815,676	2.67%	5,904,987	1.54%
June	5,536,340	5,700,985	2.97%	5,779,935	1.38%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

MTA New York City Bus

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	53,537,317	54,697,271	2.17%	54,949,495	0.46%
August	54,471,313	53,180,332	-2.37%	52,351,519	-1.56%
September	55,654,524	57,148,026	2.68%	58,396,397	2.18%
October	55,633,313	63,183,966	13.57%	62,070,731	-1.76%
November	52,269,910	55,216,637	5.64%	53,191,858	-3.67%
December	53,681,765	53,127,183	-1.03%	54,422,191	2.44%
January	55,995,392	51,034,646	-8.86%	49,684,359	-2.65%
February	52,454,969	48,254,596	-8.01%	47,547,643	-1.47%
March	57,197,015	59,239,682	3.57%	57,312,903	-3.25%
April	59,905,187	56,942,060	-4.95%	55,326,070	-2.84%
May	60,642,837	59,979,786	-1.09%	57,128,189	-4.75%
June	54,820,616	56,218,209	2.55%	54,787,773	-2.54%
12 Month Ave	55,522,013	55,685,200	0.29%	54,764,094	-1.65%
Year-to-Date	341,016,016	331,668,978	-2.74%	321,786,937	-2.98%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	56,138,602	55,618,676	-0.93%	55,706,218	0.16%
August	56,488,401	55,511,094	-1.73%	55,637,150	0.23%
September	56,396,696	55,635,553	-1.35%	55,741,181	0.19%
October	56,108,214	56,264,774	0.28%	55,648,412	-1.10%
November	55,772,817	56,510,334	1.32%	55,479,680	-1.82%
December	55,659,218	56,464,119	1.45%	55,587,597	-1.55%
January	55,849,155	56,050,724	0.36%	55,475,074	-1.03%
February	55,685,130	55,700,693	0.03%	55,416,161	-0.51%
March	55,346,590	55,870,915	0.95%	55,255,596	-1.10%
April	55,650,023	55,623,988	-0.05%	55,120,930	-0.90%
May	55,631,640	55,568,734	-0.11%	54,883,297	-1.23%
June	55,522,013	55,685,200	0.29%	54,764,094	-1.65%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	2,009,014	2,005,813	-0.16%	2,020,257	0.72%
August	1,959,035	1,923,927	-1.79%	1,933,097	0.48%
September	2,249,296	2,272,890	1.05%	2,269,196	-0.16%
October	2,313,933	2,324,150	0.44%	2,283,768	-1.74%
November	2,211,980	2,193,679	-0.83%	2,158,097	-1.62%
December	2,089,596	2,043,893	-2.19%	2,039,169	-0.23%
January	2,118,717	1,922,959	-9.24%	1,901,739	-1.10%
February	2,254,283	2,006,241	-11.00%	2,014,624	0.42%
March	2,165,853	2,261,636	4.42%	2,157,811	-4.59%
April	2,277,564	2,144,827	-5.83%	2,088,018	-2.65%
May	2,288,264	2,272,491	-0.69%	2,210,723	-2.72%
June	2,136,116	2,159,655	1.10%	2,072,131	-4.05%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

MTA Bus Company

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	9,674,026	10,040,732	3.79%	10,414,380	3.72%
August	10,027,841	9,915,420	-1.12%	10,055,633	1.41%
September	10,068,914	10,509,491	4.38%	11,134,458	5.95%
October	10,081,508	11,612,978	15.19%	11,810,454	1.70%
November	9,520,500	10,156,366	6.68%	10,098,386	-0.57%
December	9,893,990	9,942,627	0.49%	10,491,414	5.52%
January	10,307,130	9,436,030	-8.45%	9,457,874	0.23%
February	9,649,044	9,007,308	-6.65%	9,074,682	0.75%
March	10,509,736	10,804,408	2.80%	10,970,259	1.54%
April	11,045,951	10,568,960	-4.32%	10,675,874	1.01%
May	11,257,915	11,192,859	-0.58%	10,877,950	-2.81%
June	10,003,795	10,566,947	5.63%	10,590,096	0.22%
12 Month Ave	10,170,029	10,312,844	1.40%	10,470,955	1.53%
Year-to-Date	62,773,571	61,576,512	-1.91%	61,646,735	0.11%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	10,143,879	10,200,588	0.56%	10,343,981	1.41%
August	10,211,934	10,191,220	-0.20%	10,355,666	1.61%
September	10,196,948	10,227,934	0.30%	10,407,746	1.76%
October	10,147,736	10,355,557	2.05%	10,424,203	0.66%
November	10,085,695	10,408,546	3.20%	10,419,371	0.10%
December	10,073,150	10,412,599	3.37%	10,465,103	0.50%
January	10,126,064	10,340,007	2.11%	10,466,923	1.23%
February	10,117,282	10,286,529	1.67%	10,472,538	1.81%
March	10,072,316	10,311,085	2.37%	10,486,359	1.70%
April	10,154,949	10,271,336	1.15%	10,495,268	2.18%
May	10,179,955	10,265,915	0.84%	10,469,026	1.98%
June	10,170,029	10,312,844	1.40%	10,470,955	1.53%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	370,696	375,087	1.18%	389,844	3.93%
August	367,817	366,042	-0.48%	379,207	3.60%
September	416,264	425,744	2.28%	439,524	3.24%
October	427,130	433,829	1.57%	442,183	1.93%
November	409,797	410,328	0.13%	420,197	2.41%
December	394,582	388,825	-1.46%	399,293	2.69%
January	397,021	361,347	-8.99%	369,255	2.19%
February	424,297	381,461	-10.10%	391,635	2.67%
March	408,385	421,636	3.24%	421,267	-0.09%
April	427,969	404,704	-5.44%	410,200	1.36%
May	432,244	432,168	-0.02%	430,728	-0.33%
June	398,327	412,766	3.62%	406,358	-1.55%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

MTA Staten Island Railway

Revenue Passengers		2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
Service Month						
July		328,507	300,308	-8.58%	342,895	14.18%
August		352,063	309,082	-12.21%	311,243	0.70%
September		379,807	367,724	-3.18%	391,276	6.40%
October		401,614	425,014	5.83%	430,201	1.22%
November		328,542	351,758	7.07%	351,734	-0.01%
December		323,327	347,265	7.40%	369,585	6.43%
January		366,031	357,221	-2.41%	336,775	-5.72%
February		315,778	315,154	-0.20%	311,519	-1.15%
March		342,829	373,386	8.91%	393,272	5.33%
April		365,207	360,578	-1.27%	376,273	4.35%
May		381,077	385,989	1.29%	389,463	0.90%
June		348,493	378,355	8.57%	405,585	7.20%
12 Month Ave		352,773	355,986	0.91%	367,485	3.23%
Year-to-Date		2,119,415	2,170,683	2.42%	2,212,887	1.94%

12 Month Averages		2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
Service Month						
July		385,103	350,423	-9.01%	359,535	2.60%
August		386,658	346,841	-10.30%	359,715	3.71%
September		384,557	345,834	-10.07%	361,678	4.58%
October		382,537	347,784	-9.08%	362,110	4.12%
November		376,106	349,719	-7.02%	362,108	3.54%
December		370,431	351,714	-5.05%	363,968	3.48%
January		368,797	350,980	-4.83%	362,264	3.22%
February		364,515	350,928	-3.73%	361,961	3.14%
March		358,466	353,474	-1.39%	363,618	2.87%
April		358,493	353,088	-1.51%	364,926	3.35%
May		356,080	353,498	-0.73%	365,216	3.31%
June		352,773	355,986	0.91%	367,485	3.23%

Average Weekday Passengers		2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
Service Month						
July		14,002	12,713	-9.20%	13,854	8.97%
August		13,710	12,370	-9.78%	12,742	3.01%
September		17,300	16,402	-5.20%	16,792	2.38%
October		18,225	17,025	-6.59%	17,290	1.56%
November		15,364	16,011	4.21%	16,296	1.77%
December		14,427	14,815	2.69%	15,248	2.92%
January		15,203	14,995	-1.37%	14,541	-3.02%
February		15,075	14,860	-1.42%	14,883	0.15%
March		14,523	16,025	10.34%	16,442	2.60%
April		15,520	14,953	-3.66%	15,593	4.28%
May		15,784	16,310	3.33%	17,048	4.53%
June		15,289	16,110	5.37%	16,826	4.44%

Friday, July 31, 2015

Metropolitan Transportation Authority

June

MTA Long Island Rail Road

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	7,289,683	7,401,120	1.53%	7,626,108	3.04%
August	7,482,932	7,274,722	-2.78%	7,399,382	1.71%
September	6,719,248	6,790,701	1.06%	7,297,453	7.46%
October	6,621,963	7,431,994	12.23%	7,663,987	3.12%
November	5,607,406	6,666,796	18.89%	6,681,433	0.22%
December	6,859,040	7,203,125	5.02%	7,587,185	5.33%
January	6,628,268	6,565,428	-0.95%	6,362,309	-3.09%
February	6,020,679	6,107,685	1.45%	6,142,068	0.56%
March	6,897,877	6,983,094	1.24%	7,384,700	5.75%
April	6,961,659	7,189,777	3.28%	7,313,844	1.73%
May	7,112,429	7,250,532	1.94%	7,262,655	0.17%
June	6,994,737	7,509,011	7.35%	7,777,803	3.58%
12 Month Ave	6,766,327	7,031,165	3.91%	7,208,244	2.52%
Year-to-Date	40,615,649	41,605,528	2.44%	42,243,378	1.53%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	6,926,573	6,775,613	-2.18%	7,049,914	4.05%
August	6,980,385	6,758,262	-3.18%	7,060,303	4.47%
September	6,966,323	6,764,217	-2.90%	7,102,532	5.00%
October	6,942,881	6,831,719	-1.60%	7,121,865	4.25%
November	6,842,217	6,920,002	1.14%	7,123,085	2.93%
December	6,812,799	6,948,675	1.99%	7,155,090	2.97%
January	6,829,183	6,943,439	1.67%	7,138,163	2.80%
February	6,799,820	6,950,689	2.22%	7,141,028	2.74%
March	6,782,779	6,957,791	2.58%	7,174,495	3.11%
April	6,791,406	6,976,801	2.73%	7,184,834	2.98%
May	6,786,393	6,988,309	2.98%	7,185,845	2.83%
June	6,766,327	7,031,165	3.91%	7,208,244	2.52%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	300,228	293,335	-2.30%	302,669	3.18%
August	286,121	288,390	0.79%	302,316	4.83%
September	304,976	296,361	-2.82%	305,806	3.19%
October	268,456	289,647	7.89%	298,040	2.90%
November	243,193	304,762	25.32%	318,659	4.56%
December	293,968	296,888	0.99%	301,964	1.71%
January	279,154	277,061	-0.75%	283,228	2.23%
February	280,121	282,588	0.88%	285,444	1.01%
March	287,601	291,919	1.50%	297,011	1.74%
April	281,100	289,571	3.01%	294,548	1.72%
May	286,442	302,178	5.49%	314,372	4.04%
June	302,486	308,600	2.02%	310,718	0.69%

Friday, July 31, 2015

Metropolitan Transportation Authority June

MTA Metro-North Railroad

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	7,214,301	7,300,168	1.19%	7,520,253	3.01%
August	7,349,146	7,132,265	-2.95%	7,078,935	-0.75%
September	6,754,982	6,786,130	0.46%	7,215,858	6.33%
October	6,778,733	7,382,282	8.90%	7,653,001	3.67%
November	6,283,202	6,680,246	6.32%	6,685,728	0.08%
December	7,009,613	7,062,872	0.76%	7,502,155	6.22%
January	6,677,133	6,526,250	-2.26%	6,304,067	-3.40%
February	5,996,007	5,963,984	-0.53%	5,972,025	0.13%
March	6,961,373	6,824,170	-1.97%	7,171,308	5.09%
April	7,106,230	7,159,018	0.74%	7,283,033	1.73%
May	7,198,299	7,169,671	-0.40%	7,177,702	0.11%
June	7,095,500	7,360,103	3.73%	7,603,084	3.30%
12 Month Ave	6,868,710	6,945,597	1.12%	7,097,262	2.18%
Year-to-Date	41,034,542	41,003,196	-0.08%	41,511,219	1.24%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	6,981,120	6,875,866	-1.51%	6,963,937	1.28%
August	7,034,818	6,857,792	-2.52%	6,959,493	1.48%
September	7,017,694	6,860,388	-2.24%	6,995,304	1.97%
October	6,995,683	6,910,684	-1.22%	7,017,863	1.55%
November	6,940,270	6,943,771	0.05%	7,018,320	1.07%
December	6,912,802	6,948,209	0.51%	7,054,927	1.54%
January	6,924,432	6,935,635	0.16%	7,036,412	1.45%
February	6,891,109	6,932,967	0.61%	7,037,082	1.50%
March	6,875,789	6,921,533	0.67%	7,066,010	2.09%
April	6,886,972	6,925,932	0.57%	7,076,345	2.17%
May	6,883,247	6,923,546	0.59%	7,077,014	2.22%
June	6,868,710	6,945,597	1.12%	7,097,262	2.18%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	290,489	289,015	-0.51%	296,775	2.69%
August	280,806	280,298	-0.18%	284,812	1.61%
September	291,967	289,232	-0.94%	298,002	3.03%
October	260,443	286,372	9.96%	296,293	3.46%
November	264,012	291,100	10.26%	299,951	3.04%
December	287,219	285,736	-0.52%	295,383	3.38%
January	273,955	268,835	-1.87%	261,367	-2.78%
February	272,440	270,975	-0.54%	268,325	-0.98%
March	283,836	279,347	-1.58%	282,459	1.11%
April	286,265	287,779	0.53%	289,364	0.55%
May	286,024	291,057	1.76%	293,956	1.00%
June	299,687	302,876	1.06%	301,191	-0.56%

Friday, July 31, 2015

Metropolitan Transportation Authority

June

East of Hudson

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	7,062,979	7,156,528	1.32%	7,366,433	2.93%
August	7,192,537	6,995,610	-2.74%	6,935,605	-0.86%
September	6,618,194	6,659,062	0.62%	7,072,104	6.20%
October	6,639,905	7,241,822	9.07%	7,499,635	3.56%
November	6,211,788	6,556,763	5.55%	6,555,045	-0.03%
December	6,901,054	6,927,541	0.38%	7,356,438	6.19%
January	6,559,573	6,398,208	-2.46%	6,173,388	-3.51%
February	5,883,759	5,846,639	-0.63%	5,849,842	0.05%
March	6,827,778	6,684,169	-2.10%	7,018,867	5.01%
April	6,973,347	7,018,716	0.65%	7,134,749	1.65%
May	7,061,066	7,028,443	-0.46%	7,034,780	0.09%
June	6,959,429	7,213,680	3.65%	7,447,078	3.24%
12 Month Ave	6,740,951	6,810,598	1.03%	6,953,664	2.10%
Year-to-Date	40,264,952	40,189,855	-0.19%	40,658,704	1.17%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	6,848,940	6,748,747	-1.46%	6,828,091	1.18%
August	6,902,348	6,732,336	-2.46%	6,823,090	1.35%
September	6,882,159	6,735,742	-2.13%	6,857,510	1.81%
October	6,856,715	6,785,901	-1.03%	6,878,995	1.37%
November	6,803,441	6,814,649	0.16%	6,878,852	0.94%
December	6,778,435	6,816,857	0.57%	6,914,593	1.43%
January	6,791,068	6,803,409	0.18%	6,895,858	1.36%
February	6,759,295	6,800,316	0.61%	6,896,125	1.41%
March	6,745,393	6,788,349	0.64%	6,924,016	2.00%
April	6,757,193	6,792,129	0.52%	6,933,686	2.08%
May	6,754,425	6,789,411	0.52%	6,934,214	2.13%
June	6,740,951	6,810,598	1.03%	6,953,664	2.10%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	283,280	282,473	-0.29%	289,768	2.58%
August	273,982	274,082	0.04%	277,998	1.43%
September	284,787	282,886	-0.67%	291,153	2.92%
October	253,501	280,254	10.55%	289,611	3.34%
November	260,337	284,607	9.32%	292,710	2.85%
December	281,798	279,287	-0.89%	288,744	3.39%
January	268,348	262,725	-2.10%	254,821	-3.01%
February	266,546	264,816	-0.65%	261,911	-1.10%
March	277,480	272,688	-1.73%	275,526	1.04%
April	280,222	281,399	0.42%	282,620	0.43%
May	279,778	284,329	1.63%	286,818	0.88%
June	292,904	295,913	1.03%	294,096	-0.61%

Friday, July 31, 2015

Metropolitan Transportation Authority

June

Harlem Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	2,274,018	2,330,442	2.48%	2,363,438	1.42%
August	2,311,944	2,234,767	-3.34%	2,206,725	-1.25%
September	2,162,096	2,201,297	1.81%	2,298,402	4.41%
October	2,180,347	2,436,355	11.74%	2,465,785	1.21%
November	2,068,664	2,160,739	4.45%	2,138,624	-1.02%
December	2,254,289	2,303,474	2.18%	2,398,294	4.12%
January	2,182,967	2,136,239	-2.14%	2,040,760	-4.47%
February	1,979,265	1,958,194	-1.06%	1,931,569	-1.36%
March	2,262,610	2,225,318	-1.65%	2,335,202	4.94%
April	2,286,516	2,303,958	0.76%	2,330,964	1.17%
May	2,326,618	2,295,131	-1.35%	2,288,053	-0.31%
June	2,244,617	2,337,339	4.13%	2,416,613	3.39%
12 Month Ave	2,211,163	2,243,604	1.47%	2,267,869	1.08%
Year-to-Date	13,282,593	13,256,179	-0.20%	13,343,161	0.66%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	2,242,551	2,215,865	-1.19%	2,246,354	1.38%
August	2,259,258	2,209,433	-2.21%	2,244,017	1.57%
September	2,251,618	2,212,700	-1.73%	2,252,109	1.78%
October	2,243,010	2,234,034	-0.40%	2,254,562	0.92%
November	2,228,129	2,241,707	0.61%	2,252,719	0.49%
December	2,220,656	2,245,806	1.13%	2,260,621	0.66%
January	2,225,292	2,241,912	0.75%	2,252,664	0.48%
February	2,217,264	2,240,156	1.03%	2,250,445	0.46%
March	2,212,370	2,237,048	1.12%	2,259,602	1.01%
April	2,216,656	2,238,502	0.99%	2,261,853	1.04%
May	2,217,299	2,235,878	0.84%	2,261,263	1.14%
June	2,211,163	2,243,604	1.47%	2,267,869	1.08%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	92,071	92,508	0.47%	93,783	1.38%
August	88,674	88,214	-0.52%	89,396	1.34%
September	93,799	93,887	0.09%	95,338	1.55%
October	83,661	94,635	13.12%	95,720	1.15%
November	87,177	94,617	8.53%	96,470	1.96%
December	92,943	93,600	0.71%	94,891	1.38%
January	89,719	88,158	-1.74%	84,941	-3.65%
February	89,947	89,179	-0.85%	87,218	-2.20%
March	92,439	91,373	-1.15%	92,289	1.00%
April	92,340	92,964	0.68%	93,050	0.09%
May	92,633	93,578	1.02%	94,338	0.81%
June	95,281	96,687	1.47%	96,253	-0.45%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

Hudson Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	1,401,131	1,344,284	-4.06%	1,454,534	8.20%
August	1,433,031	1,373,141	-4.18%	1,381,075	0.58%
September	1,300,945	1,335,036	2.62%	1,402,529	5.06%
October	1,304,322	1,447,870	11.01%	1,465,645	1.23%
November	1,190,123	1,280,951	7.63%	1,271,965	-0.70%
December	1,321,710	1,255,542	-5.01%	1,419,350	13.05%
January	1,250,870	1,230,001	-1.67%	1,185,529	-3.62%
February	1,151,020	1,134,115	-1.47%	1,135,396	0.11%
March	1,316,583	1,288,797	-2.11%	1,370,062	6.31%
April	1,355,099	1,384,546	2.17%	1,397,902	0.96%
May	1,396,805	1,381,606	-1.09%	1,380,142	-0.11%
June	1,370,358	1,422,392	3.80%	1,447,762	1.78%
12 Month Ave	1,316,000	1,323,190	0.55%	1,359,324	2.73%
Year-to-Date	7,840,735	7,841,457	0.01%	7,916,793	0.96%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	1,335,482	1,311,263	-1.81%	1,332,378	1.61%
August	1,346,743	1,306,272	-3.01%	1,333,039	2.05%
September	1,341,937	1,309,113	-2.45%	1,338,663	2.26%
October	1,337,349	1,321,075	-1.22%	1,340,144	1.44%
November	1,325,504	1,328,644	0.24%	1,339,396	0.81%
December	1,321,091	1,323,130	0.15%	1,353,046	2.26%
January	1,322,973	1,321,391	-0.12%	1,349,340	2.12%
February	1,318,739	1,319,982	0.09%	1,349,447	2.23%
March	1,316,498	1,317,667	0.09%	1,356,219	2.93%
April	1,318,179	1,320,121	0.15%	1,357,332	2.82%
May	1,317,972	1,318,854	0.07%	1,357,210	2.91%
June	1,316,000	1,323,190	0.55%	1,359,324	2.73%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	55,874	53,128	-4.91%	56,978	7.25%
August	54,403	53,645	-1.39%	55,092	2.70%
September	55,710	56,228	0.93%	57,423	2.13%
October	49,650	55,821	12.43%	56,450	1.13%
November	49,881	55,544	11.35%	56,666	2.02%
December	54,024	50,648	-6.25%	55,712	10.00%
January	51,239	50,387	-1.66%	48,922	-2.91%
February	52,086	51,284	-1.54%	50,800	-0.94%
March	53,491	52,564	-1.73%	53,704	2.17%
April	54,378	55,355	1.80%	55,226	-0.23%
May	55,108	55,684	1.05%	56,017	0.60%
June	57,371	58,063	1.21%	56,964	-1.89%

Friday, July 31, 2015

Metropolitan Transportation Authority

June

New Haven Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	3,387,830	3,481,802	2.77%	3,548,461	1.91%
August	3,447,562	3,387,702	-1.74%	3,347,805	-1.18%
September	3,155,153	3,122,729	-1.03%	3,371,173	7.96%
October	3,155,236	3,357,597	6.41%	3,568,205	6.27%
November	2,953,001	3,115,073	5.49%	3,144,456	0.94%
December	3,325,055	3,368,525	1.31%	3,538,794	5.05%
January	3,125,736	3,031,968	-3.00%	2,947,099	-2.80%
February	2,753,474	2,754,330	0.03%	2,782,877	1.04%
March	3,248,585	3,170,054	-2.42%	3,313,603	4.53%
April	3,331,732	3,330,212	-0.05%	3,405,883	2.27%
May	3,337,643	3,351,706	0.42%	3,366,585	0.44%
June	3,344,454	3,453,949	3.27%	3,582,703	3.73%
12 Month Ave	3,213,788	3,243,804	0.93%	3,326,470	2.55%
Year-to-Date	19,141,624	19,092,219	-0.26%	19,398,750	1.61%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	3,270,907	3,221,619	-1.51%	3,249,359	0.86%
August	3,296,347	3,216,631	-2.42%	3,246,034	0.91%
September	3,288,604	3,213,929	-2.27%	3,266,738	1.64%
October	3,276,356	3,230,793	-1.39%	3,284,288	1.66%
November	3,249,808	3,244,299	-0.17%	3,286,737	1.31%
December	3,236,688	3,247,921	0.35%	3,300,926	1.63%
January	3,242,803	3,240,107	-0.08%	3,293,854	1.66%
February	3,223,292	3,240,178	0.52%	3,296,233	1.73%
March	3,216,525	3,233,634	0.53%	3,308,195	2.31%
April	3,222,358	3,233,507	0.35%	3,314,501	2.50%
May	3,219,154	3,234,679	0.48%	3,315,741	2.51%
June	3,213,788	3,243,804	0.93%	3,326,470	2.55%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	135,335	136,836	1.11%	139,007	1.59%
August	130,905	132,224	1.01%	133,509	0.97%
September	135,278	132,771	-1.85%	138,392	4.23%
October	120,190	129,799	7.99%	137,441	5.89%
November	123,279	134,447	9.06%	139,574	3.81%
December	134,831	135,039	0.15%	138,141	2.30%
January	127,389	124,180	-2.52%	120,958	-2.59%
February	124,513	124,353	-0.13%	123,893	-0.37%
March	131,550	128,751	-2.13%	129,533	0.61%
April	133,503	133,080	-0.32%	134,344	0.95%
May	132,037	135,067	2.29%	136,463	1.03%
June	140,251	141,163	0.65%	140,878	-0.20%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

West of Hudson

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	151,322	143,640	-5.08%	153,820	7.09%
August	156,609	136,655	-12.74%	143,330	4.88%
September	136,788	127,068	-7.11%	143,754	13.13%
October	138,828	140,460	1.18%	153,366	9.19%
November	71,414	123,483	72.91%	130,683	5.83%
December	108,559	135,331	24.66%	145,717	7.67%
January	117,560	128,042	8.92%	130,679	2.06%
February	112,248	117,345	4.54%	122,183	4.12%
March	133,595	140,001	4.80%	152,441	8.89%
April	132,883	140,302	5.58%	148,284	5.69%
May	137,233	141,228	2.91%	142,922	1.20%
June	136,071	146,423	7.61%	156,006	6.54%
12 Month Ave	127,759	134,998	5.67%	143,599	6.37%
Year-to-Date	769,590	813,341	5.68%	852,515	4.82%

12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	132,179	127,119	-3.83%	135,847	6.87%
August	132,470	125,456	-5.29%	136,403	8.73%
September	135,535	124,646	-8.03%	137,793	10.55%
October	138,968	124,782	-10.21%	138,869	11.29%
November	136,830	129,121	-5.63%	139,469	8.01%
December	134,367	131,352	-2.24%	140,334	6.84%
January	133,364	132,226	-0.85%	140,554	6.30%
February	131,814	132,651	0.63%	140,957	6.26%
March	130,396	133,184	2.14%	141,994	6.61%
April	129,779	133,803	3.10%	142,659	6.62%
May	128,822	134,136	4.12%	142,800	6.46%
June	127,759	134,998	5.67%	143,599	6.37%

Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	7,209	6,543	-9.24%	7,008	7.10%
August	6,824	6,215	-8.92%	6,814	9.63%
September	7,180	6,346	-11.62%	6,849	7.93%
October	6,942	6,118	-11.87%	6,682	9.22%
November	3,675	6,493	76.68%	7,241	11.52%
December	5,421	6,449	18.96%	6,639	2.95%
January	5,608	6,109	8.94%	6,546	7.15%
February	5,893	6,159	4.50%	6,414	4.15%
March	6,356	6,659	4.77%	6,933	4.12%
April	6,043	6,380	5.58%	6,744	5.70%
May	6,247	6,728	7.71%	7,138	6.09%
June	6,783	6,964	2.67%	7,095	1.88%

Friday, July 31, 2015

Metropolitan Transportation Authority June

Port Jervis Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	97,178	91,288	-6.06%	93,470	2.39%
August	100,855	89,188	-11.57%	86,344	-3.19%
September	85,604	80,627	-5.81%	86,526	7.32%
October	87,075	86,989	-0.10%	93,068	6.99%
November	47,613	75,365	58.29%	78,265	3.85%
December	67,755	83,241	22.86%	87,965	5.68%
January	73,570	77,576	5.45%	77,335	-0.31%
February	69,549	71,485	2.78%	72,288	1.12%
March	82,466	84,471	2.43%	89,367	5.80%
April	82,564	85,808	3.93%	88,480	3.11%
May	85,089	85,895	0.95%	86,116	0.26%
June	83,426	87,459	4.83%	92,381	5.63%
12 Month Ave	80,229	83,283	3.81%	85,967	3.22%
Year-to-Date	476,664	492,694	3.36%	505,967	2.69%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	80,356	79,738	-0.77%	83,465	4.67%
August	80,040	78,766	-1.59%	83,228	5.66%
September	82,959	78,351	-5.55%	83,719	6.85%
October	86,374	78,344	-9.30%	84,226	7.51%
November	86,451	80,656	-6.70%	84,467	4.72%
December	84,966	81,947	-3.55%	84,861	3.56%
January	84,382	82,281	-2.49%	84,841	3.11%
February	83,364	82,442	-1.11%	84,908	2.99%
March	82,410	82,609	0.24%	85,316	3.28%
April	81,889	82,879	1.21%	85,539	3.21%
May	81,148	82,947	2.22%	85,557	3.15%
June	80,229	83,283	3.81%	85,967	3.22%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	4,630	4,159	-10.18%	4,260	2.43%
August	4,396	4,056	-7.72%	4,104	1.17%
September	4,491	4,026	-10.35%	4,123	2.41%
October	4,354	3,790	-12.95%	4,056	7.02%
November	2,455	3,963	61.43%	4,335	9.39%
December	3,383	3,967	17.26%	4,008	1.03%
January	3,511	3,703	5.47%	3,875	4.65%
February	3,648	3,750	2.77%	3,793	1.16%
March	3,922	4,017	2.40%	4,065	1.20%
April	3,755	3,902	3.92%	4,024	3.12%
May	3,874	4,092	5.63%	4,300	5.07%
June	4,158	4,159	0.03%	4,202	1.04%

Friday, July 31, 2015

Metropolitan Transportation Authority **June**

Pascack Valley Line

Revenue Passengers				
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	54,144	52,352	-3.31%	60,350
August	55,754	47,467	-14.86%	56,986
September	51,184	46,441	-9.27%	57,228
October	51,753	53,471	3.32%	60,298
November	23,801	48,118	102.17%	52,418
December	40,804	52,090	27.66%	57,752
January	43,990	50,466	14.72%	53,344
February	42,699	45,860	7.40%	49,895
March	51,129	55,530	8.61%	63,074
April	50,319	54,494	8.30%	59,804
May	52,144	55,333	6.12%	56,806
June	52,645	58,964	12.00%	63,625
12 Month Ave	47,531	51,716	8.80%	57,632
Year-to-Date	292,926	320,647	9.46%	346,548

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	51,824	47,381	-8.57%	52,382
August	52,430	46,691	-10.95%	53,175
September	52,576	46,295	-11.95%	54,074
October	52,594	46,439	-11.70%	54,643
November	50,379	48,465	-3.80%	55,001
December	49,402	49,405	0.01%	55,473
January	48,982	49,945	1.97%	55,713
February	48,449	50,209	3.63%	56,049
March	47,985	50,575	5.40%	56,678
April	47,890	50,923	6.33%	57,121
May	47,675	51,189	7.37%	57,243
June	47,531	51,716	8.80%	57,632

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015
July	2,579	2,384	-7.56%	2,748
August	2,428	2,159	-11.08%	2,710
September	2,689	2,320	-13.72%	2,726
October	2,588	2,328	-10.05%	2,626
November	1,220	2,530	107.38%	2,906
December	2,038	2,482	21.79%	2,631
January	2,097	2,406	14.76%	2,671
February	2,245	2,409	7.31%	2,621
March	2,433	2,642	8.58%	2,868
April	2,288	2,478	8.31%	2,720
May	2,372	2,636	11.11%	2,838
June	2,625	2,805	6.83%	2,893

Friday, July 31, 2015

Metropolitan Transportation Authority

June

MTA Bridges & Tunnels

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	24,887,622	24,886,530	0.00%	25,435,425	2.21%
August	25,669,824	25,636,599	-0.13%	25,951,945	1.23%
September	23,763,047	23,810,071	0.20%	24,481,160	2.82%
October	22,928,321	25,036,991	9.20%	25,189,827	0.61%
November	20,945,342	23,200,297	10.77%	23,361,017	0.69%
December	23,355,262	23,035,975	-1.37%	24,182,522	4.98%
January	22,290,223	20,747,317	-6.92%	20,983,289	1.14%
February	19,831,970	18,701,703	-5.70%	19,983,679	6.85%
March	23,376,021	23,431,567	0.24%	23,836,645	1.73%
April	23,638,588	23,834,773	0.83%	24,829,063	4.17%
May	25,045,252	25,668,919	2.49%	26,487,678	3.19%
June	24,738,988	25,374,933	2.57%	26,146,263	3.04%
12 Month Ave	23,372,538	23,613,806	1.03%	24,239,043	2.65%
Year-to-Date	138,921,042	137,759,212	-0.84%	142,266,617	3.27%

12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	23,785,328	23,372,447	-1.74%	23,659,548	1.23%
August	23,903,353	23,369,679	-2.23%	23,685,826	1.35%
September	23,885,599	23,373,597	-2.14%	23,741,750	1.58%
October	23,784,961	23,549,320	-0.99%	23,754,487	0.87%
November	23,576,786	23,737,233	0.68%	23,767,880	0.13%
December	23,550,942	23,710,625	0.68%	23,863,426	0.64%
January	23,593,748	23,582,050	-0.05%	23,883,090	1.28%
February	23,473,067	23,487,861	0.06%	23,989,921	2.14%
March	23,427,099	23,492,490	0.28%	24,023,678	2.26%
April	23,426,029	23,508,839	0.35%	24,106,535	2.54%
May	23,413,736	23,560,811	0.63%	24,174,765	2.61%
June	23,372,538	23,613,806	1.03%	24,239,043	2.65%

Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
July	829,552	824,594	-0.60%	846,651	2.67%
August	842,278	837,517	-0.57%	856,625	2.28%
September	821,457	811,806	-1.17%	834,545	2.80%
October	736,273	817,107	10.98%	824,083	0.85%
November	725,399	802,918	10.69%	810,122	0.90%
December	802,287	785,165	-2.13%	809,947	3.16%
January	755,080	700,973	-7.17%	709,750	1.25%
February	765,137	693,199	-9.40%	752,873	8.61%
March	776,880	780,125	0.42%	788,973	1.13%
April	801,771	805,672	0.49%	837,816	3.99%
May	834,831	849,333	1.74%	880,346	3.65%
June	838,525	850,160	1.39%	884,490	4.04%

Friday, July 31, 2015

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 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	\$430.9	\$418.5	\$504.5	\$496.4	\$502.3	\$517.2	\$521.6	\$500.6	\$508.4	\$525.3	\$489.8	\$513.3	\$5,928.8
Toll Revenue	123.3	116.4	143.1	151.9	161.6	156.9	157.0	161.9	151.1	157.0	145.4	143.4	1,768.8
Other Operating Revenue	64.6	51.0	57.1	56.5	59.9	63.7	49.0	47.8	53.3	56.9	54.1	53.8	667.6
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$618.8	\$586.0	\$704.7	\$704.8	\$723.8	\$737.8	\$727.5	\$710.3	\$712.7	\$739.2	\$689.3	\$710.5	\$8,365.2
Operating Expenses													
Labor:													
Payroll	\$400.5	\$358.1	\$384.2	\$393.1	\$378.3	\$378.2	\$410.2	\$391.0	\$387.5	\$385.6	\$406.7	\$430.3	\$4,703.6
Overtime	66.4	73.5	68.4	59.3	53.8	61.4	60.5	60.1	61.5	54.2	62.5	77.1	758.9
Health and Welfare	82.2	77.8	81.8	88.6	94.6	98.9	89.6	89.5	89.0	89.8	89.7	100.9	1,072.4
OPEB Current Payment	36.2	42.0	46.6	44.0	45.7	36.4	42.7	42.6	45.0	42.7	39.6	47.0	510.5
Pensions	47.1	46.9	54.7	48.4	51.7	61.3	713.9	50.1	57.4	50.4	43.6	52.0	1,277.6
Other Fringe Benefits	56.2	51.3	56.3	52.6	47.7	56.2	56.6	53.3	54.2	47.3	51.1	54.1	636.9
Reimbursable Overhead	(23.0)	(16.7)	(36.4)	(28.0)	(46.5)	(36.1)	(27.4)	(27.7)	(37.5)	(43.9)	(22.9)	(36.5)	(382.4)
Total Labor Expenses	\$665.7	\$632.9	\$655.6	\$658.1	\$625.4	\$656.3	\$1,346.1	\$659.0	\$657.1	\$626.1	\$670.3	\$725.0	\$8,577.6
Non-Labor:													
Electric Power	\$43.4	\$41.7	\$48.2	\$45.4	\$44.2	\$37.4	\$42.0	\$44.0	\$43.0	\$38.3	\$38.6	\$43.1	\$509.4
Fuel	15.0	15.5	19.1	15.4	15.4	15.0	15.7	15.6	15.8	16.9	16.3	17.2	192.9
Insurance	3.5	5.7	4.3	4.3	4.6	4.2	4.1	4.5	4.5	4.5	3.9	4.6	52.7
Claims	19.4	17.6	23.8	16.4	19.8	31.3	21.1	21.0	21.2	21.1	20.9	21.4	255.0
Paratransit Service Contracts	30.4	29.8	31.8	31.5	31.6	32.3	32.2	31.8	31.8	35.0	32.7	32.4	383.0
Maintenance and Other Operating Contracts	39.8	34.3	43.6	42.5	46.4	55.9	52.9	56.1	62.8	58.7	59.6	98.1	650.6
Professional Service Contracts	20.6	26.5	27.9	26.7	20.1	29.7	53.4	44.1	45.5	49.9	50.2	58.5	453.0
Materials & Supplies	43.4	36.8	52.3	50.2	44.9	46.8	46.8	46.2	46.6	47.2	56.4	65.2	582.7
Other Business Expenses	20.0	14.6	13.4	25.0	16.2	15.6	22.3	15.5	15.4	14.0	14.7	16.1	202.7
Total Non-Labor Expenses	\$235.4	\$222.3	\$264.4	\$257.4	\$243.1	\$268.0	\$290.6	\$278.7	\$286.6	\$285.6	\$293.3	\$356.6	\$3,282.1
Other Expenses Adjustments:													
Other	2.9	2.2	2.3	2.2	2.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	42.5
General Reserve	-	-	-	-	-	-	-	-	-	-	-	140.0	140.0
Total Other Expense Adjustments	\$2.9	\$2.2	\$2.3	\$2.2	\$2.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$144.4	\$182.5
Total Expenses/Expenditures before Non-Cash Liability Adjs.	\$904.0	\$857.4	\$922.3	\$917.7	\$870.9	\$928.7	\$1,641.0	\$942.1	\$948.1	\$916.1	\$968.0	\$1,225.9	\$12,042.2
Depreciation	189.3	189.4	189.5	190.1	190.6	203.0	202.9	205.0	206.1	207.3	208.2	213.5	2,394.9
OPEB Obligation	33.6	34.4	436.9	34.1	33.7	438.3	34.0	33.6	438.3	33.8	33.4	438.1	2,022.1
Environmental Remediation	0.2	0.2	3.6	0.2	0.2	0.8	0.2	0.2	0.7	0.2	0.2	0.4	6.9
Net Operating Expenses	\$1,127.2	\$1,081.4	\$1,552.4	\$1,142.0	\$1,095.3	\$1,570.8	\$1,878.1	\$1,180.9	\$1,593.2	\$1,157.3	\$1,209.7	\$1,878.0	\$16,466.1
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$508.4)	(\$495.4)	(\$847.7)	(\$437.2)	(\$371.5)	(\$833.0)	(\$1,150.6)	(\$470.6)	(\$880.4)	(\$418.1)	(\$520.4)	(\$1,167.5)	(\$8,100.9)
Subsidies	\$368.5	\$413.7	\$406.7	\$2,103.8	\$355.3	\$480.3	\$414.6	\$364.6	\$427.4	\$299.3	\$383.6	\$539.6	\$6,557.3
Debt Service	218.2	188.4	227.7	178.9	175.1	213.5	223.4	223.4	216.5	199.2	168.1	221.2	2,453.7

-- Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
REIMBURSABLE													
Revenue													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	107.1	104.2	159.7	141.6	195.7	157.9	167.1	145.9	158.3	192.4	141.4	159.5	1,830.9
Total Revenue	\$107.1	\$104.2	\$159.7	\$141.6	\$195.7	\$157.9	\$167.1	\$145.9	\$158.3	\$192.4	\$141.4	\$159.5	\$1,830.9
Expenses													
Labor:													
Payroll	\$40.3	\$42.4	\$53.2	\$52.0	\$65.1	\$54.7	\$51.4	\$51.5	\$53.1	\$68.6	\$56.0	\$61.3	\$649.6
Overtime	10.8	9.4	16.8	16.1	22.0	8.4	8.3	8.3	8.0	14.9	2.8	0.3	126.1
Health and Welfare	4.5	4.3	5.3	5.1	5.3	6.0	5.4	5.3	5.7	5.5	5.3	5.6	63.2
OPEB Current Payment	0.6	0.6	0.6	0.7	0.6	0.8	0.7	0.7	0.7	0.7	0.7	0.7	8.1
Pensions	3.9	3.8	6.0	4.9	6.1	5.8	27.4	4.9	5.4	5.0	4.8	5.3	83.3
Other Fringe Benefits	12.5	14.1	17.8	16.5	24.1	17.5	16.7	16.7	17.0	20.7	16.4	17.4	207.2
Reimbursable Overhead	23.1	16.8	36.4	27.9	46.5	35.9	27.2	27.5	37.3	43.6	22.7	36.1	381.0
Total Labor Expenses	\$95.8	\$91.5	\$136.1	\$123.0	\$169.6	\$129.1	\$136.9	\$114.9	\$127.1	\$159.0	\$108.7	\$126.8	\$1,518.5
Non-Labor:													
Electric Power	\$0.0	\$0.0	\$0.2	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$1.0
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	0.5	0.5	0.7	1.0	1.0	1.3	1.1	1.0	1.1	1.1	1.0	1.0	11.3
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.3	3.9	6.3	5.6	5.6	5.6	5.8	5.1	5.1	4.8	4.9	4.3	59.4
Professional Service Contracts	2.2	2.5	5.2	5.9	4.5	7.7	7.2	7.6	8.5	9.8	10.7	8.7	80.5
Materials & Supplies	5.9	5.2	10.5	10.4	17.2	13.7	15.6	16.7	15.9	17.1	15.7	18.3	162.3
Other Business Expenses	0.3	0.6	0.7	(4.6)	(2.3)	0.5	0.4	0.4	0.4	0.4	0.4	0.4	(2.2)
Total Non-Labor Expenses	\$11.3	\$12.7	\$23.7	\$18.5	\$26.1	\$28.9	\$30.2	\$31.0	\$31.2	\$33.3	\$32.8	\$32.8	\$312.4
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	\$107.1	\$104.2	\$159.7	\$141.6	\$195.7	\$157.9	\$167.1	\$145.9	\$158.3	\$192.4	\$141.4	\$159.5	\$1,830.9
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Operating Expenses (excluding B&T Depreciation)	\$107.1	\$104.2	\$159.7	\$141.6	\$195.7	\$157.9	\$167.1	\$145.9	\$158.3	\$192.4	\$141.4	\$159.5	\$1,830.9
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
Subsidies													
Debt Service													

-- Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE / REIMBURSABLE													
Revenue													
Farebox Revenue	\$430.9	\$418.5	\$504.5	\$496.4	\$502.3	\$517.2	\$521.6	\$500.6	\$508.4	\$525.3	\$489.8	\$513.3	\$5,928.8
Toll Revenue	123.3	116.4	143.1	151.9	161.6	156.9	157.0	161.9	151.1	157.0	145.4	143.4	1,768.8
Other Operating Revenue	64.6	57.1	57.1	56.5	59.9	63.7	49.0	47.8	53.3	56.9	54.1	53.8	667.6
Capital and Other Reimbursements	107.1	104.2	159.7	141.6	195.7	157.9	167.1	145.9	158.3	192.4	141.4	159.5	1,830.9
Total Revenue	\$725.9	\$690.2	\$864.4	\$846.4	\$919.5	\$895.8	\$894.7	\$856.1	\$871.0	\$931.5	\$830.7	\$870.0	\$10,196.1
Expenses													
Labor:													
Payroll	\$440.8	\$400.5	\$437.4	\$445.1	\$443.4	\$432.9	\$461.5	\$442.5	\$440.6	\$454.2	\$462.7	\$491.7	\$5,353.3
Overtime	77.2	83.0	85.2	75.3	75.8	69.8	68.8	68.4	69.5	69.2	65.4	77.4	885.0
Health and Welfare	86.7	82.1	87.1	93.7	99.9	104.9	95.0	94.9	94.6	95.2	95.0	106.5	1,135.7
OPEB Current Payment	36.9	42.6	47.3	44.7	46.3	37.1	43.4	43.3	45.7	43.4	40.3	47.7	518.6
Pensions	51.0	50.7	60.7	53.3	57.8	67.1	741.2	55.1	62.8	55.5	48.4	57.3	1,360.8
Other Fringe Benefits	68.7	65.5	74.1	69.1	71.8	73.6	73.2	70.0	71.2	67.9	67.5	71.5	844.2
Reimbursable Overhead	0.2	0.1	(0.0)	(0.1)	(0.0)	(0.1)	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(0.3)	(1.4)
Total Labor Expenses	\$761.5	\$724.3	\$791.6	\$781.1	\$795.0	\$785.4	\$1,483.0	\$773.9	\$784.2	\$785.1	\$779.0	\$851.7	\$10,096.1
Non-Labor:													
Electric Power	\$43.5	\$41.7	\$48.4	\$45.5	\$44.3	\$37.5	\$42.1	\$44.1	\$43.1	\$38.3	\$38.6	\$43.2	\$510.5
Fuel	15.0	15.5	19.1	15.4	15.4	15.0	15.8	15.6	15.8	16.9	16.3	17.2	193.0
Insurance	4.0	6.1	5.1	5.3	5.6	5.4	5.2	5.5	5.6	5.6	4.9	5.5	63.9
Claims	19.4	17.6	23.8	16.4	19.8	31.3	21.1	21.0	21.2	21.1	20.9	21.4	255.0
Paratransit Service Contracts	30.4	29.8	31.8	31.5	31.6	32.3	32.2	31.8	31.8	35.0	32.7	32.4	383.0
Maintenance and Other Operating Contracts	42.1	38.2	49.9	48.1	51.9	61.5	58.7	61.2	67.9	63.6	64.4	102.4	709.9
Professional Service Contracts	22.8	29.0	33.1	32.6	24.6	37.4	60.7	51.7	54.0	59.7	60.9	67.2	533.6
Materials & Supplies	49.3	42.0	62.8	60.6	62.1	60.5	62.3	62.9	62.5	64.3	72.2	83.5	745.1
Other Business Expenses	20.4	15.2	14.1	20.5	13.8	16.1	22.7	15.9	15.8	14.5	15.1	16.5	200.5
Total Non-Labor Expenses	\$246.8	\$235.1	\$288.0	\$275.9	\$269.2	\$296.9	\$320.8	\$309.7	\$317.8	\$318.9	\$326.1	\$389.4	\$3,594.5
Other Expenses/Adjustments:													
B&T Capital Transfer	\$2.9	\$2.2	\$2.3	\$2.2	\$2.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$42.5
GASB Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-
Interagency Subsidy	-	-	-	-	-	-	-	-	-	-	-	-	-
Agency Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	2.9	2.2	2.3	2.2	2.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	42.5
General Reserve	-	-	-	-	-	-	-	-	-	-	-	-	140.0
Total Other Expense Adjustments	\$2.9	\$2.2	\$2.3	\$2.2	\$2.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$4.4	\$182.5
Total Expenses/Expenditures before Depreciation & Other Post Employment Benefits	\$1,011.1	\$961.6	\$1,082.0	\$1,059.2	\$1,066.6	\$1,086.7	\$1,808.2	\$1,088.0	\$1,106.4	\$1,108.4	\$1,109.4	\$1,385.5	\$13,873.1
Depreciation	189.3	189.4	189.5	190.1	190.6	203.0	202.9	205.0	206.1	207.3	208.2	213.5	2,394.9
OPEB Obligation	33.6	34.4	436.9	34.1	33.7	438.3	34.0	33.6	438.3	33.8	33.4	438.1	2,022.1
Environmental Remediation	0.2	0.2	3.6	0.2	0.2	0.8	0.2	0.2	0.7	0.2	0.2	0.4	6.9
Net Operating Expenses	\$1,234.3	\$1,185.6	\$1,712.1	\$1,283.6	\$1,291.0	\$1,728.7	\$2,045.3	\$1,326.7	\$1,751.5	\$1,349.6	\$1,351.2	\$2,037.5	\$18,297.0
Net Operating Surplus/(Deficit) excluding Subsidies and Debt Service	(\$508.4)	(\$495.4)	(\$847.7)	(\$437.2)	(\$371.5)	(\$833.0)	(\$1,150.6)	(\$470.6)	(\$880.4)	(\$418.1)	(\$520.4)	(\$1,167.5)	(\$6,100.9)
Subsidies	\$368.5	\$413.7	\$406.7	\$2,103.8	\$355.3	\$480.3	\$414.6	\$364.6	\$427.4	\$299.3	\$383.6	\$539.6	\$6,557.3
Debt Service	218.2	188.4	227.7	178.9	175.1	213.5	223.4	223.4	216.5	199.2	168.1	221.2	2,453.7

-- Differences are due to rounding.

Metropolitan Transportation Authority
July Financial Plan - 2015 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
18.3	16.7	17.2	18.2	17.9	17.1	17.5	16.1	18.0	18.1	18.2	20.5	\$213.8
9.7	8.6	11.1	9.0	8.8	10.6	9.7	9.8	9.9	9.6	10.1	17.4	\$124.3
19.4	10.3	20.0	16.2	14.4	20.7	20.9	21.0	21.2	14.8	21.0	20.0	\$219.7
0.1	0.4	0.3	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.1	\$2.1
9.3	13.7	6.3	8.9	9.3	8.7	8.2	9.0	8.1	8.6	8.6	9.8	\$108.6
8.9	23.8	10.2	1.5	0.7	0.8	0.8	0.7	0.7	0.9	1.0	6.0	\$56.1
1.4	0.9	0.8	0.9	0.6	0.8	0.8	0.8	0.8	0.7	0.7	0.9	\$9.8
(0.6)	(0.9)	2.8	4.4	1.8	2.6	2.5	2.5	2.6	1.5	2.6	2.6	\$24.5
\$66.4	\$73.5	\$68.7	\$59.3	\$53.6	\$61.4	\$60.5	\$60.1	\$61.5	\$54.2	\$62.4	\$77.2	\$758.8
\$10.8	\$9.4	\$16.8	\$16.1	\$22.0	\$8.4	\$8.3	\$8.3	\$8.0	\$14.9	\$2.8	\$0.3	\$126.1
\$77.2	\$82.9	\$85.5	\$75.3	\$75.6	\$69.8	\$68.8	\$68.4	\$69.5	\$69.2	\$65.2	\$77.6	\$885.0

NOTES:
- SIR's overtime information is included in "Other"

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 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	67,403	67,609	67,793	68,045	68,513	68,944	69,089	69,145	69,460	69,613	69,735	70,220
NYC Transit	46,446	46,599	46,722	46,819	47,211	47,413	47,405	47,374	47,546	47,625	47,654	47,788
Long Island Rail Road	6,806	6,853	6,918	7,037	7,038	7,042	7,063	7,074	7,074	7,057	7,056	7,082
Metro-North Railroad	6,083	6,082	6,085	6,130	6,202	6,264	6,328	6,339	6,430	6,487	6,518	6,703
Bridges & Tunnels	1,473	1,470	1,465	1,464	1,458	1,587	1,587	1,587	1,598	1,598	1,598	1,727
Headquarters	2,434	2,434	2,435	2,427	2,429	2,445	2,506	2,569	2,608	2,640	2,702	2,713
Staten Island Railway	289	299	296	296	299	316	316	316	316	316	316	316
Capital Construction Company	126	126	126	126	130	131	133	135	137	139	140	140
Bus Company	3,746	3,746	3,746	3,746	3,746	3,746	3,751	3,751	3,751	3,751	3,751	3,751
Non-Reimbursable	61,923	61,012	61,925	61,372	60,237	61,709	61,951	62,059	62,345	62,387	62,616	63,196
NYC Transit	42,418	41,274	42,473	42,345	41,138	42,485	42,461	42,464	42,596	42,622	42,644	42,728
Long Island Rail Road	6,036	6,200	6,099	5,949	5,966	5,910	6,035	6,049	6,079	6,035	6,114	6,241
Metro-North Railroad	5,712	5,774	5,597	5,417	5,476	5,499	5,574	5,602	5,676	5,705	5,772	6,002
Bridges & Tunnels	1,473	1,470	1,465	1,377	1,371	1,500	1,500	1,500	1,511	1,511	1,511	1,640
Headquarters	2,308	2,308	2,308	2,300	2,301	2,317	2,378	2,441	2,480	2,511	2,572	2,583
Staten Island Railway	268	278	275	276	277	290	290	290	290	290	290	290
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	3,708	3,708	3,708	3,708	3,708	3,708	3,713	3,713	3,713	3,713	3,713	3,713
Reimbursable	5,480	6,597	5,868	6,673	8,276	7,235	7,138	7,086	7,115	7,226	7,119	7,023
NYC Transit	4,028	5,325	4,249	4,474	6,073	4,928	4,944	4,910	4,950	5,003	5,010	5,060
Long Island Rail Road	770	653	819	1,088	1,072	1,132	1,028	1,025	995	1,022	942	841
Metro-North Railroad	371	308	488	713	726	765	754	737	754	782	746	701
Bridges & Tunnels	-	-	-	87	87	87	87	87	87	87	87	87
Headquarters	126	126	127	127	128	128	128	128	128	129	130	130
Staten Island Railway	21	21	21	20	22	26	26	26	26	26	26	26
Capital Construction Company	126	126	126	126	130	131	133	135	137	139	140	140
Bus Company	38	38	38	38	38	38	38	38	38	38	38	38

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 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	67,155	67,364	67,537	67,773	68,231	68,787	68,931	68,987	69,302	69,455	69,577	70,062
NYC Transit	46,214	46,370	46,482	46,563	46,945	47,272	47,263	47,232	47,404	47,483	47,512	47,646
Long Island Rail Road	6,806	6,853	6,918	7,037	7,038	7,042	7,063	7,074	7,074	7,057	7,056	7,082
Metro-North Railroad	6,082	6,081	6,084	6,129	6,201	6,263	6,327	6,338	6,429	6,486	6,517	6,702
Bridges & Tunnels	1,473	1,470	1,465	1,464	1,458	1,587	1,587	1,587	1,598	1,598	1,598	1,727
Headquarters	2,434	2,434	2,435	2,427	2,429	2,445	2,506	2,569	2,608	2,640	2,702	2,713
Staten Island Railway	289	299	296	296	299	316	316	316	316	316	316	316
Capital Construction Company	126	126	126	126	130	131	133	135	137	139	140	140
Bus Company	3,731	3,731	3,731	3,731	3,731	3,731	3,736	3,736	3,736	3,736	3,736	3,736
Total Full-Time-Equivalents	248	245	256	272	282	157	158	158	158	158	158	158
NYC Transit	232	229	240	256	266	141	142	142	142	142	142	142
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 - 2015 Mid-Year Forecast
Total Positions by Function and Agency

FUNCTION/AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
NYC Transit	4,205	4,212	4,238	4,270	4,293	4,347	4,441	4,506	4,568	4,620	4,685	4,648
Long Island Rail Road	1,413	1,418	1,433	1,435	1,443	1,445	1,449	1,449	1,455	1,455	1,455	1,391
Metro-North Railroad	460	460	465	490	490	492	495	496	502	503	503	503
Bridges & Tunnels	424	426	430	438	452	483	518	525	537	555	558	574
Headquarters	81	81	82	88	86	86	86	86	87	87	87	87
Staten Island Railway	1,650	1,650	1,651	1,643	1,645	1,658	1,705	1,762	1,798	1,830	1,891	1,902
Capital Construction Company	23	23	23	22	22	28	28	28	28	28	28	28
Bus Company	13	13	13	13	14	14	14	14	15	16	17	17
	141	141	141	141	141	141	146	146	146	146	146	146
Operations												
NYC Transit	29,488	29,645	29,685	29,760	29,955	30,317	30,281	30,269	30,397	30,387	30,420	30,605
Long Island Rail Road	22,194	22,330	22,347	22,353	22,552	22,865	22,820	22,800	22,926	22,932	22,961	23,012
Metro-North Railroad	2,334	2,352	2,364	2,428	2,422	2,424	2,423	2,425	2,413	2,393	2,392	2,392
Bridges & Tunnels	1,819	1,813	1,828	1,835	1,840	1,838	1,851	1,857	1,870	1,874	1,879	1,884
Headquarters	592	590	588	581	577	628	628	628	629	629	629	758
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	94	105	103	108	109	107	107	107	107	107	107	107
Bus Company	-	-	-	-	-	-	-	-	-	-	-	-
	2,455	2,455	2,455	2,455	2,455	2,455	2,452	2,452	2,452	2,452	2,452	2,452
Maintenance												
NYC Transit	30,071	30,120	30,238	30,379	30,602	30,573	30,630	30,620	30,732	30,839	30,856	31,187
Long Island Rail Road	20,880	20,899	20,987	21,078	21,239	21,147	21,173	21,162	21,202	21,275	21,275	21,430
Metro-North Railroad	3,854	3,881	3,928	3,954	3,967	3,963	3,978	3,982	3,983	3,982	3,980	4,003
Bridges & Tunnels	3,748	3,752	3,738	3,766	3,816	3,849	3,862	3,859	3,923	3,958	3,977	4,130
Headquarters	340	340	338	337	336	364	364	364	371	371	371	371
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	154	153	152	149	149	155	155	155	155	155	155	155
Bus Company	-	-	-	-	-	-	-	-	-	-	-	-
	1,095	1,095	1,095	1,095	1,095	1,095	1,098	1,098	1,098	1,098	1,098	1,098

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 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	1,948	1,949	1,951	1,959	1,967	1,992	2,001	2,008	2,017	2,021	2,027	2,041
NYC Transit	1,338	1,337	1,342	1,344	1,349	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Long Island Rail Road	158	160	161	165	159	163	167	171	176	179	181	184
Metro-North Railroad	91	91	89	91	94	94	97	98	100	100	104	115
Bridges & Tunnels	193	193	191	192	193	236	236	236	237	237	237	237
Headquarters	-	-	-	-	-	-	-	-	-	-	-	-
Staten Island Railway	18	18	18	17	19	26	26	26	26	26	26	26
Capital Construction Company	113	113	113	113	116	117	119	121	122	123	123	123
Bus Company	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety	1,690	1,683	1,681	1,677	1,696	1,715	1,736	1,742	1,746	1,746	1,747	1,739
NYC Transit	621	615	613	609	628	637	644	644	644	644	644	636
Long Island Rail Road	-	-	-	-	-	-	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-	-	-	-	-	-	-
Bridges & Tunnels	267	266	266	266	266	273	273	273	274	274	274	274
Headquarters	784	784	784	784	784	787	801	807	810	810	811	811
Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-	-	-	-	-	-	-
Bus Company	18	18	18	18	18	18	18	18	18	18	18	18

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	4,205	4,212	4,238	4,270	4,293	4,347	4,441	4,504	4,566	4,618	4,683	4,648
Professional, Technical, Clerical	1,300	1,299	1,305	1,309	1,318	1,411	1,433	1,443	1,456	1,479	1,485	1,499
Operational Hourlies	2,745	2,755	2,773	2,808	2,827	2,779	2,851	2,904	2,953	2,982	3,041	3,056
	160	158	160	153	148	157	157	157	157	157	157	92
Operations												
Managers/Supervisors	29,488	29,645	29,685	29,760	29,955	30,317	30,281	30,269	30,397	30,387	30,420	30,605
Professional, Technical, Clerical	3,427	3,413	3,414	3,411	3,419	3,662	3,738	3,744	3,757	3,760	3,769	3,772
Operational Hourlies	876	885	897	908	922	927	869	875	884	882	881	890
	25,184	25,347	25,374	25,441	25,614	25,728	25,674	25,650	25,756	25,745	25,770	25,944
Maintenance												
Managers/Supervisors	30,071	30,120	30,238	30,379	30,602	30,573	30,630	30,620	30,732	30,839	30,856	31,187
Professional, Technical, Clerical	5,207	5,200	5,234	5,315	5,346	5,326	5,415	5,412	5,417	5,428	5,428	5,444
Operational Hourlies	1,822	1,812	1,813	1,828	1,823	1,873	1,875	1,872	1,873	1,871	1,898	1,909
	23,042	23,109	23,192	23,237	23,434	23,375	23,341	23,337	23,443	23,541	23,531	23,835
Engineering/Capital												
Managers/Supervisors	1,948	1,949	1,951	1,959	1,967	1,992	2,001	2,008	2,017	2,021	2,027	2,041
Professional, Technical, Clerical	540	540	548	554	551	573	574	578	584	587	589	602
Operational Hourlies	1,393	1,394	1,388	1,391	1,400	1,397	1,405	1,408	1,411	1,412	1,416	1,417
	15	15	15	14	16	22	22	22	22	22	22	22
Public Safety												
Managers/Supervisors	1,690	1,683	1,681	1,677	1,696	1,715	1,736	1,742	1,746	1,746	1,747	1,739
Professional, Technical, Clerical	445	444	442	442	457	466	474	475	475	475	475	475
Operational Hourlies	135	134	135	136	137	142	144	149	153	153	154	154
	1,110	1,105	1,104	1,099	1,102	1,107	1,118	1,118	1,118	1,118	1,118	1,110
Baseline Total Positions												
Managers/Supervisors	67,403	67,609	67,793	68,045	68,513	68,944	69,090	69,143	69,458	69,611	69,733	70,220
Professional, Technical, Clerical	10,920	10,896	10,943	11,031	11,091	11,438	11,634	11,652	11,689	11,729	11,746	11,792
Operational Hourlies	6,972	6,980	7,006	7,071	7,109	7,118	7,144	7,208	7,274	7,300	7,390	7,426
	49,512	49,734	49,845	49,944	50,314	50,389	50,312	50,284	50,496	50,583	50,598	51,002

METROPOLITAN TRANSPORTATION AUTHORITY
July 2015 Financial Plan - 2015 Debt Service Allocation Forecast
Debt Service
(\$ in millions)

Debt Service:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Tax Fund													
Transit	29,867	29,561	29,783	20,771	10,127	29,481	29,481	29,481	23,827	9,502	6,784	29,492	278,156
Commuter	6,446	6,380	6,428	4,483	2,186	5,995	5,995	5,995	4,813	1,819	0,417	5,997	56,954
	36,313	35,941	36,211	25,254	12,312	35,476	35,476	35,476	28,640	11,321	7,200	35,490	335,110
MTA Transportation Revenue													
Transit	77,895	65,411	79,650	60,173	67,721	72,329	79,855	79,855	79,855	79,855	62,740	78,434	883,771
Commuter	48,872	40,983	49,851	37,603	42,320	46,645	48,853	48,853	48,853	48,853	42,397	47,954	552,039
Bus Company	2,486	2,247	2,488	2,402	1,830	1,751	1,793	1,793	1,793	1,793	1,744	1,761	23,884
SIRTOA	0,070	0,065	0,072	0,036	0,024	0,039	0,131	0,131	0,131	0,131	0,131	0,130	1,091
	129,323	108,706	132,062	100,214	111,895	120,764	130,632	130,632	130,632	130,632	107,012	128,279	1,460,795
Commercial Paper													
Transit	0,004	0,063	0,010	0,012	0,009	1,105	1,105	1,105	1,105	1,105	1,105	1,105	7,832
Commuter	0,003	0,041	0,006	0,008	0,006	0,715	0,715	0,715	0,715	0,715	0,715	0,715	5,065
Bus Company	0,000	0,001	0,000	0,000	0,000	0,014	0,014	0,014	0,014	0,014	0,014	0,014	0,098
	0,007	0,105	0,016	0,020	0,015	1,833	1,833	1,833	1,833	1,833	1,833	1,833	12,995
2 Broadway COPs													
Transit	1,618	1,649	1,653	1,663	1,653	1,648	1,648	1,648	1,648	1,648	1,648	1,648	19,772
TBTA	0,229	0,233	0,234	0,235	0,234	0,233	0,233	0,233	0,233	0,233	0,233	0,233	2,796
Headquarters	0,222	0,226	0,227	0,228	0,227	0,226	0,226	0,226	0,226	0,226	0,226	0,226	2,713
	2,069	2,109	2,114	2,127	2,114	2,107	2,107	2,107	2,107	2,107	2,107	2,107	25,281
TBTA General Resolution													
Transit	15,129	10,684	17,647	15,380	14,436	14,766	14,766	14,766	14,766	14,766	14,794	14,810	176,709
Commuter	7,111	5,022	8,295	7,229	6,786	6,940	6,940	6,940	6,940	6,940	6,954	6,961	83,060
TBTA	18,260	12,895	21,299	18,563	17,424	20,111	20,111	20,111	20,111	20,111	16,646	20,173	225,814
	40,500	28,602	47,240	41,173	38,645	41,817	41,817	41,817	41,817	41,817	38,395	41,945	485,584
TBTA Subordinate													
Transit	5,451	7,076	5,502	5,496	5,501	6,274	6,274	6,274	6,274	6,274	6,294	6,314	73,003
Commuter	2,395	3,109	2,417	2,415	2,417	2,757	2,757	2,757	2,757	2,757	2,765	2,774	32,075
TBTA	2,153	2,795	2,173	2,171	2,173	2,478	2,478	2,478	2,478	2,478	2,486	2,494	28,838
	10,000	12,981	10,093	10,081	10,091	11,509	11,509	11,509	11,509	11,509	11,545	11,582	133,916
Total Debt Service	218,211	188,443	227,736	178,868	175,072	213,506	223,374	223,374	216,539	199,219	168,093	221,236	2,453,671

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 - 2015 Mid-Year Forecast
Consolidated Subsidies - Cash Basis

(\$ in millions)

Cash Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$152.0	\$138.3	\$140.3	\$147.5	\$138.3	\$185.6	\$207.6	\$454.3	\$1,563.9
Petroleum Business Tax	60.9	53.4	45.7	41.5	47.8	48.4	65.5	52.4	60.1	56.0	49.2	42.3	623.2
MRT ^(b) 1 (Gross)	29.8	24.0	23.6	25.0	25.9	24.6	24.7	24.7	24.7	24.7	24.7	24.7	301.3
MRT ^(b) 2 (Gross)	8.9	7.9	7.6	8.6	8.4	7.8	10.0	10.0	10.0	10.0	10.0	10.0	109.5
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(28.0)	(31.7)
Urban Tax	94.3	86.9	87.2	69.9	93.7	98.1	61.3	61.3	61.3	81.9	72.1	61.3	929.5
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.1
	\$193.9	\$172.2	\$163.0	\$145.1	\$327.8	\$316.2	\$301.9	\$296.0	\$293.5	\$358.4	\$363.6	\$565.1	\$3,496.7
New State Taxes and Fees													
Payroll Mobility Tax	140.6	175.4	147.7	78.8	128.8	73.6	83.0	117.0	75.7	84.8	122.5	81.7	1,309.7
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	123.7	-	-	61.9	-	61.9	61.9	309.3
MTA Aid ^(c)	\$140.6	\$175.4	\$216.0	\$78.8	\$128.8	\$260.8	\$83.0	\$117.0	\$217.4	\$84.8	\$184.4	\$233.9	\$1,920.9
State and Local Subsidies													
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	1.7	8.2	12.5	17.0	9.7	14.9	23.5	11.5	11.5	11.5	17.3	11.5	150.8
Station Maintenance	-	-	-	-	-	76.9	-	-	87.7	-	-	-	164.6
	\$1.7	\$8.2	\$19.8	\$17.0	\$56.7	\$99.1	\$147.2	\$58.5	\$106.5	\$11.5	\$64.3	\$100.8	\$691.3
Other Subsidy Adjustments													
Resource to Reduce Pension Liability	-	-	-	-	-	-	-	-	-	-	-	25.5	25.5
Reserve for Retroactive Payments	-	-	-	-	-	-	-	-	(11.5)	-	-	109.3	109.3
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(38.5)	(38.5)
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(260.0)	(260.0)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$266.1)	(\$277.6)
Sub-total Dedicated Taxes & State and Local Subsidies	\$336.2	\$355.8	\$398.8	\$240.9	\$513.3	\$676.1	\$532.1	\$471.5	\$605.9	\$454.7	\$612.3	\$633.6	\$5,831.2
City Subsidy to MTA Bus	-	18.5	18.5	18.5	18.5	18.5	164.9	18.5	20.5	52.1	18.5	53.1	420.2
City Subsidy to SIRTGA	-	-	-	-	-	-	-	-	-	-	-	33.4	33.4
	\$0.0	\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$164.9	\$18.5	\$20.5	\$52.1	\$18.5	\$86.4	\$453.5
Total Dedicated Taxes & State and Local Subsidies	\$336.2	\$374.3	\$417.3	\$259.4	\$531.8	\$694.6	\$697.0	\$490.0	\$626.5	\$506.8	\$630.8	\$720.0	\$6,284.8
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$0.0	\$82.7	\$67.3	\$49.5	\$64.3	\$71.4	\$50.7	\$57.3	\$59.8	\$42.8	\$53.9	\$42.9	\$642.5
Total Subsidies	\$336.2	\$457.0	\$484.6	\$308.8	\$596.1	\$766.0	\$747.8	\$547.2	\$686.3	\$549.6	\$684.7	\$762.9	\$6,927.3

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 - 2015 Mid-Year Forecast
New York City Transit Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$100.6	\$91.4	\$92.7	\$97.5	\$91.4	\$122.7	\$137.2	\$298.5	\$1,032.1
Petroleum Business Tax	51.7	45.4	38.8	35.3	40.6	41.2	55.7	44.5	51.1	47.6	41.8	36.0	529.7
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	94.3	86.9	87.2	69.9	93.7	98.1	61.3	61.3	61.3	81.9	72.1	61.3	929.5
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$146.1	\$132.3	\$126.0	\$105.2	\$235.0	\$230.6	\$209.7	\$203.4	\$203.8	\$252.3	\$251.1	\$395.9	\$2,491.3
New State Taxes and Fees													
Payroll Mobility Tax	89.3	111.4	93.8	50.1	81.8	46.7	52.7	74.3	48.1	53.9	77.8	51.9	831.7
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	78.5	-	-	39.3	-	39.3	39.3	196.4
MTA Aid ^(c)	-	-	43.4	-	-	40.3	-	-	50.7	-	-	57.3	191.7
	\$89.3	\$111.4	\$137.1	\$50.1	\$81.8	\$165.6	\$52.7	\$74.3	\$138.1	\$53.9	\$117.1	\$148.5	\$1,219.7
State and Local Subsidies													
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	-	-	-	-	-	-	-	-	-	-	-	-	-
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													
Resource to Reduce Pension Liability	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserve for Retroactive Payments	-	-	-	-	-	-	-	-	-	-	-	23.0	23.0
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(27.0)	(27.0)
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	-	-
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	(284.9)	(284.9)
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$388.8)	(\$400.3)
Total Dedicated Taxes & State and Local Subsidies	\$235.4	\$243.7	\$263.1	\$155.2	\$356.3	\$396.2	\$385.6	\$317.2	\$330.4	\$306.1	\$407.7	\$230.0	\$3,626.9
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$0.0	\$32.4	\$25.0	\$20.4	\$27.8	\$31.3	\$21.4	\$24.6	\$25.9	\$17.4	\$22.9	\$13.4	\$262.6
Total Subsidies	\$235.4	\$276.1	\$288.1	\$175.6	\$384.1	\$427.6	\$406.9	\$341.8	\$356.2	\$323.5	\$430.7	\$243.5	\$3,889.5

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 - 2015 Mid-Year Forecast
Commuter Railroads Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$51.0	\$46.6	\$47.2	\$49.7	\$46.6	\$62.5	\$69.9	\$154.7	\$528.1
Petroleum Business Tax	9.1	8.0	6.9	6.2	7.2	7.3	9.8	7.9	9.0	8.4	7.4	6.4	93.5
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.1
	\$9.1	\$8.0	\$7.1	\$6.2	\$58.2	\$54.1	\$57.1	\$57.5	\$55.8	\$70.9	\$77.3	\$161.4	\$622.7
New State Taxes and Fees													
Payroll Mobility Tax	51.3	64.0	53.9	28.8	47.0	26.9	30.3	42.7	27.6	31.0	44.7	29.8	478.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	45.2	-	-	22.6	-	22.6	22.6	112.9
MTA Aid ^(c)	\$51.3	\$64.0	\$78.8	\$28.8	\$47.0	\$95.2	\$30.3	\$42.7	\$79.4	\$31.0	\$67.3	\$85.4	\$701.1
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	11.6
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	1.7	8.2	12.5	17.0	9.7	14.9	23.5	11.5	11.5	11.5	17.3	11.5	150.8
Station Maintenance	-	-	-	-	-	76.9	-	-	87.7	-	-	-	164.6
	\$1.7	\$8.2	\$19.8	\$17.0	\$17.0	\$99.1	\$23.5	\$18.8	\$106.5	\$11.5	\$24.6	\$26.1	\$374.0
Other Agency Subsidies													
Resource to Reduce Pension Liability	-	-	-	-	-	-	-	-	-	-	-	25.5	25.5
Reserve for Retroactive Payments	-	-	-	-	-	-	-	-	-	-	-	86.3	86.3
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	(11.6)	(11.6)
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	-	-	-	-	-	-	-	-	-	-	-	-	-
Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	24.9	24.9
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$122.7	\$122.7
Total Dedicated Taxes & State and Local Subsidies	\$62.2	\$80.2	\$105.8	\$52.0	\$122.2	\$248.4	\$110.9	\$119.0	\$241.7	\$113.4	\$169.2	\$395.6	\$1,820.5
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	-	50.3	42.3	29.1	36.5	40.0	29.4	32.6	33.9	25.4	30.9	29.5	379.9
Total Subsidies	\$62.2	\$130.5	\$148.1	\$81.1	\$158.7	\$288.4	\$140.2	\$151.7	\$275.6	\$138.8	\$200.1	\$425.0	\$2,200.4

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 - 2015 Mid-Year Forecast
Staten Island Railway Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Dedicated Taxes</i>													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.5	\$1.0	\$3.6
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4	\$0.5	\$1.0	\$3.6
<i>State and Local Subsidies</i>													
NYS Operating Assistance	-	-	-	-	0.1	-	-	0.1	-	-	0.1	0.1	0.6
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.6	-	-	-	-	-	0.6
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
CDDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
SIRTOA Recovery	-	-	-	-	-	-	-	-	-	-	-	-	-
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.6	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	\$3.4
Total Dedicated Taxes & State and Local Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.3	\$0.9	\$0.5	\$0.3	\$0.4	\$0.6	\$1.2	\$4.7
City Subsidy to SIRTOA	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$33.4
Total Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.3	\$0.9	\$0.5	\$0.3	\$0.4	\$0.6	\$34.5	\$38.1

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

Metropolitan Transportation Authority
July Financial Plan - 2015 Mid-Year Forecast
MTA Headquarters Subsidies - Cash Basis
(\$ in millions)

<u>Cash Subsidies:</u>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Dedicated Taxes</u>													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	29.8	24.0	23.6	25.0	25.9	24.6	24.7	24.7	24.7	24.7	24.7	24.7	301.3
MRT ^(b) 2 (Gross)	8.9	7.9	7.6	8.6	8.4	7.8	10.0	10.0	10.0	10.0	10.0	10.0	109.5
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(28.0)	(31.7)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$38.7	\$31.9	\$29.9	\$33.7	\$34.3	\$31.2	\$34.8	\$34.8	\$33.5	\$34.8	\$34.8	\$6.8	\$379.1
<u>State and Local Subsidies</u>													
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	\$38.7	\$31.9	\$29.9	\$33.7	\$34.3	\$31.2	\$34.8	\$34.8	\$33.5	\$34.8	\$34.8	\$6.8	\$379.1
Total Subsidies	\$38.7	\$31.9	\$29.9	\$33.7	\$34.3	\$31.2	\$34.8	\$34.8	\$33.5	\$34.8	\$34.8	\$6.8	\$379.1

Notes

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

Metropolitan Transportation Authority
July Financial Plan - 2015 Mid-Year Forecast
MTA Bus Company Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:
City Subsidy to MTA Bus

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$164.9	\$18.5	\$20.5	\$52.1	\$18.5	\$53.1	\$420.2

Metropolitan Transportation Authority
July Financial Plan - 2015 Mid-Year Forecast
Consolidated Subsidies - Accrued Basis
(\$ in millions)

Accrued Subsidies:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Dedicated Taxes													
MMTOA ^(a)	\$0.0	\$0.0	\$0.0	\$1,563.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,563.9
Petroleum Business Tax	53.4	45.7	41.5	47.8	48.4	65.5	52.4	60.1	56.0	49.2	42.3	60.5	622.9
MRT ^(b) 1 (Gross)	24.0	23.6	25.0	25.9	24.6	24.7	24.7	24.7	24.7	24.7	24.7	24.2	296.7
MRT ^(b) 2 (Gross)	7.9	7.6	8.6	8.4	7.8	10.0	10.0	10.0	10.0	10.0	10.0	9.6	110.2
Other MRT ^(b) Adjustments	-	-	(2.0)	-	-	(2.0)	-	-	(2.0)	-	-	(2.0)	(8.2)
Urban Tax	86.9	87.2	69.9	93.7	98.1	61.3	61.3	61.3	81.9	72.1	61.3	67.4	902.5
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.1
	\$172.2	\$164.0	\$143.3	\$1,739.7	\$178.9	\$159.8	\$148.5	\$156.2	\$171.0	\$156.1	\$138.4	\$160.0	\$3,488.1
New State Taxes and Fees													
Payroll Mobility Tax	140.6	175.4	147.7	78.8	128.8	73.6	83.0	117.0	75.7	84.8	122.5	81.7	1,309.7
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	123.7	-	-	61.9	-	61.9	61.9	309.3
MTA Aid ^(c)	-	-	66.3	-	-	63.5	-	-	79.8	-	-	90.3	301.9
	\$140.6	\$175.4	\$216.0	\$78.8	\$128.8	\$260.8	\$83.0	\$117.0	\$217.4	\$84.8	\$164.4	\$233.9	\$1,920.9
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
Pulham 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	5.8	16.4	7.6	18.8	8.3	13.4	13.4	13.4	13.4	13.4	13.4	13.4	150.8
Station Maintenance	13.5	13.5	13.5	13.5	13.3	14.2	14.2	14.2	14.2	14.2	14.2	14.2	166.8
	\$19.3	\$30.0	\$21.1	\$249.5	\$21.6	\$27.6	\$151.3	\$27.6	\$27.6	\$27.6	\$27.6	\$62.6	\$693.4
Sub-total Dedicated Taxes & State and Local Subsidies	\$332.2	\$369.3	\$380.3	\$2,068.0	\$329.3	\$448.2	\$382.8	\$300.8	\$416.0	\$268.5	\$350.5	\$456.4	\$6,102.4
City Subsidy for MTA Bus	36.3	44.3	26.4	35.8	25.9	32.0	31.8	32.4	32.0	41.6	33.2	38.2	409.9
City Subsidy for SIRTGA	-	-	-	-	-	-	-	-	-	-	-	45.0	45.0
	\$36.3	\$44.3	\$26.4	\$35.8	\$25.9	\$32.0	\$31.8	\$32.4	\$32.0	\$41.6	\$33.2	\$83.2	\$454.9
Total Dedicated Taxes & State and Local Subsidies	\$368.5	\$413.7	\$406.7	\$2,103.8	\$355.3	\$480.3	\$414.6	\$333.2	\$448.0	\$310.1	\$383.6	\$539.6	\$6,557.3
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$39.0	\$35.8	\$55.0	\$71.5	\$79.3	\$56.4	\$63.6	\$66.4	\$47.6	\$59.9	\$48.4	(\$0.7)	\$622.0
Total Subsidies	\$407.4	\$449.4	\$461.6	\$2,175.3	\$434.6	\$536.6	\$478.2	\$399.6	\$495.5	\$370.0	\$432.0	\$538.9	\$7,179.3

Notes

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

SEPTEMBER 2015
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA NEW YORK CITY TRANSIT

- a. Authorization to proceed with the acquisition of temporary and permanent easements relating to 148th Street Yard, New York
- b. Lease Amendment with Roron Associates, LLC relating to swing room at 2176 Nostrand Avenue, Brooklyn, NY
- c. Lease agreement with the Maple Street School for the Prospect Park Station, Brooklyn, NY
- d. Lease with Mystic Display Co., Inc. for a Automated Fare Collection and Emergency Maintenance Division operations at 33 Williams Street, Brooklyn, NY

MTA METRO-NORTH RAILROAD

- e. License Agreement with RXR HB OWNER LLC for the installation and maintenance of an emergency wireless communication system antenna serving Grand Central train shed and the Park Avenue Tunnel in New York, NY

MTA LONG ISLAND RAIL ROAD

- f. Lease Agreement with Bombardier Transportation, Inc., for the installation of positive train control equipment on Metro-North trains use of LIRR's for Arch Street Shop
- g. Lease agreement with NY Community Financial, LLC for the operation of a check cashing and consumer financial services business at 87-01 / 87-03 Lefferts Boulevard, Richmond Hill, Queens County, N.Y.

METROPOLITAN TRANSPORTATION AUTHORITY

- h. Proposal to approve an additional policy regulating how MTA Real Estate enters into certain agreements

2. INFORMATION ITEMS

- a. Status report on month-to-month licenses
- b. Status report on agreements entered into directly by the Real Estate Department
- c. Status report on Grand Central Terminal Vanderbilt Hall events

- d.** Pilot agreement with CTM Media Group for the placement of promotional brochures within bus schedule racks at five Metro-North stations in Westchester County
- e.** Permit with the CPG Partners, LP, to use a portion of Metro-North's Harriman Parking Facility in Harriman, NY
- f.** Permit with the Town of Cortlandt, to use a portion of Metro-North's Cortlandt Parking Facility in Cortlandt, NY
- g.** Permit with VOB Film Festival, Inc., for the use of spaces at Metro-North's Cold Spring Station parking lot in the Village of Cold Spring, New York


<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

Subject PROPERTY ACQUISITION
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name ARTURO ESPINOZA

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	09/21/2015	X		
2	Board	09/24/2015	X		

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

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

LOCATION: 700 Esplanade Gardens Plaza (Manhattan block 1744, lot 1) and 2541 Adam C. Cowell Blvd. (Manhattan block 2016 lot 50), collectively referred to as the "Property"

ACTION REQUESTED: Authorization to commence preliminary steps for acquisition of permanent and temporary easements

COMMENTS:

As part of a New York City Transit ("NYCT") flood mitigation project at NYCT's 148th Street Yard (the "Project"), which is part of MTA's overall Sandy Resiliency and Recovery efforts, a new floodwall needs to be constructed on adjacent private property belonging to Esplanade Gardens, Inc. ("Esplanade"), a high rise residential coop complex. Permanent and temporary easements in the Property will be needed to construct and maintain the new wall, which will replace and expand an existing floodwall.

MTA Real Estate will endeavor to acquire the required easements in the Property via negotiation. If a negotiated agreement is not reached, MTA may be compelled to acquire the easements by eminent domain. In that event, we request authorization to begin taking preliminary steps, including holding a public hearing (the findings of which will be subject to Finance Committee and Board approval), to satisfy the requirements of the Eminent Domain Procedure Law in order to preserve MTA's rights and lessen the potential for future delays to the Project. Should a negotiated agreement for the required property rights be reached prior to the filing of condemnation papers with the court, the terms of such agreement will also be presented to the Finance Committee and Board for approval. The property acquisition will be subject to satisfactory completion of any necessary environmental reviews.

Based on the foregoing, MTA Real Estate requests approval to acquire permanent and temporary easements in the Property by negotiated agreement or eminent domain and to adopt the attached Resolution authorizing MTA to commence the proposed acquisition process.

RESOLUTION

WHEREAS, MTA New York City Transit (“NYCT”) is proposing a flood mitigation project at NYCT’s 148th Street Yard in Manhattan that will require construction of a flood wall on adjacent private property (part of Manhattan block 1744 lot 1 and part of Manhattan block 2016 lot 50) (the “Subject Property”);

WHEREAS, NYCT will require temporary easements totaling approximately 11,398 square feet during construction of the flood wall; permanent subsurface easements for the wall foundation and overlapping permanent, non-exclusive access easements for future access to the wall and its foundation for maintenance, repair, and reconstruction, each totaling approximately 10,977 square feet; and permanent easements of approximately 2,944 square feet to accommodate the new floodwall at and above surface level; and

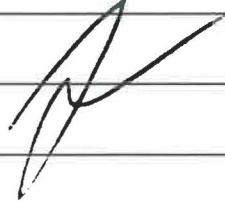
WHEREAS, MTA Real Estate will procure independent appraisals of such temporary and permanent interests in the Subject Property and endeavor to negotiate a voluntary purchase of the easements from the Subject Property’s owner, the terms of which will be subject to approval by the Board, but if negotiations are not successful, Board approval is hereby sought to initiate preliminary actions to acquire the necessary easements by eminent domain.

NOW THEREFORE, BE IT

RESOLVED, that pursuant to Section 1267 of the Public Authorities Law, the chief executive officer of the MTA or such staff of the MTA as are designated by the chief executive officer, are authorized to proceed with the acquisition of temporary and permanent easements in the Subject Property, as described above, and to schedule and undertake such preliminary actions as may be required in accordance with the New York Eminent Domain Procedure Law in connection with such acquisition.

Staff Summary



Subject LEASE RENEWAL
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name MICHAEL DANIELS

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

AGENCY: New York City Transit Authority ("NYCT")
 LANDLORD: Roron Associates, LLC
 LOCATION: 2176 Nostrand Avenue, Brooklyn, NY
 USE: Swing space for bus operators and dispatchers
 ACTION REQUESTED: Approval of terms
 TERM: 10 years
 SPACE: Approximately 400 square feet – part of second floor
 BASE RENT:

6/7/15 - 6/6/16	\$18,800.00
6/7/16 - 6/6/17	\$19,270.00
6/7/17 - 6/6/18	\$19,751.75
6/7/18 - 6/6/19	\$20,245.54
6/7/19 - 6/6/20	\$20,751.68
6/7/20 - 6/6/21	\$21,270.47
6/7/21 - 6/6/22	\$21,802.23
6/7/22 - 6/6/23	\$22,347.29
6/7/23 - 6/6/24	\$22,905.97
6/7/24 - 6/6/25	\$23,478.62

 TAX ESCALATION: 2014/2015 base year
 ELECTRICITY: Tenant expense via direct meter.
 SERVICES: Tenant responsible for cleaning and rubbish removal. Water and heat included in rent.

Staff Summary

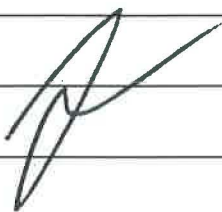
FINANCE COMMITTEE MEETING LEASE RENEWAL (Cont'd)

COMMENTS: NYCT Buses has occupied this space since 2005 and is satisfied with the location. There are no plans to change the bus routes (B11, B41, B44, B103, and Q35) that would impact the location of the swing space. Approximately 125 operators and dispatchers utilize this location 7 days per week. A space search found no suitable alternative spaces available at a lower rent.

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

Staff Summary



Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name LEAH BASSKNIGHT

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

AGENCY: MTA New York City Transit ("NYCT")
 LESSEE: The Maple Street School
 LOCATION: Prospect Park Station, Brighton Line, Brooklyn (19-21 Lincoln Road)
 ACTIVITY: Operation of a preschool
 ACTION REQUESTED: Approval of terms
 TERM: 10 years
 SPACE: Approximately 3,500 square feet on two levels at and below street level located within the Prospect Park Station head house of the Brighton Line.
 COMPENSATION:

<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>	<u>\$PSF</u>
1	\$72,000.00	\$6,000.00	3.00%	\$20.57
2	\$74,160.00	\$6,180.00	3.00%	\$21.19
3	\$76,385.00	\$6,365.42	3.00%	\$21.82
4	\$78,677.00	\$6,556.42	3.00%	\$22.48
5	\$81,037.00	\$6,753.08	3.00%	\$23.15
6	\$83,468.00	\$6,955.67	3.00%	\$23.85
7	\$85,972.00	\$7,164.33	3.00%	\$24.56
8	\$88,551.00	\$7,379.25	3.00%	\$25.30
9	\$91,208.00	\$7,600.67	3.00%	\$26.06
10	\$93,945.00	\$7,828.75	3.00%	\$26.84

COMMENTS:

This space is currently occupied by the Maple Street School, a private preschool licensed by the State of New York, pursuant to a 15-year agreement that expires at the end of 2015. In accordance with MTA Real Estate

Staff Summary

FINANCE COMMITTEE MEETING **The Maple Street School (Cont'd)**

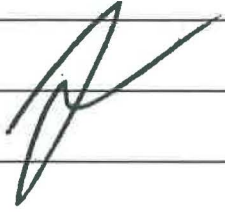
Page 2 of 2

procedure, a request for proposals (“RFP”) was issued for the space for retail, office, or educational uses. The Maple Street School was the sole bidder in response to the RFP, proposing a first year annual rent of \$72,000 with annual increases of 3%, an amount in line with the market value as estimated by MTA Real Estate’s independent consultant.

Under its current agreement, Maple Street School completed a significant renovation of the space, and has honored all of its lease obligations. The school is financially capable of paying the proposed rent and required renovations out of operating expenses and has a significant reserve fund.




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

Staff Summary

Subject Lease Agreement
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name Andrew D. Greenberg

Date September 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

AGENCY: New York City Transit ("NYCT")

LANDLORD: Mystic Display Co., Inc. (David and Barry Censi, principals)

LOCATION: 33 Williams Place, Brooklyn, New York, Block/Lots 1577/1,7,56,58

ACTIVITY: New lease for warehouse, parking, shop and offices for NYCT Automated Fare Collection ("AFC") and Electronic Maintenance Division ("EMD")

ACTION REQUESTED: Approval of terms

LEASED PREMISES: Entire building (approximately 32,195 sq. ft.) and approximately 19,203 sq. ft. of paved land

LANDLORD WORK: Landlord to provide a turn-key installation encompassing required "tenant improvements" as well as improvements to base building, based on final construction and engineering drawings to be prepared by Landlord at Landlord's cost and approved by NYCT. Tenant to reimburse Landlord monthly for the paid and documented costs of Landlord's work (which will be competitively bid out).

POSSESSION/RENT COMMENCEMENT: Upon substantial completion of Landlord's work.

INITIAL TERM: Ten years from possession.

RENEWAL TERM: One 5-year Tenant renewal option exercisable by 12 months advance written notice.

ANNUAL BASE RENT:

Year	Building		Land	
	Annual	\$/SF	Annual	\$/SF
1	\$ 643,900.00	\$ 20.00	\$ 124,819.50	\$ 6.50
2	\$ 663,217.00	\$ 20.60	\$ 128,564.09	\$ 6.70
3	\$ 683,113.51	\$ 21.22	\$ 132,421.01	\$ 6.90
4	\$ 703,606.92	\$ 21.85	\$ 136,393.64	\$ 7.10
5	\$ 724,715.12	\$ 22.51	\$ 140,485.45	\$ 7.32
6	\$ 812,778.28	\$ 25.25	\$ 157,556.42	\$ 8.20
7	\$ 837,161.62	\$ 26.00	\$ 162,283.11	\$ 8.45
8	\$ 862,276.47	\$ 26.78	\$ 167,151.60	\$ 8.70
9	\$ 888,144.77	\$ 27.59	\$ 172,133.15	\$ 8.96

Staff Summary

FINANCE COMMITTEE MEETING

Lease agreement (Cont'd)

Page 2 of 3

10 \$ 914,789.11 \$ 28.41 \$ 177,331.14 \$ 9.23

Renewal option

Year	Annual	\$/SF	Annual	\$/SF
1	\$ 1,021,818.82	\$ 31.74	\$ 198,078.76	\$ 10.31
2	\$ 1,052,473.39	\$ 32.69	\$ 204,021.12	\$ 10.62
3	\$ 1,084,047.59	\$ 33.67	\$ 210,141.76	\$ 10.94
4	\$ 1,116,569.02	\$ 34.68	\$ 216,446.01	\$ 11.27
5	\$ 1,150,066.09	\$ 35.72	\$ 222,939.39	\$ 11.61

REAL PROPERTY TAX: Tenant responsible for 100% of any real estate taxes billed to tax lot and will assert its tax exempt status.

OPERATING EXPENSE ESCALATION: None

UTILITIES: Electricity and gas billed directly from public utility.

SERVICES: With exception of cleaning, rubbish removal and graffiti removal, Landlord at Tenant's option must provide all services, but must only charge Tenant actual cost, without markup.

MAINTENANCE & REPAIR: Landlord responsible for all required exterior and structural repairs, including roof repairs.

SECURITY DEPOSIT: None

COMMENTS:

MTA Real Estate has been working with NYCT to identify suitable facilities to satisfy the respective space requirements of EMD and AFC. EMD requires approximately 11,000 square feet to accommodate relocation from 58 2nd Avenue, Brooklyn and additional storage space to support the growth in its Telecommunications Unit due to large volume of major capital project work and related new equipment being introduced into the transit system. AFC requires approximately 33,000 square feet, plus parking for NYCT vehicles for approximately 15 vehicles (including 4 large trucks and 11 vans), to replace and consolidate existing operations that are currently located in leased space at 58 2nd Ave. Brooklyn (which was heavily damaged by Hurricane Sandy, and under the lease for which NYCT has termination options), the mezzanine at the 7th Avenue end of the 8th Avenue Station of the N line in Sunset Park, Brooklyn (which is slated for rehabilitation), the subway station mezzanine at 5th Avenue and 42nd Street (a portion of which is currently utilized for repairs to large, 300 to 500lb revenue safes that currently need to be carried up flights of stairs following their repair or refurbishment, and which will be better utilized as a reporting location for safe inspectors) and 70-10 74th Street, Middle Village, Queens (where AFC has an existing machine shop that is overcrowded, lacks adequate ventilation for machine shop purposes, is distant from public transportation and would be better utilized for storage and fabrication of EMD telecommunications equipment). NYCT stands to realize significant efficiencies by consolidating these operations at a single location.

Due to current real estate market conditions in LIC the Bronx and Brooklyn, MTA Real Estate's brokers at Cushman & Wakefield, Inc. and JRT Realty Group have had difficulty identifying suitable industrial facilities combining sufficient vehicle parking with sufficient proximity to public transportation. However, the brokers did identify two such facilities – the subject property at 33 Williams Place and 4312 2nd Avenue in Sunset Park Brooklyn, a multi-story industrial building with available space comprising 43,300 rentable square feet (this is a multi-story multi tenanted building and landlord has added a loss factor commensurate with market conditions) and sufficient indoor and outdoor parking capacity to meet NYCT's needs. Both are similarly priced per square foot, but due to the unique configuration of 33 Williams Place, (which has no "loss factor", typical of single story single tenant industrial properties) and features unusually high ceilings, existing offices, usable existing electrical infrastructure, outdoor parking and efficiencies of shared resources including locker rooms (which could not be the case at 4312 2nd Avenue due to the space being four separate units on the same floor that must all be leased), it clearly offers superior overall economics. NYCT estimates that the cost for alterations of raw space for this requirement would be approximately \$117 per square foot. Due to existing infrastructure and shared resources,

Staff Summary

FINANCE COMMITTEE MEETING Lease agreement (Cont'd.)

once fully bid out, it is expected that the cost for the alterations and improvements at 33 Williams Place will be significantly lower.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease with Mystic Display Co., Inc. on the above-described terms and conditions.




MTA METRO NORTH RAILROAD

Staff Summary

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

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

LICENSOR: RXR HB OWNER LLC

LOCATION: Metro-North's emergency exit door that leads from the platform level of Grand Central Terminal to the Helmsley East passageway and the Helmsley West passageway at 230 Park Avenue.

ACTIVITY: Installation and maintenance of an emergency wireless communication system ("CCN") to serve Grand Central Terminal ("GCT") and the Park Avenue Tunnel.

ACTION REQUESTED: Approval of terms

TERM: To commence upon execution of the agreement and expire on January 1, 2040

COMPENSATION: None

COMMENTS:

New York City Fire Department ("FDNY") requirements for fire, emergency rescue and emergency medical service ("EMS") operations necessitate enhancements to the on-going Metro-North project for installation of a wireless communications system serving the GCT train shed and the Park Avenue Tunnels, known as the Congruent Communications Network ("CCN"). These enhancements will ensure adequate radio coverage for the fire ground communications and emergency command operations throughout the GCT train shed, the Park Avenue Tunnel and the streets above, including the fire exits leading to the street level. As authorized by the Board on April 26, 2010, Metro-North signed a memorandum of understanding with the FDNY (effective January 20, 2010 to January 1, 2040) that relates to the CCN installation.

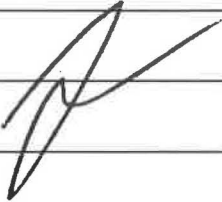
Metro-North has identified the emergency exit doors that lead from the station platform to the Helmsley East passageway and the Helmsley West passageway, located at 230 Park Avenue, as essential locations for the installation of the subject antennas. Metro-North does not have pre-existing rights to install such antennas, but RXR HB OWNER LLC has agreed to grant Metro-North a license agreement, at no cost, to install, maintain, inspect and repair the antenna.

FDNY will be responsible for the costs and expenses related to the design and installation, while Metro-North will be responsible for ongoing maintenance.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with RXR HB OWNER LLC on the above-described terms and conditions.


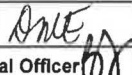
MTA LONG ISLAND RAIL ROAD

Staff Summary

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name JOHN COYNE

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

AGENCY: MTA, acting through MTA Long Island Rail Road ("LIRR") and MTA Metro-North Railroad ("Metro-North")

LICENSEE: Bombardier Mass Transit Corporation ("Bombardier")

LOCATION: LIRR Arch Street Maintenance Shop Facility, 21-16 Jackson Ave, Long Island City, Queens, New York (the "Arch Street Shop")

ACTIVITY: Installation of positive train control on-board equipment and other work on M-7 cars owned by MTA Metro-North Railroad ("Metro-North"), pursuant to a contract between Metro-North and Bombardier

ACTION REQUESTED: Approval of terms

TERM: 26 months (October 1, 2015 – December 31, 2017, approximately)

SPACE: Approximately 12 acres (522,720 square feet)

COMPENSATION: \$1 payment waived

COMMENTS:

Metro-North intends to enter into a contract with Bombardier for the installation of positive train control on-board equipment on up to 334 Metro-North M-7 rail cars (the "PTC O-B Work"). The PTC O-B Work is critical to enabling Metro-North to use positive train control on its system and comply with the positive train control mandate imposed by Congress in the Rail Safety Improvement Act of 2008.

The PTC O-B work requires use of a specialized rail facility. Metro-North does not have capacity in its shops for this work. The Arch Street Shop, however, is equipped to accommodate this work. LIRR and Metro-North have worked cooperatively to provide for the licensing of the Arch Street Shop to Bombardier to facilitate the PTC-OB Work, as the shop is not currently required by LIRR for car maintenance.

Execution of this license will be contingent upon Metro-North entering into a contract for the PTC O-B work with Bombardier. Such contract is being brought before the Metro-North Committee and the MTA Board this month for approval. Subject to MTA Board approval, the PTC O-B Work is expected to commence on or about October 1, 2015,

Staff Summary

FINANCE COMMITTEE MEETING

Bombardier Transportation, Inc **(Cont'd.)**

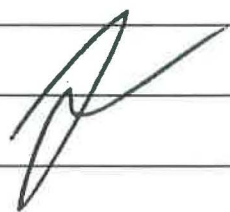
and be completed, by or before December 31, 2017. Bombardier will require the Arch Street Shop for this entire duration, provided that there will be provisions in the license allowing part of the facility to be used for acceptance of M-9 cars, as may be necessary.

The savings to Metro-North associated with providing the Arch Street Shop rent-free will be realized in a lower contract price with Bombardier. Incremental costs of utilities and facility operation and maintenance will be covered by the PTC O-B project.

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




Staff Summary



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

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	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: NY Community Financial, LLC ("Community Financial")
 LOCATION: 87-01 / 87-03 Lefferts Boulevard, Richmond Hill, Queens County, N.Y.
 ACTIVITY: Operation of a check cashing and consumer financial services business
 ACTION REQUESTED: Approval of terms
 TERM: 10 Years
 SPACE: Approximately 2,356 square feet
 RENT:

<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>	<u>Per sq. ft.</u>
1	\$24,000.00	\$2,000.00		\$10.19
2	\$24,720.00	\$2,060.00	3%	\$10.49
3	\$25,461.60	\$2,121.80	3%	\$10.81
4	\$26,215.45	\$2,184.62	3%	\$11.13
5	\$27,001.91	\$2,250.16	3%	\$11.46
6	\$28,000.00	\$2,333.33	3%	\$11.88
7	\$28,840.00	\$2,403.33	3%	\$12.24
8	\$29,705.20	\$2,475.43	3%	\$12.61
9	\$30,596.35	\$2,549.70	3%	\$12.99
10	\$31,614.24	\$2,634.52	3%	\$13.42

COMMENTS:

In response to a recent request for proposals for a 10-year lease of the above-described property, MTA Real Estate received two proposals. Community Financial submitted a proposal with a present value of \$173,428.38 (calculated using a discount rate of 9%). The other proposal was submitted by Shahid Haroon, who offered a proposal with a present value of \$172,926.44 for the operation of a convenience store and food use. Both of the proposals approximate the fair market value of the property, as estimated by MTA Real Estate's

Staff Summary

FINANCE COMMITTEE MEETING Lease Agreement (Cont'd.)

independent consultant. While the financial proposals are similar, Real Estate recommends Community Financial's proposal as the plan review and build-out will be significantly less extensive and time consuming than for the uses proposed by Shahid Haroon. Additionally, Community Financial will be relocating its already established business from a smaller location across the street, and therefore should present minimal business risk.

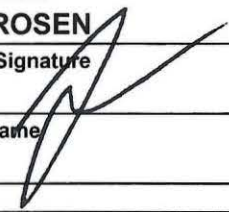
Community will improve the retail stores and be responsible for the operation and maintenance of the site, at its sole cost and expense. Community has the financial resources to perform the improvement work to the property and pay the rent offered. Performance of lessee's obligations will be personally guaranteed by Thomas Musial, President of Community Financial.

Based on the forgoing, MTA Real Estate requests authorization to enter into a lease agreement with Community Financial on the above-described terms and conditions.

METROPOLITAN TRANSPORTATION AUTHORITY



Staff Summary



Subject
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15	X		
2	Board	9/24/15	X		

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

AGENCY: All-agency

PURPOSE: To obtain Board approval of a new policy to regulate the process MTA Real Estate ("MTARE") follows to enter into certain agreements as set forth below and in the attached resolution

COMMENTS:

In an effort to streamline and expedite the process by which MTA Real Estate ("MTARE") enters into real estate agreements, the MTA Board has approved a number of policies and procedures permitting agreements with third parties without prior Board approval.

MTARE is hereby proposing to add a new policy, as described below. Board approval of this policy will permit MTARE to execute certain transactions under circumstances where the compensation (including reimbursement of cost) to be paid by the MTA is under \$15,000.

More specifically, MTARE requests Board authorization to:

License, lease or acquire property rights, without prior Board approval, in support of MTA capital projects or ongoing operations when it is reasonably estimated that MTA's aggregate obligation to pay compensation or reimbursement to the licensor or grantor will be less than \$15,000 (on a present value basis) over the term.

Prior to the execution of any such agreement, (i) it will be approved by the MTA Legal Department and (ii) MTA will comply with the applicable requirements of the State Environmental Quality Review Act (SEQRA).

The policy also requires MTARE to notify the Board of the terms of the agreement subsequent to the execution of the agreement.

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 to enter into such agreements as efficiently as possible while keeping the MTA Board apprised of its activities, and has therefore requested that the Board approve a new policy that will permit RED to execute certain transactions quickly under circumstances in which the estimated compensation and reimbursement costs are low:

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 on behalf of MTA and its agencies for the acquisition of property rights through lease, license or other form of acquisition without prior Board approval, subject to the following conditions :

1. Such acquisition shall be in support of MTA capital projects or ongoing operations.
2. It shall be reasonably estimated that MTA’s aggregate obligation to pay compensation or cost reimbursement to the licensor or grantor shall be less than \$15,000 (on a present value basis) or more over the term.
3. Prior to the execution of any such agreement, (i) it will be approved by the MTA Legal Department and (ii) MTA will comply with the applicable requirements of the State Environmental Quality Review Act (SEQRA).
4. RED will notify the Board of the terms of the agreement subsequent to the execution of the agreement.

INFORMATION ITEMS

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 21, 2015

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 2015

AGENCY	LOCATION (STATION)	TENANT/USE	SF	DATE OF AGREEMENT	MONTHLY COMPENSATION	COMMENT
1. NYCT	WTC Station 8 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. LIRR	Bellmore Station, Bellmore, NY	Newsstation, Inc./Newsstand	120	March 2009	\$300	To be publicly re-offered Fall 2015
3. MNR	Grand Central Terminal	Grand Central Coffee Corp., d/b/a Irving Farm	253	February 2013	\$9,966	Due to East Side Access construction project, location to be offered in 2016
4. MNR	Grand Central Terminal	Hudson News	1191	January 2010	\$5,000	Special site conditions require interim tenancy (East Side Access)
5. MNR	Croton Harmon Station	Dry Cleaning Drop Off	714	August 2013	\$2,159.72	Due to MNR station construction project, location to be publicly offered first quarter 2016
6. MNR	Various stations	Elrac, LLC, d/b/a Enterprise Rent-A-Car	N/A	April 1, 2014	\$2,333.33	Currently being publically offered.
7. NYCT	Main St – Flushing, Queens	IRT Flushing News Inc	121	October 1, 2014	\$6,700.00	To be publicly offered summer 2015
8. NYCT	42 St – Port Authority, Manhattan	Claudeen Benoit / Clothing store	484	May 20, 2015	\$2,000.00	To be publicly offered summer 2015
9. MNR	Grand Central Terminal	Diptyque	225	February 2, 2015	\$20,000	To be publicly offered in 2016
10. MNR	Grand Central Terminal	Jacques Torres	455	February 27, 2015	\$5,260	Publicly offered in April 2015. Lease is currently being negotiated
11. NYCT	Church Avenue, Nostrand Line, Brooklyn	Mahabubar Rahman/Newsstand	120	September 2015	\$2,500	To be publicly offered in 2016
12. MNR	Grand Central Terminal	Moleskine	316	September 1, 2015	\$15,000	To be publicly offered in 2016

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 21, 2015

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 via the RFP or negotiation process with tenants in good standing or through the RFP process when 3 or more proposals have been received from responsible proposers for a standard retail location**

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

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

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

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

September, 2015

Master Page # 226 of 239 - Finance Committee Meeting 9/21/2015

September, 2015

Master Page # 227 of 239 - Finance Committee Meeting 9/21/2015

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

September, 2015

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF
NYCT/I. Salsberg	RFP	Get Limo Corp.	Avenue J Station- Brighton Line / Newsstand	10 Years	Year	-- 4.5% 3.0% 2.8% 3.0% 1.8% 1.7% 2.5% 4.0%	181 square feet / N/A (street-front concession)	Year
					1			1
					2			2
					3			3
					4			4
					5			5
					6			6
					7			7
					8			8
					9			9
					10			10
Proposer name:								
NPV @ 9% discount rate:								
Get Limo Corp.		\$72,590						
Ahsanur Rahman		\$69,178						
Mehrab Jan		\$60,411						
Mozaffar Hossain		\$59,859						

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

SEPTEMBER 2015

Agency/Project Manager	Renewal/RFP Generated	(GCT)	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF
Nancy Marshall	RFP	THE SWATCH GROUP (U.S.) INC.	MC-28 (341 retail sf and 100 storage sf) Grand Central Terminal Retail sale of watches		Year 1 \$300,000.00 2 \$309,000.00 3 \$318,270.00 4 \$327,818.00 5 \$337,653.00 6 \$347,782.00 7 \$358,216.00 8 \$368,962.00 9 \$380,031.00 10 \$391,432.00	\$300,000.00 \$309,000.00 \$318,270.00 \$327,818.00 \$337,653.00 \$347,782.00 \$358,216.00 \$368,962.00 \$380,031.00 \$391,432.00 \$300,000.00	NA	Year 1 \$879.77 2 \$906.16 3 \$933.34 4 \$961.34 5 \$990.18 6 \$1019.89 7 \$1050.49 8 \$1082.00 9 \$1114.46 10 \$1147.89

List of all proposals: (use this in the case of an RFP for a disposition governed by PAL, i.e., all leases, easement grants, and licenses that do NOT include 60 -day "at will" termination language, otherwise delete this row and following rows for true license-including permits – with 60-day "at will" termination language)

Proposer name:		NPV @ 6% discount rate:	
THE SWATCH GROUP (U.S.) INC.		\$2,495,641.28	
LaCoste		\$1,985,698.55	
T2		\$1,985,698.55	
Diptyque		\$1,957,331.34	
Rituals Cosmetics USA		\$1,843,862.75	
New York Erwin Pearl		\$1,730,385.18	
Adore		\$1,702,027.16	
E.L.F		\$1,697,035.98	
Madison Ave Bags		\$1,497,382.40	
Floga		\$1,297,731.18	
Leather Spa		\$1,040,748.18	

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

September, 2015

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT/A. Espinoza	RFP	Mohammad Maruf Morshed	116 St – Columbia University / Newsstand	10 Years	Year	Rent	90 square feet / 16,460 passengers	Year	PSF
					1	\$57,600.00		1	\$640.00
					2	\$59,328.00		2	\$659.20
					3	\$61,108.00		3	\$678.98
					4	\$62,941.00		4	\$699.34
					5	\$64,829.00		5	\$720.32
					6	\$66,774.00		6	\$741.93
					7	\$68,777.00		7	\$764.19
					8	\$70,841.00		8	\$787.12
					9	\$72,966.00		9	\$810.73
					10	\$75,155.00		10	\$835.06
</									

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

September 2015

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF		
LIRR / R. Goldberg	RFP	Island News of Mineola	Mineola Station, Mineola N.Y.	10 Years	Year		100 s/f / 10,348	Year PSF		
					1	\$36,900.00		--	1	\$369.00
					2	\$38,007.00		3%	2	\$380.07
					3	\$39,150.00		3%	3	\$391.50
					4	\$40,329.00		3%	4	\$403.29
					5	\$41,544.00		3%	5	\$415.44
					6	\$42,795.00		3%	6	\$427.95
					7	\$44,082.00		3%	7	\$440.82
					8	\$45,405.00		3%	8	\$454.05
					9	\$46,773.00		3%	9	\$467.73
					10	\$48,177.00		3%	10	\$481.77
Proposer name:			NPV @ 9% discount rate:							
Island News of Mineola			\$265,949.69							
Answer Vending Inc.			\$178,112.99							
Shahid Haroon			\$172,925.89							

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

SEPTEMBER, 2015

Agency/Project Manager	Renewal/RFP Generated	(GCT)	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF
Nancy Marshall	RFP	CTAC HOLDINGS LLC dba Li-Lac Chocolates	MKT-24 (225 sf) Retail Artisanal Chocolatier at Grand Central Terminal	5 years	<div> <div>Year</div> <div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> <div>6</div> <div>7</div> <div>8</div> <div>9</div> <div>10</div> </div> <div> <div>(Rent or Compensation)</div> <div>\$ 220,000</div> <div>\$ 224,400</div> <div>\$ 226,644</div> <div>\$ 228,910</div> <div>\$ 231,200</div> </div>	<div>--</div> <div>2%</div> <div>1%</div> <div>1%</div> <div>1%</div>	N/A	<div>Year</div> <div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> <div>6</div> <div>7</div> <div>8</div> <div>9</div> <div>10</div> <div>PSF</div> <div>\$977.78</div> <div>\$997.33</div> <div>\$1007.31</div> <div>\$1017.38</div> <div>\$1027.56</div>
List of all proposals: (use this in the case of an RFP for a disposition governed by PAL, i.e., all leases, easement grants, and licenses that do NOT include 60 –day “at will” termination language, otherwise delete this row and following rows for true license-including permits – with 60-day “at will” termination language)								
Proposer name:		NPV @ 6% discount rate:						
Li-Lac Chocolates		\$951,641.29						
Madame Chocolate		\$802,337.84						
Charles Chocolates		\$735,476.84						
MarieBelle Chocolates		\$579,880.27						
L'Atelier du Chocolat		\$508,147.30						
House of Dorchester		\$506,769.05						
Macaron Café		\$446,698.66						

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 21, 2015

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.

SEPTEMBER 2015 Event Forecast

Event	Date	Description	Space	Use
Kowa	9/1	Cholesterol Screening	Vanderbilt Hall	Public
FTL Moda	9/13	Private full hall fashion shows	Vanderbilt Hall	Private
Zac Posen	9/14	Private full hall fashion show	Vanderbilt Hall	Private
Fairfield Inn and Suites	9/15 - 9/16	An event to promote a partnership between Fairfield and Lifetime Fitness	Vanderbilt Hall	Public
Taiwan Excellence	9/23 - 9/28	An exhibit of Taiwan-made products	Vanderbilt Hall	Public
Smithsonian Magazine	September 26, 2015	Taiwan Tourism Event	Vanderbilt Hall	Public

Staff Summary

Subject PILOT AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15		x	

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

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

PERMITTEE: CTM Media Group, Inc. ("CTM")

LOCATION: Five Metro-North Stations in Westchester County

ACTIVITY: Placement of promotional brochures within the bus schedule racks at five Metro-North stations

ACTION: Approval of terms

TERM: One year

TERMINATION: Terminable upon 30 days prior written notice

COMPENSATION: In exchange for the privilege of displaying promotional brochures at Metro-North's stations, Permittee has agreed to distribute the NYC Getaway Guide and the Hudson Valley Getaway Guide through their NYC Hotels Program, the NYC Region Local & Recreation Program, Long Island and Northern New Jersey Hotel Program

COMMENTS:

Pursuant to an agreement with the Westchester County Department of Transportation, CTM Media Group has been placing bus schedule racks at eight Metro-North station in Westchester County since August 1999. Since then, CTM has started placing promotional brochures within these racks.

MNR wishes to formalize an agreement to allow CTM to continue placing these promotional brochures at five Westchester County Stations (Larchmont, Mount Vernon East, Scarsdale, White Plains and Yonkers) in exchange for CTM's undertaking to distribute Metro-North's NYC Getaway Guides and Hudson Valley Getaway Guides along with the other promotional brochures it offers. In addition, in coordination with MTA Marketing & Communications, CTM has agreed to display a digital file of the NYC Subway Map on its ExploreBoard digital interactive touchscreens.

Should the pilot program be successful, an RFP will be offered for a multi-year license to provide this service. This agreement falls under the All-Agency Pilot Program Policy which was approved by the Board on July 25, 2011.

MTA Legal has approved the pilot agreement as to form and the Permittee has provided the appropriate insurance coverages and indemnities.

Staff Summary

Subject PERMIT AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name DAVID ROTH

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21		X	

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

Narrative

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

PERMITTEE: CPG Partners, LP ("Permittee")

LOCATION: Harriman Station parking facility, Harriman, New York

ACTIVITY: Parking for Permittee's employees for Labor Day Weekend

TERM: Saturday, September 5, 2015, through Monday, September 7, 2015, from 12:00 am to 11:59 pm, each day

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

COMPENSATION: One lump sum payment of \$6,510.00

COMMENTS:

Pursuant to the 2011 Board policy governing temporary use of railroad facilities by for-profit corporations in connection with short-term commercial activities, Permittee, owner of the Woodbury Common mall, was granted permission to utilize part of Metro-North's Harriman Station parking facility, from 12:00 am to 11:59 pm on Saturday, September 5, 2015, to Monday, September 7, 2015, in connection with the Labor Day weekend in Harriman, New York. The Permittee used the additional parking to temporarily relocate its employee parking to the Location so that its customers could use the parking spaces adjacent to the mall. The Permit allowed Permittee to use up to 700 parking spaces as well as have Permittee use a shuttle bus to bring employees to and from Permittee parking lot. The compensation was calculated pursuant to the aforementioned Board policy.

MTA Legal approved the Permit as to form, and CPG Partners, LP, provided the appropriate insurance coverages and indemnification.

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 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15		X	

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

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

PERMITTEE: Town of Cortlandt ("Town")

LOCATION: Cortlandt Station parking facility, Cortlandt, New York

ACTIVITY: Parking for the Town's "Family Fun Day"

ACTION REQUESTED: Approval of Terms

TERM: September 12, 2015, from 2:00 pm to 11:00 pm
Rain date: September 20, 2015, from 2:00 pm to 11:00 pm

SPACE: Lot 1 and Lot 2 at the Cortlandt station parking facility

COMPENSATION: One dollar, payment waived.

COMMENTS:

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 2:00 pm on Saturday 12, 2015, until 11:00 pm (rain date Sunday, September 20, 2015, at the same times), in connection with the Town of Cortlandt's "Family Fun Day."

MTA Legal approved the Permit as to form, and Permittee provided the appropriate insurance coverages and indemnifications.

Staff Summary

Subject PERMIT AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name CAROLE BRYDEN

Date SEPTEMBER 21, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/21/15		X	

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

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

PERMITEE: VOB Film Festival, Inc.

LOCATION: Cold Spring Station parking lot
Market Street
Cold Spring, NY 10516

ACTIVITY: Overflow parking for operation of not-for-profit film festival

TERM: Thursday, September 3, 2015
6:00 p.m. – 10:00 p.m.

SPACE: Up to twenty-five (25) "permit" spaces in the parking lot of Metro-North's Cold Spring Station

COMPENSATION: \$1 payment/waived

COMMENTS:

Pursuant to Board policy governing short-term licensing of railroad facilities for municipal and non-profit activities, the VOB Film Festival, Inc. was granted permission to utilize up to twenty-five (25) "permit" parking spaces of the Cold Spring Station parking lot from 6:00 p.m. to 10:00 p.m. on Thursday, September 3, 2015 for the above stated activity.

The form of permit was approved by MTA Legal. VOB Film Festival, Inc. provided the appropriate insurance coverages and indemnities.

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