



Transit & Bus Committee Meeting

February 2017

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerder

J. Molloy

J. Samuelson

P. Trottenberg

V. Vanterpool

P. Ward

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Tuesday, 2/21/2017

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JANUARY 23, 2017

January Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. December Operations Report

December Operations Report - Page 18

5. FINANCIAL REPORTS

a. December NYCT Financial & Ridership Report

Preliminary Review NYCT 2016 Operating Results - Page 48

b. December SIR Financial & Ridership Report

Preliminary Review SIR 2016 Operating Results - Page 71

c. December MTA Bus Financial & Ridership Report

Preliminary Review MTA Bus 2016 Operating Results - Page 82

d. Capital Program Status Report

Capital Program Status Report - Page 96

6. PROCUREMENTS

NYCT February Procurement Staff Summary and Resolution - Page 106

a. Non-Competitive

NYCT Non-Competitive Actions - Page 110

b. Competitive (None)

c. Ratifications

NYCT and MTACC Ratifications - Page 113

7. Service Changes

a. NYCT J Z Entrance Closure at Wall Street Station

NYCT Request for Public Hearing JZ Entrance Closure at Wall Street Station - Page 117

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 121

b. NYCT Adopted Budget/Financial Plan 2017-2020

NYCT Adopted Budget and Financial Plan 2017-2020 - Page 125

c. SIR Adopted Budget/Financial Plan 2017-2020

SIR Adopted Budget and Financial Plan 2017-2020 - Page 148

d. MTA Bus Adopted Budget/Financial Plan 2017-2020

MTA Bus Adopted Budget and Financial Plan 2017-2020 - Page 168

9. STANDARD FOLLOW-UP REPORTS

a. ADA Compliance Report

ADA Compliance Report - Page 191

b. Service Quality/PES Indicators Report (NYCT & MTA Bus)

Service Quality/PES Indicators Report (NYCT and MTA Bus) - Page 200

c. Elevator & Escalator Report

Elevator and Escalator Report, 4th Qtr, 2016 - Page 242

d. Transit Adjudication Bureau Report

Transit Adjudication Bureau Report, 4th Qtr, 2016 - Page 280

e. EEO & Diversity Report, 2016 Year-End Report (NYCT & MTA Bus)

EEO and Diversity Report, 2016 Year-End Report (NYCT and MTA Bus) - Page 282

10. MTACC REPORT

MTACC Report - Page 308

Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
January 23, 2017

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John Samuelson
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. Peter Ward

The following Member was absent:

Hon. John J. Molloy

Also present were:

Veronique Hakim, President, New York City Transit
Peter Cafiero, Chief, Operations Planning
Michael Chubak, Chief Financial Officer
Robert Diehl, Acting Vice President, Security
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Michael Horodniceanu, President, MTA Capital Construction
Darryl Irick, President, MTA Bus Company
Cheryl Kennedy, Vice President, Office of System Safety
Tim Mulligan, Executive Vice President
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel

I. Chair Ferrer opened the meeting.

II. Public Speakers

Council Member Donovan Richards spoke in support of Select Bus Service and the extension of the Q52 bus route.

Angela Bellisio, Planning Manager for the Permanent Citizens Advisory Committee to the MTA, congratulated the Committee on the opening of the Second Avenue Subway, noting with appreciation that the artwork in the stations reflects the diverse and unique character of MTA ridership. Ms. Bellisio urged the Committee to be diligent in monitoring the effect of the new service on **G** line ridership, and expressed her hope that New York State will allocate the additional funding necessary to accelerate the full design build of Phase 2 of the Second Avenue Subway project.

Ellen Shannon, Associate Director for the Permanent Citizens Advisory Committee to the MTA, addressed the Committee on the issue of subway delays, noting the need for multi-year reporting so that trends can be analyzed. She also noted the importance of evaluating On-Time-Performance statistics since OTP is the only moving metric available for consideration, and asked that subway performance reports reflect efforts taken to reduce delay.

Omar Vera congratulated the Committee on the opening of the Second Avenue subway and commended SVP Habersham on his first year as head of NYCT's Department of Subways. He spoke in support of implementing SBS on the M79 route and extending the Q52 bus route. Mr. Vera also advocated modifications to the **A** and **C** lines in Southeast Queens.

David Paul Gerber congratulated the Committee on the opening of the Second Avenue Subway, and also brought to the Committee's attention that in spite of signage stating that all NYCT stations have Wi-Fi available, the three **R** line stations under construction as part of the Fast Track program in Brooklyn will not have the service until the construction is complete. Mr. Gerber also noted that the MDBF for the R142 and R143 cars is lower than that for the older R46 fleet, possibly reflecting the need for better maintenance, and remarked on the need for accurate announcements regarding transfers on the **A**, **C** and **E** lines. Mr. Gerber then submitted written observations on the **E** line.

Jason Anthony Pineiro congratulated the Committee on the timely opening of the Second Avenue Subway and spoke in support of implementing SBS on the M79 route and extending the Q52 bus route. He also expressed his opinion that the **A** line should serve only the Rockaways and not Lefferts Boulevard, and spoke in favor of the R211 subway car procurement.

Orrin Goetz commented on the Trans-Hudson Commuting Capacity Study presented by the Port Authority in connection with the building of a new bus terminal in Manhattan, noting that the project would significantly increase ridership into New York City. Mr. Goetz stressed the importance of NYCT preparing for the impact this could have on the transit system, and urged that it take preparatory measures including the extension of the **7** line to Secaucus, New Jersey.

Murray Bodin addressed the Committee on the new bus terminal proposed by the Port Authority, voicing his concerns regarding the potential impact of the project, and urging NYCT to promote the extension of the  line to Secaucus, New Jersey. He also spoke in favor of the MTA using low floor commuter buses.

Kevin Zeng suggested that the MTA restore the “brown” (pre-2010)  train to Bay Parkway and made numerous other recommendations, including proposed revisions to the B36, B68 and B37 bus routes.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the December 12, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company, as well as the 2017 Committee Work Plan.

President Hakim reported that contract negotiations with the Transit Workers Union had been successfully concluded, and that the agreed-upon contract would be brought to the Board for approval after having been presented to the TWU membership.

President Hakim also advised the Committee that NYCT is currently testing two prototype track vacuum systems as part of the MTA’s ongoing Track Sweep initiative, noting that the new units will reduce the amount of trash on subway tracks with the aim of decreasing the incidence of track fires and associated train delays.

In addition, Ms. Hakim noted the recent opening of the Arthur Kill Station on Staten Island, and commented that ridership on the Second Avenue Subway is meeting expectations, adding that a more detailed evaluation of the ridership and its impact on alleviating crowding and improving reliability along the Lexington Avenue corridor will be presented to the Board within a few months.

President Hakim advised the Committee that an internal working group, including staff from the Subway and Bus Departments, has been formed to identify ways in which the monthly operating report can better reflect customer experience, noting that the dialogue on metrics and performance reporting will be an ongoing effort.

In response to a question from Member Albert regarding construction work being done on the  line in Brooklyn, President Hakim agreed to provide information on whether the  train will be making the 45th and 53rd Street stops when running on the local track.

IV. Agenda Items

SVP Habersham reported to the Committee on the Department of Subways’ operating performance.

In response to questions and comments from Member Moerdler, President Hakim noted that while the level of reporting detail on performance metrics referenced by Member Moerdler might not currently be found in the Agenda, an internal working group has been established to

evaluate the most appropriate and accurate means to communicate operating performance to the Committee. President Hakim agreed that it would be appropriate to bring to the Committee's attention the measures being taken to address the constraints underlying the delays, and that such will be included starting as early as next month.

In response to a request from Member Albert, Chair Ferrer agreed that the Committee should be provided with further detail on the causes of transit delays. President Hakim added that it would be worthwhile for Committee members to hear specifics on the nature of the current issues, and the steps being taken to address them, from those with specific substantive knowledge.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus.

In response to a question from from Member Moerdler, President Irick noted that a comprehensive report on the reasons for the decline in bus ridership is forthcoming, adding that traffic congestion does have an impact on ridership levels.

President Irick confirmed for Member Albert that additional information on ridership and on-time bus performance would be provided consistent with the recommendations of the internal working committee on how to optimize reporting. In response to a request from Member Moerdler, Mr. Irick also agreed to consider how bus service and on-time performance has evolved over time.

VP Kennedy presented the Safety Report.

In response to questions from Member Albert regarding subway fires, VP Kennedy advised the Committee that debris found on the tracks is mostly litter, including newspapers, and that the arrival of new portable vacuum equipment should reduce the incidence of debris related fires. VP Kennedy agreed to provide the Committee with further information on when and where the fires are occurring.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a request by Member Jones, Chief Fox agreed to include separate statistics on fare evasion in the Agenda, and to provide Member Jones with further information on compliance with desk appearance tickets arising from fare beating incidents.

In response to a question from Member Vanterpool, and a request from Chair Ferrer, Chief Fox agreed to include a report on the incidence of hate crimes in the Agenda.

B. Financial Reports

CFO Chubak reported to the Committee on NYCT's finances.

President Irick reported to the Committee on MTA Bus' finances.

SVP O'Grady presented Members with the Capital Program Status report.

In response to a question from Chair Ferrer regarding the number of help points that have been installed in the system, SVP O'Grady agreed to provide specific figures, but noted that installation is likely in excess of 70% to date. President Hakim added that the installation goals set for 2016 had been met.

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of three actions totaling \$106.6 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the sole-source purchase of 110 Low Floor 60-foot Articulated Compressed Natural Gas buses from New Flyer of America, Inc. for a total estimated contract amount of \$95 million and (2) a modification to extend NYCT's competitively awarded Worldwide Technical Inspection Services contract with Parsons Brinckerhoff, Inc. by nine months in the additional estimated amount of \$5.6 million.

Motions were duly made and seconded to approve the procurement action items.

In response to a question from Member Moerdler regarding a budget adjustment to a StrataGen Systems, Inc. contract, VP Plochochi explained that StrataGen, which provides Paratransit scheduling/dispatching software and an interactive voice response system, was the only company able to meet NYCT's needs at the time of contract award and is currently unwilling to sell the rights to its products. VP Plochochi commented that the lengthy duration of the StrataGen contract was due to the lack of competition and the need to leverage an initial investment in their products. VP Plochochi further advised the Committee that market research is now being conducted to determine whether other potential providers can be identified, allowing for a competitive solicitation to be conducted in the future.

Member Albert commented that the replacement of single length buses with articulated ones may be perceived by some riders as a service cut since there will be fewer such buses on a route, and asked that this be taken into consideration in the planning process.

In response to a question from Member Trottenberg regarding the potential for growing the bus fleet, SVP Irick agreed to provide information on the number of buses to be procured.

In response to a question from Member Jones, VP Plochochi indicated that the software systems provided by StrataGen are distinguishable from the applications used by Uber or Lyft, but that NYCT would be interested in exploring opportunities wherever possible.

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda) and its competitive procurements requiring a majority vote (Schedules H and L in the Agenda) were approved and forwarded to the full Board for consideration.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

V. Service Changes

Peter Cafiero informed the Committee that Select Bus Service has been implemented on the M79 crosstown bus route in Manhattan.

Mark Holmes informed the Committee of an extension of the Q52 bus route to Beach 54th Street in Queens.

Member Vanterpool expressed her thanks for the M79 SBS and Q52 extension and also requested that the term Bus Rapid Transit not be used to describe Select Bus Service.

Member Albert asked that an eastbound 81st Street/Amsterdam Avenue bus stop be included in the SBS proposal since lower ridership figures at that location were likely affected by construction activities.

Member Trottenberg also expressed her gratitude for the proposed service changes and indicated that she would be amenable to considering the eastbound 81st Street/Amsterdam Avenue M79 option to meet service needs in the area.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report to the Committee for its information.

VII. MTA CC Project Report

President Horodniceanu reported on the status of the Cortlandt Street 1 station and the 2 line projects, as well as Phase 2 of the Second Avenue Subway project.

In response to a question from Member Albert, President Horodniceanu and VP Plochochi advised the Committee that contractor performance ratings are tracked and taken into account during the evaluation process in subsequent procurements.

Member Moerdler commended President Horodniceanu for the timely opening of the Second Avenue Subway. President Horodniceanu acknowledged the significant contributions of President Hakim, SVP Habersham and others at NYCT.

VIII. Upon motion duly made and seconded, the meeting of the Committee was adjourned.

Respectfully submitted,



Bettina Quintas
Assistant Secretary

2017 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

| | |
|---|---------------------------|
| Approval of Minutes | Committee Chair & Members |
| NYC Transit Committee Work Plan | Committee Chair & |
| Members Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety) | NYC Transit President |
| Procurements | Materiel |
| MTACC Projects Report | MTACC |
| MetroCard Report | AFC Program Mgmt & Sales |
| Service Changes (if any) | Operations Planning |
| Tariff Changes (if any) | Management & Budget |
| Capital Budget Modifications (if any) | Capital Planning & Budget |
| Action Items (if any) | As Listed |

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2017

| | |
|--|----------------------------|
| Preliminary Review of NYC Transit 2016 Operating Results | Management & Budget |
| Preliminary Review of SIR 2016 Operating Results | Management & Budget |
| Preliminary Review of MTA Bus 2016 Operating Results | Management & Budget |
| NYC Transit Adopted Budget/Financial Plan 2017-2020 | Management & Budget |
| SIR Adopted Budget/Financial Plan 2017-2020 | Management & Budget |
| MTA Bus Adopted Budget/Financial Plan 2017-2020 | Management & Budget |
| Service Quality Indicators (including PES) | Operations Planning |
| ADA Compliance Report | Capital Program Management |
| Elevator & Escalator Service Report | Subways |
| Transit Adjudication Bureau Report | Law |
| NYCT & MTA Bus EEO & Diversity Report, 2016 Yr End Rpt | EEO & Human Resources |

March 2017

No Items

April 2017

| | |
|--|---------------------|
| Homeless Outreach Report | MTA |
| Final Review of NYC Transit 2016 Operating Results | Management & Budget |
| Final Review of SIR 2016 Operating Results | Management & Budget |
| Final Review of MTA Bus 2016 Operating Results | Management & Budget |

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017
Elevator & Escalator Service Report, 1st Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2017

Law
Subways
EEO & Human Resources

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held

September 2017

Public comment/Committee review of budget
2017 NYC Transit Mid-Year Forecast Monthly Allocation
2017 SIR Mid-Year Forecast Monthly Allocation
2017 MTA Bus Mid-Year Forecast Monthly Allocation
2018 Preliminary NYC Transit Budget
2018 Preliminary SIR Budget
2018 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report, 2nd Qtr, 2017
Transit Adjudication Bureau Report, 2nd Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2017

Management & Budget
Operations Planning
Subways
Law
EEO & Human Resources

October 2017

Public Comment/Committee review of budget
Homeless Outreach Report
2018 Preliminary NYC Transit Budget
2018 Preliminary SIR Budget
2018 Preliminary MTA Bus Budget

MTA
Management & Budget
Management & Budget
Management & Budget

November 2017

Charter for Transit Committee
Elevator & Escalator Service Report, 3rd Qtr, 2017
Transit Adjudication Bureau Report, 3rd Qtr, 2017

Law
Subways
Law

December 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021
SIR 2018 Adopted Budget/Financial Plan 2018-2021
MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2017

Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources

January 2018

Approval of 2018 NYC Transit
Committee Work Plan

Committee Chair & Members



2017 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

NYC Transit Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

MetroCard Report

Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

Tariff Changes

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS (con't)

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

NYC Transit will present a brief review of its 2016 Budget results.

Preliminary Review of SIR 2016 Operating Results

NYC Transit will present a brief review of SIR's 2016 Budget results.

Preliminary Review of MTA Bus 2016 Operating Results

MTA Bus will present a brief review of its 2016 Budget results.

Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

SIR Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

Service Quality Indicators / PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report- 2016 Year-End Report

A detailed year-end 2016 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2017

No Agenda Items

APRIL 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2016 Operating Results

NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2016 Operating Results

NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2016 Operating Results

MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

MAY 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Elevator & Escalator Service Report, 1st Qtr, 2017

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

EEO & Diversity Report, 1st Qtr, 2017

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2017

No Agenda Items

JULY 2017

No Agenda Items

AUGUST 2017

No Meetings Held

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

Service Quality Indicators/PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

Elevator & Escalator Service Report, 2nd Qtr, 2017

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 2nd Qtr, 2017

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report, 2nd Qtr, 2017

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

OCTOBER 2017

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the SIR 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2018 Preliminary Budget.

NOVEMBER 2017

Charter for Transit Committee

Once annually, the NYC Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

Elevator & Escalator Service Report, 3rd Qtr, 2017

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 3rd Qtr, 2017

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

NYCT Transit will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR 2018 Adopted Budget/Financial Plan 2018-2021

NYCT Transit will present SIR's revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

MTA Bus will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

EEO & Diversity Report, 3rd Qtr, 2017

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

JANUARY 2018

Approval of Committee Work Plan

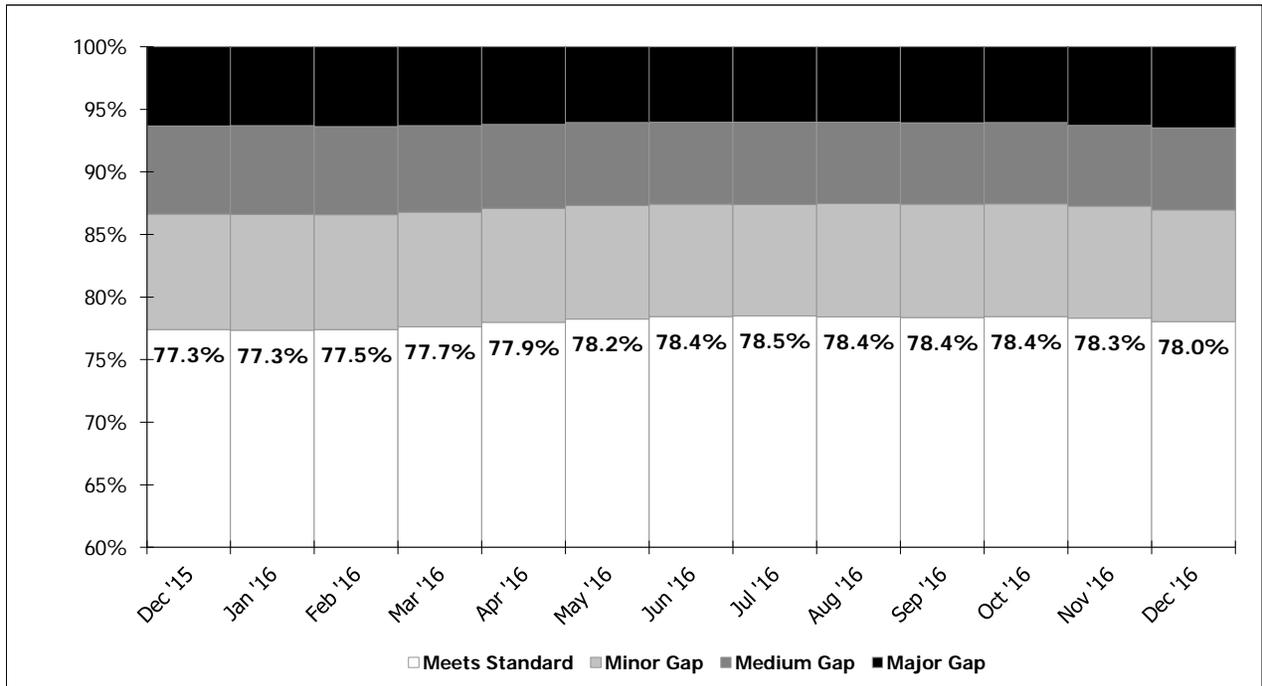
The Committee will be provided with the work plan for 2018 and will be asked to approve its use for the year.

Monthly Operations Report

Statistical results for the month of December 2016 are shown below.

| Subway Monthly Operations Report Service Indicators | | | | | | |
|---|------------------------------|-----------|--------|------------------|-----------|--------|
| Performance Indicator | Current Month: December 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Diff | This Year | Last Year | % Diff |
| System Weekday Wait Assessment (Charts 1-2) | | | | 78.0% | 77.3% | +0.7% |
| A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines) | 69.2% | 72.5% | -3.3% | 70.2% | 71.9% | -1.7% |
| A Division Weekday Wait Assessment - (All Lines) | | | | 73.4% | 74.5% | -1.1% |
| B Division Weekday Wait Assessment | 78.0% | 80.4% | -2.4% | 80.5% | 78.7% | +1.8% |
| System Weekend Wait Assessment (Chart 3) | | | | 84.4% | 84.3% | +0.1% |
| A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines) | 81.3% | 82.7% | -1.4% | 79.2% | 81.0% | -1.8% |
| A Division Weekend Wait Assessment - (All Lines) | | | | 81.8% | 82.9% | -1.1% |
| B Division Weekend Wait Assessment | 81.7% | 84.0% | -2.3% | 86.2% | 85.3% | +0.9% |
| System Weekday Terminal On-Time Performance (Charts 4-5) | 62.5% | 69.5% | -7.0% | 66.8% | 69.6% | -2.8% |
| A Division Weekday Terminal On-Time Performance | 59.0% | 65.6% | -6.6% | 62.6% | 65.6% | -3.0% |
| B Division Weekday Terminal On-Time Performance | 65.4% | 72.8% | -7.4% | 70.4% | 72.9% | -2.5% |
| System Number of Weekday Trains Delayed (Chart 6) | 63,000 | 52,164 | +20.8% | 54,784 | 49,856 | +9.9% |
| System Weekend Terminal On-Time Performance (Charts 7-8) | 74.1% | 76.9% | -2.8% | 72.6% | 74.4% | -1.8% |
| A Division Weekend Terminal On-Time Performance | 71.8% | 73.5% | -1.7% | 69.9% | 71.9% | -2.0% |
| B Division Weekend Terminal On-Time Performance | 75.7% | 79.1% | -3.4% | 74.4% | 76.1% | -1.7% |
| System Number of Weekend Trains Delayed (Chart 9) | 14,329 | 11,520 | +24.4% | 13,848 | 13,235 | +4.6% |
| Mean Distance Between Failures (Charts 10-11) | 105,365 | 116,135 | -9.3% | 112,208 | 131,325 | -14.6% |
| A Division Mean Distance Between Failures | 122,886 | 116,411 | +5.6% | 112,264 | 114,718 | -2.1% |
| B Division Mean Distance Between Failures | 95,353 | 115,927 | -17.7% | 112,167 | 147,047 | -23.7% |
| System Weekday Service-KPI (Charts 12-13) | 72.9% | 76.1% | -3.2% | 74.4% | 76.0% | -1.6% |
| A Division Weekday Service-KPI | 68.7% | 72.5% | -3.8% | 70.3% | 72.1% | -1.8% |
| B Division Weekday Service-KPI | 75.4% | 78.9% | -3.5% | 76.9% | 78.9% | -2.0% |
| System Weekday PES-KPI (Charts 14-16) | | | | 91.7% | 91.6% | +0.1% |
| Staten Island Railway | | | | | | |
| 24 Hour On-Time Performance | 92.5% | 95.9% | -3.4% | 94.9% | 95.3% | -0.4% |
| AM Rush On-Time Performance | 97.2% | 95.5% | +1.7% | 96.9% | 95.2% | +1.7% |
| PM Rush On-Time Performance | 91.2% | 98.5% | -7.3% | 96.4% | 97.4% | -1.0% |
| Percentage of Completed Trips | 99.6% | 99.9% | -0.3% | 99.8% | 99.8% | 0.0% |
| Mean Distance Between Failures | 27,941 | 113,242 | -75.3% | 58,721 | 52,947 | +10.9% |
| Staten Island Railway PES-KPI (Chart 17) | | | | 89.0% | 90.2% | -1.2% |

Subway Weekday Wait Assessment 12-Month Rolling Average (6 am - midnight)



Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am and midnight, is defined as the percentage of actual intervals between trains that are no more than the scheduled interval plus 25%.

Meets Standard: meets Wait Assessment standard of scheduled headway + 25%

Minor Gap: more than 25% to 50% over scheduled headway

Medium Gap: more than 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

Wait Assessment Results

| | Systemwide 12-Month Average | | | | Annual Results (Meets Standard) |
|--------------------------|--|--------------|---------------|--------------|--|
| | <u>Meets Standard</u> | <u>GAP</u> | | | |
| | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | |
| Jan '16 - Dec '16 | 78.0% | 8.9% | 6.6% | 6.5% | 2016 TARGET: 80.7% |
| Jan '15 - Dec '15 | 77.3% | 9.3% | 7.1% | 6.4% | 2015 ACTUAL: 77.3% |

Chart 1

**Subway Weekday Wait Assessment
12-Month Rolling Average
(6 am - midnight)**

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | | | | <u>Jan '15 - Dec '15</u> | | | | <u>Standard Difference</u> |
|----------------------|--------------------------|---------------------|---------------|--------------|--------------------------|---------------------|---------------|--------------|----------------------------|
| | <u>Meets Standard</u> | <u>Headways GAP</u> | | | <u>Meets Standard</u> | <u>Headways GAP</u> | | | |
| | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | |
| 1 | 77.4% | 9.5% | 7.3% | 5.9% | 78.2% | 9.3% | 6.9% | 5.6% | -0.8% |
| 2 | 69.5% | 10.3% | 10.2% | 10.0% | 72.0% | 10.1% | 9.4% | 8.5% | -2.5% |
| 3 | 74.2% | 10.4% | 8.4% | 7.0% | 77.6% | 9.6% | 7.1% | 5.6% | -3.4% |
| 4 | 68.9% | 9.9% | 9.5% | 11.7% | 70.8% | 9.7% | 8.7% | 10.9% | -1.9% |
| 5 | 65.0% | 10.3% | 11.0% | 13.7% | 66.3% | 10.0% | 10.8% | 12.9% | -1.3% |
| 6 | 66.1% | 9.5% | 10.7% | 13.7% | 66.4% | 9.7% | 10.7% | 13.2% | -0.3% |
| 7 | 73.5% | 11.4% | 9.0% | 6.1% | 74.9% | 10.6% | 7.9% | 6.6% | -1.4% |
| S 42nd | 92.4% | 4.0% | 2.0% | 1.7% | 90.2% | 4.2% | 2.6% | 3.0% | +2.2% |
| Subdivision A | 73.4% | 9.4% | 8.5% | 8.7% | 74.5% | 9.2% | 8.0% | 8.3% | -1.1% |
| A | 72.5% | 8.5% | 8.1% | 10.9% | 67.4% | 9.9% | 10.0% | 12.7% | +5.1% |
| B | 79.7% | 9.3% | 6.3% | 4.7% | 78.1% | 10.3% | 6.9% | 4.7% | +1.6% |
| C | 76.9% | 11.1% | 6.5% | 5.5% | 78.0% | 10.5% | 6.4% | 5.0% | -1.1% |
| D | 81.9% | 9.4% | 5.4% | 3.2% | 78.4% | 10.5% | 6.9% | 4.2% | +3.5% |
| E | 73.2% | 9.9% | 7.1% | 9.8% | 74.4% | 10.2% | 8.3% | 7.1% | -1.2% |
| F | 76.8% | 8.2% | 6.9% | 8.1% | 72.1% | 10.2% | 8.7% | 9.1% | +4.7% |
| S Fkln | 97.0% | 1.3% | 0.7% | 1.0% | 96.5% | 1.3% | 1.0% | 1.1% | +0.5% |
| G | 83.9% | 10.2% | 3.9% | 1.9% | 81.3% | 10.3% | 5.6% | 2.7% | +2.6% |
| S Rock | 93.7% | 4.4% | 1.0% | 0.7% | 91.7% | 4.4% | 2.5% | 1.4% | +2.0% |
| JZ | 79.9% | 9.5% | 6.2% | 4.4% | 77.1% | 10.1% | 7.3% | 5.5% | +2.8% |
| L | 78.4% | 10.1% | 6.1% | 5.5% | 78.2% | 10.3% | 7.2% | 4.3% | +0.2% |
| M | 80.2% | 8.6% | 5.7% | 5.3% | 77.1% | 10.1% | 7.4% | 5.4% | +3.1% |
| N | 77.2% | 9.6% | 6.7% | 6.4% | 77.7% | 10.5% | 7.3% | 4.5% | -0.5% |
| Q | 80.2% | 9.5% | 5.0% | 5.3% | 78.5% | 11.0% | 6.1% | 4.4% | +1.7% |
| R | 76.0% | 10.2% | 7.0% | 6.7% | 74.4% | 9.8% | 7.7% | 8.1% | +1.6% |
| Subdivision B | 80.5% | 8.7% | 5.5% | 5.3% | 78.7% | 9.3% | 6.6% | 5.4% | +1.8% |
| Systemwide | 78.0% | 8.9% | 6.6% | 6.5% | 77.3% | 9.3% | 7.1% | 6.4% | +0.7% |

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

Headway Definitions

Minor Gap: from 25% to 50% over scheduled headway

Medium Gap: from 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

**Subway Weekend Wait Assessment
12-Month Rolling Average
(6 am - midnight)**

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | | | | <u>Jan '15 - Dec '15</u> | | | | <u>Standard Difference</u> |
|----------------------|---------------------------|-------------------------|---------------|--------------|---------------------------|-------------------------|---------------|--------------|--------------------------------|
| | <u>Meets Standard</u> | <u>Headways GAP</u> | | | <u>Meets Standard</u> | <u>Headways GAP</u> | | | |
| | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | |
| 1 | 82.7% | 8.2% | 5.2% | 3.9% | 88.3% | 6.7% | 3.4% | 1.7% | -5.6% |
| 2 | 73.6% | 11.4% | 9.3% | 5.6% | 78.3% | 10.3% | 7.3% | 4.1% | -4.7% |
| 3 | 85.1% | 8.4% | 4.0% | 2.4% | 85.0% | 8.1% | 4.3% | 2.6% | +0.1% |
| 4 | 74.2% | 10.2% | 8.6% | 7.0% | 73.8% | 10.1% | 8.6% | 7.5% | +0.4% |
| 5 | 77.6% | 9.6% | 6.8% | 6.0% | 83.0% | 7.8% | 5.2% | 4.0% | -5.4% |
| 6 | 82.2% | 8.7% | 5.4% | 3.7% | 77.3% | 9.4% | 7.6% | 5.7% | +4.9% |
| 7 | 81.1% | 10.3% | 5.5% | 3.0% | 78.5% | 11.5% | 5.3% | 4.7% | +2.6% |
| S 42nd | 97.4% | 0.6% | 0.3% | 1.7% | 98.7% | 0.6% | 0.3% | 0.4% | -1.3% |
| Subdivision A | 81.8% | 8.4% | 5.6% | 4.2% | 82.9% | 8.1% | 5.2% | 3.8% | -1.1% |
| A | 79.1% | 11.0% | 5.8% | 4.1% | 73.9% | 10.5% | 8.2% | 7.5% | +5.2% |
| C | 81.3% | 10.4% | 5.6% | 2.6% | 84.5% | 8.0% | 4.0% | 3.5% | -3.2% |
| D | 85.5% | 8.6% | 4.5% | 1.4% | 88.1% | 7.1% | 4.1% | 0.7% | -2.6% |
| E | 85.6% | 8.2% | 4.0% | 2.3% | 79.6% | 10.2% | 5.1% | 5.1% | +6.0% |
| F | 86.0% | 8.2% | 3.6% | 2.2% | 84.4% | 7.6% | 3.6% | 4.4% | +1.6% |
| S Fkln | 97.6% | 1.2% | 0.5% | 0.7% | 92.2% | 3.9% | 2.2% | 1.7% | +5.4% |
| G | 90.5% | 6.6% | 1.4% | 1.5% | 92.5% | 4.8% | 1.9% | 0.9% | -2.0% |
| JZ | 88.6% | 4.9% | 3.6% | 2.9% | 91.0% | 6.2% | 1.9% | 1.0% | -2.4% |
| L | 83.4% | 8.2% | 4.5% | 3.9% | 81.2% | 7.9% | 6.8% | 4.2% | +2.2% |
| N | 86.9% | 8.1% | 3.4% | 1.5% | 84.6% | 8.8% | 4.1% | 2.5% | +2.3% |
| Q | 84.1% | 6.4% | 3.8% | 5.6% | 86.5% | 5.8% | 4.4% | 3.3% | -2.4% |
| R | 85.3% | 8.3% | 4.7% | 1.7% | 85.8% | 5.1% | 5.1% | 4.1% | -0.5% |
| Subdivision B | 86.2% | 7.5% | 3.8% | 2.5% | 85.3% | 7.1% | 4.3% | 3.2% | +0.9% |
| Systemwide | 84.4% | 7.9% | 4.5% | 3.2% | 84.3% | 7.5% | 4.7% | 3.5% | +0.1% |

Meets Standard: meets Wait Assessment standard of scheduled headway +25%

Minor Gap: from 25% to 50% over scheduled headway

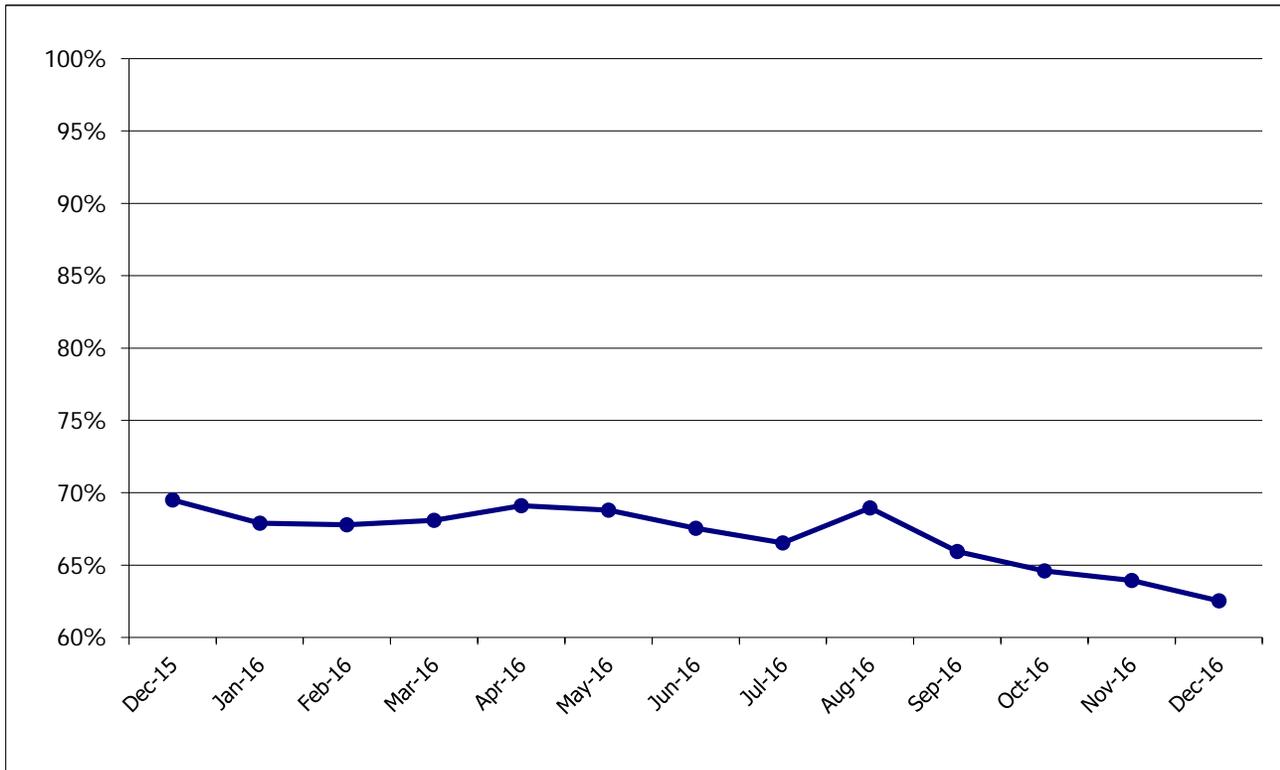
Medium Gap: from 50% to 100% over scheduled headway

Major Gap: more than 100% scheduled headway or missed intervals

**Headway
Definitions**

Chart 3

Subway Weekday Terminal On-Time Performance Monthly (24 hours)



Weekday Terminal On-Time Performance Definition

Weekday Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Dec 2016: 62.5%

Dec 2015: 69.5%

Jan '16 - Dec '16

12-Mon Avg: 66.8%

Subdivision A

Monthly Results

Dec 2016: 59.0%

Dec 2015: 65.6%

Jan '16 - Dec '16

12-Mon Avg: 62.6%

Subdivision B

Monthly Results

Dec 2016: 65.4%

Dec 2015: 72.8%

Jan '16 - Dec '16

12-Mon Avg: 70.4%

Discussion of Results

In December 2016, Over Crowding (28,341 delays), ROW Delays (8,446 delays), and Track Gangs (8,300 delays) were the highest categories of delays, representing 71.57% of the total 63,000 delays.

**Subway Weekday Terminal On-Time Performance
12-Month Rolling Average
(24 hours)**

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | <u>Jan '15 - Dec '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1 | 71.4% | 76.3% | -4.9% |
| 2 | 36.2% | 42.9% | -6.7% |
| 3 | 57.8% | 65.2% | -7.4% |
| 4 | 37.7% | 43.2% | -5.5% |
| 5 | 37.2% | 39.8% | -2.6% |
| 6 | 48.4% | 46.1% | +2.3% |
| 7 | 77.5% | 82.9% | -5.4% |
| S 42nd | 99.0% | 98.8% | +0.2% |
| Subdivision A | 62.6% | 65.6% | -3.0% |
| A | 62.4% | 66.4% | -4.0% |
| B | 67.4% | 76.5% | -9.1% |
| C | 69.2% | 78.8% | -9.6% |
| D | 66.5% | 73.9% | -7.4% |
| E | 67.2% | 69.1% | -1.9% |
| F | 58.2% | 57.3% | +0.9% |
| S Fkln | 99.6% | 99.5% | +0.1% |
| G | 80.2% | 67.6% | +12.6% |
| S Rock | 93.9% | 95.7% | -1.8% |
| JZ | 64.7% | 72.7% | -8.0% |
| L | 90.4% | 91.8% | -1.4% |
| M | 67.2% | 69.5% | -2.3% |
| N | 61.7% | 66.1% | -4.4% |
| Q | 70.0% | 70.6% | -0.6% |
| R | 59.5% | 59.1% | +0.4% |
| Subdivision B | 70.4% | 72.9% | -2.5% |
| Systemwide | 66.8% | 69.6% | -2.8% |

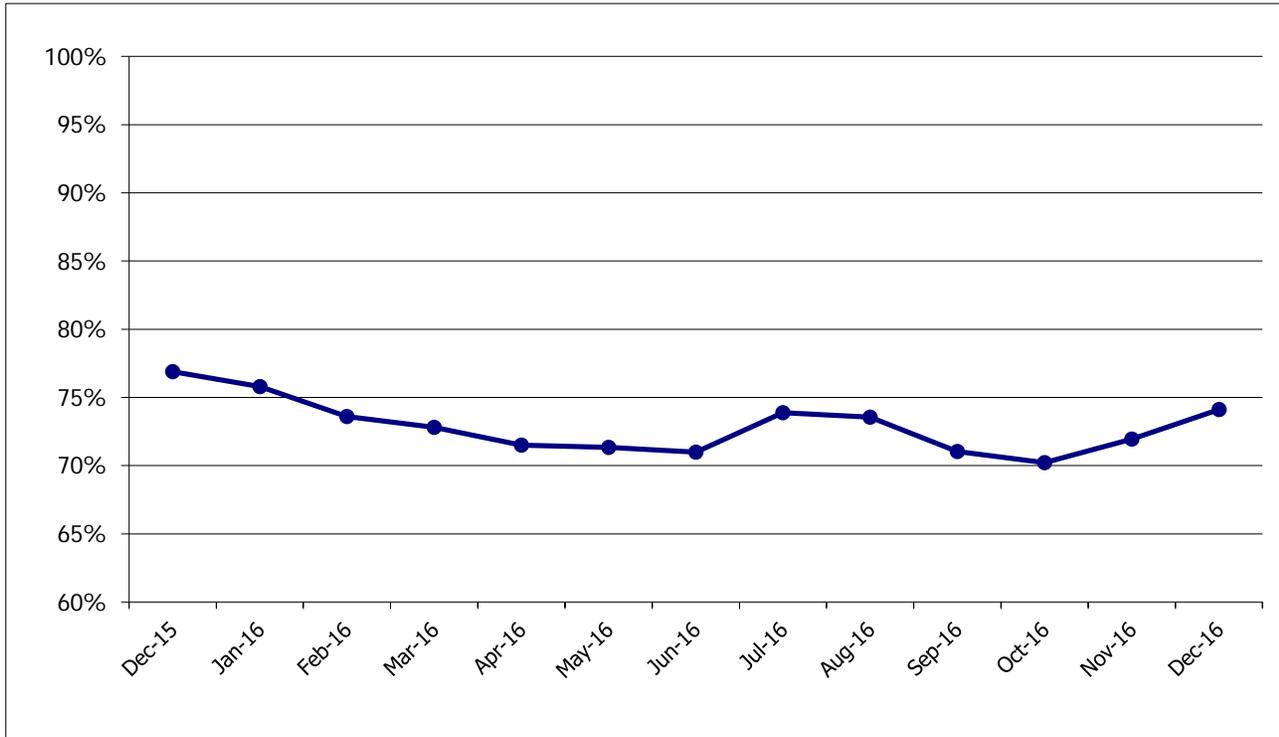
W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

Subway Weekday Trains Delayed Monthly (24 hours)

| <u>Categories</u> | <u>December 2016 Trains Delayed</u> |
|-------------------------------|-------------------------------------|
| Over Crowding | 28,341 |
| ROW Delays | 8,446 |
| Track Gangs | 8,300 |
| Sick Customer | 3,423 |
| Car Equipment | 3,066 |
| Work Equipment/G. O. | 2,997 |
| Operational Diversions | 2,349 |
| Unruly Customer | 2,128 |
| Police | 1,433 |
| Employee | 1,131 |
| Inclement Weather | 623 |
| Fire | 378 |
| External | 229 |
| Infrastructure | 158 |
| Total Trains Delayed * | 63,000 |

* Due to rounding, the total may not equal the sum of the addends.

Subway Weekend Terminal On-Time Performance Monthly (24 hours)



Weekend Terminal On-Time Performance Definition

Weekend Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either regular weekend schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekend day period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Weekend Terminal On-Time Performance Results

Systemwide

Monthly Results

Dec 2016: 74.1%

Dec 2015: 76.9%

Jan '16 - Dec '16

12-Mon Avg: 72.6%

Subdivision A

Monthly Results

Dec 2016: 71.8%

Dec 2015: 73.5%

Jan '16 - Dec '16

12-Mon Avg: 69.9%

Subdivision B

Monthly Results

Dec 2016: 75.7%

Dec 2015: 79.1%

Jan '16 - Dec '16

12-Mon Avg: 74.4%

Discussion of Results

In December 2016, Over Crowding (4,167 delays), Track Gangs (2,653 delays), and ROW Delays (1,574 delays) were the highest categories of delays, representing 58.58% of the total 14,329 delays.

**Subway Weekend Terminal On-Time Performance
12-Month Rolling Average
(24 hours)**

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | <u>Jan '15 - Dec '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1 | 79.9% | 88.1% | -8.2% |
| 2 | 40.9% | 43.2% | -2.3% |
| 3 | 57.6% | 62.2% | -4.6% |
| 4 | 52.4% | 47.8% | +4.6% |
| 5 | 61.8% | 73.7% | -11.9% |
| 6 | 62.9% | 56.2% | +6.7% |
| 7 | 82.9% | 86.9% | -4.0% |
| S 42nd | 99.7% | 99.6% | +0.1% |
| Subdivision A | 69.9% | 71.9% | -2.0% |
| A | 63.0% | 61.7% | +1.3% |
| C | 55.5% | 60.5% | -5.0% |
| D | 67.8% | 71.1% | -3.3% |
| E | 64.3% | 61.2% | +3.1% |
| F | 39.1% | 41.5% | -2.4% |
| S Fkln | 99.3% | 99.8% | -0.5% |
| G | 87.4% | 84.0% | +3.4% |
| S Rock | 94.6% | 97.7% | -3.1% |
| JZ | 82.1% | 89.1% | -7.0% |
| L | 89.9% | 89.7% | +0.2% |
| M | 96.2% | 96.4% | -0.2% |
| N | 67.7% | 70.6% | -2.9% |
| Q | 80.3% | 82.0% | -1.7% |
| R | 67.0% | 71.7% | -4.7% |
| Subdivision B | 74.4% | 76.1% | -1.7% |
| Systemwide | 72.6% | 74.4% | -1.8% |

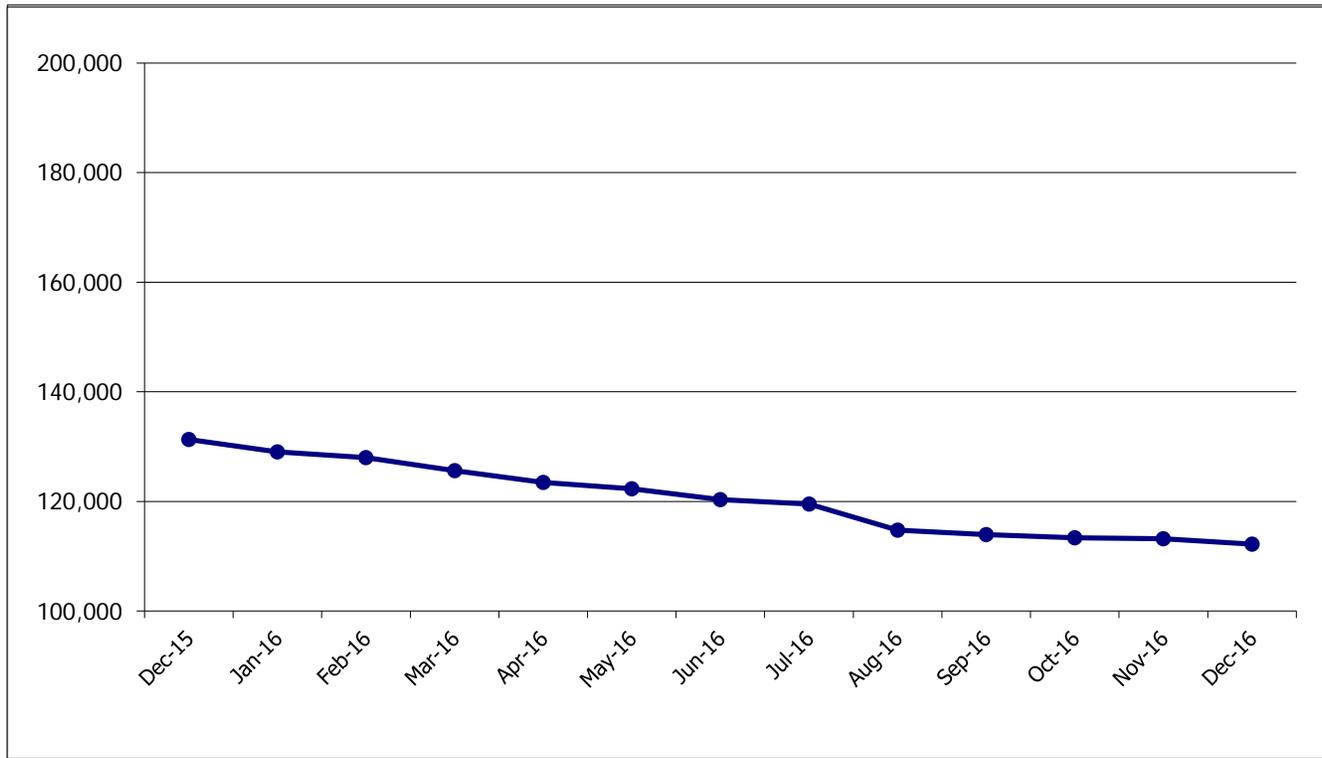
Chart 8

**Subway Weekend Trains Delayed
Monthly
(24 hours)**

| <u>Categories</u> | <u>December 2016 Trains Delayed</u> |
|-------------------------------|-------------------------------------|
| Over Crowding | 4,167 |
| Track Gangs | 2,653 |
| ROW Delays | 1,574 |
| Work Equipment/G. O. | 1,527 |
| Unruly Customer | 734 |
| Operational Diversions | 682 |
| Employee | 594 |
| Police | 539 |
| Car Equipment | 528 |
| Sick Customer | 491 |
| Inclement Weather | 433 |
| Fire | 169 |
| Infrastructure | 129 |
| External | 109 |
| Total Trains Delayed * | 14,329 |

* Due to rounding, the total may not equal the sum of the addends.

Subway Mean Distance Between Failure 12-Month Rolling Average



Definition

Subway Mean Distance Between Failure (MDBF) is the measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

Monthly Results

Dec 2016: 105,365

Dec 2015: 116,135

12-Month Average

Jan '16 - Dec '16: 112,208

Jan '15 - Dec '15: 131,325

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

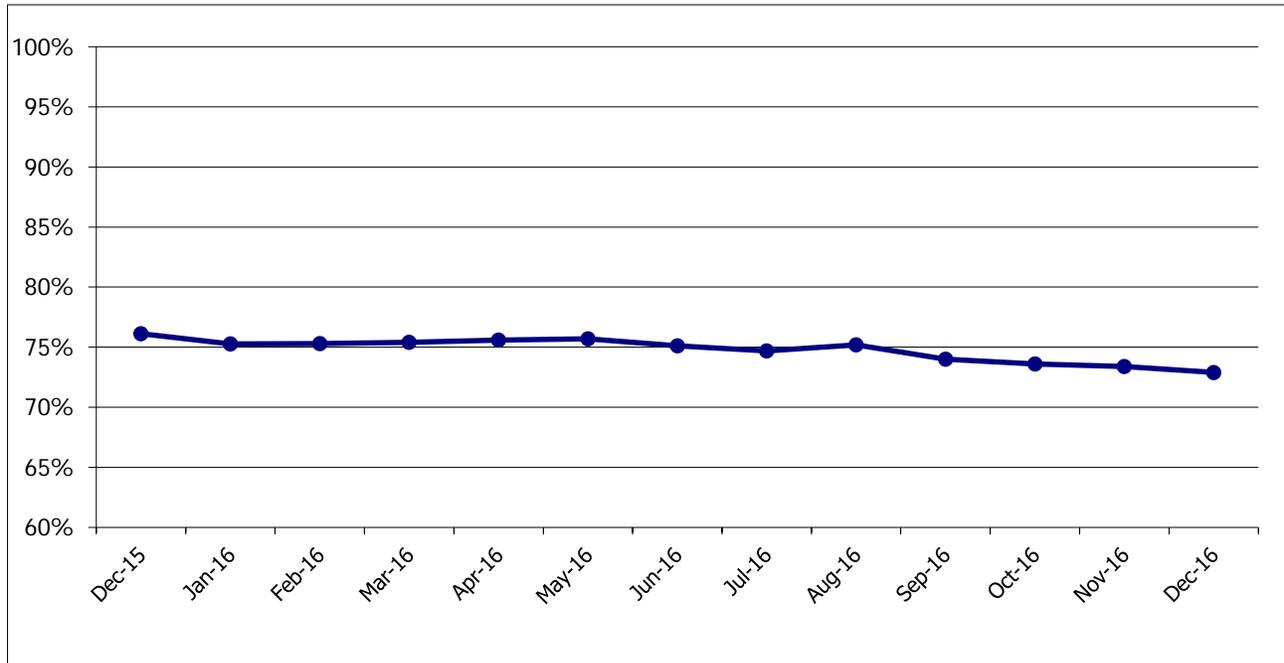
Discussion of Results

MDBF in December 2016 changed -9.27% from December 2015. Over the past year, the MDBF 12-month average changed -14.56%.

Subway Mean Distance Between Failure 12-Month Rolling Average

| <u>Car Class</u> | <u># of Cars</u> | <u>Jan '16 - Dec '16</u> | <u>Jan '15 - Dec '15</u> | <u>% Change</u> |
|-------------------|------------------|--------------------------|--------------------------|-----------------|
| R32 | 222 | 33,268 | 40,704 | -18.3% |
| R42 | 50 | 35,260 | 39,934 | -11.7% |
| R46 | 752 | 73,696 | 102,701 | -28.2% |
| R62 | 315 | 198,041 | 189,960 | +4.3% |
| R62A | 824 | 82,447 | 97,719 | -15.6% |
| R68 | 425 | 117,531 | 129,498 | -9.2% |
| R68A | 200 | 98,997 | 124,358 | -20.4% |
| R142 | 1,030 | 143,910 | 155,577 | -7.5% |
| R142A | 220 | 50,260 | 60,216 | -16.5% |
| R143 | 212 | 53,805 | 66,835 | -19.5% |
| R160 | 1,662 | 253,300 | 365,267 | -30.7% |
| R188 - New | 126 | 476,693 | 316,396 | +50.7% |
| R188 - Conversion | 380 | 179,596 | 102,329 | +75.5% |
| FLEET | 6,418 | 112,208 | 131,325 | -14.6% |

Subway Service - Key Performance Indicator (S-KPI) Monthly



S-KPI Definition

S-KPI is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

60% Wait Assessment (WA) is measured weekdays between 6:00 am and midnight and is defined as the percentage of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12 month rolling sample data except for the monthly ATS-A 1 through 6 lines and 42nd Street Shuttle.

30% Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

10% Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12-month rolling average.

S-KPI Results

Systemwide

Monthly Results

Dec 2016: 72.9%
Dec 2015: 76.1%

Jan '16 - Dec '16

12 Mon Avg: 74.4%

Subdivision A

Monthly Results

Dec 2016: 68.7%
Dec 2015: 72.5%

Jan '16 - Dec '16

12 Mon Avg: 70.3%

Subdivision B

Monthly Results

Dec 2016: 75.4%
Dec 2015: 78.9%

Jan '16 - Dec '16

12 Mon Avg: 76.9%

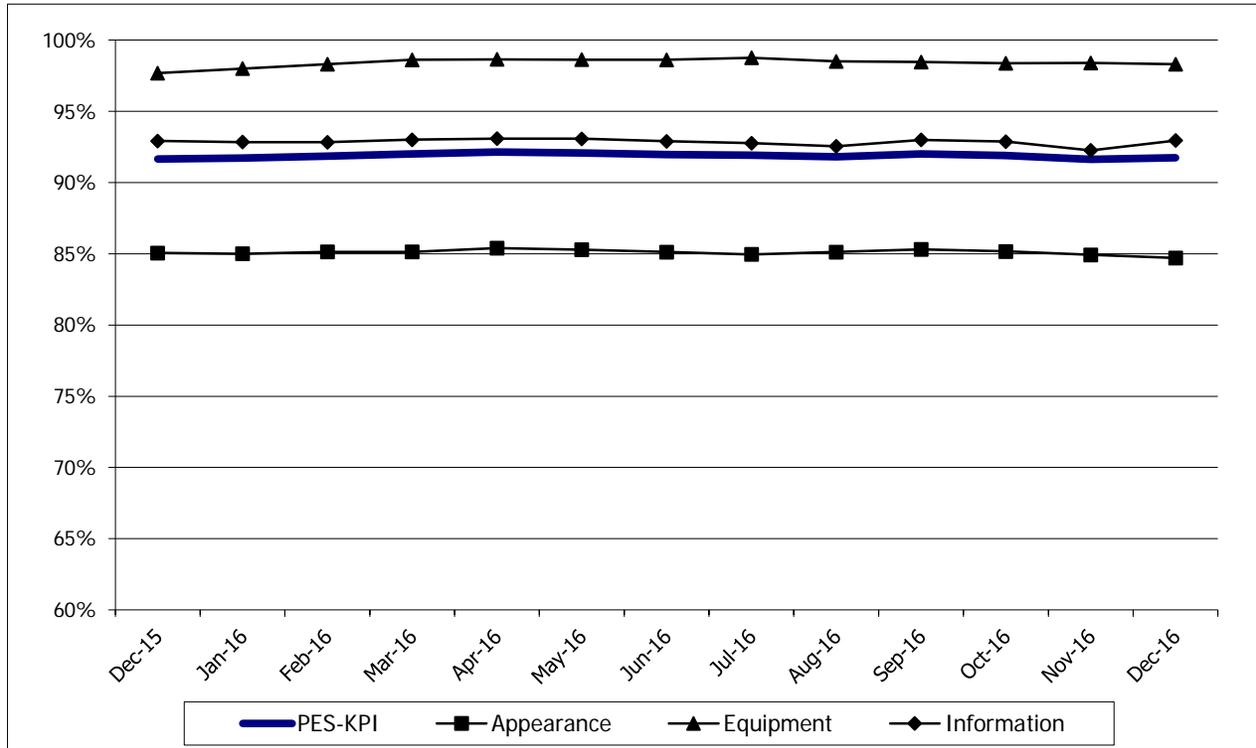
Chart 12

Subway Service - Key Performance Indicator (S-KPI) 12-Month Rolling Average

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | <u>Jan '15 - Dec '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| 1 | 74.1% | 77.9% | -3.8% |
| 2 | 62.5% | 66.1% | -3.6% |
| 3 | 71.8% | 76.1% | -4.3% |
| 4 | 57.9% | 61.2% | -3.3% |
| 5 | 60.1% | 61.7% | -1.6% |
| 6 | 58.6% | 58.0% | +0.6% |
| 7 | 77.4% | 79.8% | -2.4% |
| S 42nd | 87.9% | 85.8% | +2.1% |
| Subdivision A | 70.3% | 72.1% | -1.8% |
| A | 67.3% | 67.6% | -0.3% |
| B | 74.7% | 78.1% | -3.4% |
| C | 70.0% | 74.5% | -4.5% |
| D | 79.1% | 79.2% | -0.1% |
| E | 74.1% | 75.4% | -1.3% |
| F | 73.6% | 70.5% | +3.1% |
| S Fkln | 89.9% | 90.3% | -0.4% |
| G | 78.5% | 73.7% | +4.8% |
| S Rock | 90.0% | 87.6% | +2.4% |
| JZ | 70.2% | 72.4% | -2.2% |
| L | 78.9% | 79.4% | -0.5% |
| M | 78.3% | 77.1% | +1.2% |
| N | 74.8% | 76.4% | -1.6% |
| Q | 79.1% | 78.3% | +0.8% |
| R | 68.4% | 69.6% | -1.2% |
| Subdivision B | 76.9% | 78.9% | -2.0% |
| Systemwide | 74.4% | 76.0% | -1.6% |

W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

Subway Passenger Environment Survey (PES-KPI) 12-Month Rolling Average



PES-KPI Definition

PES-KPI is a composite indicator for the Subway Car and Station environments, which consists of three categories designed to reflect customer experiences.

Appearance: Includes litter, cleanliness and graffiti ratings in both subway cars and stations; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes in stations, the functionality of elevators, escalators, turnstiles, booth microphones, and MetroCard vending machines; and in subway cars, the functionality of the door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

PES-KPI Results (based on a 12-month rolling sample methodology)

| | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|-------------------|----------------|-------------------|------------------|--------------------|
| Jan '16 - Dec '16 | 91.7% | 84.7% | 98.3% | 93.0% |
| Jan '15 - Dec '15 | 91.6% | 85.1% | 97.7% | 92.9% |
| % Difference: | +0.1% | -0.4% | +0.6% | +0.1% |

Subway PES-KPI - Subway Car 12-Month Rolling Average

| <u>Line</u> | <u>Jan '16 - Dec '16</u> | | | | <u>Jan '15 - Dec '15</u> | | | | <u>% Difference</u> |
|----------------------|--------------------------|-------------------|------------------|--------------------|--------------------------|-------------------|------------------|--------------------|---------------------|
| | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> |
| 1 | 93.4% | 95.7% | 97.5% | 87.1% | 94.1% | 96.1% | 95.1% | 91.0% | -0.7% |
| 2 | 96.0% | 91.5% | 97.1% | 99.5% | 95.9% | 92.8% | 99.1% | 95.8% | +0.1% |
| 3 | 94.2% | 92.8% | 97.8% | 92.1% | 95.2% | 96.9% | 97.9% | 90.6% | -1.0% |
| 4 | 97.0% | 95.3% | 97.2% | 98.5% | 94.8% | 92.4% | 95.9% | 96.1% | +2.2% |
| 5 | 96.1% | 92.4% | 98.1% | 98.0% | 95.9% | 93.5% | 97.6% | 96.7% | +0.2% |
| 6 | 94.6% | 94.8% | 97.1% | 91.8% | 94.4% | 94.4% | 95.7% | 93.1% | +0.2% |
| 7 | 97.4% | 95.4% | 98.8% | 97.9% | 97.1% | 97.4% | 98.8% | 95.0% | +0.3% |
| S 42nd | 93.0% | 96.1% | 94.1% | 88.8% | 93.6% | 96.4% | 93.2% | 91.0% | -0.6% |
| Subdivision A | 95.3% | 94.0% | 97.5% | 94.4% | 95.1% | 94.7% | 97.0% | 93.7% | +0.2% |
| A | 95.6% | 93.4% | 99.5% | 94.0% | 94.3% | 92.3% | 96.9% | 93.8% | +1.3% |
| B | 91.3% | 88.2% | 95.5% | 90.4% | 92.4% | 92.0% | 93.3% | 92.0% | -1.1% |
| C | 96.8% | 94.8% | 99.5% | 96.3% | 94.9% | 94.4% | 96.5% | 93.6% | +1.9% |
| D | 92.8% | 90.7% | 95.4% | 92.4% | 91.0% | 88.9% | 93.6% | 90.6% | +1.8% |
| E | 97.2% | 93.1% | 99.0% | 99.7% | 96.2% | 93.9% | 96.6% | 98.2% | +1.0% |
| F | 96.3% | 92.7% | 97.8% | 98.5% | 95.9% | 93.5% | 98.3% | 95.8% | +0.4% |
| S Fkln | 93.8% | 93.3% | 99.4% | 88.8% | 94.2% | 92.1% | 95.4% | 95.2% | -0.4% |
| G | 95.3% | 95.5% | 97.9% | 92.5% | 94.6% | 95.6% | 95.8% | 92.3% | +0.7% |
| J/Z | 94.0% | 91.5% | 99.0% | 91.7% | 95.8% | 92.6% | 98.9% | 96.0% | -1.8% |
| L | 96.6% | 93.5% | 97.0% | 99.3% | 95.3% | 92.5% | 95.7% | 97.9% | +1.3% |
| M | 96.2% | 93.6% | 96.1% | 99.0% | 95.3% | 90.2% | 96.7% | 99.1% | +0.9% |
| N | 96.7% | 92.3% | 98.5% | 99.5% | 96.0% | 92.6% | 97.3% | 98.2% | +0.7% |
| Q | 97.6% | 94.0% | 99.2% | 99.6% | 95.4% | 88.5% | 98.5% | 99.5% | +2.2% |
| R | 94.3% | 93.6% | 99.3% | 90.1% | 95.4% | 94.6% | 97.7% | 93.9% | -1.1% |
| Subdivision B | 95.5% | 92.8% | 98.0% | 95.8% | 94.8% | 92.5% | 96.6% | 95.6% | +0.7% |
| Systemwide | 95.4% | 93.3% | 97.8% | 95.3% | 95.0% | 93.3% | 96.7% | 94.9% | +0.4% |

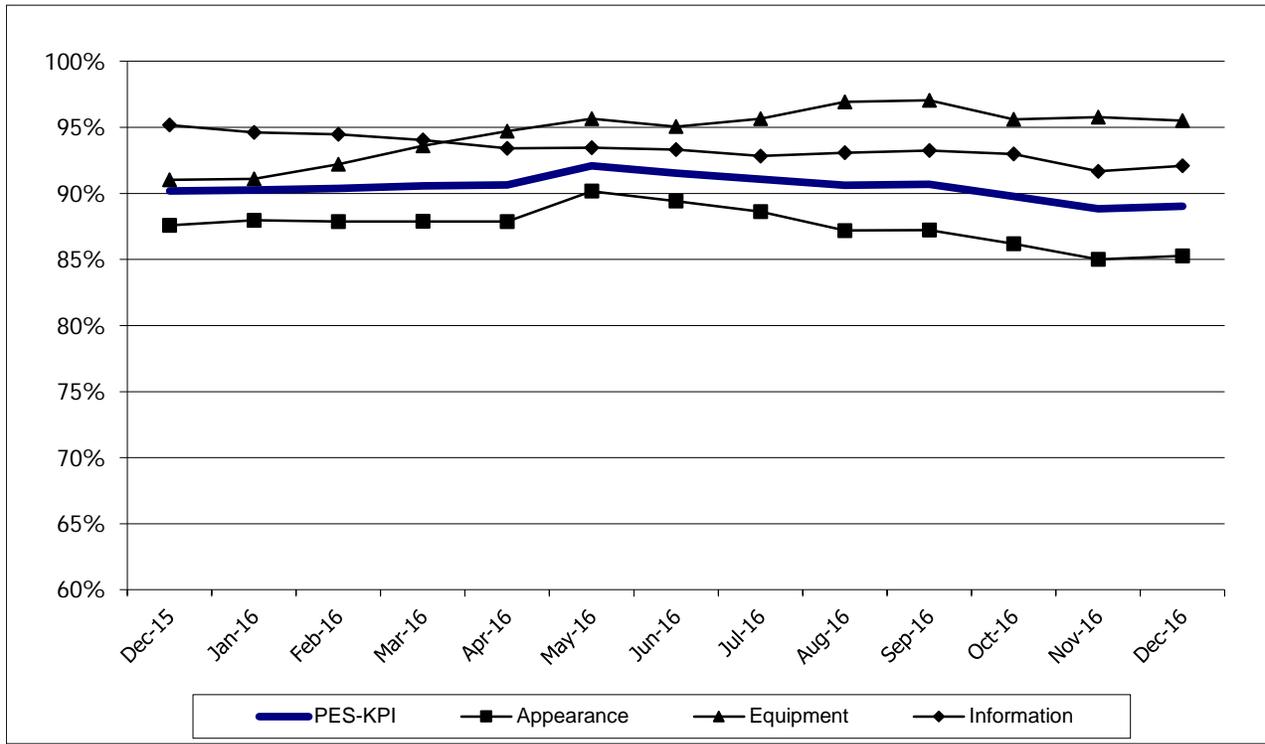
W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

Subway PES-KPI - Stations 12-Month Rolling Average

| <u>Borough</u> | <u>Jan '16 - Dec '16</u> | | | | <u>Jan '15 - Dec '15</u> | | | | <u>% Difference</u> |
|-------------------|--------------------------|-------------------|------------------|--------------------|--------------------------|-------------------|------------------|--------------------|---------------------|
| | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> |
| Bronx | 85.6% | 69.9% | 98.9% | 90.8% | 85.7% | 71.9% | 98.0% | 89.9% | -0.1% |
| Manhattan | 87.8% | 76.4% | 98.6% | 90.5% | 87.7% | 76.7% | 98.4% | 90.0% | +0.1% |
| Brooklyn | 89.3% | 79.0% | 99.3% | 91.5% | 89.3% | 78.9% | 98.8% | 92.3% | +0.0% |
| Queens | 88.2% | 79.1% | 98.9% | 88.3% | 89.7% | 80.8% | 99.7% | 90.3% | -1.5% |
| Systemwide | 88.1% | 76.8% | 98.9% | 90.6% | 88.3% | 77.5% | 98.7% | 90.9% | -0.2% |

Staten Island Railway Passenger Environment Survey (SIR PES-KPI)

12-Month Rolling Average



PES-KPI Definition

PES-KPI is a composite indicator for the Staten Island Railway Car and Station environments, which consists of three indicators designed to reflect customer experiences.

Appearance: Includes litter, cleanliness, and graffiti ratings in cars and stations.

Equipment: Includes in cars, the functionality of door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

Weighting factors are based on customer concerns and management priorities. The results are based on a 12-month rolling sample methodology.

SIR PES-KPI Results

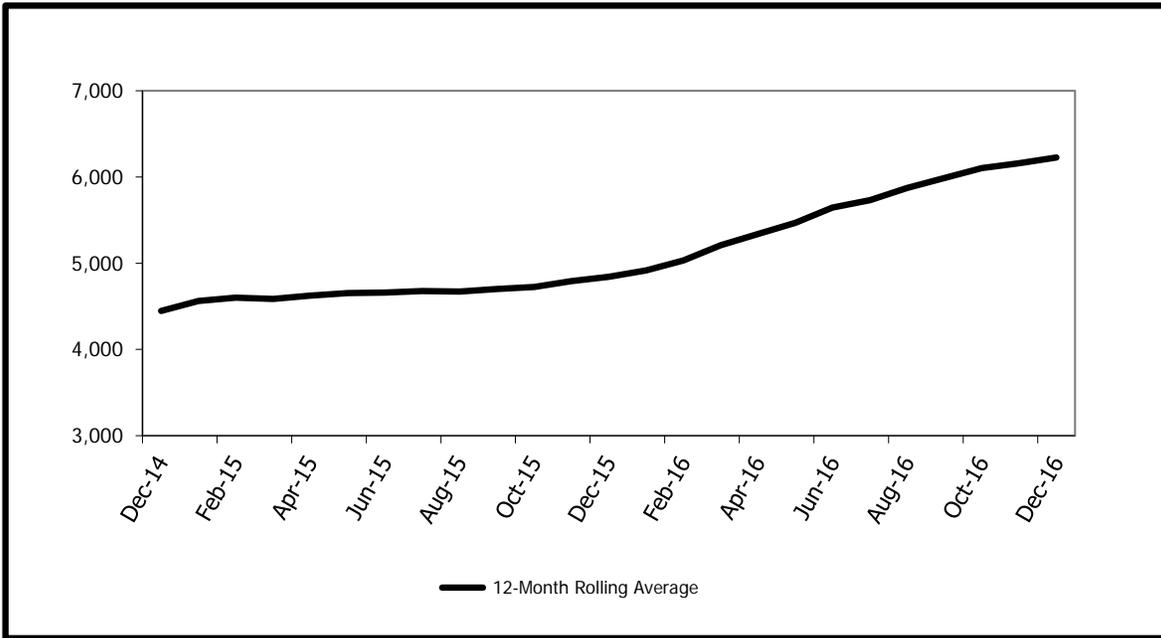
| | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|----------------------|----------------|-------------------|------------------|--------------------|
| Jan '16 - Dec '16 | 89.0% | 85.3% | 95.5% | 92.1% |
| Jan '15 - Dec '15 | 90.2% | 87.6% | 91.0% | 95.2% |
| % Difference: | -1.2% | -2.3% | +4.5% | -3.1% |

Monthly Operations Report

Statistical results for the month of December 2016 are shown below.

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators | | | | | | |
|---|------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: December 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| System MDBF (chart 1) | 6,873 | 6,004 | +14.5% | 6,226 | 4,844 | +28.5% |
| NYCT Bus | 6,558 | 5,736 | +14.3% | 5,957 | 4,618 | +29.0% |
| MTA Bus | 8,114 | 7,046 | +15.2% | 7,271 | 5,741 | +26.7% |
| System MDBSI (chart 2) | 2,897 | 2,788 | +3.9% | 2,795 | 2,474 | +13.0% |
| NYCT Bus | 2,720 | 2,632 | +3.3% | 2,639 | 2,375 | +11.1% |
| MTA Bus | 3,655 | 3,434 | +6.4% | 3,443 | 2,857 | +20.5% |
| System Trips Completed (chart 3) | 99.17% | 99.26% | -0.1% | 99.14% | 98.90% | +0.2% |
| NYCT Bus | 99.22% | 99.26% | -0.0% | 99.13% | 98.96% | +0.2% |
| MTA Bus | 99.00% | 99.26% | -0.3% | 99.17% | 98.66% | +0.5% |
| System AM Pull Out (chart 4) | 99.70% | 99.85% | -0.2% | 99.84% | 99.55% | +0.3% |
| NYCT Bus | 99.79% | 99.89% | -0.1% | 99.86% | 99.60% | +0.3% |
| MTA Bus | 99.39% | 99.68% | -0.3% | 99.79% | 99.34% | +0.4% |
| System PM Pull Out (chart 5) | 99.86% | 99.86% | +0.0% | 99.93% | 99.77% | +0.2% |
| NYCT Bus | 99.91% | 99.89% | +0.0% | 99.95% | 99.88% | +0.1% |
| MTA Bus | 99.72% | 99.76% | -0.0% | 99.87% | 99.35% | +0.5% |
| System Buses >= 12 years | 18% | 20% | | | | |
| NYCT Bus | 22% | 22% | | | | |
| MTA Bus | 6% | 10% | | | | |
| System Fleet Age | 7.07 | 7.65 | | | | |
| NYCT Bus | 6.72 | 7.38 | | | | |
| MTA Bus | 8.26 | 8.60 | | | | |
| Paratransit | | | | | | |
| % of Trips Completed | 94.43% | 94.69% | -0.3% | 94.82% | 94.60% | +0.2% |
| Trips Requested | 646,164 | 657,662 | -1.7% | 653,135 | 651,044 | +0.3% |
| Trips Scheduled | 550,334 | 567,491 | -3.0% | 562,061 | 560,241 | +0.3% |
| Trips Completed | 519,664 | 537,360 | -3.3% | 532,953 | 530,014 | +0.6% |
| Early Cancellations as a Percentage of Trips Requested | 14.05% | 12.95% | +1.1% | 13.10% | 13.18% | -0.1% |
| Late Cancellations as a Percentage of Trips Scheduled | 3.37% | 2.83% | +0.5% | 3.06% | 2.92% | +0.1% |
| No-Shows (Passenger) as a Percentage of Trips Scheduled | 1.64% | 1.68% | -0.0% | 1.49% | 1.56% | -0.1% |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled | 0.57% | 0.80% | -0.2% | 0.63% | 0.91% | -0.3% |
| Denials (Capacity) as a Percentage of Trips Requested | 0.00% | 0.00% | 0.0% | 0.00% | 0.00% | 0.0% |
| Customer Refusals as a Percentage of Trips Requested | 0.78% | 0.76% | +0.0% | 0.84% | 0.77% | +0.1% |
| New Applications Received | 2,830 | 3,042 | -7.0% | 2,946 | 3,043 | -3.2% |

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

December 2016: 6,873
 December 2015: 6,004

12-Month Average

January 16 - December 16: 6,226
 January 15 - December 15: 4,844

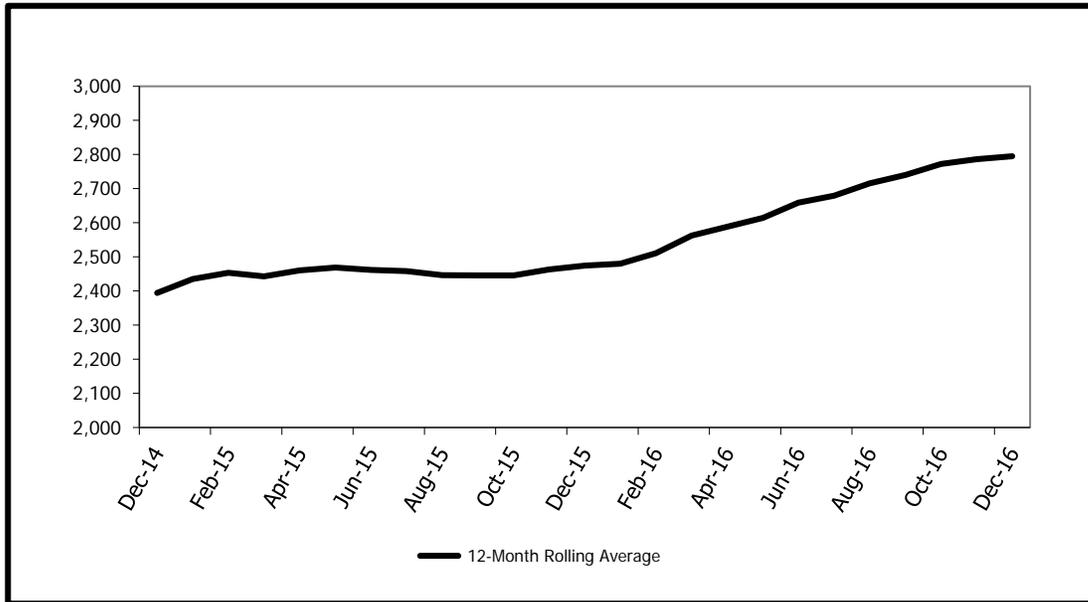
Annual Results

2016 Goal: 5,002
 2015 Actual: 4,844

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results

December 2016: 2,897
December 2015: 2,788

12-Month Average

January 16 - December 16 2,795
January 15 - December 15 2,474

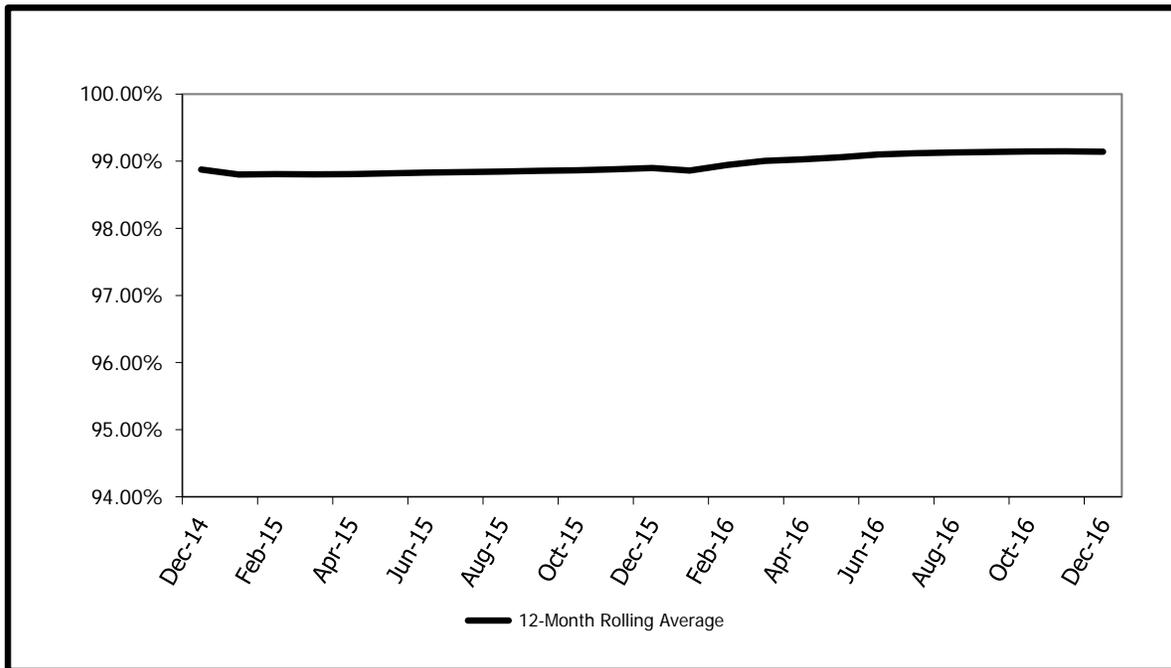
Annual Results

2016 YTD: 2,795
2015 Actual: 2,474

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 2

Bus Percentage of Completed Trips - System*



Definition

The percent of trips completed system wide for the 12-month period.

Monthly Results

December 2016: 99.17%
 December 2015: 99.26%

12-Month Average

January 16 - December 16 99.14%
 January 15 - December 15 98.90%

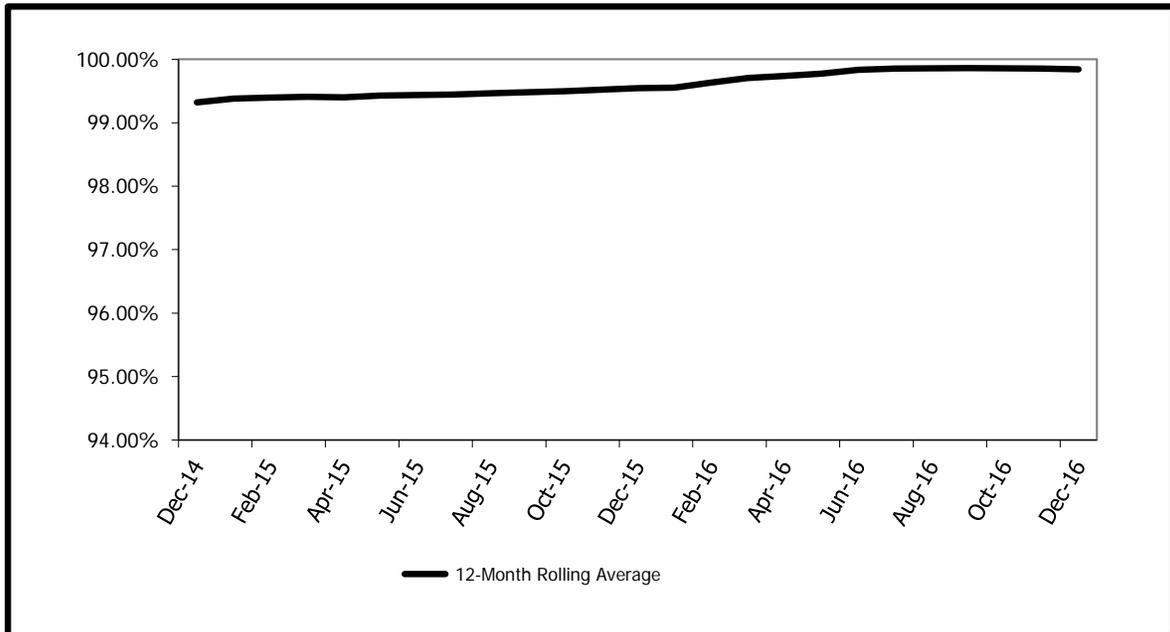
Annual Results

2016 YTD: 99.14%
 2015 Actual: 98.90%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

December 2016: 99.70%
 December 2015: 99.85%

12-Month Average

January 16 - December 16 99.84%
 January 15 - December 15 99.55%

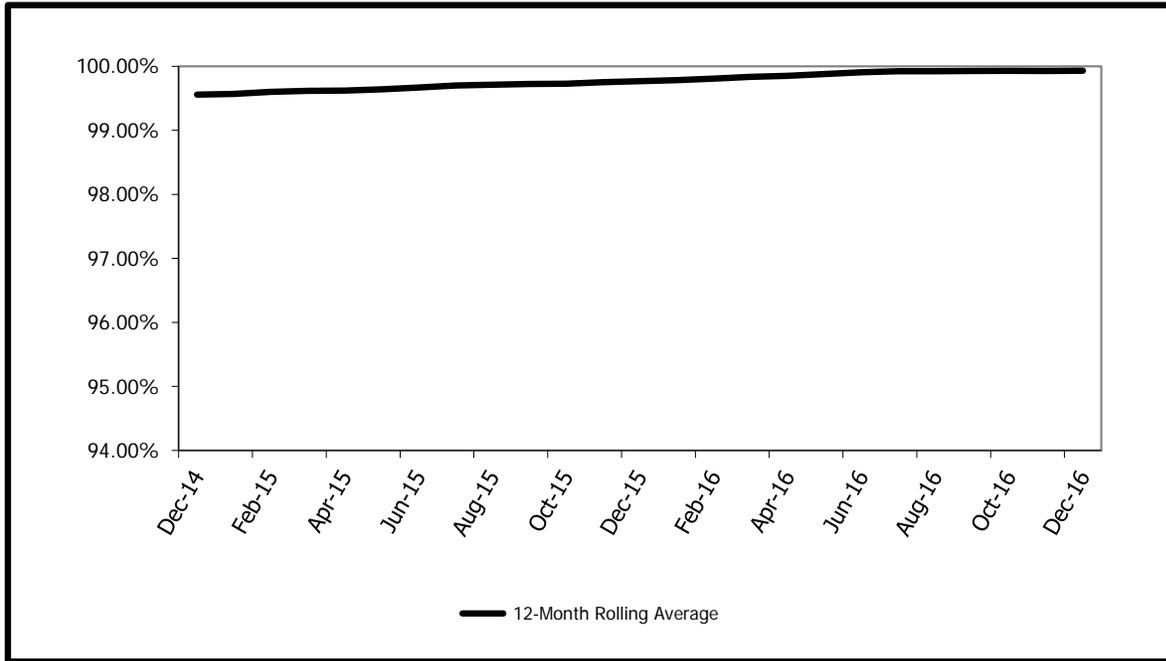
Annual Results

2016 YTD: 99.84%
 2015 Actual: 99.55%

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

| Monthly Results | 12-Month Average | Annual Results |
|-----------------------|---------------------------------|---------------------|
| December 2016: 99.86% | January 16 - December 16 99.93% | 2016 YTD: 99.93% |
| December 2015: 99.86% | January 15 - December 15 99.77% | 2015 Actual: 99.77% |

* "System" refers to the combined results of NYCT Bus and MTA Bus

Chart 5

Monthly Operations Report

Statistical results for the 12-Month period are shown below.

| Safety Report | | | |
|--|---------------------|---------------------|---------------------|
| Performance Indicators | 12-Month Average | | |
| | Jan 2014 - Dec 2014 | Jan 2015 - Dec 2015 | Jan 2016 - Dec 2016 |
| Subways | | | |
| Subway Customer Accidents per Million Customers ¹ | 2.64 | 2.62 | 2.52 |
| Subway Collisions ^{2,3} | 1 | 0 | 0 |
| Subway Derailments ^{2,3} | 2 | 2 | 4 |
| Subway Fires ² | 949 | 1,049 | 957 |
| Buses | | | |
| Bus Collisions Per Million Miles Regional | 49.33 | 52.89 | 56.73 |
| Bus Collision Injuries Per Million Miles Regional | 6.29 | 6.45 | 6.58 |
| Bus Customer Accidents Per Million Customers Regional | 1.07 | 1.13 | 1.26 |
| Total NYCT and MTA Bus Lost Time Accidents per 100 Employees | 3.64 | 3.95 | 3.89 |

¹ 12-Month Average data from December through November.

² 12-month figures shown are totals rather than averages.

³ Data from February through January.

| Leading Indicators | | | | |
|---|---------|--------|--------|------------------|
| Subways | January | YTD | Goal | YTD as % of Goal |
| Roadway Worker Protection | | | | |
| Joint Track Safety Audits -- Actual Count | 29 | 29 | 340 | 8.5% |
| Joint Track Safety Audits -- Compliance Rate | 99.0% | 99.0% | 100.0% | 99.0% |
| Mainline Collision/Derailment Prevention | | | | |
| Continuous Welded Rail Initiative (# of Track Feet) | 10,531 | 10,531 | 49,814 | 21.1% |
| Station -- Emergency Communication | | | | |
| Help Point Installations | 9 | 9 | 92 | 9.8% |
| Buses | January | YTD | Goal | YTD as % of Goal |
| Collision Prevention | | | | |
| Audible Pedestrian Warning System Pilot | 6 | 6 | 288 | 2.1% |
| Collision Warning System Pilot | 35 | 35 | 145 | 24.1% |
| Vision Zero Employee Training | 552 | 552 | 5,600 | 9.9% |

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety and the Transport Workers Union. The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

Continuous Welded Rail (CWR) significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions.

Help Point Installations are designed to provide a visible communication device in passenger stations to enable customers to communicate with an NYCT employee. Help Points will be installed on subway platforms as well as in passenger station fare control areas. Customers can request information or report an emergency to trained NYCT personnel who will respond appropriately.

Audible Pedestrian Warning System Pilot technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

Collision Warning System Pilot provides proactive operator warnings to prevent potential forward collisions as well as potential collisions on both sides of the bus. A 'Vehicle Detection Algorithm' recognizes motorized vehicles such as cars, motorcycles and trucks in day- and night-time conditions. Visual and audible alerts to bus operators are activated under the following customizable triggers: unintentional lane departure warning, pedestrian and cyclist collision warning, forward collision warning.

Vision Zero Training provides focused Safety Awareness Training to all Bus Operators which engages them on all aspects of Pedestrian Safety issues; emphasizing the current challenges of managing their Buses in an environment with distracted Pedestrians, Motorists and Cyclists. The program incorporates Testimonial videos from "Families for Safer Streets" along with a series of videos of serious Bus and Pedestrian accidents secured from on-board bus cameras as well as external traffic and security cameras. The Training which will be delivered over two years was implemented in April 2015 and will be completed by the end of March 2017. A new cycle will begin in April 2017 and also run for two years until March 2019.



CRIME STATISTICS JANUARY

| | 2017 | 2016 | Diff | % Change |
|------------------------------------|-------------------|-------------------|------------------|---------------------|
| MURDER | 0 | 0 | 0 | 0.0% |
| ROBBERY | 35 | 41 | -6 | -14.6% |
| GL | 133 | 130 | 3 | 2.3% |
| FELASSAULT | 39 | 37 | 2 | 5.4% |
| BURGLARY | 2 | 4 | -2 | -50.0% |
| <u>TOTAL MAJOR FELONIES</u> | <u>209</u> | <u>212</u> | <u>-3</u> | <u>-1.4%</u> |

During January, the daily Robbery average decreased from 1.3 to 1.1

During January, the daily Major Felony average decreased from 6.8 to 6.7

CRIME STATISTICS JANUARY

| | 2017 | 2016 | Diff | % Change |
|------------------------------------|-------------------|-------------------|------------------|---------------------|
| MURDER | 0 | 0 | 0 | 0.0% |
| ROBBERY | 35 | 41 | -6 | -14.6% |
| GL | 133 | 130 | 3 | 2.3% |
| FELASSAULT | 39 | 37 | 2 | 5.4% |
| BURGLARY | 2 | 4 | -2 | -50.0% |
| <u>TOTAL MAJOR FELONIES</u> | <u>209</u> | <u>212</u> | <u>-3</u> | <u>-1.4%</u> |

Year to date the daily Robbery average decreased from 1.3 to 1.1

Year to date the daily Major Felony average decreased from 6.8 to 6.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

JANUARY ACTIVITY

| | 2017 | 2016 | Diff | % Change |
|---------------|-------------|-------------|-------------|-----------------|
| Total Arrests | 2750 | 4314 | -1564 | -36.3% |
| TOS Arrests | 2000 | 2425 | -425 | -17.5% |
| Total Summons | 6829 | 6954 | -125 | -1.8% |
| TOS TABs | 5502 | 5509 | -7 | -0.1% |

JANUARY ACTIVITY

| | 2017 | 2016 | Diff | % Change |
|---------------|-------------|-------------|-------------|-----------------|
| Total Arrests | 2750 | 4314 | -1564 | -36.3% |
| TOS Arrests | 2000 | 2425 | -425 | -17.5% |
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FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

| | JANUARY | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|----------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | |
| Murder | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Rape | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | |
| Robbery | 224 | 174 | 152 | 126 | 124 | 111 | 104 | 93 | 119 | 99 | 75 | 73 | 71 | 84 | 64 | 88 | 61 | 49 | 43 | 41 | 35 | |
| Assault | 37 | 39 | 35 | 24 | 33 | 23 | 17 | 27 | 23 | 13 | 17 | 12 | 19 | 15 | 20 | 11 | 14 | 14 | 12 | 37 | 39 | |
| Burglary | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 4 | 2 | |
| GL | 275 | 212 | 185 | 201 | 170 | 181 | 151 | 161 | 197 | 113 | 101 | 122 | 135 | 92 | 110 | 153 | 171 | 152 | 95 | 130 | 133 | |
| TOTAL MAJOR FELONIES | 544 | 427 | 374 | 351 | 328 | 315 | 272 | 282 | 339 | 226 | 193 | 209 | 225 | 192 | 194 | 252 | 248 | 222 | 151 | 212 | 209 | |
| Major Fel Per Day | 17.55 | 13.77 | 12.06 | 11.32 | 10.58 | 10.16 | 8.77 | 9.10 | 10.94 | 7.29 | 6.23 | 6.74 | 7.26 | 6.19 | 6.26 | 8.13 | 8.00 | 7.16 | 4.87 | 6.84 | 6.74 | |



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

January 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 0 | 0 | 0% |
| Felony Assault | 0 | 0 | 0 | 0% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 0 | 2 | -2 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 0 | 2 | -2 | -100% |

Year to Date 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 0 | 0 | 0% |
| Felony Assault | 0 | 0 | 0 | 0% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 0 | 2 | -2 | -100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 0 | 2 | -2 | -100% |



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for 2016 are presented in the table below.

| Category (\$ in millions) | December 2016 Year-to-Date | | | Favorable/(Unfavorable) | | | |
|--|----------------------------|-----------|-----------|-------------------------|-------|----------------|-------|
| | Adpt Bud | Final Est | Prel Act | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Total Farebox Revenue | 4,455.3 | 4,412.3 | 4,408.7 | (46.5) | -1.0% | (3.6) | -0.1% |
| Nonreimb. Exp. before Dep./OPEB | 7,580.5 | 7,791.8 | 7,762.1 | (181.6) | -2.4% | 29.6 | 0.4% |
| Net Cash Deficit* | (2,692.8) | (2,788.1) | (2,908.9) | (216.1) | -8.0% | (120.8) | -4.3% |

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,408.7 million, \$3.6 million (0.1 percent) below the estimate, due mostly to lower than estimated ridership in December, partially offset by higher than estimated 3rd and 4th quarter average fares.

The 2016 non-student **average fare** of \$1.90 increased 2.9¢ from 2015, mainly due to higher pass average fares and the annualized impact of the March 2015 fare increase.

Total **ridership** in 2016 of 2,404.1 million was 9.5 million (0.4 percent) below the estimate. Average weekday ridership in 2016 was 7.7 million, down 0.3 percent from 2015.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Expense, of \$7,762.1 million were lower than the estimate by \$29.6 million (0.4 percent). Labor expenses were under by \$6.3 million (0.1 percent), with positive results in health & welfare/OPEB current expenses reported due to favorable rates. Non-labor expenses were also below the estimate by \$23.4 million (1.4 percent), due mainly to the timing of expenses.

The **net cash deficit** was \$2,908.9 million, unfavorable to the estimate by \$120.8 million (4.3 percent), due primarily to the unfavorable timing of capital reimbursements.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$46.5 million (1.0 percent) below budget, mainly due to lower than expected ridership, partially offset by higher than budgeted average fares and fare media liability.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 pension expense of \$7,762.1 million were above budget by a net \$181.6 million (2.4 percent). Labor expenses exceeded budget by \$268.4 million (4.6 percent), due to additional Workers' Compensation reserve requirements (reported in other fringe benefits) and increased pension expenses based on an actuarial update. Non-labor expenses were lower than budget by \$86.8 million (5.0 percent), due to significant savings from lower electric power and fuel prices.

Note: Final 2016 results and their impact on 2017 will be reported in April.

FINANCIAL RESULTS

Farebox Revenue

2016 Farebox Revenue - (\$ in millions)

| | 2016 | | | Favorable/(Unfavorable) | | | |
|-----------------------------|----------------|----------------|----------------|-------------------------|---------------|--------------|---------------|
| | Budget | Estimate | Preliminary | Budget | | Estimate | |
| | | | Actual | Amount | Percent | Amount | Percent |
| Subway | 3,398.0 | 3,352.7 | 3,351.0 | (46.9) | (1.4%) | (1.7) | (0.0%) |
| NYCT Bus | 977.1 | 967.7 | 966.3 | (10.8) | (1.1%) | (1.5) | (0.2%) |
| Paratransit | 19.8 | 18.3 | 17.9 | (1.9) | (9.4%) | (0.5) | (2.5%) |
| Subtotal | 4,394.9 | 4,338.8 | 4,335.2 | (59.6) | (1.4%) | (3.6) | (0.1%) |
| Fare Media Liability | 60.4 | 73.5 | 73.5 | 13.1 | 21.7% | 0.0 | 0.0% |
| Total - NYCT | 4,455.3 | 4,412.3 | 4,408.7 | (46.5) | (1.0%) | (3.6) | (0.1%) |
| MTA Bus Company | 214.5 | 214.1 | 213.3 | (1.2) | (0.5%) | (0.8) | (0.4%) |
| <i>Total - Regional Bus</i> | <i>1,191.6</i> | <i>1,181.9</i> | <i>1,179.6</i> | <i>(12.0)</i> | <i>(1.0%)</i> | <i>(2.3)</i> | <i>(0.2%)</i> |

Note: Totals may not add due to rounding.

- The negative revenue variance from estimate is mainly due to lower ridership, partially offset by higher than estimated 3rd and 4th quarter average pass fares, which were updated after the estimate was developed.
- The negative variance from budget is due to lower than expected subway and bus ridership, partially offset by higher than expected average fares and fare media liability.
- Fare media liability does not include year-end adjustments.

Average Fare

Annual Non-Student Average Fare - (in \$)

| | NYC Transit | | | | MTA Bus Company | | | |
|--------------------|-------------|---------|--------|---------|-----------------|---------|--------|---------|
| | 2015 | Prelim. | Change | | 2015 | Prelim. | Change | |
| | | 2016 | Amount | Percent | | 2016 | Amount | Percent |
| Subway | 1.952 | 1.980 | 0.028 | 1.4% | 1.581 | 1.612 | 0.031 | 1.9% |
| Local Bus | 1.557 | 1.586 | 0.028 | 1.8% | 1.581 | 1.612 | 0.031 | 1.9% |
| Subway & Local Bus | 1.851 | 1.880 | 0.029 | 1.6% | 1.581 | 1.612 | 0.031 | 1.9% |
| Express Bus | 5.080 | 5.104 | 0.024 | 0.5% | 5.092 | 5.114 | 0.022 | 0.4% |
| Total | 1.867 | 1.896 | 0.029 | 1.6% | 1.836 | 1.858 | 0.023 | 1.2% |

- 2016 non-student subway and bus average fares were higher than 2015 due mainly to higher pass average fares and the annualized impact of the March 2015 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the average fare of \$1.20 in 2016 was 18¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue underran the estimate by \$11.8 million (2.7 percent), largely from lower advertising revenue, with an anticipation of additional contractual revenue during year-end, and unfavorable paratransit Urban Tax revenue.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation, OPEB and GASB 68 pension adjustment were \$29.6 million (0.4 percent) below the estimate. The major causes of this variance are reviewed below:

Labor expenses were lower by a net \$6.3 million (0.1 percent). Health & welfare/OPEB current expenses were less by \$6.9 million (5.6 percent), due principally to favorable rates. Reimbursable overhead credits were favorable by \$7.3 million (2.9 percent), resulting from higher reimbursable overtime requirements. Other fringe benefits were under the estimate by \$4.7 million (0.9 percent), resulting from favorable fringe benefit overhead credits. Overtime expenses exceeded the estimate by \$4.8 million (1.1 percent), mainly due to bus and signals maintenance requirements, and vacancy/absentee coverage requirements. Payroll expenses were over by \$4.8 million (0.2 percent), due mostly to the unfavorable timing of expenses, which will be offset during the year-end adjustment period.

Non-labor expenses were less than the estimate by a net \$23.4 million (1.4 percent). Professional service contracts were below the estimate by \$17.3 million (12.8 percent), due mainly to the favorable timing of expenses, including bond services and data communications applicable to the Transit Wireless implementation. Paratransit service contract expenses were less than the estimate by \$6.9 million (1.8 percent), due largely to lower completed trips and a more favorable mix of trips. Maintenance contract expenses underran the estimate by \$3.1 million (1.4 percent), mostly from the favorable timing of maintenance and repair expenses and lower auto purchases, partly offset by the unfavorable timing of rent payments. Fuel expenses were favorable by \$1.2 million (1.6 percent), mainly from lower prices, partly offset by higher consumption. Electric power expenses underran the estimate by \$0.7 million (0.3 percent), mostly from lower consumption and prices, partly offset by unfavorable timing/billing adjustments. Materials and supplies expenses were higher by \$4.8 million (1.5 percent), largely due to unfavorable inventory/obsolescence adjustments, partly offset by higher scrap and surplus sales. Other business expenses were above the estimate by \$1.2 million (1.6 percent), due mainly to higher MVM credit card charges.

Depreciation expenses were below the estimate by \$23.5 million (1.4 percent), due mostly to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,206.2 million of accrued expenses, favorable to the estimate by \$237.2 million (16.4 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded an accrued credit of \$83.2 million, unfavorable to the estimate by \$271.6 million (76.5 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

Net Cash Deficit

The net cash deficit was \$2,908.9 million, unfavorable to the estimate by \$120.8 million (4.3 percent), due primarily to the unfavorable timing of capital reimbursements.

Incumbents

There were 48,051 full-time paid incumbents at the end of December 2016 (excluding 304 temporary paid incumbents), an increase of 900 from the December 2015 full-time paid incumbents of 47,151 (excluding 164 temporary incumbents).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2016 farebox revenue of \$4,408.7 million was \$46.5 million (1.0 percent) below budget. Subway revenue was \$46.9 million (1.4 percent) below budget, bus revenue was \$10.8 million (1.1 percent) below budget, and paratransit revenue was \$1.9 million (9.4 percent) below budget. Preliminary fare media liability, not including year-end adjustments, was \$13.1 million (21.7 percent) above budget.

Other Operating Revenue

Other operating revenue was under budget by \$10.5 million (2.4 percent), due to lower advertising revenue, with an anticipation of additional contractual revenue during year-end, and unfavorable paratransit Urban Tax revenue.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 pension expenses, exceeded budget by \$181.6 million (2.4 percent).

Labor expenses were higher by \$268.4 million (4.6 percent), including an overrun in other fringe benefits of \$197.1 million (63.4 percent), principally resulting from an increase in Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims. Pension expenses were higher by \$100.4 million (11.4 percent), based primarily on a NYCERS actuarial update.

Non-labor expenses were under budget by \$86.8 million (5.0 percent), due mostly to significant energy cost savings. Electric power expenses were well below budget by \$56.1 million (18.1 percent), due largely to lower prices and consumption. Fuel expenses were also dramatically below budget by \$35.7 million (32.0 percent), due primarily to lower prices.

RIDERSHIP RESULTS

2016 Ridership vs. Budget and Estimate - (millions)

| | 2016 | | | More/(Less) | | | |
|-----------------------------|----------------|----------------|----------------|---------------|---------------|--------------|---------------|
| | Budget | Estimate | Preliminary | Budget | | Estimate | |
| | | | Actual | Amount | Percent | Amount | Percent |
| Subway | 1,801.6 | 1,762.1 | 1,756.8 | (44.9) | (2.5%) | (5.3) | (0.3%) |
| NYCT Bus | 661.2 | 642.5 | 638.4 | (22.8) | (3.5%) | (4.1) | (0.6%) |
| Subtotal | 2,462.9 | 2,404.6 | 2,395.2 | (67.7) | (2.7%) | (9.4) | (0.4%) |
| Paratransit | 9.6 | 9.0 | 8.9 | (0.6) | (6.6%) | (0.0) | (0.5%) |
| Total - NYCT | 2,472.4 | 2,413.6 | 2,404.1 | (68.3) | (2.8%) | (9.5) | (0.4%) |
| MTA Bus Company | 127.4 | 126.1 | 125.6 | (1.8) | (1.4%) | (0.5) | (0.4%) |
| <i>Total - Regional Bus</i> | <i>788.6</i> | <i>768.6</i> | <i>764.0</i> | <i>(24.6)</i> | <i>(3.1%)</i> | <i>(4.6)</i> | <i>(0.6%)</i> |

Notes: Totals may not add due to rounding.

- Total NYCT subway and bus ridership decreased 0.7 percent from 2015, despite 2016 being a leap year.
- 2016 annual subway ridership decreased 0.3 percent from 2015. Despite the decrease, subway ridership has increased 58.3 percent since 1996, before MetroCard fare incentives began, and was 77.6 percent higher than its low point in 1982.
- Student ridership on buses was down 4.6 percent from 2015 and non-student ridership was down 1.6 percent.

2016 Average Weekday and Weekend Ridership vs. Prior Year

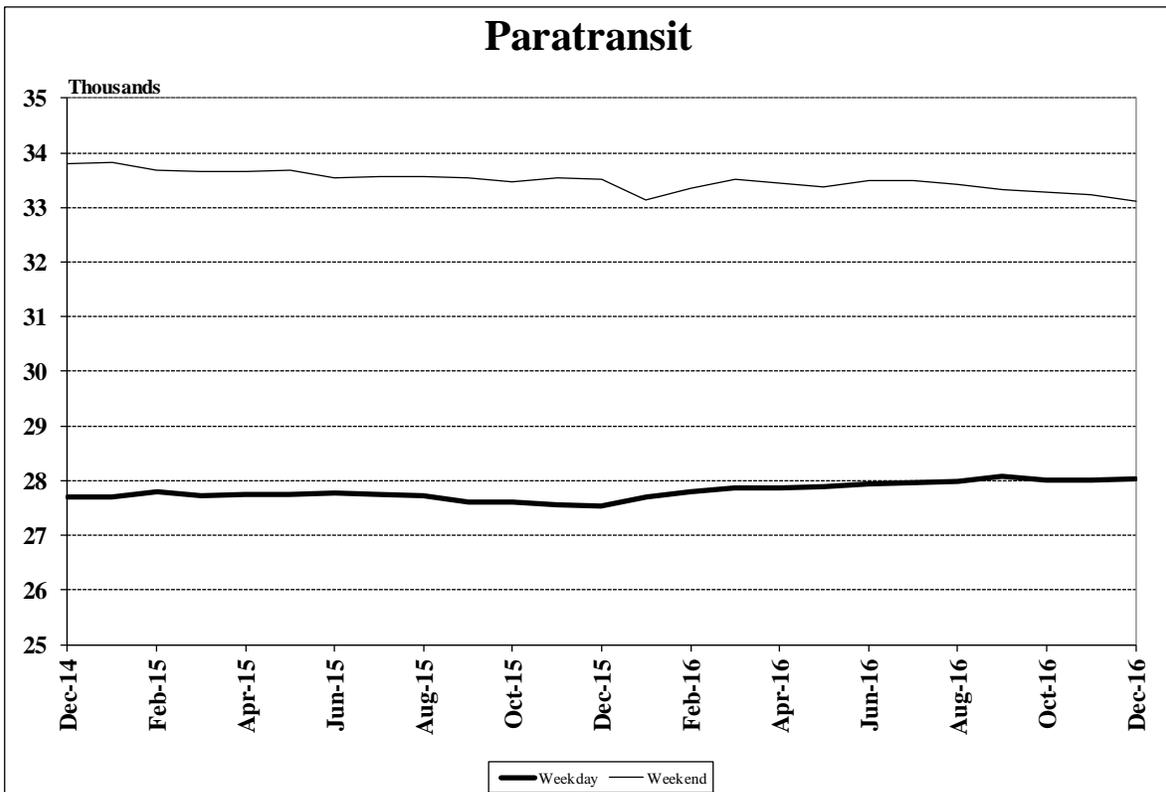
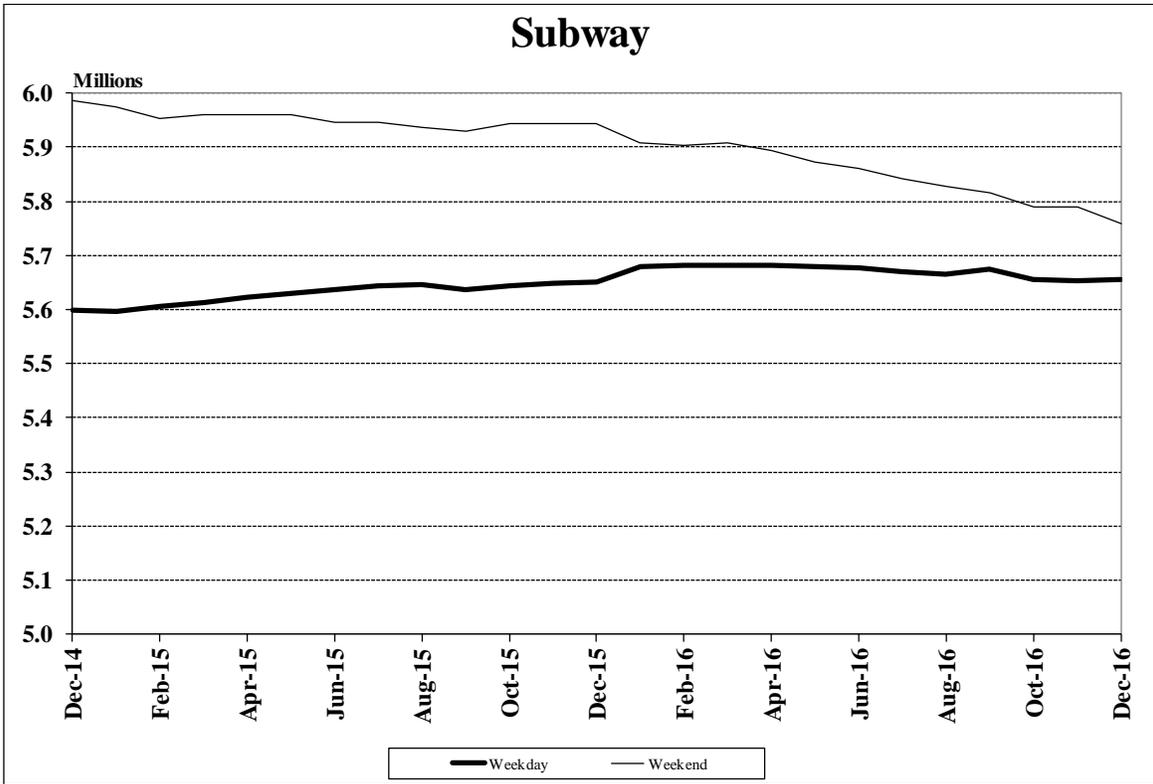
| | Average Weekday (thousands) | | | | Average Weekend (thousands) | | | |
|-----------------------------|-----------------------------|--------------|------------|--------------|-----------------------------|--------------|-------------|--------------|
| | 2015 | Preliminary | Change | | 2015 | Preliminary | Change | |
| | | 2016 | Amount | Percent | | 2016 | Amount | Percent |
| Subway | 5,651 | 5,656 | +5 | +0.1% | 5,943 | 5,758 | -185 | -3.1% |
| Local Bus | 2,030 | 1,997 | -33 | -1.6% | 2,262 | 2,166 | -95 | -4.2% |
| Express Bus | 41 | 41 | +0 | +0.7% | 12 | 12 | +0 | +1.9% |
| Paratransit | 28 | 28 | +0 | +1.8% | 34 | 33 | -0 | -1.2% |
| TOTAL - NYCT | 7,749 | 7,722 | -27 | -0.3% | 8,250 | 7,970 | -281 | -3.4% |
| MTABC Local Bus | 376 | 378 | +2 | +0.5% | 393 | 388 | -5 | -1.2% |
| MTABC Express Bus | 30 | 29 | -1 | -2.5% | 12 | 12 | -1 | -6.1% |
| Total - MTA Bus | 406 | 407 | +1 | +0.3% | 405 | 400 | -6 | -1.4% |
| <i>Total - Regional Bus</i> | <i>2,476</i> | <i>2,445</i> | <i>-31</i> | <i>-1.3%</i> | <i>2,679</i> | <i>2,579</i> | <i>-101</i> | <i>-3.8%</i> |

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- After a 0.9 percent increase in 2015, average weekday subway ridership growth was only 0.1 percent in 2016, despite continued strong (although slowing) employment growth. Nevertheless, the 2016 average weekday subway ridership was the highest since 1948.
- Subway ridership exceeded 6 million riders on 39 weekdays in 2016, down from 49 in 2015.

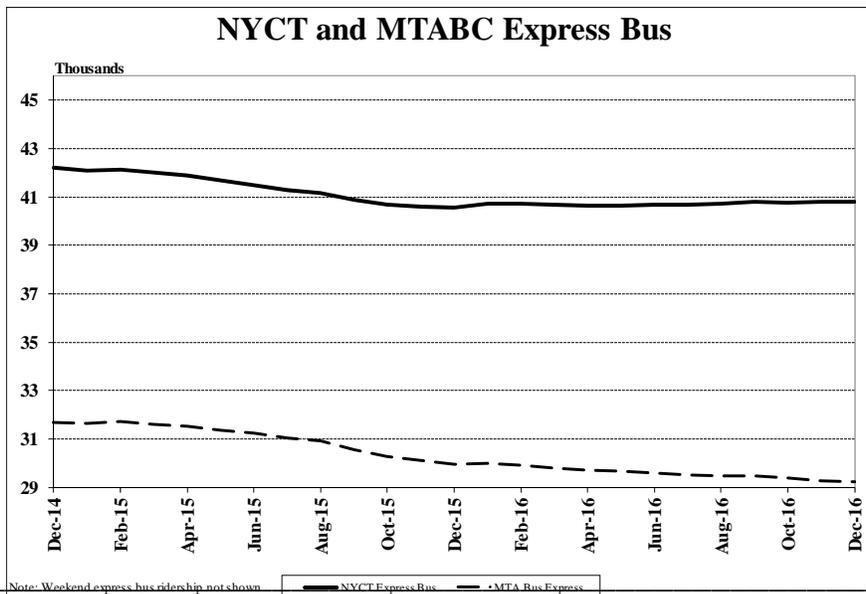
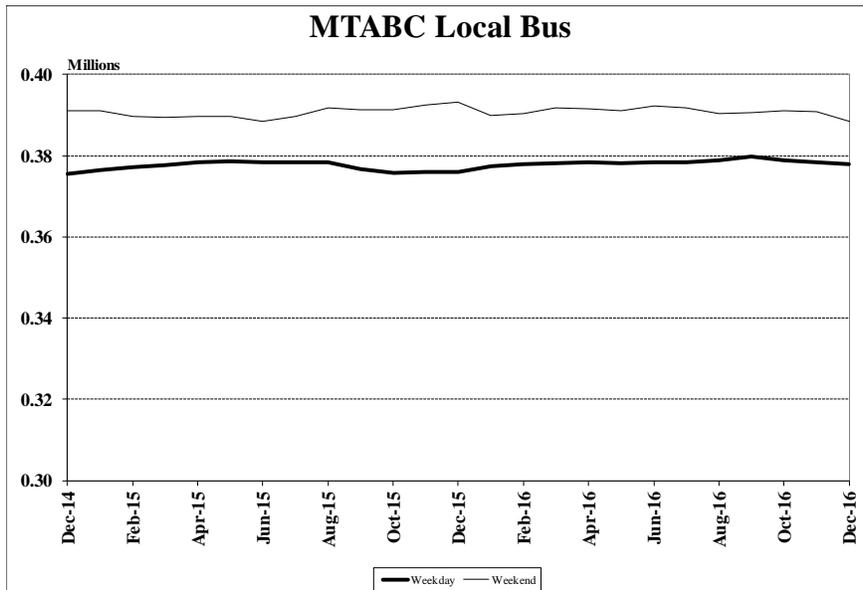
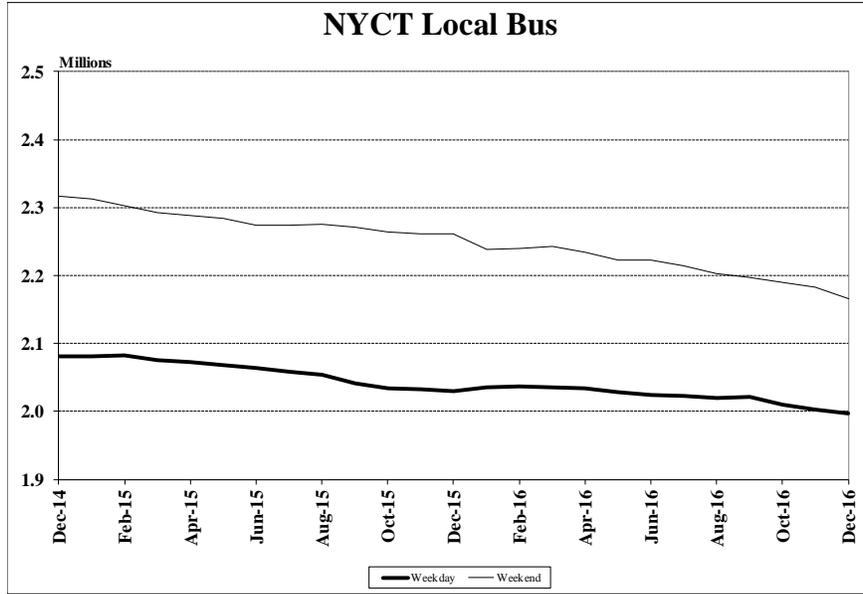
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Note: Weekend express bus ridership not shown

Legend: NYCT Express Bus MTA Bus Express

Ridership on New York Area Transit Services

From 2015 to 2016, average weekday ridership growth was inconsistent across area services. The largest decrease was on MTA Bus Express bus (down 2.5 percent). The largest weekday increase was on PATH (up 4.5 percent). Unusually, the commuter railroads diverged, with the Long Island Rail Road increasing (up 2.0 percent) and Metro-North Railroad decreasing (down 2.4 percent). Weekend ridership was mostly down across area services, with only NYCT Express Bus (up 1.9 percent) increasing and Long Island Rail Road (up 0.1 percent) essentially flat.

Bridge and Tunnel traffic increased on both weekdays and weekends in 2016.

| Ridership on Transit Services in the New York Area | | | |
|---|--------------|-----------------------------|---------------------------|
| (thousands) | | | |
| Transit Service | 2015 | Preliminary 2016 | Percent Change |
| <u>Average Weekday</u> | | | |
| NYCT Subway | 5,651 | 5,656 | +0.1% |
| NYCT Local Bus | 2,030 | 1,997 | -1.6% |
| NYCT Express Bus | 41 | 41 | +0.7% |
| NYCT Paratransit | 28 | 28 | +1.8% |
| Staten Island Railway | 16 | 16 | +0.9% |
| MTA Local Bus | 376 | 378 | +0.5% |
| MTA Express Bus | 30 | 29 | -2.5% |
| Long Island Rail Road | 305 | 311 | +2.0% |
| Metro-North Railroad | 284 | 277 | -2.4% |
| PATH | 257 | 269 | +4.5% |
| <u>Average Weekend</u> | | | |
| NYCT Subway | 5,943 | 5,758 | -3.1% |
| NYCT Local Bus | 2,262 | 2,166 | -4.2% |
| NYCT Express Bus | 12 | 12 | +1.9% |
| NYCT Paratransit | 34 | 33 | -1.2% |
| Staten Island Railway | 8 | 8 | -1.6% |
| MTA Local Bus | 393 | 388 | -1.2% |
| MTA Express Bus | 12 | 12 | -6.1% |
| Long Island Rail Road | 200 | 200 | +0.1% |
| Metro-North Railroad | 231 | 227 | -1.7% |
| PATH | 203 | 189 | -6.9% |

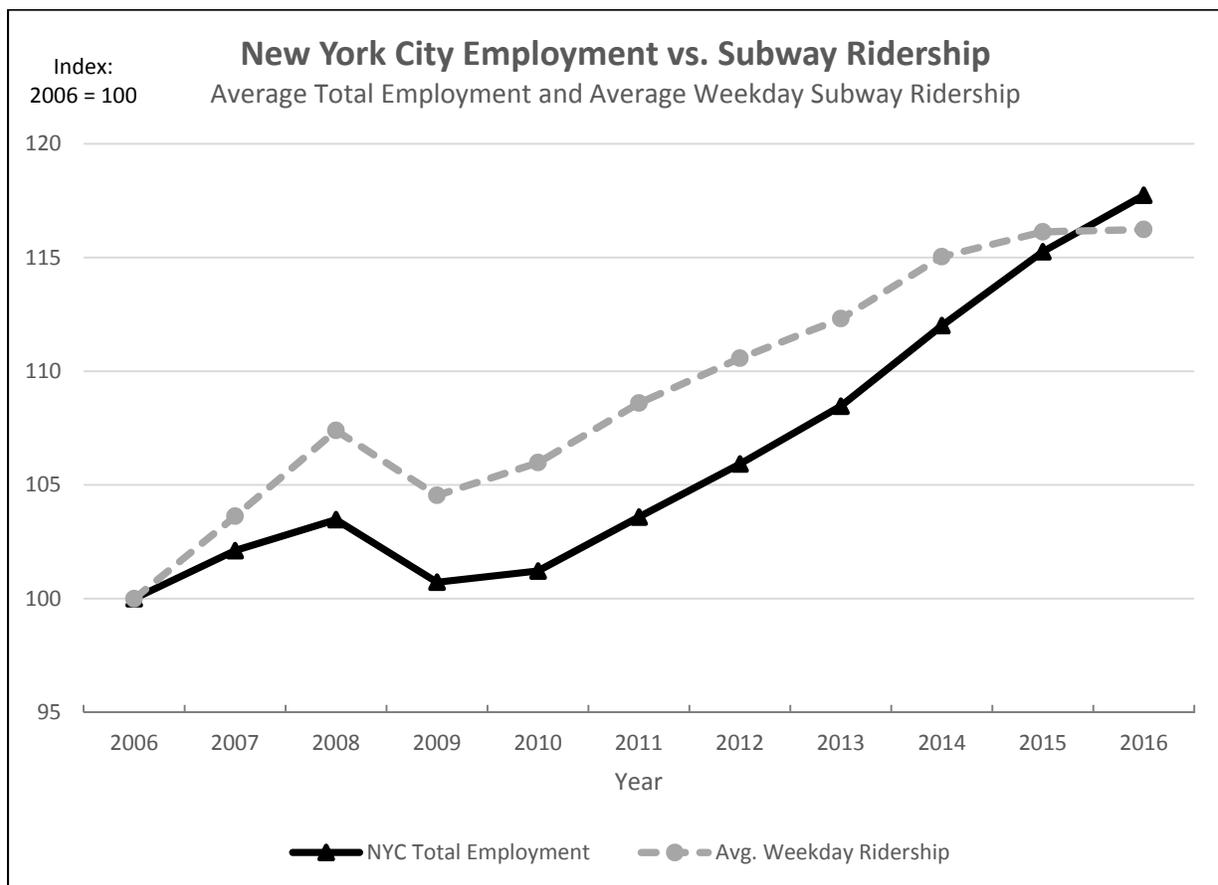
| MTA Bridges and Tunnels | | | |
|--------------------------------|-------|-------|-------|
| (thousands) | | | |
| Average Weekday | 836 | 867 | +3.6% |
| Average Weekend | 1,553 | 1,569 | +1.0% |

Note: Percentages are based on unrounded data.

Economy

From 2015 to 2016, preliminary New York City employment increased 2.2 percent (90,900 jobs). Private sector employment increased 2.3 percent (86,300 jobs) and government employment increased 0.8 percent (4,500 jobs). The sub-sector with the largest absolute increases was education/health services (up 31,100 jobs or 3.6 percent). The sub-sector with the largest percentage increase was construction (up 4.1 percent or 5,700 jobs). Employment increased from 2015 to 2016 in every private employment sub-sector, although the financial activities subsector was essentially flat.

The chart below compares changes in New York City employment levels to average weekday subway ridership over the past ten years. Historically, subway ridership is strongly correlated with employment levels. Average weekday subway ridership actually outperformed employment in 2007 and 2008, increasing 3.6 percent in each year compared to employment increases of 2.1 percent in 2007 and 1.3 percent in 2008. The recession year of 2009 resulted in subway ridership and employment both declining by 2.7 percent. Employment growth has outpaced subway growth each year since 2011, and in 2016 the change in employment from 2006 finally surpassed the change in ridership from 2006. This resulted from an increase of 2.2 percent in employment, but only an increase in average weekday ridership of 0.1 percent for 2016.



MTA NEW YORK CITY TRANSIT
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|----------------------------|--------------------|--------------------|----------------------------------|--------------|-----------------|--------------|
| | Adopted Budget | Final Estimate | Actual* | Adopted Budget | | Final Estimate | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue: | | | | | | | |
| Subway | 3,397.986 | 3,352.702 | 3,351.038 | (46.948) | (1.4) | (1.664) | (0.0) |
| Bus | 977.116 | 967.735 | 966.283 | (10.833) | (1.1) | (1.452) | (0.2) |
| Paratransit | 19.751 | 18.347 | 17.889 | (1.862) | (9.4) | (0.458) | (2.5) |
| Fare Media Liability | 60.400 | 73.500 | 73.500 | 13.100 | 21.7 | 0.000 | - |
| Total Farebox Revenue | 4,455.253 | 4,412.284 | 4,408.710 | (46.543) | (1.0) | (3.574) | (0.1) |
| Other Operating Revenue: | | | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 0.000 | - | 0.000 | - |
| Paratransit Reimbursement | 191.981 | 182.910 | 178.085 | (13.896) | (7.2) | (4.825) | (2.6) |
| Other | 159.704 | 170.060 | 163.075 | 3.371 | 2.1 | (6.985) | (4.1) |
| Total Other Operating Revenue | 435.701 | 436.986 | 425.176 | (10.525) | (2.4) | (11.810) | (2.7) |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Revenue | 4,890.954 | 4,849.270 | 4,833.886 | (57.068) | (1.2) | (15.384) | (0.3) |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,190.494 | 3,173.448 | 3,178.272 | 12.222 | 0.4 | (4.824) | (0.2) |
| Overtime | 431.696 | 457.128 | 461.976 | (30.280) | (7.0) | (4.848) | (1.1) |
| Total Salaries & Wages | 3,622.190 | 3,630.576 | 3,640.248 | (18.058) | (0.5) | (9.672) | (0.3) |
| Health and Welfare | 824.377 | 840.170 | 816.045 | 8.332 | 1.0 | 24.125 | 2.9 |
| OPEB Current Payment | 429.574 | 397.823 | 415.003 | 14.571 | 3.4 | (17.180) | (4.3) |
| Pensions | 883.756 | 981.142 | 984.192 | (100.436) | (11.4) | (3.050) | (0.3) |
| Other Fringe Benefits | 311.071 | 512.895 | 508.163 | (197.092) | (63.4) | 4.732 | 0.9 |
| Total Fringe Benefits | 2,448.778 | 2,732.030 | 2,723.403 | (274.625) | (11.2) | 8.627 | 0.3 |
| Reimbursable Overhead | (238.534) | (255.506) | (262.840) | 24.306 | 10.2 | 7.334 | 2.9 |
| Total Labor Expenses | 5,832.434 | 6,107.100 | 6,100.811 | (268.377) | (4.6) | 6.289 | 0.1 |
| Non-Labor: | | | | | | | |
| Electric Power | 309.334 | 253.919 | 253.195 | 56.139 | 18.1 | 0.724 | 0.3 |
| Fuel | 111.557 | 77.111 | 75.892 | 35.665 | 32.0 | 1.219 | 1.6 |
| Insurance | 77.779 | 73.381 | 73.289 | 4.490 | 5.8 | 0.092 | 0.1 |
| Claims | 125.145 | 145.145 | 145.141 | (19.996) | (16.0) | 0.004 | 0.0 |
| Paratransit Service Contracts | 406.636 | 390.884 | 383.968 | 22.668 | 5.6 | 6.916 | 1.8 |
| Maintenance and Other Operating Contracts | 218.500 | 223.240 | 220.186 | (1.686) | (0.8) | 3.054 | 1.4 |
| Professional Service Contracts | 107.755 | 135.010 | 117.688 | (9.933) | (9.2) | 17.322 | 12.8 |
| Materials & Supplies | 312.226 | 310.263 | 315.057 | (2.831) | (0.9) | (4.794) | (1.5) |
| Other Business Expenses | 79.150 | 75.734 | 76.914 | 2.236 | 2.8 | (1.180) | (1.6) |
| Total Non-Labor Expenses | 1,748.082 | 1,684.687 | 1,661.330 | 86.752 | 5.0 | 23.357 | 1.4 |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expense Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses Before GASB Adjs. | 7,580.516 | 7,791.787 | 7,762.141 | (181.625) | (2.4) | 29.646 | 0.4 |
| Depreciation | 1,688.144 | 1,728.062 | 1,704.550 | (16.406) | (1.0) | 23.512 | 1.4 |
| Other Post Employment Benefits | 1,680.911 | 1,443.361 | 1,206.197 | 474.714 | 28.2 | 237.164 | 16.4 |
| GASB 68 Pension Adjustment | 0.000 | (354.784) | (83.220) | 83.220 | - | (271.564) | 76.5 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | 10,949.571 | 10,608.426 | 10,589.668 | 359.903 | 3.3 | 18.758 | 0.2 |
| Net Surplus/(Deficit) | | | | | | | |
| <i>(Excluding Subsidies and Debt Service)</i> | (6,058.617) | (5,759.156) | (5,755.782) | 302.835 | 5.0 | 3.374 | 0.1 |

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|----------------------------|------------------|------------------|----------------------------------|---------------|-----------------|--------------|
| | Adopted Budget | Final Estimate | Actual* | Adopted Budget | | Final Estimate | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Capital and Other Reimbursements | 1,161.078 | 1,202.050 | 1,215.872 | 54.794 | 4.7 | 13.822 | 1.1 |
| Total Revenue | 1,161.078 | 1,202.050 | 1,215.872 | 54.794 | 4.7 | 13.822 | 1.1 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 481.726 | 451.288 | 447.543 | 34.183 | 7.1 | 3.745 | 0.8 |
| Overtime | 98.346 | 138.746 | 153.059 | (54.713) | (55.6) | (14.313) | (10.3) |
| Total Salaries & Wages | 580.072 | 590.034 | 600.602 | (20.530) | (3.5) | (10.568) | (1.8) |
| Health and Welfare | 21.903 | 21.507 | 22.446 | (0.543) | (2.5) | (0.939) | (4.4) |
| OPEB Current Payment | 9.131 | 7.766 | 7.938 | 1.193 | - | (0.172) | - |
| Pensions | 28.947 | 23.074 | 24.329 | 4.618 | 16.0 | (1.255) | (5.4) |
| Other Fringe Benefits | 180.741 | 177.039 | 181.914 | (1.173) | (0.6) | (4.875) | (2.8) |
| Total Fringe Benefits | 240.722 | 229.386 | 236.627 | 4.095 | 1.7 | (7.241) | (3.2) |
| Reimbursable Overhead | 238.534 | 255.506 | 262.840 | (24.306) | (10.2) | (7.334) | (2.9) |
| Total Labor Expenses | 1,059.328 | 1,074.926 | 1,100.069 | (40.741) | (3.8) | (25.143) | (2.3) |
| Non-Labor: | | | | | | | |
| Electric Power | 0.252 | 0.252 | 0.549 | (0.297) | (117.9) | (0.297) | (117.9) |
| Fuel | 0.000 | 0.000 | 0.020 | (0.020) | - | (0.020) | - |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 29.513 | 33.208 | 35.907 | (6.394) | (21.7) | (2.699) | (8.1) |
| Professional Service Contracts | 7.603 | 12.092 | 14.192 | (6.589) | (86.7) | (2.100) | (17.4) |
| Materials & Supplies | 64.424 | 79.665 | 62.504 | 1.920 | 3.0 | 17.161 | 21.5 |
| Other Business Expenses | (0.042) | 1.907 | 2.631 | (2.673) | 6,364.3 | (0.724) | (38.0) |
| Total Non-Labor Expenses | 101.750 | 127.124 | 115.803 | (14.053) | (13.8) | 11.321 | 8.9 |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expense Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | 1,161.078 | 1,202.050 | 1,215.872 | (54.794) | (4.7) | (13.822) | (1.1) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

| NON-REIMBURSABLE & REIMBURSABLE | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------------------------|--------------------|--------------------|---|--------------|-----------------------|--------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual*</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| Revenue | | | | | | | |
| Farebox Revenue: | | | | | | | |
| Subway | 3,397.986 | 3,352.702 | 3,351.038 | (46.948) | (1.4) | (1.664) | (0.0) |
| Bus | 977.116 | 967.735 | 966.283 | (10.833) | (1.1) | (1.452) | (0.2) |
| Paratransit | 19.751 | 18.347 | 17.889 | (1.862) | (9.4) | (0.458) | (2.5) |
| Fare Media Liability | 60.400 | 73.500 | 73.500 | 13.100 | 21.7 | 0.000 | - |
| Total Farebox Revenue | 4,455.253 | 4,412.284 | 4,408.710 | (46.543) | (1.0) | (3.574) | (0.1) |
| Other Operating Revenue: | | | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 0.000 | - | 0.000 | - |
| Paratransit Reimbursement | 191.981 | 182.910 | 178.085 | (13.896) | (7.2) | (4.825) | (2.6) |
| Other | 159.704 | 170.060 | 163.075 | 3.371 | 2.1 | (6.985) | (4.1) |
| Total Other Operating Revenue | 435.701 | 436.986 | 425.176 | (10.525) | (2.4) | (11.810) | (2.7) |
| Capital and Other Reimbursements | 1,161.078 | 1,202.050 | 1,215.872 | 54.794 | 4.7 | 13.822 | 1.1 |
| Total Revenue | 6,052.032 | 6,051.320 | 6,049.758 | (2.274) | (0.0) | (1.562) | (0.0) |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,672.220 | 3,624.736 | 3,625.815 | 46.405 | 1.3 | (1.079) | (0.0) |
| Overtime | 530.042 | 595.874 | 615.035 | (84.993) | (16.0) | (19.161) | (3.2) |
| Total Salaries & Wages | 4,202.262 | 4,220.610 | 4,240.850 | (38.588) | (0.9) | (20.240) | (0.5) |
| Health and Welfare | 846.280 | 861.677 | 838.491 | 7.789 | 0.9 | 23.186 | 2.7 |
| OPEB Current Payment | 438.705 | 405.589 | 422.941 | 15.764 | 3.6 | (17.352) | (4.3) |
| Pensions | 912.703 | 1,004.216 | 1,008.521 | (95.818) | (10.5) | (4.305) | (0.4) |
| Other Fringe Benefits | 491.812 | 689.934 | 690.077 | (198.265) | (40.3) | (0.143) | (0.0) |
| Total Fringe Benefits | 2,689.500 | 2,961.416 | 2,960.030 | (270.530) | (10.1) | 1.386 | 0.0 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenses | 6,891.762 | 7,182.026 | 7,200.880 | (309.118) | (4.5) | (18.854) | (0.3) |
| Non-Labor: | | | | | | | |
| Electric Power | 309.586 | 254.171 | 253.744 | 55.842 | 18.0 | 0.427 | 0.2 |
| Fuel | 111.557 | 77.111 | 75.912 | 35.645 | 32.0 | 1.199 | 1.6 |
| Insurance | 77.779 | 73.381 | 73.289 | 4.490 | 5.8 | 0.092 | 0.1 |
| Claims | 125.145 | 145.145 | 145.141 | (19.996) | (16.0) | 0.004 | 0.0 |
| Paratransit Service Contracts | 406.636 | 390.884 | 383.968 | 22.668 | 5.6 | 6.916 | 1.8 |
| Maintenance and Other Operating Contracts | 248.013 | 256.448 | 256.093 | (8.080) | (3.3) | 0.355 | 0.1 |
| Professional Service Contracts | 115.358 | 147.102 | 131.880 | (16.522) | (14.3) | 15.222 | 10.3 |
| Materials & Supplies | 376.650 | 389.928 | 377.561 | (0.911) | (0.2) | 12.367 | 3.2 |
| Other Business Expenses | 79.108 | 77.641 | 79.545 | (0.437) | (0.6) | (1.904) | (2.5) |
| Total Non-Labor Expenses | 1,849.832 | 1,811.811 | 1,777.133 | 72.699 | 3.9 | 34.678 | 1.9 |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expense Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses Before GASB Adjs. | 8,741.594 | 8,993.837 | 8,978.013 | (236.419) | (2.7) | 15.824 | 0.2 |
| Depreciation | 1,688.144 | 1,728.062 | 1,704.550 | (16.406) | (1.0) | 23.512 | 1.4 |
| Other Post Employment Benefits | 1,680.911 | 1,443.361 | 1,206.197 | 474.714 | 28.2 | 237.164 | 16.4 |
| GASB 68 Pension Adjustment | 0.000 | (354.784) | (83.220) | 83.220 | - | (271.564) | 76.5 |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | 12,110.649 | 11,810.476 | 11,805.540 | 305.109 | 2.5 | 4.936 | 0.0 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (6,058.617) | (5,759.156) | (5,755.782) | 302.835 | 5.0 | 3.374 | 0.1 |

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2016
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | Favorable (Unfavorable) Variance | | Reason for Variance |
|---|----------------------|--|-------|--|
| | | YEAR TO DATE | | |
| | | \$ | % | |
| Farebox Revenue | NR | (3.6) | (0.1) | Mostly unfavorable ridership, partly offset by higher pass average fares |
| Other Operating Revenue | NR | (11.8) | (2.7) | Largely lower advertising revenue, with an anticipation of additional contractual revenue during year-end, and unfavorable Paratransit Urban tax revenue |
| Payroll | NR | (4.8) | (0.2) | Primarily the unfavorable timing of expenses as most of this variance will be offset at year-end. |
| Overtime | NR | (4.8) | (1.1) | Mainly due to bus maintenance and continued signals maintenance, partially offset by lower delay mitigation requirements |
| Health & Welfare (including OPEB Current Payment) | NR | 6.9 | 5.6 | Due principally to favorable rates |
| Pension | NR | (3.1) | (0.3) | Due primarily to higher MaBSTOA pension expenses |
| Other Fringe Benefits | NR | 4.7 | 0.9 | Due principally to favorable fringe benefit overhead credits, resulting from higher reimbursable overtime requirements |
| Reimbursable Overhead Credits | NR | 7.3 | 2.9 | Favorable overhead credits, also resulting from higher reimbursable overtime requirements |
| Electric Power | NR | 0.7 | 0.3 | Mostly lower consumption and prices, partly offset by unfavorable timing/billing adjustments |
| Fuel | NR | 1.2 | 1.6 | Primarily lower prices, partly offset by higher consumption |

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2016
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | YEAR TO DATE | | Reason for Variance |
|--|------------------------------|---|----------|--|
| | | Favorable (Unfavorable) Variance | | |
| | | \$ | % | |
| Paratransit Service Contracts | NR | 6.9 | 1.8 | Due mainly to lower completed trips and a more favorable mix of trips |
| Maintenance Contracts | NR | 3.1 | 1.4 | Mostly the favorable timing of maintenance and repair expenses and lower auto purchases, mostly offset by the unfavorable timing of rent payments |
| Professional Service Contracts | NR | 17.3 | 12.8 | Mainly the favorable timing of expenses, including bond services and data communications applicable to the Transit Wireless implementation |
| Materials & Supplies | NR | (4.8) | (1.5) | Largely due to unfavorable inventory/obsolescence adjustments, partly offset by higher scrap and surplus sales |
| Other Business Expenses | NR | (1.2) | (1.6) | Due mainly to higher MVM credit card charges |
| Depreciation Expense | NR | 23.5 | 1.4 | The favorable timing of assets reaching beneficial use. |
| Other Long-Term Post-Employment Benefits | NR | 237.2 | 16.4 | Preliminary estimate, subject to year-end adjustment based on final actuarial information |
| GASB 68 Pension Adjustment | NR | (271.6) | 76.5 | Preliminary estimate, subject to year-end adjustment based on final actuarial information |
| Overtime | R | (14.3) | (10.3) | Mainly due to Subways Capital Track Program work concentrated on weekends to take advantage of track availability, other Capital Program support and greater than anticipated bus shuttle services support |

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2016
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | Favorable (Unfavorable) Variance | | Reason for Variance |
|--|------------------------------|---|----------|--|
| | | \$ | % | |
| | | YEAR TO DATE | | |
| Other Fringe Benefits | R | (4.9) | (2.8) | Largely higher fringe benefit overhead expenses, resulting from increased reimbursable overtime expenses |
| Maintenance and Other Operating Contracts | R | (2.7) | (8.1) | Primarily overruns in construction service requirements and auto purchases |
| Professional Service Contracts | R | (2.1) | (17.4) | Mostly Information-Technology hardware project requirements and various professional service account needs |
| Materials & Supplies | R | 17.2 | 21.5 | Largely the favorable timing of vehicle maintenance material requirements |

MTA NEW YORK CITY TRANSIT
Preliminary 2016 Year-End Report
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|----------------------------|--------------------|--------------------|----------------------------------|--------------|------------------|--------------|
| | Adopted | Final | Actual | Adopted Budget | | Final Estimate | |
| | Budget | Estimate | | \$ | % | \$ | % |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | 4,455.453 | 4,412.484 | 4,426.346 | (29.107) | (0.7) | 13.862 | 0.3 |
| Other Operating Revenue: | | | | | | | |
| Fare Reimbursement | 54.016 | 99.016 | 84.052 | 30.036 | 55.6 | (14.964) | (15.1) |
| Paratransit Reimbursement | 192.252 | 183.189 | 182.410 | (9.842) | (5.1) | (0.779) | (0.4) |
| Other | 48.173 | 53.004 | 56.147 | 7.974 | 16.6 | 3.143 | 5.9 |
| Total Other Operating Revenue | 294.441 | 335.209 | 322.609 | 28.168 | 9.6 | (12.600) | (3.8) |
| Capital and Other Reimbursements | 1,191.664 | 1,150.346 | 1,064.367 | (127.297) | (10.7) | (85.979) | (7.5) |
| Total Receipts | 5,941.558 | 5,898.039 | 5,813.322 | (128.236) | (2.2) | (84.717) | (1.4) |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,631.820 | 3,589.612 | 3,597.912 | 33.908 | 0.9 | (8.300) | (0.2) |
| Overtime | 530.042 | 595.874 | 615.035 | (84.993) | (16.0) | (19.161) | (3.2) |
| Total Salaries & Wages | 4,161.862 | 4,185.486 | 4,212.947 | (51.085) | (1.2) | (27.461) | (0.7) |
| Health and Welfare | 839.394 | 854.792 | 849.014 | (9.620) | (1.1) | 5.778 | 0.7 |
| OPEB Current Payment | 438.706 | 405.590 | 422.942 | 15.764 | 3.6 | (17.352) | (4.3) |
| Pensions | 919.772 | 1,004.215 | 1,008.683 | (88.911) | (9.7) | (4.468) | (0.4) |
| Other Fringe Benefits | 457.775 | 469.686 | 460.136 | (2.361) | (0.5) | 9.550 | 2.0 |
| Total Fringe Benefits | 2,655.647 | 2,734.283 | 2,740.775 | (85.128) | (3.2) | (6.492) | (0.2) |
| GASB Account | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenditures | 6,817.509 | 6,919.769 | 6,953.722 | (136.213) | (2.0) | (33.953) | (0.5) |
| Non-Labor: | | | | | | | |
| Electric Power | 309.586 | 254.171 | 250.143 | 59.443 | 19.2 | 4.028 | 1.6 |
| Fuel | 111.557 | 77.111 | 76.870 | 34.687 | 31.1 | 0.241 | 0.3 |
| Insurance | 77.321 | 72.456 | 71.364 | 5.957 | 7.7 | 1.092 | 1.5 |
| Claims | 112.360 | 111.544 | 122.995 | (10.635) | (9.5) | (11.451) | (10.3) |
| Paratransit Service Contracts | 404.636 | 388.884 | 378.960 | 25.676 | 6.3 | 9.924 | 2.6 |
| Maintenance and Other Operating Contracts | 258.713 | 270.449 | 251.174 | 7.539 | 2.9 | 19.275 | 7.1 |
| Professional Service Contracts | 103.358 | 143.128 | 178.677 | (75.319) | (72.9) | (35.549) | (24.8) |
| Materials & Supplies | 360.163 | 370.981 | 352.796 | 7.367 | 2.0 | 18.185 | 4.9 |
| Other Business Expenses | 79.108 | 77.640 | 85.500 | (6.392) | (8.1) | (7.860) | (10.1) |
| Total Non-Labor Expenditures | 1,816.802 | 1,766.364 | 1,768.479 | 48.323 | 2.7 | (2.115) | (0.1) |
| Other Expenditure Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expenditure Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenditures | 8,634.311 | 8,686.133 | 8,722.201 | (87.890) | (1.0) | (36.068) | (0.4) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (2,692.753) | (2,788.094) | (2,908.879) | (216.126) | (8.0) | (120.785) | (4.3) |

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2016
(\$ in millions)

| <u>Operating Receipts or Disbursements</u> | Favorable (Unfavorable) Variance | | Reason for Variance |
|---|--|--------|--|
| | \$ | % | |
| | | | |
| Farebox Receipts | 13.9 | 0.3 | Primarily higher receipts mostly representing trips paid for but not used |
| Other Operating Revenue | (12.6) | (3.8) | Largely the unfavorable timing of student fare reimbursements and unfavorable Paratransit Urban tax receipts |
| Capital Reimbursements | (86.0) | (7.5) | Mostly the unfavorable timing of reimbursements |
| Salaries & Wages | (27.5) | (0.7) | Due principally to higher overtime expenditures and the unfavorable timing of payments |
| Health & Welfare (including OPEB Current Payment) | (11.8) | (0.9) | Due principally to the unfavorable timing of payments, partly offset by favorable rates |
| Pensions | (4.5) | (0.4) | Due primarily to higher MaBSTOA pension expenditures |
| Other Fringe Benefits | 9.6 | 2.0 | Due principally to the favorable timing of payments |
| Electric Power | 4.0 | 1.6 | Due principally to the favorable timing of payments |
| Claims | (11.5) | (10.3) | Due mainly to additional claims payout requirements |
| Paratransit Service Contracts | 9.9 | 2.6 | Lower expenses and the favorable timing of payments |
| Maintenance Contracts | 19.3 | 7.1 | Substantially due to the favorable timing of payments |
| Professional Service Contracts | (35.5) | (24.8) | The unfavorable timing of interagency Information-Technology payments |
| Materials & Supplies | 18.2 | 4.9 | Largely the favorable timing of reimbursable vehicle maintenance material requirements |

MTA NEW YORK CITY TRANSIT
Preliminary 2016 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2016 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|----------------------------|------------------|------------------|----------------------------------|---------------|------------------|---------------|
| | Adopted Budget | Final Estimate | Actual | Adopted Budget | | Final Estimate | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | 0.200 | 0.200 | 17.636 | 17.436 | 8,718.0 | 17.436 | 8,718.0 |
| Other Operating Revenue: | | | | | | | |
| Fare Reimbursement | (30.000) | 15.000 | 0.036 | 30.036 | - | (14.964) | - |
| Paratransit Reimbursement | 0.271 | 0.279 | 4.325 | 4.054 | 1,495.9 | 4.046 | 1,450.2 |
| Other | (111.531) | (117.056) | (106.928) | 4.603 | (4.1) | 10.128 | (8.7) |
| Total Other Operating Revenue | (141.260) | (101.777) | (102.567) | 38.693 | (27.4) | (0.790) | 0.8 |
| Capital and Other Reimbursements | 30.586 | (51.704) | (151.505) | (182.091) | (595.3) | (99.801) | (193.0) |
| Total Receipts | (110.474) | (153.281) | (236.436) | (125.962) | 114.0 | (83.155) | (54.3) |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 40.400 | 35.124 | 27.903 | (12.497) | (30.9) | (7.221) | (20.6) |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Salaries & Wages | 40.400 | 35.124 | 27.903 | (12.497) | (30.9) | (7.221) | (20.6) |
| Health and Welfare | 6.886 | 6.885 | (10.523) | (17.409) | (252.8) | (17.408) | 252.8 |
| OPEB Current Payment | (0.001) | (0.001) | (0.001) | (0.000) | - | (0.000) | - |
| Pensions | (7.069) | 0.001 | (0.162) | 6.907 | (97.7) | (0.163) | (16,300.0) |
| Other Fringe Benefits | 34.037 | 220.248 | 229.941 | 195.904 | 575.6 | 9.693 | 4.4 |
| Total Fringe Benefits | 33.853 | 227.133 | 219.255 | 185.402 | 547.7 | (7.878) | (3.5) |
| GASB Account | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenditures | 74.253 | 262.257 | 247.158 | 172.905 | 232.9 | (15.099) | (5.8) |
| Non-Labor: | | | | | | | |
| Electric Power | 0.000 | 0.000 | 3.601 | 3.601 | - | 3.601 | - |
| Fuel | 0.000 | 0.000 | (0.958) | (0.958) | - | (0.958) | - |
| Insurance | 0.458 | 0.925 | 1.925 | 1.467 | (320.3) | 1.000 | 108.1 |
| Claims | 12.785 | 33.601 | 22.146 | 9.361 | 73.2 | (11.455) | (34.1) |
| Paratransit Service Contracts | 2.000 | 2.000 | 5.008 | 3.008 | (150.4) | 3.008 | 150.4 |
| Maintenance and Other Operating Contracts | (10.700) | (14.001) | 4.919 | 15.619 | 146.0 | 18.920 | 135.1 |
| Professional Service Contracts | 12.000 | 3.974 | (46.797) | (58.797) | (490.0) | (50.771) | (1,277.6) |
| Materials & Supplies | 16.487 | 18.947 | 24.765 | 8.278 | 50.2 | 5.818 | (30.7) |
| Other Business Expenses | 0.000 | 0.001 | (5.955) | (5.955) | - | (5.956) | - |
| Total Non-Labor Expenditures | 33.030 | 45.447 | 8.654 | (24.376) | (73.8) | (36.793) | (81.0) |
| Other Expenditure Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expenditure Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenditures Before GASB Adjs. | 107.283 | 307.704 | 255.812 | 148.529 | 138.4 | (51.892) | (16.9) |
| Depreciation | 1,688.144 | 1,728.062 | 1,704.550 | 16.406 | 1.0 | (23.512) | (1.4) |
| Other Post Employment Benefits | 1,680.911 | 1,443.361 | 1,206.197 | (474.714) | (28.2) | (237.164) | (16.4) |
| GASB 68 Pension Adjustment | 0.000 | (354.784) | (83.220) | (83.220) | - | 271.564 | (76.5) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenditures | 3,476.338 | 3,124.343 | 3,083.339 | (392.999) | (11.3) | (41.004) | (1.3) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | 3,365.864 | 2,971.062 | 2,846.903 | (518.961) | (15.4) | (124.159) | (4.2) |

Totals may not add due to rounding.

MTA New York City Transit
2016 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

| | December 31, 2016 | | | Favorable/(Unfavorable) Variance | | | |
|----------------------------------|-------------------|---------------|---------------|----------------------------------|--------------|----------------|--------------|
| | Adopted | Final | Actual | Adopted Budget | | Final Estimate | |
| | Budget | Estimate | | Variance | Percent | Variance | Percent |
| Administration | | | | | | | |
| Office of the President | 66 | 50 | 46 | 20 | 30.3% | 4 | 8.0% |
| Law | 312 | 320 | 294 | 18 | 5.8% | 26 | 8.1% |
| Office of the EVP | 46 | 55 | 43 | 3 | 6.5% | 12 | 21.8% |
| Human Resources | 227 | 232 | 236 | (9) | -4.0% | (4) | -1.7% |
| Office of Management and Budget | 42 | 42 | 43 | (1) | -2.4% | (1) | -2.4% |
| Capital Planning & Budget | 35 | 35 | 31 | 4 | 11.4% | 4 | 11.4% |
| Corporate Communications | 260 | 265 | 245 | 15 | 5.8% | 20 | 7.5% |
| Non-Departmental | (36) | (34) | 3 | (39) | 108.3% | (37) | 108.8% |
| Labor Relations | 98 | 98 | 92 | 6 | 6.1% | 6 | 6.1% |
| Material | 289 | 290 | 272 | 17 | 5.9% | 18 | 6.2% |
| Controller | 128 | 128 | 128 | - | 0.0% | - | 0.0% |
| Total Administration | 1,467 | 1,481 | 1,433 | 34 | 2.3% | 48 | 3.2% |
| Operations | | | | | | | |
| Subways Service Delivery | 8,030 | 8,315 | 8,540 | (510) | -6.4% | (225) | -2.7% |
| Subways Operations Support | 391 | 392 | 404 | (13) | -3.3% | (12) | -3.1% |
| Subways Stations | 2,632 | 2,669 | 2,617 | 15 | 0.0% | 52 | 1.9% |
| Subtotal- Subways | 11,053 | 11,376 | 11,561 | (508) | -4.6% | (185) | -1.6% |
| Buses | 11,028 | 11,042 | 10,982 | 46 | 0.4% | 60 | 0.5% |
| Paratransit | 213 | 213 | 197 | 16 | 7.5% | 16 | 7.5% |
| Operations Planning | 401 | 400 | 377 | 24 | 6.0% | 23 | 5.8% |
| Revenue Control | 579 | 583 | 555 | 24 | 4.1% | 28 | 4.8% |
| Non-Departmental | 102 | - | - | 102 | 100.0% | - | - |
| Total Operations | 23,376 | 23,614 | 23,672 | (296) | -1.3% | (58) | -0.2% |
| Maintenance | | | | | | | |
| Subways Operations Support | 175 | 175 | 148 | 27 | 15.4% | 27 | 15.4% |
| Subways Engineering | 378 | 379 | 352 | 26 | 6.9% | 27 | 7.1% |
| Subways Car Equipment | 4,390 | 4,429 | 4,436 | (46) | -1.0% | (7) | -0.2% |
| Subways Infrastructure | 1,585 | 1,642 | 1,542 | 43 | 2.7% | 100 | 6.1% |
| Subways Elevator & Escalators | 453 | 488 | 424 | 29 | 6.4% | 64 | 13.1% |
| Subways Stations | 3,716 | 3,808 | 3,723 | (7) | -0.2% | 85 | 2.2% |
| Subways Track | 2,804 | 2,841 | 2,836 | (32) | -1.1% | 5 | 0.2% |
| Subways Power | 605 | 625 | 602 | 3 | 0.5% | 23 | 3.7% |
| Subways Signals | 1,503 | 1,517 | 1,482 | 21 | 1.4% | 35 | 2.3% |
| Subways Electronics Maintenance | 1,592 | 1,630 | 1,562 | 30 | 1.9% | 68 | 4.2% |
| Subtotal- Subways | 17,201 | 17,534 | 17,107 | 94 | 0.5% | 427 | 2.4% |
| Buses | 3,692 | 3,683 | 3,671 | 21 | 0.6% | 12 | 0.3% |
| Supply Logistics | 559 | 559 | 569 | (10) | -1.8% | (10) | -1.8% |
| System Safety | 99 | 99 | 83 | 16 | 16.2% | 16 | 16.2% |
| Non-Departmental | 198 | (82) | 15 | 183 | 0.0% | (97) | 118.3% |
| Total Maintenance | 21,749 | 21,793 | 21,445 | 304 | 1.4% | 348 | 1.6% |
| Engineering/Capital | | | | | | | |
| Capital Program Management | 1,358 | 1,358 | 1,398 | (40) | -2.9% | (40) | -2.9% |
| Total Engineering/Capital | 1,358 | 1,358 | 1,398 | (40) | -2.9% | (40) | -2.9% |
| Public Safety | | | | | | | |
| Security | 651 | 662 | 663 | (12) | -1.8% | (1) | -0.2% |
| Total Public Safety | 651 | 662 | 663 | (12) | -1.8% | (1) | -0.2% |
| Baseline Total Positions | | | | | | | |
| | 48,601 | 48,908 | 48,611 | (10) | 0.0% | 297 | 0.6% |
| Non-Reimbursable | 43,533 | 43,673 | 44,256 | (723) | -1.7% | (583) | -1.3% |
| Reimbursable | 5,068 | 5,235 | 4,355 | 713 | 14.1% | 880 | 16.8% |
| Total Full-Time | 48,397 | 48,695 | 48,355 | 42 | 0.1% | 340 | 0.7% |
| Total Full-Time Equivalents | 204 | 213 | 256 | (52) | -25.5% | (43) | -20.2% |

**MTA New York City Transit
2016 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group**

| | <u>December 31, 2016</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|-----------------------------------|--------------------------|-----------------|---------------|---|----------------|-----------------------|----------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>Budget</u> | <u>Estimate</u> | | <u>Variance</u> | <u>Percent</u> | <u>Variance</u> | <u>Percent</u> |
| Administration: | | | | | | | |
| Managers/Supervisors | 537 | 536 | 452 | 85 | 15.8% | 84 | 15.7% |
| Professional, Technical, Clerical | 901 | 916 | 958 | (57) | -6.3% | (42) | -4.5% |
| Operational Hourlies | 29 | 29 | 23 | 6 | 20.7% | 6 | 20.7% |
| Total Administration | 1,467 | 1,481 | 1,433 | 34 | 2.4% | 48 | 3.3% |
| Operations | | | | | | | |
| Managers/Supervisors | 2,736 | 2,786 | 2,725 | 11 | 0.4% | 61 | 2.2% |
| Professional, Technical, Clerical | 504 | 507 | 486 | 18 | 3.5% | 21 | 4.1% |
| Operational Hourlies | 20,136 | 20,321 | 20,461 | (325) | -1.6% | (140) | -0.7% |
| Total Operations | 23,376 | 23,614 | 23,672 | (296) | -1.3% | (58) | -0.2% |
| Maintenance | | | | | | | |
| Managers/Supervisors | 3,913 | 3,925 | 3,914 | (1) | 0.0% | 11 | 0.3% |
| Professional, Technical, Clerical | 1,116 | 1,124 | 1,034 | 82 | 7.4% | 90 | 8.0% |
| Operational Hourlies | 16,720 | 16,744 | 16,498 | 222 | 1.3% | 246 | 1.5% |
| Total Maintenance | 21,749 | 21,793 | 21,446 | 303 | 1.4% | 347 | 1.6% |
| Engineering/Capital | | | | | | | |
| Managers/Supervisors | 339 | 339 | 339 | - | 0.0% | - | 0.0% |
| Professional, Technical, Clerical | 1,017 | 1,017 | 1,057 | (40) | -3.9% | (40) | -3.9% |
| Operational Hourlies | 2 | 2 | 2 | - | 0.0% | - | 0.0% |
| Total Engineering/Capital | 1,358 | 1,358 | 1,398 | (40) | -2.9% | (40) | -2.9% |
| Public Safety | | | | | | | |
| Managers/Supervisors | 275 | 288 | 277 | (2) | -0.7% | 11 | 3.8% |
| Professional, Technical, Clerical | 39 | 38 | 39 | (0) | -0.3% | (1) | -2.9% |
| Operational Hourlies | 337 | 336 | 347 | (10) | -3.0% | (11) | -3.3% |
| Total Public Safety | 651 | 662 | 663 | (12) | -1.9% | (1) | -0.2% |
| Total Positions | | | | | | | |
| Managers/Supervisors | 7,800 | 7,874 | 7,707 | 93 | 1.2% | 167 | 2.1% |
| Professional, Technical, Clerical | 3,577 | 3,602 | 3,573 | 4 | 0.1% | 29 | 0.8% |
| Operational Hourlies | 37,224 | 37,432 | 37,331 | (107) | -0.3% | 101 | 0.3% |
| Total Positions | 48,601 | 48,908 | 48,611 | (10) | 0.0% | 297 | 0.6% |

MTA
New York City Transit
Preliminary 2016 Year-End
2016 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | 2016 Adopted Budget | | 2016 Final Estimate | | Actuals | | 2016 Adopted vs. Actuals | | 2016 Final Estimate vs. Actuals | |
|---|---------------------|------------------|---------------------|------------------|-------------------|------------------|--------------------------|-------------------|---------------------------------|-------------------|
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| | | | | | | | Var. - Fav./(Unfav) | | Var. - Fav./(Unfav) | |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | |
| <u>Scheduled Service</u> | 4,053,893 | \$128.211 | 4,151,183 | \$131.529 | 4,080,774 | \$129.850 | (26,881) | (\$1.639) | 70,408 | \$1.679 |
| | | | | | | | | -1.3% | | 1.3% |
| <u>Unscheduled Service</u> | 3,738,569 | \$121.596 | 4,176,513 | \$133.899 | 3,951,323 | \$127.852 | (212,754) | (\$6.256) | 225,190 | \$6.046 |
| | | | | | | | | -5.1% | | 4.5% |
| <u>Programmatic/Routine Maintenance</u> | 4,055,220 | \$140.374 | 3,802,803 | \$134.636 | 4,371,437 | \$149.332 | (316,217) | (\$8.958) | (568,634) | (\$14.696) |
| | | | | | | | | -6.4% | | -10.9% |
| <u>Unscheduled Maintenance</u> | - | \$0.000 | - | \$0.000 | - | \$0.000 | - | \$0.000 | - | \$0.000 |
| | | | | | | | | 0.0% | | 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 496,920 | \$15.466 | 724,289 | \$23.712 | 772,442 | \$25.466 | (275,522) | (\$10.000) | (48,154) | (\$1.754) |
| | | | | | | | | 0.0% | | -7.4% |
| <u>Weather Emergencies</u> | 523,133 | \$17.349 | 739,771 | \$24.933 | 624,799 | \$21.268 | (101,666) | (\$3.919) | 114,972 | \$3.665 |
| | | | | | | | | -22.6% | | 14.7% |
| <u>Safety/Security/Law Enforcement</u> | 134,875 | \$3.901 | 128,419 | \$3.708 | 129,200 | \$3.575 | 5,675 | \$0.327 | (780) | \$0.133 |
| | | | | | | | | 8.4% | | 3.6% |
| <u>Other</u> | 159,576 | \$4.799 | 156,706 | \$4.711 | 132,815 | \$4.632 | 26,761 | \$0.167 | 23,890 | \$0.079 |
| | | | | | | | | 3.5% | | 1.7% |
| Sub-Total | 13,162,186 | \$431.696 | 13,879,683 | \$457.128 | 14,062,790 | \$461.976 | (900,604) | (\$30.280) | (183,107) | (\$4.848) |
| | | | | | | | | -7.0% | | -1.1% |
| REIMBURSABLE OVERTIME | 2,909,194 | \$98.347 | 4,050,175 | \$138.746 | 4,385,998 | \$153.059 | (1,476,804) | (\$54.712) | (335,823) | (\$14.313) |
| | | | | | | | | -55.6% | | -10.3% |
| TOTAL NR & R OVERTIME | 16,071,380 | \$530.043 | 17,929,859 | \$595.874 | 18,448,789 | \$615.035 | (2,377,409) | (\$84.992) | (518,930) | (\$19.161) |
| | | | | | | | | -16.0% | 0.0% | -3.2% |

* Above 100%

MTA
 New York City Transit
 Preliminary 2016 Year-End
 2016 Adopted Budget and Final Estimate vs. Actual
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

December 2016 Year-to-Date

| | Var. - Fav./(Unfav) | | Explanations |
|---|---------------------|-------------------|---|
| | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | |
| <u>Scheduled Service</u> | 70,408 | \$1.679 | Favorable variance mainly in Subways, still under review. |
| | 0.0% | 1.3% | |
| <u>Unscheduled Service</u> | 225,190 | \$6.046 | Favorable variance due to less than forecasted delay mitigation overtime required. |
| | 0.0% | 4.5% | |
| <u>Programmatic/Routine Maintenance</u> | (568,634) | (\$14.696) | Unfavorable variance due to bus maintenance and continued signals maintenance. |
| | 0.0% | -10.9% | |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | |
| | 0.0% | 0.0% | |
| <u>Vacancy/Absentee Coverage</u> | (48,154) | (\$1.754) | Mainly due to vacancy / absentee coverage for bus operators and maintainers. |
| | 0.0% | -7.4% | |
| <u>Weather Emergencies</u> | 114,972 | \$3.665 | Favorable due to mild December weather. |
| | 0.0% | 14.7% | |
| <u>Safety/Security/Law Enforcement</u> | (780) | \$0.133 | |
| | 0.0% | 3.6% | |
| <u>Other</u> | 23,890 | \$0.079 | |
| | 0.0% | 1.7% | |
| Sub-Total | (183,107) | (\$4.848) | |
| | 0.0% | -1.1% | |
| REIMBURSABLE OVERTIME | (335,823) | (\$14.313) | Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, other capital program support and greater than anticipated shuttle services support in buses. |
| | 0.0% | -10.3% | |
| TOTAL OVERTIME | (518,930) | (\$19.161) | |
| | 0.0% | -3.2% | |

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

| <u>Type</u> | <u>Definition</u> |
|---|--|
| <i>Scheduled Service</i> | Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays). |
| <i>Unscheduled Service</i> | Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related. |
| <i>Programmatic/Routine Maintenance</i> | <i>Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extra ordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i> |
| <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. |
| <i>Reimbursable Overtime</i> | Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources. |



FINANCIAL AND RIDERSHIP REPORT

December 2016 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$9.0 million in 2016, less than \$0.1 million (0.3 percent) above the estimate. Total **ridership** in 2016 was 4.532 million, 0.8 percent (38,000 riders) below the estimate. 2016 average weekday ridership for the twelve months ending December 2016 was 16,175 riders, 0.6 percent (150 riders) higher than the previous year, mainly due to less severe winter weather in the first quarter of 2016 compared to the first quarter of 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$60.7 million in 2016, \$3.3 million (5.2 percent) below the estimate. Labor expenses were below the estimate by \$2.5 million (6.0 percent). Payroll expenses were favorable by \$2.3 million (9.9 percent), due principally to vacancy savings as a result of higher employee turnover. Other fringe benefit expenses were also lower than the estimate by \$0.3 million (7.1 percent), also caused by vacancy savings. Non-labor expenses were below the estimate by \$0.8 million (3.6 percent), resulting primarily from an underrun in maintenance contract expenses of \$0.9 million (6.3 percent), due mostly to the timing of fleet maintenance charges and other project requirements.

Depreciation expenses of \$8.2 million were \$0.1 million (0.7 percent) below the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$7.3 million of accrued expenses, slightly below the estimate.

GASB #68 Pension expenses was adopted by the MTA in 2015. Consistent with its requirements, MTA Staten Island Railway recorded \$0.2 million of accrued expenses in the period, which was above the estimate.

The **operating cash deficit** (excluding subsidies) was \$57.3 million, \$3.6 million (5.9 percent) favorable to the estimate, due mainly to the timing of R44 SMS fleet maintenance payments.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were below budget by \$0.3 million (3.0 percent).

Non-reimbursable expenses were \$7.5 million (11.0 percent) below budget. Labor expenses were lower by \$0.9 million (2.3 percent), due principally to vacancy savings. Non-labor expenses were below budget by \$6.6 million (22.9 percent), due mainly to the timing of R44 SMS car fleet maintenance program expenses.

Note: Final 2016 results and their impact on 2017 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| NON-REIMBURSABLE | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------------------------|---------------------------|-------------------------------|---|--------------|-----------------------|------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | \$6.735 | \$6.574 | \$6.521 | (\$0.214) | (3.2) | (\$0.053) | (0.8) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 2.568 | 2.428 | 2.506 | (0.062) | (2.4) | 0.078 | 3.2 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Revenue | \$9.303 | \$9.002 | \$9.027 | (\$0.276) | (3.0) | \$0.025 | 0.3 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$22.117 | \$23.406 | \$21.097 | \$1.020 | 4.6 | \$2.309 | 9.9 |
| Overtime | 3.342 | 2.895 | 2.717 | 0.625 | 18.7 | 0.178 | 6.1 |
| Health and Welfare | 4.310 | 4.293 | 5.024 | (0.714) | (16.6) | (0.731) | (17.0) |
| OPEB Current Payment | 1.420 | 1.404 | 2.079 | (0.659) | (46.4) | (0.675) | (48.1) |
| Pensions | 6.133 | 6.074 | 5.885 | 0.248 | 4.0 | 0.189 | 3.1 |
| Other Fringe Benefits | 3.756 | 4.036 | 3.751 | 0.005 | 0.1 | 0.285 | 7.1 |
| Reimbursable Overhead | (1.754) | (1.208) | (2.119) | 0.365 | 20.8 | 0.911 | 75.4 |
| Total Labor Expenses | \$39.324 | \$40.900 | \$38.434 | \$0.890 | 2.3 | \$2.466 | 6.0 |
| Non-Labor: | | | | | | | |
| Electric Power | \$3.945 | \$3.324 | \$3.381 | \$0.564 | 14.3 | (\$0.057) | (1.7) |
| Fuel | 0.217 | 0.235 | 0.153 | 0.064 | 29.5 | 0.082 | 34.9 |
| Insurance | 1.590 | 1.117 | 1.307 | 0.283 | 17.8 | (0.190) | (17.0) |
| Claims | 0.085 | 0.084 | 0.250 | (0.165) | * | (0.166) | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 20.049 | 14.933 | 13.991 | 6.058 | 30.2 | 0.942 | 6.3 |
| Professional Service Contracts | 0.766 | 0.762 | 0.710 | 0.056 | 7.3 | 0.052 | 6.8 |
| Materials & Supplies | 2.222 | 2.631 | 2.349 | (0.127) | (5.7) | 0.282 | 10.7 |
| Other Business Expenses | 0.030 | 0.030 | 0.133 | (0.103) | * | (0.103) | * |
| Total Non-Labor Expenses | \$28.904 | \$23.116 | \$22.274 | \$6.630 | 22.9 | \$0.842 | 3.6 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenses Before Depreciation | \$68.228 | \$64.016 | \$60.708 | \$7.520 | 11.0 | \$3.308 | 5.2 |
| Depreciation | 8.300 | 8.300 | 8.239 | 0.061 | 0.7 | 0.061 | 0.7 |
| Other Post Employment Benefits | 2.300 | 7.500 | 7.328 | (5.028) | * | 0.172 | 2.3 |
| GASB 68 Pension Adjustment | 0.000 | (0.500) | 0.186 | (0.186) | - | (0.686) | * |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | \$78.828 | \$79.316 | \$76.461 | \$2.367 | 3.0 | \$2.855 | 3.7 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (\$69.525) | (\$70.314) | (\$67.434) | \$2.091 | 3.0 | \$2.880 | 4.1 |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| REIMBURSABLE | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------------------------|---------------------------|-------------------------------|---|---------------|-----------------------|---------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Capital and Other Reimbursements | 6.871 | 4.996 | 4.534 | (2.337) | (34.0) | (0.462) | (9.2) |
| Total Revenue | \$6.871 | \$4.996 | \$4.534 | (\$2.337) | (34.0) | (\$0.462) | (9.2) |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$1.717 | \$1.288 | \$1.432 | \$0.285 | 16.6 | (\$0.144) | (11.2) |
| Overtime | 1.794 | 1.500 | 0.831 | 0.963 | 53.7 | 0.669 | 44.6 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| OPEB Current Payment | 0.000 | 0.000 | 0.013 | (0.013) | - | (0.013) | - |
| Pensions | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Fringe Benefits | 0.106 | 0.000 | 0.000 | 0.106 | 100.0 | 0.000 | - |
| Reimbursable Overhead | 1.754 | 1.208 | 2.120 | (0.366) | (20.9) | (0.912) | (75.5) |
| Total Labor Expenses | \$5.371 | \$3.996 | \$4.396 | \$0.975 | 18.2 | (\$0.400) | (10.0) |
| Non-Labor: | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.009 | (\$0.009) | - | (\$0.009) | - |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Professional Service Contracts | 0.000 | 0.000 | 0.018 | (0.018) | - | (0.018) | - |
| Materials & Supplies | 1.500 | 1.000 | 0.111 | 1.389 | 92.6 | 0.889 | 88.9 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Non-Labor Expenses | \$1.500 | \$1.000 | \$0.138 | \$1.362 | 90.8 | \$0.862 | 86.2 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenses Before Depreciation | \$6.871 | \$4.996 | \$4.534 | \$2.337 | 34.0 | \$0.462 | 9.2 |
| Depreciation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Post Employment Benefits | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | \$6.871 | \$4.996 | \$4.534 | \$2.337 | 34.0 | \$0.462 | 9.2 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2016 Year-End Report
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| NON-REIMBURSABLE/ REIMBURSABLE | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------------------------|---------------------------|-------------------------------|---|---------------|-----------------------|--------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | \$6.735 | \$6.574 | \$6.521 | (\$0.214) | (3.2) | (\$0.053) | (0.8) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 2.568 | 2.428 | 2.506 | (0.062) | (2.4) | 0.078 | 3.2 |
| Capital and Other Reimbursements | 6.871 | 4.996 | 4.534 | (2.337) | (34.0) | (0.462) | (9.2) |
| Total Revenue | \$16.174 | \$13.998 | \$13.561 | (\$2.613) | (16.2) | (\$0.437) | (3.1) |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$23.834 | \$24.694 | \$22.529 | \$1.305 | 5.5 | \$2.165 | 8.8 |
| Overtime | 5.136 | 4.395 | 3.548 | 1.588 | 30.9 | 0.847 | 19.3 |
| Health and Welfare | 4.310 | 4.293 | 5.024 | (0.714) | (16.6) | (0.731) | (17.0) |
| OPEB Current Payment | 1.420 | 1.404 | 2.092 | (0.672) | (47.3) | (0.688) | (49.0) |
| Pensions | 6.133 | 6.074 | 5.885 | 0.248 | 4.0 | 0.189 | 3.1 |
| Other Fringe Benefits | 3.862 | 4.036 | 3.751 | 0.111 | 2.9 | 0.285 | 7.1 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.001 | (0.001) | - | (0.001) | - |
| Total Labor Expenses | \$44.695 | \$44.896 | \$42.830 | \$1.865 | 4.2 | \$2.066 | 4.6 |
| Non-Labor: | | | | | | | |
| Electric Power | \$3.945 | \$3.324 | \$3.390 | \$0.555 | 14.1 | (\$0.066) | (2.0) |
| Fuel | 0.217 | 0.235 | 0.153 | 0.064 | 29.5 | 0.082 | 34.9 |
| Insurance | 1.590 | 1.117 | 1.307 | 0.283 | 17.8 | (0.190) | (17.0) |
| Claims | 0.085 | 0.084 | 0.250 | (0.165) | * | (0.166) | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 20.049 | 14.933 | 13.991 | 6.058 | 30.2 | 0.942 | 6.3 |
| Professional Service Contracts | 0.766 | 0.762 | 0.728 | 0.038 | 5.0 | 0.034 | 4.5 |
| Materials & Supplies | 3.722 | 3.631 | 2.460 | 1.262 | 33.9 | 1.171 | 32.3 |
| Other Business Expenses | 0.030 | 0.030 | 0.133 | (0.103) | * | (0.103) | * |
| Total Non-Labor Expenses | \$30.404 | \$24.116 | \$22.412 | \$7.992 | 26.3 | \$1.704 | 7.1 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenses Before Depreciation | \$75.099 | \$69.012 | \$65.242 | \$9.857 | 13.1 | \$3.770 | 5.5 |
| Depreciation | 8.300 | 8.300 | 8.239 | 0.061 | 0.7 | 0.061 | 0.7 |
| Other Post Employment Benefits | 2.300 | 7.500 | 7.328 | (5.028) | * | 0.172 | 2.3 |
| GASB 68 Pension Adjustment | 0.000 | (0.500) | 0.186 | (0.186) | - | (0.686) | * |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | \$85.699 | \$84.312 | \$80.995 | \$4.704 | 5.5 | \$3.317 | 3.9 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (\$69.525) | (\$70.314) | (\$67.434) | \$2.091 | 3.0 | \$2.880 | 4.1 |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2016 Year-End Report
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|--|----------------------------|-------------------|-----------------------|----------------------------------|---------------|------------------|---------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | \$6.735 | \$6.198 | \$6.551 | (\$0.184) | (2.7) | \$0.353 | 5.7 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 2.568 | 4.081 | 2.890 | 0.322 | 12.5 | (1.191) | (29.2) |
| Capital and Other Reimbursements | 6.871 | 5.779 | 3.520 | (3.351) | (48.8) | (2.259) | (39.1) |
| Total Receipts | \$16.174 | \$16.058 | \$12.961 | (\$3.213) | (19.9) | (\$3.097) | (19.3) |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$23.834 | \$30.196 | \$30.936 | (\$7.102) | (29.8) | (\$0.740) | (2.5) |
| Overtime | 5.136 | 4.896 | 3.359 | 1.777 | 34.6 | 1.537 | 31.4 |
| Health and Welfare | 4.310 | 4.276 | 5.750 | (1.440) | (33.4) | (1.474) | (34.5) |
| OPEB Current Payment | 1.420 | 1.389 | 1.853 | (0.433) | (30.5) | (0.464) | (33.4) |
| Pensions | 6.133 | 6.015 | 5.885 | 0.248 | 4.0 | 0.130 | 2.2 |
| Other Fringe Benefits | 3.862 | 4.449 | 4.877 | (1.015) | (26.3) | (0.428) | (9.6) |
| GASB Account | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenditures | \$44.695 | \$51.221 | \$52.660 | (\$7.965) | (17.8) | (\$1.439) | (2.8) |
| Non-Labor: | | | | | | | |
| Electric Power | \$3.945 | \$3.324 | \$3.641 | \$0.304 | 7.7 | (\$0.317) | (9.5) |
| Fuel | 0.217 | 0.320 | 0.118 | 0.099 | 45.6 | 0.202 | 63.1 |
| Insurance | 1.590 | 1.117 | 0.990 | 0.600 | 37.7 | 0.127 | 11.4 |
| Claims | 0.085 | 0.084 | 0.154 | (0.069) | (81.2) | (0.070) | (83.3) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 20.049 | 16.416 | 9.524 | 10.525 | 52.5 | 6.892 | 42.0 |
| Professional Service Contracts | 0.766 | 0.762 | 1.041 | (0.275) | (35.9) | (0.279) | (36.6) |
| Materials & Supplies | 3.722 | 3.631 | 1.990 | 1.732 | 46.5 | 1.641 | 45.2 |
| Other Business Expenses | 0.030 | 0.030 | 0.123 | (0.093) | * | (0.093) | * |
| Total Non-Labor Expenditures | \$30.404 | \$25.684 | \$17.581 | \$12.823 | 42.2 | \$8.103 | 31.5 |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenditures | \$75.099 | \$76.905 | \$70.241 | \$4.858 | 6.5 | \$6.664 | 8.7 |
| Operating Cash Deficit | (\$58.925) | (\$60.847) | (\$57.280) | \$1.645 | 2.8 | \$3.567 | 5.9 |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2016 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| | December 2016 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|----------------------------|-------------------|-----------------------|----------------------------------|--------------|------------------|---------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | \$0.000 | (\$0.376) | \$0.030 | \$0.030 | - | 0.406 | * |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Operating Revenue | 0.000 | 1.653 | 0.384 | 0.384 | - | (1.269) | (76.8) |
| Capital and Other Reimbursements | 0.000 | 0.783 | (1.014) | (1.014) | - | (1.797) | * |
| Total Receipts | \$0.000 | \$2.060 | (\$0.600) | (\$0.600) | - | (\$2.660) | * |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$0.000 | (\$5.502) | (\$8.407) | (8.407) | - | (2.905) | (52.8) |
| Overtime | 0.000 | (0.501) | 0.189 | 0.189 | - | 0.690 | * |
| Health and Welfare | 0.000 | 0.017 | (0.726) | (0.726) | - | (0.743) | * |
| OPEB Current Payment | 0.000 | 0.015 | 0.239 | 0.239 | - | 0.224 | * |
| Pensions | 0.000 | 0.059 | 0.000 | 0.000 | - | (0.059) | (100.0) |
| Other Fringe Benefits | 0.000 | (0.413) | (1.126) | (1.126) | - | (0.713) | * |
| GASB Account | 0.000 | 0.000 | 0.001 | 0.001 | - | 0.001 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.001 | 0.001 | - | 0.001 | - |
| Total Labor Expenditures | \$0.000 | (\$6.325) | (\$9.829) | (\$9.829) | - | (\$3.504) | (55.4) |
| Non-Labor: | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | (\$0.251) | (0.251) | - | (0.251) | - |
| Fuel | 0.000 | (0.085) | 0.035 | 0.035 | - | 0.120 | * |
| Insurance | 0.000 | 0.000 | 0.317 | 0.317 | - | 0.317 | - |
| Claims | 0.000 | 0.000 | 0.096 | 0.096 | - | 0.096 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 0.000 | (1.483) | 4.467 | 4.467 | - | 5.950 | * |
| Professional Service Contracts | 0.000 | 0.000 | (0.313) | (0.313) | - | (0.313) | - |
| Materials & Supplies | 0.000 | 0.000 | 0.470 | 0.470 | - | 0.470 | - |
| Other Business Expenses | 0.000 | 0.000 | 0.010 | 0.010 | - | 0.010 | - |
| Total Non-Labor Expenditures | \$0.000 | (\$1.568) | \$4.831 | \$4.831 | - | \$6.399 | * |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenditures Before Depreciation | \$0.000 | (\$7.893) | (\$4.998) | (\$4.998) | - | \$2.895 | 36.7 |
| Depreciation | 8.300 | 8.300 | 8.239 | (0.061) | (0.7) | (0.061) | (0.7) |
| Other Post Employment Benefits | 2.300 | 7.500 | 7.328 | 5.028 | * | (0.172) | (2.3) |
| GASB 68 Pension Adjustment | 0.000 | (0.500) | 0.186 | 0.186 | - | 0.686 | * |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenditures | \$10.600 | \$7.407 | \$10.755 | \$0.155 | 1.5 | \$3.348 | 45.2 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | \$10.600 | \$9.467 | \$10.155 | (\$0.445) | (4.2) | \$0.688 | 7.3 |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2016 Year-to-Date

| Generic Revenue or Expense Category | Non-Reimb. or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance |
|---|-------------------------|---|---------|--|
| | | \$ | % | |
| <u>ACCRUAL</u> | | | | |
| Payroll | Non Reimb. | 2.309 | 9.9% | Mostly vacancy savings |
| Overtime | Non Reimb. | 0.178 | 6.1% | The favorable timing of multiple project requirements |
| Health and Welfare/OPEB Current Expenses | Non Reimb. | (1.406) | (24.7)% | Unanticipated expense overrun due to rate inflation and other factors |
| Other Fringe Benefits | Non Reimb. | 0.285 | 7.1% | Mostly FICA savings on vacancies |
| Fuel | Non Reimb. | 0.082 | 34.9% | Lower prices |
| Insurance | Non Reimb. | (0.190) | (17.0)% | The unfavorable timing of interagency billing |
| Maintenance and Other Operating Contracts | Non Reimb. | 0.942 | 6.3% | Mainly the favorable timing of car fleet maintenance |
| Materials & Supplies | Non Reimb. | 0.282 | 10.7% | Lower maintenance material requirements |
| Other Post-Employment Benefits | Non Reimb. | 0.172 | 2.3% | Subject to a final year-end actuarial valuation |
| Payroll | Reimb. | (0.144) | (11.2)% | Mainly additional project work |
| Overtime | Reimb. | 0.669 | 44.6% | Lower project overtime requirements |
| Materials & Supplies | Reimb. | 0.889 | 88.9% | Lower material requirements than anticipated |
| <u>CASH</u> | | | | |
| Farebox Receipts | - | 0.353 | 5.7% | Favorable timing of cash settlements with NYCT |
| Other Operating Receipts | - | (1.191) | (29.2)% | Mostly unfavorable timing of student fare reimbursements |
| Capital and Other Reimbursements | - | (2.259) | (39.1)% | Mostly the unfavorable timing of capital reimbursements |
| Payroll | - | (0.740) | (2.5)% | Unfavorable timing of payments |
| Overtime | | 1.537 | 31.4% | Mostly lower reimbursable work requirements |
| Health & Welfare/OPEB Current | | (1.938) | (35.5)% | Unanticipated expense overrun due to rate inflation and other factors |
| Other Fringe Benefits | - | (0.428) | (9.6)% | Mostly higher inter-agency charges/payments than anticipated |
| Power | | (0.317) | (9.5)% | Unfavorable timing of payments |
| Fuel | | 0.202 | 63.1% | Favorable timing of payments |
| Insurance | | 0.127 | 11.4% | Favorable timing of interagency payments to MTA |
| Maintenance and Other Operating Contracts | - | 6.892 | 42.0% | Mainly the favorable timing of car fleet maintenance payments and billings |
| Materials & Supplies | | 1.641 | 45.2% | Favorable timing of payments |

**MTA Staten Island Railway
Preliminary 2016 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

| | <u>December 31, 2016</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|-----------------------------|--------------------------|-----------------|---------------|---|----------------|-----------------------|----------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Prel.</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>Budget</u> | <u>Estimate</u> | <u>Actual</u> | <u>Variance</u> | <u>Percent</u> | <u>Variance</u> | <u>Percent</u> |
| Administration | | | | | | | |
| Executive | 13 | 13 | 9 | 4 | 30.8 | 4 | 30.8 |
| General Office | 10 | 10 | 7 | 3 | 30.0 | 3 | 30.0 |
| Purchasing/Stores | 6 | 6 | 4 | 2 | 33.3 | 2 | 33.3 |
| Total Administration | 29 | 29 | 20 | 9 | 31.0 | 9 | 31.0 |
| Operations | | | | | | | |
| Transportation | 107 | 107 | 111 | (4) | (3.7) | (4) | (3.7) |
| Total Operations | 107 | 107 | 111 | (4) | (3.7) | (4) | (3.7) |
| Maintenance | | | | | | | |
| Mechanical | 52 | 52 | 50 | 2 | 3.8 | 2 | 3.8 |
| Electronics/Electrical | 15 | 15 | 13 | 2 | 13.3 | 2 | 13.3 |
| Power/Signals | 26 | 27 | 20 | 6 | 23.1 | 7 | 25.9 |
| Maintenance of Way | 48 | 48 | 51 | (3) | (6.3) | (3) | (6.3) |
| Infrastructure | 25 | 26 | 27 | (2) | (8.0) | (1) | (3.8) |
| Total Maintenance | 166 | 168 | 161 | 5 | 3.0 | 7 | 4.2 |
| Engineering/Capital | | | | | | | |
| Capital Project Support | 26 | 14 | 5 | 21 | 0.0 | 9 | 0.0 |
| Public Safety | | | | | | | |
| Total Public Safety | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 |
| Grand Total | 328 | 318 | 297 | 31 | 9.5 | 21 | 6.6 |
| Non-Reimbursable | 302 | 304 | 292 | 10 | 3.3 | 12 | 3.9 |
| Reimbursable | 26 | 14 | 5 | 21 | 80.8 | 9 | 64.3 |
| Total Full-Time | 328 | 318 | 297 | 31 | 9.5 | 21 | 6.6 |
| Total Full-Time Equivalents | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 |

**MTA Staten Island Railway
Preliminary 2016 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

| | December 31, 2016 | | | Favorable/(Unfavorable) Variance | | | |
|-------------------------------------|-------------------|------------|------------|----------------------------------|--------------|----------------|--------------|
| | Adopted | Final | Actual | Adopted Budget | | Final Estimate | |
| | Budget | Estimate | | Variance | Percent | Variance | Percent |
| Administration | | | | | | | |
| Managers/Supervisors | 17 | 17 | 13 | 4 | 23.5 | 4 | 23.5 |
| Professional, Technical, Clerical | 12 | 11 | 7 | 5 | 41.7 | 4 | 36.4 |
| Operational Hourlies | - | - | - | 0 | 0.0 | 0 | 0.0 |
| Total Administration | 29 | 28 | 20 | 9 | 31.0 | 8 | 28.6 |
| Operations | | | | | | | |
| Managers/Supervisors | 5 | 5 | 3 | 2 | 40.0 | 2 | 40.0 |
| Professional, Technical, Clerical | 3 | 3 | 2 | 1 | 33.3 | 1 | 33.3 |
| Operational Hourlies | 99 | 99 | 106 | (7) | (7.1) | (7) | (7.1) |
| Total Operations | 107 | 107 | 111 | (4) | (3.7) | (4) | (3.7) |
| Maintenance | | | | | | | |
| Managers/Supervisors | 12 | 13 | 13 | (1) | (8.3) | 0 | 0.0 |
| Professional, Technical, Clerical | 6 | 6 | 4 | 2 | 33.3 | 2 | 33.3 |
| Operational Hourlies | 148 | 149 | 144 | 4 | 2.7 | 5 | 3.4 |
| Total Maintenance | 166 | 168 | 161 | 5 | 3.0 | 7 | 4.2 |
| Engineering/Capital Projects | | | | | | | |
| Managers/Supervisors | 4 | 3 | 2 | 2 | 0.0 | 1 | 0.0 |
| Professional, Technical, Clerical | 2 | 2 | - | 2 | 0.0 | 2 | 0.0 |
| Operational Hourlies | 20 | 9 | 3 | 17 | 0.0 | 6 | 0.0 |
| Total Engineering/Capital | 26 | 14 | 5 | 21 | 0.0 | 9 | 0.0 |
| Public Safety | | | | | | | |
| Managers/Supervisors | - | - | - | 0 | 0.0 | 0 | 0.0 |
| Professional, Technical, Clerical | - | - | - | 0 | 0.0 | 0 | 0.0 |
| Operational Hourlies (other than un | - | - | - | 0 | 0.0 | 0 | 0.0 |
| Total Public Safety | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 |
| Total Positions | | | | | | | |
| Managers/Supervisors | 38 | 38 | 31 | 7 | 18.4 | 7 | 18.4 |
| Professional, Technical, Clerical | 23 | 23 | 13 | 10 | 43.5 | 10 | 43.5 |
| Operational Hourlies | 267 | 257 | 253 | 14 | 5.2 | 4 | 1.6 |
| Total Positions | 328 | 318 | 297 | 31 | 9.5 | 21 | 6.6 |

MTA STATEN ISLAND RAILWAY
2016 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)

| <u>RIDERSHIP</u> | <u>December 2016 Year-to-Date</u> | | | <u>Favorable/(Unfavorable)</u> | | | |
|-------------------------------|--|------------------------|----------------------|---------------------------------------|-----------------------|------------------------------|-----------------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>Budget</u> | <u>Estimate</u> | | <u>Variance</u> | <u>Percent</u> | <u>Variance</u> | <u>Percent</u> |
| Ridership | 4.660 | 4.570 | 4.532 | (0.128) | (2.7%) | (0.038) | (0.8%) |
| Total Utilization | 4.660 | 4.570 | 4.532 | (0.128) | (2.7%) | (0.038) | (0.8%) |
| <u>FAREBOX REVENUE</u> | | | | | | | |
| Total Farebox Revenue | 6.735 | 6.574 | 6.521 | (0.214) | (3.2%) | (0.053) | (0.8%) |
| Total Revenue | \$6.735 | \$6.574 | \$6.521 | (\$0.214) | (\$0.032) | (\$0.053) | (\$0.008) |

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 ACTUAL VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

| | <u>Month of December</u> | | | | <u>Explanation</u> |
|-----------------|---------------------------------|-------------|-----------------|----------------|--|
| | <u>2015</u> | <u>2016</u> | <u>Variance</u> | | |
| | | | <u>Amount</u> | <u>Percent</u> | |
| Average Weekday | 0.016 | 0.016 | (0.000) | (0.6%) | |
| Average Weekend | 0.009 | 0.007 | (0.002) | (22.0%) | No service between St. George and Tompkinsville on two weekends in 2016, additionally Christmas Eve which was a Saturday in 2016 and a weekday in 2015 |
| | <u>12-Month Rolling Average</u> | | | | |
| Average Weekday | 0.016 | 0.016 | 0.000 | 0.9% | |
| Average Weekend | 0.008 | 0.008 | (0.000) | (1.6%) | |

Note: SIR ridership includes estimated non-turnstile student riders.

**FINANCIAL AND RIDERSHIP REPORT
December 2016 Year-to-Date**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenue was \$235.2 million in 2016, \$0.4 million (0.2 percent) above the estimate, due primarily to higher shuttle service reimbursements reported in other operating revenue, partly offset by an underrun in farebox revenue from lower ridership.

Total MTA Bus ridership in 2016 was 125.6 million, 0.4 percent (0.5 million riders) below the estimate. 2016 average weekday ridership was 407,201, an increase of 0.3 percent (1,223 riders) from 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$687.7 million, \$5.0 million (0.7 percent) higher than the estimate. Labor expenses exceeded the estimate by \$12.6 million (2.5 percent), including a payroll expense overrun of \$10.6 million (4.0 percent), resulting from unfavorable rate variances, interagency billings and the timing of reimbursable projects. Overtime expenses were over budget by \$4.1 million (7.4 percent), mainly from increased running time/traffic, vacancy and availability coverage, shuttle services and rate variances. Non-labor expenses were below the estimate by a net \$7.6 million (4.5 percent). Materials & supplies expenses underran the estimate by \$7.5 million (14.8 percent), due to lower material usage driven by new bus warranties, improved maintenance practices and the use of recycled/reconditioned material. Maintenance contract expenses were below the estimate by \$5.8 million (17.5 percent), due to the timing of interagency bus parts and depot services. Fuel expenses underran by \$3.5 million (18.5 percent), involving lower average rates and CNG rebates. Claims expenses were over by \$8.4 million (29.1 percent), due to higher claims requirements than anticipated.

Depreciation expenses were in excess of the estimate by \$14.9 million (35.3 percent) and Other Post-Employment Benefit expenses of \$88.7 million were below the estimate by \$11.4 million (11.4 percent). This result is subject to a year-end actuarial update.

The **operating cash deficit** (excluding subsidies) was \$431.1 million, \$24.1 million (5.3 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget

Operating revenue in total was slightly above budget.

Non-reimbursable expenses before depreciation and OPEB exceeded budget by a net \$15.3 million (2.3 percent). Labor expenses were higher by \$27.7 million (5.6 percent), including increased other fringe benefit expenses of \$15.6 million (30.9 percent), due to increased Workers' Compensation reserve requirements. Payroll expenses were also higher by \$12.3 million (4.7 percent), due to unfavorable rate variances, interagency billings and the timing of reimbursable projects. Non-labor expenses were below budget by \$12.3 million (7.0 percent), due to underruns in maintenance contracts of \$10.9 million (28.4 percent) and fuel expenses of \$8.7 million (35.9 percent), partly offset by higher claims expenses of \$8.4 million (29.1 percent).

Note-Final 2016 results and their impact on 2017 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| NON-REIMBURSABLE | | | | | | | |
|---|-----------------------|-----------------------|---------------------------|---|--------------|-----------------------|--------------|
| | 2016 | | | Favorable/(Unfavorable) Variance | | | |
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Operating Revenue | | | | | | | |
| Farebox Revenue | \$ 214.471 | \$ 214.145 | \$ 213.304 | \$ (1.167) | (0.5) | \$ (0.841) | (0.4) |
| Other Operating Revenue | 20.724 | 20.724 | 21.919 | 1.195 | 5.8 | 1.195 | 5.8 |
| Capital and Other Reimbursements | | | | - | - | - | - |
| Total Revenue | \$ 235.195 | \$ 234.869 | \$ 235.223 | \$ 0.028 | 0.0 | \$ 0.354 | 0.2 |
| Operating Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$ 261.515 | \$ 263.186 | \$ 273.814 | \$ (12.299) | (4.7) | \$ (10.628) | (4.0) |
| Overtime | 53.039 | 54.783 | 58.839 | (5.800) | (10.9) | (4.056) | (7.4) |
| Health and Welfare | 60.016 | 60.890 | 60.647 | (0.631) | (1.1) | 0.243 | 0.4 |
| OPEB Current Payment | 23.955 | 23.911 | 22.865 | 1.090 | 4.6 | 1.046 | 4.4 |
| Pensions | 48.450 | 43.887 | 44.365 | 4.085 | 8.4 | (0.478) | (1.1) |
| Other Fringe Benefits | 50.341 | 65.689 | 65.914 | (15.573) | (30.9) | (0.225) | (0.3) |
| GASB Account | | | | - | - | - | - |
| Reimbursable Overhead | | | (1.450) | 1.450 | - | 1.450 | - |
| Total Labor Expenses | \$ 497.317 | \$ 512.347 | \$ 524.994 | \$ (27.677) | (5.6) | \$ (12.647) | (2.5) |
| Non-Labor: | | | | | | | |
| Traction and Propulsion Power | \$ 1.838 | \$ 1.651 | \$ 1.541 | \$ 0.297 | 16.1 | \$ 0.110 | 6.7 |
| Fuel for Buses and Trains | 24.131 | 18.974 | 15.458 | 8.673 | 35.9 | 3.516 | 18.5 |
| Insurance | 6.166 | 5.501 | 7.681 | (1.515) | (24.6) | (2.180) | (39.6) |
| Claims | 29.000 | 29.000 | 37.445 | (8.445) | (29.1) | (8.445) | (29.1) |
| Maintenance and Other Operating Contracts | 38.348 | 33.280 | 27.448 | 10.900 | 28.4 | 5.832 | 17.5 |
| Professional Service Contracts | 26.209 | 26.824 | 25.814 | 0.395 | 1.5 | 1.010 | 3.8 |
| Materials & Supplies | 46.831 | 51.148 | 43.602 | 3.229 | 6.9 | 7.546 | 14.8 |
| Other Business Expenses | 2.557 | 3.987 | 3.756 | (1.199) | (46.9) | 0.231 | 5.8 |
| Total Non-Labor Expenses | \$ 175.079 | \$ 170.366 | \$ 162.745 | \$ 12.334 | 7.0 | \$ 7.620 | 4.5 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expense Adjustments | - | - | - | - | - | - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 672.396 | \$ 682.712 | \$ 687.739 | \$ (15.343) | (2.3) | \$ (5.027) | (0.7) |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 57.158 | \$ (14.922) | (35.3) | \$ (14.922) | (35.3) |
| OPEB Obligation | 100.150 | 100.150 | 88.720 | 11.430 | 11.4 | 11.430 | 11.4 |
| GASB 68 Pension Expense Adjustment | - | 40.200 | - | - | - | 40.200 | 100.0 |
| Environmental Remediation | - | - | - | - | - | - | - |
| Total Expenses | \$ 814.782 | \$ 865.298 | \$ 833.617 | \$ (18.835) | (2.3) | \$ 31.681 | 3.7 |
| Baseline Surplus/(Deficit) | \$ (579.587) | \$ (630.429) | \$ (598.394) | \$ (18.807) | (3.2) | \$ 32.035 | 5.1 |

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| REIMBURSABLE | 2016 | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------|-----------------|--------------------|----------------------------------|---------------|-------------------|---------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| | | | | | | | |
| Revenue | | | | | | | |
| Farebox Revenue | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Other Operating Revenue | | | | | | | |
| Capital and Other Reimbursements | 6.039 | 6.039 | 4.258 | (1.781) | (29.5) | (1.781) | (29.5) |
| Total Revenue | \$ 6.039 | \$ 6.039 | \$ 4.258 | \$ (1.781) | (29.5) | \$ (1.781) | (29.5) |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$ 2.892 | \$ 2.892 | \$ 2.612 | \$ 0.280 | 9.7 | \$ 0.280 | 9.7 |
| Overtime | - | - | - | - | - | - | - |
| Health and Welfare | 1.093 | 1.093 | 0.780 | 0.313 | 28.6 | 0.313 | 28.6 |
| OPEB Current Payment | - | - | - | - | - | - | - |
| Pensions | 0.498 | 0.498 | 0.378 | 0.120 | 24.1 | 0.120 | 24.1 |
| Other Fringe Benefits | 0.482 | 0.482 | 0.374 | 0.108 | 22.4 | 0.108 | 22.4 |
| GASB Account | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - |
| Total Labor Expenses | \$ 4.965 | \$ 4.965 | \$ 4.144 | \$ 0.821 | 16.5 | \$ 0.821 | 16.5 |
| Non-Labor: | | | | | | | |
| Traction and Propulsion Power | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Fuel for Buses and Trains | - | - | - | - | - | - | - |
| Insurance | - | - | - | - | - | - | - |
| Claims | - | - | - | - | - | - | - |
| Paratransit Service Contracts | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 0.231 | 0.231 | - | 0.231 | 100.0 | 0.231 | 100.0 |
| Professional Service Contracts | - | - | - | - | - | - | - |
| Materials & Supplies | 0.843 | 0.843 | 0.114 | 0.729 | 86.5 | 0.729 | 86.5 |
| Other Business Expenses | - | - | - | - | - | - | - |
| Total Non-Labor Expenses | \$ 1.074 | \$ 1.074 | \$ 0.114 | \$ 0.960 | 89.4 | \$ 0.960 | 89.4 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expense Adjustments | - | - | - | - | - | - | - |
| Total Expenses Before Depreciation | \$ 6.039 | \$ 6.039 | \$ 4.258 | \$ 1.781 | 29.5 | \$ 1.781 | 29.5 |
| Depreciation | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| OPEB Obligation | - | - | - | - | - | - | - |
| GASB 68 Pension Expense Adjustment | - | - | - | - | - | - | - |
| Environmental Remediation | - | - | - | - | - | - | - |
| Total Expenses | \$ 6.039 | \$ 6.039 | \$ 4.258 | \$ 1.781 | 29.5 | \$ 1.781 | 29.5 |
| Net Surplus/(Deficit) | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| NON-REIMBURSABLE/ REIMBURSABLE | 2016 | | | Favorable/(Unfavorable) Variance | | | |
|---|---------------------|---------------------|-----------------------|----------------------------------|--------------|-------------------|--------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | \$ 214.471 | \$ 214.145 | \$ 213.304 | \$ (1.167) | (0.5) | \$ (0.841) | (0.4) |
| Other Operating Revenue | 20.724 | 20.724 | 21.919 | 1.195 | 5.8 | 1.195 | 5.8 |
| Capital and Other Reimbursements | 6.039 | 6.039 | 4.258 | (1.781) | (29.5) | (1.781) | (29.5) |
| Total Revenue | \$ 241.234 | \$ 240.908 | \$ 239.481 | \$ (1.753) | (0.7) | \$ (1.427) | (0.6) |
| Expenses | | | | | | | |
| <u>Labor:</u> | | | | | | | |
| Payroll | \$ 264.407 | \$ 266.078 | \$ 276.426 | \$ (12.019) | (4.5) | \$ (10.348) | (3.9) |
| Overtime | 53.039 | 54.783 | 58.839 | (5.800) | (10.9) | (4.056) | (7.4) |
| Health and Welfare | 61.109 | 61.983 | 61.427 | (0.318) | (0.5) | 0.556 | 0.9 |
| OPEB Current Payment | 23.955 | 23.911 | 22.865 | 1.090 | 4.6 | 1.046 | 4.4 |
| Pensions | 48.948 | 44.385 | 44.743 | 4.205 | 8.6 | (0.358) | (0.8) |
| Other Fringe Benefits | 50.823 | 66.171 | 66.288 | (15.465) | (30.4) | (0.117) | (0.2) |
| Reimbursable Overhead | - | - | (1.450) | 1.450 | - | 1.450 | - |
| Total Labor Expenses | 502.282 | 517.312 | 529.138 | (26.856) | (5.3) | (11.826) | (2.3) |
| <u>Non-Labor:</u> | | | | | | | |
| Traction and Propulsion Power | \$ 1.838 | \$ 1.651 | \$ 1.541 | \$ 0.297 | 16.1 | \$ 0.110 | 6.7 |
| Fuel for Buses and Trains | 24.131 | 18.974 | 15.458 | 8.673 | 35.9 | 3.516 | 18.5 |
| Insurance | 6.166 | 5.501 | 7.681 | (1.515) | (24.6) | (2.180) | (39.6) |
| Claims | 29.000 | 29.000 | 37.445 | (8.445) | (29.1) | (8.445) | (29.1) |
| Maintenance and Other Operating Contracts | 38.579 | 33.511 | 27.448 | 11.131 | 28.9 | 6.063 | 18.1 |
| Professional Service Contracts | 26.209 | 26.824 | 25.814 | 0.395 | 1.5 | 1.010 | 3.8 |
| Materials & Supplies | 47.674 | 51.991 | 43.716 | 3.958 | 8.3 | 8.275 | 15.9 |
| Other Business Expenses | 2.557 | 3.987 | 3.756 | (1.199) | (46.9) | 0.231 | 5.8 |
| Total Non-Labor Expenses | 176.153 | 171.440 | 162.859 | 13.294 | 7.5 | 8.581 | 5.0 |
| <u>Other Expense Adjustments:</u> | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expense Adjustments | - | - | - | - | - | - | - |
| Total Expenses Before Depreciation and GASB Adj. | \$ 678.435 | \$ 688.751 | \$ 691.997 | \$ (13.562) | (2.0) | \$ (3.246) | (0.5) |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 57.158 | \$ (14.922) | (35.3) | \$ (14.922) | (35.3) |
| OPEB Obligation | 100.150 | 100.150 | 88.720 | 11.430 | 11.4 | 11.430 | 11.4 |
| GASB 68 Pension Expense Adjustment | - | 40.200 | - | - | 0.0 | 40.200 | 100.0 |
| Environmental Remediation | - | - | - | - | - | - | - |
| Total Expenses | \$ 820.821 | \$ 871.337 | \$ 837.875 | \$ (17.054) | (2.1) | \$ 33.462 | 3.8 |
| Baseline Surplus/(Deficit) | \$ (579.587) | \$ (630.429) | \$ (598.394) | \$ (18.807) | (3.2) | \$ 32.035 | 5.1 |

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2016 Final Estimate and Preliminary Actual: Accrual
December 2016 Year-to-Date

| Generic Revenue or Expense Category | Non Reimb. or Reimb. | Variance Fav (Unfav) | | Reason for Variance |
|---|-------------------------|-------------------------|--------|--|
| | | \$ | % | |
| Farebox Revenue | Non Reimb | (\$0.841) | (0.4) | Lower than planned ridership |
| Other Operating Revenue | Non Reimb | \$1.195 | 5.8 | Shuttle services reimbursements |
| Capital and Other Reimbursements | Reimb | (\$1.781) | (29.5) | Timing of reimbursable projects and vacancies |
| Payroll | Non Reimb | (\$10.628) | (4.0) | Mainly due to rate variance, interagency billings and timing of reimbursable projects |
| Overtime | Non Reimb | (\$4.056) | (7.4) | Mainly due to running time/traffic, vacancy and availability coverage requirements, shuttle services and rate variances |
| Health and Welfare | Non Reimb | \$0.243 | 0.4 | } Lower medical expenses and ACA credits. |
| OPEB Current Payment | Non Reimb | \$1.046 | 4.4 | |
| Pensions | Non Reimb | (\$0.478) | (1.1) | Latest estimate includes an increase in expenses |
| Other Fringe Benefits | Non Reimb | (\$0.225) | (0.3) | (a) |
| Reimbursable Overhead | Non Reimb | \$1.450 | - | Primarily shuttle reimbursements |
| Traction and Propulsion Power | Non Reimb | \$0.110 | 6.7 | Lower rates |
| Fuel for Buses and Trains | Non Reimb | \$3.516 | 18.5 | Lower average rates and CNG rebates |
| Insurance | Non Reimb | (\$2.180) | (39.6) | Higher than anticipated prior period liability insurance expense. |
| Claims | Non Reimb | (\$8.445) | (29.1) | Higher than anticipated claim expense per initial actuarial review |
| Maintenance and Other Operating Contracts | Non Reimb | \$5.832 | 17.5 | Timing of inter-agency bus parts and depot services. |
| Professional Service Contracts | Non Reimb | \$1.010 | 3.8 | Primarily due to timing of interagency billings |
| Materials & Supplies | Non Reimb | \$7.546 | 14.8 | Lower material usage due to new bus warranties, improved maintenance practices and use of recycled/reconditioned material. |
| Other Business Expenses | Non Reimb | \$0.231 | 5.8 | Lower Automatic Fare Collection fees due to lower ridership and lower mobility tax. |
| Depreciation | Non Reimb | (\$14.922) | (35.3) | Non cash expense |
| Other Post Employment Benefits | Non Reimb | \$11.430 | 11.4 | Non cash expense |
| GASB 68 Pension Expense Adjustment | Non Reimb | \$40.200 | 100.0 | Timing, pending actuarial evaluation at year end close |
| Environmental Remediation | Non Reimb | \$0.000 | - | (a) |
| Payroll | Reimb | \$0.280 | 9.7 | Timing of reimbursable projects |
| Health and Welfare | Reimb | \$0.313 | 28.6 | Timing of reimbursable projects |
| Pension | Reimb | \$0.120 | 24.1 | Timing of reimbursable projects |
| Other Fringe Benefits | Reimb | \$0.108 | 22.4 | Timing of reimbursable projects |
| Reimbursable Overhead | Reimb | \$0.000 | - | Timing of reimbursable projects |
| Maintenance and Other Operating Contracts | Reimb | \$0.231 | - | Timing of reimbursable projects |
| Materials & Supplies | Reimb | \$0.729 | 86.5 | Timing of reimbursable projects |

Total Expense Variance \$33.462

Net Variance \$32.035

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| | 2016 | | | Favorable/(Unfavorable) Variance | | | |
|---|---------------------|---------------------|---------------------|----------------------------------|--------------|-------------------|--------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | \$ 214.471 | \$ 214.145 | \$ 211.450 | \$ (3.021) | (1.4) | \$ (2.695) | (1.3) |
| Other Operating Revenue | 20.724 | 21.724 | 21.703 | 0.979 | 4.7 | (0.021) | 0.0 |
| Capital and Other Reimbursements | 9.227 | 9.227 | 4.905 | (4.322) | (46.8) | (4.322) | (46.8) |
| Total Receipts | \$ 244.422 | \$ 245.096 | \$ 238.058 | \$ (6.364) | (2.6) | \$ (7.038) | (2.9) |
| Expenditures | | | | | | | |
| <u>Labor:</u> | | | | | | | |
| Payroll | \$ 262.378 | \$ 278.849 | \$ 284.836 | \$ (22.458) | (8.6) | \$ (5.987) | (2.1) |
| Overtime | 53.039 | 58.883 | 58.595 | (5.556) | (10.5) | 0.288 | 0.5 |
| Health and Welfare | 60.693 | 61.567 | 61.580 | (0.887) | (1.5) | (0.013) | 0.0 |
| OPEB Current Payment | 23.955 | 23.911 | 22.355 | 1.600 | 6.7 | 1.556 | 6.5 |
| Pensions | 48.776 | 44.213 | 44.365 | 4.411 | 9.0 | (0.152) | (0.3) |
| Other Fringe Benefits | 50.651 | 50.998 | 47.719 | 2.932 | 5.8 | 3.279 | 6.4 |
| GASB Account | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 499.492 | \$ 518.421 | \$ 519.450 | \$ (19.958) | (4.0) | \$ (1.029) | (0.2) |
| <u>Non-Labor:</u> | | | | | | | |
| Traction and Propulsion Power | \$ 1.837 | \$ 1.651 | \$ 1.542 | \$ 0.295 | 16.1 | \$ 0.109 | 6.6 |
| Fuel for Buses and Trains | 24.131 | 18.974 | 15.480 | 8.651 | 35.9 | 3.494 | 18.4 |
| Insurance | 6.166 | 8.801 | 9.071 | (2.905) | (47.1) | (0.270) | (3.1) |
| Claims | 25.000 | 25.000 | 27.967 | (2.967) | (11.9) | (2.967) | (11.9) |
| Maintenance and Other Operating Contracts | 38.579 | 33.511 | 27.156 | 11.423 | 29.6 | 6.355 | 19.0 |
| Professional Service Contracts | 26.209 | 37.924 | 22.820 | 3.389 | 12.9 | 15.104 | 39.8 |
| Materials & Supplies | 47.674 | 51.991 | 41.887 | 5.787 | 12.1 | 10.104 | 19.4 |
| Other Business Expenses | 2.558 | 3.988 | 3.776 | (1.218) | (47.6) | 0.212 | 5.3 |
| Total Non-Labor Expenditures | \$ 172.154 | \$ 181.841 | \$ 149.699 | \$ 22.455 | 13.0 | \$ 32.142 | 17.7 |
| <u>Other Expenditure Adjustments:</u> | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expenditure Adjustments | - | - | - | - | - | - | - |
| Total Expenditures Before Depreciation | \$ 671.645 | \$ 700.262 | \$ 669.149 | \$ 2.496 | 0.4 | \$ 31.113 | 4.4 |
| Depreciation | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| OPEB Obligation | - | - | - | - | - | - | - |
| GASB 68 Pension Expense Adjustment | - | - | - | - | - | - | - |
| Environmental Remediation | - | - | - | - | - | - | - |
| Total Expenditures | \$ 671.645 | \$ 700.262 | \$ 669.149 | \$ 2.496 | 0.4 | \$ 31.113 | 4.4 |
| Baseline Cash Deficit | \$ (427.223) | \$ (455.166) | \$ (431.091) | \$ (3.868) | (0.9) | \$ 24.075 | 5.3 |

*Totals may not add due to rounding

MTA BUS COMPANY
2016 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

| | 2016 | | | Favorable/(Unfavorable) Variance | | | |
|---|-------------------|--------------------|--------------------|----------------------------------|------------|-------------------|--------------|
| | Adopted Budget | Final Estimate | Preliminary Actual | Adopted Budget | | Final Estimate | |
| | \$ | \$ | \$ | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | \$ - | \$ - | \$ (1.854) | \$ (1.854) | - | \$ (1.854) | - |
| Other Operating Revenue | - | 1.000 | (0.216) | (0.216) | - | (1.216) | * |
| Capital and Other Reimbursements | 3.188 | 3.188 | 0.647 | (2.541) | (79.7) | (2.541) | (79.7) |
| Total Receipts | \$ 3.188 | \$ 4.188 | \$ (1.423) | \$ (4.611) | * | \$ (5.611) | * |
| Expenditures | | | | | | | |
| <u>Labor:</u> | | | | | | | |
| Payroll | \$ 2.030 | \$ (12.771) | \$ (8.410) | \$ (10.440) | * | \$ 4.361 | 34.1 |
| Overtime | - | (4.100) | 0.244 | 0.244 | - | 4.344 | * |
| Health and Welfare | 0.416 | 0.416 | (0.153) | (0.569) | * | (0.569) | * |
| OPEB Current Payment | - | - | 0.510 | 0.510 | - | 0.510 | - |
| Pensions | 0.172 | 0.172 | 0.378 | 0.206 | * | 0.206 | * |
| Other Fringe Benefits | 0.172 | 15.173 | 18.569 | 18.397 | * | 3.396 | 22.4 |
| GASB Account | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | (1.450) | (1.450) | - | (1.450) | - |
| Total Labor Expenditures | \$ 2.790 | \$ (1.109) | \$ 9.688 | \$ 6.898 | * | \$ 10.797 | * |
| <u>Non-Labor:</u> | | | | | | | |
| Traction and Propulsion Power | \$ 0.001 | \$ - | \$ (0.001) | \$ 0.002 | * | \$ 0.001 | - |
| Fuel for Buses and Trains | - | 0.000 | (0.022) | (0.022) | - | (0.022) | * |
| Insurance | - | (3.300) | (1.390) | (1.390) | - | 1.910 | 57.9 |
| Claims | 4.000 | 4.000 | 9.478 | 5.478 | * | 5.478 | * |
| Maintenance and Other Operating Contracts | - | - | 0.292 | 0.292 | - | 0.292 | - |
| Professional Service Contracts | - | (11.100) | 2.994 | 2.994 | - | 14.094 | * |
| Materials & Supplies | - | (0.000) | 1.829 | 1.829 | - | 1.829 | * |
| Other Business Expenses | (0.001) | (0.001) | (0.020) | (0.019) | * | (0.019) | * |
| Total Non-Labor Expenditures | \$ 4.000 | \$ (10.401) | \$ 13.160 | \$ 9.160 | * | \$ 23.561 | * |
| <u>Other Expenditure Adjustments:</u> | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expenditure Adjustments | - | - | - | - | - | - | - |
| Total Cash Conversion Adjustments before Depreciation and GASB Adjs. | \$ 9.978 | \$ (7.322) | \$ 21.425 | \$ 11.447 | * | \$ 28.747 | * |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 57.158 | \$ 14.922 | 35.3 | \$ 14.922 | 35.3 |
| OPEB Obligation | 100.150 | 100.150 | 88.720 | (11.430) | (11.4) | (11.430) | (11.4) |
| GASB 68 Pension Expense Adjustment | - | 40.200 | - | - | - | (40.200) | (100.0) |
| Environmental Remediation | - | - | - | - | - | - | - |
| Baseline Total Cash Conversion Adjustments | \$ 152.364 | \$ 175.264 | \$ 167.303 | \$ 14.939 | 9.8 | \$ (7.961) | (4.5) |

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2016 Final Estimate and Preliminary Actual: Cash
December 2016 Year-to-Date

| Generic Revenue or Expense Category | Variance Fav (Unfav) | | Reason for Variance |
|---|-------------------------|--------|--|
| | \$ | % | |
| Farebox Revenue | (\$2.695) | (1.3) | Lower ridership |
| Other Operating Revenue | (\$0.021) | 0.0 | (a) |
| Capital and Other Reimbursements | (\$4.322) | (46.8) | Timing of reimbursable projects and vacancies |
| Payroll | (\$5.987) | (2.1) | Mainly due to rate variance, interagency billings and timing of reimbursable projects |
| Overtime | \$0.288 | 0.5 | Mainly due to running time/traffic, vacancy and availability coverage requirements, shuttle services and rate variances |
| Health and Welfare | (\$0.013) | 0.0 | } Timing of payments |
| OPEB Current Payment | \$1.556 | 6.5 | |
| Pensions | (\$0.152) | (0.3) | (a) |
| Other Fringe Benefits | \$3.279 | 6.4 | Timing of Workers Compensation payments. |
| Reimbursable Overhead | \$0.000 | - | |
| GASB account | \$0.000 | - | (a) |
| Traction and Propulsion Power | \$0.109 | 6.6 | (a) |
| Fuel for Buses and Trains | \$3.494 | 18.4 | Lower rates and receipt of CNG rebate |
| Insurance | (\$0.270) | (3.1) | Payment for prior period expenses |
| Claims | (\$2.967) | (11.9) | Higher than anticipated claim payouts |
| Maintenance and Other Operating Contracts | \$6.355 | 19.0 | Timing of inter-agency bus parts and depot services. |
| Professional Service Contracts | \$15.104 | 39.8 | Timing of interagency billings |
| Materials & Supplies | \$10.104 | 19.4 | Lower material usage due to new bus warranties, improved maintenance practices and use of recycled/reconditioned material. |
| Other Business Expenses | \$0.212 | 5.3 | Timing of payments |
| Environmental Remediation | \$0.000 | - | (a) |

Total Expense Variance \$31.113

Net Variance \$24.075

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY
2016 YEAR-END REPORT
UTILIZATION
(in millions)**

| | <u>December Year-to-Date</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|-------------------------------|------------------------------------|------------------------------------|-------------------------------|---|--------------|----------------------------|--------------|
| | <u>2016 Adopted Budget</u> | <u>2016 Final Estimate</u> | <u>Preliminary Actual</u> | <u>2016 Adopted Budget</u> | | <u>2016 Final Estimate</u> | |
| | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| <u>Farebox Revenue</u> | | | | | | | |
| Fixed Route | \$ 214.471 | | \$ 214.145 | \$ (1.167) | (0.5) | \$ (0.841) | (0.4) |
| Total Farebox Revenue | \$214.471 | | \$214.145 | (\$1.167) | (0.5) | (\$0.841) | (0.4) |
| <u>Ridership</u> | | | | | | | |
| Fixed Route | 127.401 | | 126.111 | (1.784) | (1.4) | (0.494) | (0.4) |
| Total Ridership | 127.401 | | 126.111 | (1.784) | (1.4) | (0.494) | (0.4) |

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Fuction and Department
Full - Time Positions and Full - Time Equivalents
December 2016 Year-to-Date

| FUNCTION/DEPARTMENT | Final Estimate | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|-------------------|--------------|--|--------------------------|
| Administration | | | | |
| Office of the EVP | 3 | 3 | - | |
| Human Resources | 19 | 15 | 4 | |
| Office of Management and Budget | 14 | 12 | 2 | |
| Technology & Information Services | - | - | - | |
| Material | 18 | 15 | 3 | |
| Controller | 17 | 19 | (2) | |
| Office of the President | 6 | 3 | 3 | |
| System Safety Administration | 5 | 1 | 4 | |
| Law | 21 | 23 | (2) | |
| Corporate Communications | - | - | - | |
| Labor Relations | 4 | 4 | - | |
| Strategic Office | 24 | 17 | 7 | |
| Non-Departmental | 23 | - | 23 | |
| Total Administration | 154 | 112 | 42 | Vacancies to be filled |
| Operations | | | | |
| Buses | 2,249 | 2,237 | 12 | |
| Office of the Executive VP | 4 | 5 | (1) | |
| Safety & Training | 29 | 67 | (38) | Students in Training |
| Road Operations | 120 | 124 | (4) | |
| Transportation Support | 22 | 25 | (3) | |
| Operations Planning | 33 | 30 | 3 | |
| Revenue Control | 27 | 28 | (1) | |
| Total Operations | 2,484 | 2,516 | (32) | |
| Maintenance | | | | |
| Buses | 757 | 749 | 8 | |
| Maintenance Support/CMF | 219 | 207 | 12 | |
| Facilities | 77 | 66 | 11 | |
| Supply Logistics | 95 | 89 | 6 | |
| Total Maintenance | 1,148 | 1,111 | 37 | Vacancies to be filled |
| Capital Program Management | 37 | 26 | 11 | |
| Total Engineering/Capital | 37 | 26 | 11 | Vacancies to be filled |
| Security | 22 | 19 | 3 | |
| Total Public Safety | 22 | 19 | 3 | |
| Total Positions | 3,845 | 3,784 | 61 | |
| Non-Reimbursable | 3,805 | 3,748 | 57 | |
| Reimbursable | 40 | 36 | 4 | |
| Total Full-Time | 3,830 | 3,770 | 60 | |
| Total Full-Time Equivalents | 15 | 14 | 1 | |

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents
December 2016 Year-to-Date

| FUNCTION/OCCUPATIONAL GROUP | Final Estimate | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|----------------|--------------|--|--------------------------|
| Administration | | | | |
| Managers/Supervisors | 63 | 46 | 17 | |
| Professional, Technical, Clerical | 73 | 66 | 7 | |
| Operational Hourlies | 18 | - | 18 | |
| Total Administration | 154 | 112 | 42 | Vacancies to be filled |
| Operations | | | | |
| Managers/Supervisors | 303 | 307 | (4) | |
| Professional, Technical, Clerical | 51 | 50 | 1 | |
| Operational Hourlies | 2,130 | 2,159 | (29) | |
| Total Operations | 2,484 | 2,516 | (32) | Students in Training |
| Maintenance | | | | |
| Managers/Supervisors | 225 | 222 | 3 | |
| Professional, Technical, Clerical | 26 | 22 | 4 | |
| Operational Hourlies | 897 | 867 | 30 | |
| Total Maintenance | 1,148 | 1,111 | 37 | Vacancies to be filled |
| Engineering/Capital | | | | |
| Managers/Supervisors | 21 | 14 | 7 | |
| Professional, Technical, Clerical | 16 | 12 | 4 | |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 37 | 26 | 11 | Vacancies to be filled |
| Public Safety | | | | |
| Managers/Supervisors | 17 | 15 | 2 | |
| Professional, Technical, Clerical | 5 | 4 | 1 | |
| Operational Hourlies | - | - | - | |
| Total Public Safety | 22 | 19 | 3 | |
| Total Baseline Positions | | | | |
| Managers/Supervisors | 629 | 604 | 25 | |
| Professional, Technical, Clerical | 171 | 154 | 17 | |
| Operational Hourlies | 3,045 | 3,026 | 19 | |
| Total Baseline Positions | 3,845 | 3,784 | 61 | |

MTA Bus Company
Preliminary 2016 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | 2016 Adoptd Budget | | 2016 Final Estimate | | Actuals | | 2016 Adopted vs. Actuals | | 2016 Final Estimate vs. Actuals | |
|---|--------------------|-----------------|---------------------|-----------------|------------------|-----------------|---------------------------------|-----------------------------------|---------------------------------|----------------------------------|
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| | | | | | | | Var. - Fav./(Unfav) | | Var. - Fav./(Unfav) | |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | |
| <u>Scheduled Service</u> | 634,597 | \$26.301 | 634,597 | \$26.301 | 583,804 | \$27.901 | 50,793 8.0% | (\$1.601) -6.1% | 50,793 8.0% | (\$1.601) -6.1% |
| <u>Unscheduled Service</u> | 128,426 | \$5.620 | 144,435 | \$6.517 | 133,786 | \$5.794 | (5,361) -4.2% | (\$0.174) -3.1% | 10,649 7.4% | \$0.723 11.1% |
| <u>Programmatic/Routine Maintenance</u> | 208,369 | \$9.215 | 233,054 | \$9.909 | 257,414 | \$12.283 | (49,045) -23.5% | (\$3.068) -33.3% | (24,360) -10.5% | (\$2.374) -24.0% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | - 0.0% | \$0.000 0.0% | - 0.0% | \$0.000 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 190,474 | \$9.757 | 190,474 | \$9.757 | 248,264 | \$11.439 | (57,790) -30.3% | (\$1.682) -17.2% | (57,790) -29.6% | (\$1.682) -17.2% |
| <u>Weather Emergencies</u> | 45,565 | \$1.701 | 48,458 | \$1.854 | 19,604 | \$0.897 | 25,960 * | \$0.804 | 28,854 | \$0.957 |
| <u>Safety/Security/Law Enforcement</u> | 2,641 | \$0.128 | 2,641 | \$0.128 | 1,306 | \$0.068 | 1,335 50.6% | \$0.060 46.9% | 1,335 50.6% | \$0.060 46.9% |
| <u>Other</u> | 3,802 | \$0.316 | 3,802 | \$0.316 | 3,070 | \$0.456 | 732 19.2% | (\$0.140) -44.4% | 732 19.2% | (\$0.140) -44.4% |
| Total Unscheduled | 1,213,873 | \$53.039 | 1,257,461 | \$54.783 | 1,247,249 | \$58.839 | (33,376) -2.7% | (\$5.801) -10.9% | 10,212 0.8% | (\$4.057) -7.4% |
| TOTAL NON-REIMBURSABLE OVERTIME: | 1,213,873 | \$53.039 | 1,257,461 | \$54.783 | 1,247,249 | \$58.839 | (33,376) -2.7% | (\$5.801) -10.9% | 10,212 0.8% | (\$4.057) -7.4% |
| REIMBURSABLE OVERTIME ¹ | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | - | \$0.000 | - | \$0.000 |
| TOTAL OVERTIME | 1,213,873 | \$53.039 | 1,257,461 | \$54.783 | 1,247,249 | \$58.839 | (33,376) | (\$5.801) | 10,212 | (\$4.057) |

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MTA Bus Company
Preliminary 2016 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2016 Year-to-Date vs. Final Estimate

| | Var. - Fav./(Unfav) | | Explanations |
|---|------------------------------|----------------------------------|---|
| | Hours | \$ | |
| <u>Scheduled Service</u> | 50,793 8.0% | (\$1.601) -6.1% | Increased Running Time/Traffic |
| <u>Unscheduled Service</u> | 10,649 7.4% | \$0.723 11.1% | |
| <u>Programmatic/Routine Maintenance</u> | (24,360) -10.5% | (2.374) -24.0% | Heat related maintenance, installation of bus technology, installation of all-season tires and Shop work. |
| <u>Unscheduled Maintenance</u> | - 0.0% | - 0.0% | |
| <u>Vacancy/Absentee Coverage</u> | (57,790) 0.0% | (\$1.682) 0.0% | Vacancies and absence coverage due to poor availability. |
| <u>Weather Emergencies</u> | 28,854 0.0% | \$0.957 0.0% | Less than anticipated weather related events. |
| <u>Safety/Security/Law Enforcement</u> | 1,335 50.6% | \$0.060 46.9% | |
| <u>Other</u> | 732 19.2% | (\$0.140) -44.4% | |
| Total Unscheduled | 10,212 0.8% | (\$4.057) -7.4% | |
| TOTAL NON-REIMBURSABLE OVERTIME: | 10,212 0.8% | (\$4.057) -7.4% | |
| REIMBURSABLE OVERTIME ¹ | - | \$0.000 | |
| TOTAL OVERTIME | 10,212 0.8% | (\$4.057) -7.4% | |

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through December 31, New York City Transit's performance against its 2016 Capital Project Milestones was:

| | (\$ in Millions) | | |
|--------------------------------|------------------|-----------------|----------|
| | <u>Planned</u> | <u>Achieved</u> | <u>%</u> |
| Design Starts | \$188.1 | \$136.6 | 73 |
| Design Completions | \$249.7 | \$194.6 | 78 |
| Construction Awards | \$4,429.4 | \$2,883.8 | 65 |
| Substantial Completions | \$2,513.4 | \$2,080.1 | 83 |
| Closeouts | \$6,039.3 | \$1,007.9 | 17 |

During December, NYCT awarded projects totaling \$905.0 million, including:

- Phase 2 of Communication Based Train Control on the Queens Boulevard Line in Queens and Manhattan;
- Reconstruction of the Clifton Railcar Shop in Staten Island; and
- Replacement of the Myrtle Avenue Line Viaduct and Bridge over Atlantic Railroad in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$446.8 million, including:

- Upgrade of the VHF Radio System;
- Modernization of the Roosevelt Interlocking on the Queens Blvd Line in Queens; and
- Overcoat painting and select structural repairs on the Canarsie Line in Brooklyn.

Also during December, NYCT started 19 design projects for \$15.2 million, and closed out 34 projects for \$551.9 million.

Capital Program Status
February 2017
(December 2016)

During December, NYCT awarded \$905.0 million in projects, including \$408.8 million for Phase 2 of Communication Based Train Control (CBTC) on the Queens Boulevard **E M F R** Line in Manhattan and Queens. This contract will involve the installation of a CBTC signal system overlay along the right-of-way from Union Turnpike on the Queens Boulevard **E M F R** Line in Queens to 47th-50th Streets on the 6th Avenue **B D F M** Line and to 50th Street on the 8th Avenue **A C E** Line, in Manhattan. Procurement of CBTC equipment for this corridor was carried out under a prior contract, awarded in August 2015, and this contract will install wayside equipment throughout the right-of-way and on-board equipment on subway cars.

NYCT also awarded \$202.8 million for the construction of a new Clifton Railcar Shop in Staten Island. This design-build contract will replace Staten Island Railway's existing Clifton Railcar Shop at the same location. The new shop will be resilient to the Category 2+3' flood level through the design of its exterior walls and the provision of deployable barriers at select locations. The new shop will contain a car maintenance facility, auxiliary facilities and equipment, utility rooms, and office space.

In addition, NYCT awarded \$157.7 million for replacement of the Myrtle Avenue Line Viaduct at the intersection of the Myrtle Avenue **M** and Jamaica **J M Z** Lines, and the replacement of the bridge over Atlantic Railroad along the Myrtle Avenue **M** Line in Brooklyn. Replacement of the viaduct will include the demolition and reconstruction of the concrete structure and deck, repairs and replacement of steel structure, replacement of track, as well as, associated power, communication, mechanical and signal work. Replacement of the bridge over Atlantic Railroad will include replacement of the steel bridge, abutment walls, track, as well as, associated power, communication, mechanical and signal work.

During December, NYCT substantially completed projects totaling \$446.8 million, including \$197.6 million for upgrade of the VHF Radio System. This contract involved consolidation, replacement and upgrade of existing Rapid Transit Operations VHF radio system equipment at all radio base stations and transmitter sites in order to comply with updated FCC regulations. These upgrades will support the reliability of service by ensuring for the efficiency and the functionality of the communications network for operations staff system-wide.

NYCT also completed \$101.4 million for the modernization of Roosevelt Interlocking on the Queens Boulevard **E M F R** Line in Queens. Under this contract, the existing interlocking was replaced with a modern relay based interlocking. This project was necessary for the implementation of Communications Based Train Control (CBTC) on this line.

In addition, NYCT completed \$27.1 million for overcoat painting and select structural repair on the elevated structure on the Canarsie **L** Line in Brooklyn. This contract addressed select steel repairs and overcoat painting of approximately one mile of elevated structure on the Canarsie Line between Broadway Junction and New Lots Avenue, including New Lots Avenue Bridge, Linden Boulevard Bridge, Dewitt Avenue Bridge and Central Avenue Bridge.

Also during December, NYCT started 19 design projects for \$15.2 million, and closed out 34 projects for \$551.9 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the thirty four projects that NYCT closed out in December.

Projects Closed During December 2016
(\$ in millions)

| Project | Base Budget | Current Budget | Original Date | Months Delay |
|---|-------------|----------------|---------------|--------------|
| Fiber Optic Network Maintenance Management System | \$8.19 | \$7.78 | 12/2000 | 192 |
| Station Rehab: Beach 60 Street / Far Rockaway | \$17.43 | \$18.49 | 1/2014 | 35 |
| Station Rehab: Beach 44 Street / Far Rockaway | \$17.39 | \$18.34 | 1/2014 | 35 |
| Station Rehab: Beach 25 Street / Far Rockaway | \$17.12 | \$17.84 | 1/2014 | 35 |
| Station Rehab: Beach 36 Street / Far Rockaway | \$16.50 | \$17.19 | 1/2014 | 35 |
| Station Rehab: Beach 67 Street / Far Rockaway | \$17.01 | \$24.86 | 1/2014 | 35 |
| Station Components: High St 8AV / York St 6AV | \$0.70 | \$0.70 | 7/2015 | 17 |
| Steel Repair and Abutments: La Salle - 133 St / Bway-7th Ave | \$10.26 | \$8.79 | 2/2016 | 10 |
| 122 St & 135 St Portal Repairs / Broadway-7th Avenue | \$16.84 | \$22.70 | 2/2016 | 10 |
| Station Structural Repairs, 8 Locations | \$13.01 | \$17.86 | 5/2016 | 7 |
| Culver Viaduct Rehabilitation Phase 3 - Underside | \$50.38 | \$62.66 | 5/2016 | 7 |
| Portal - East 180 Street / White Plains | \$32.28 | \$26.66 | 7/2016 | 5 |
| Help Point: 6 Stations (JACOBS Package 5, Part 1) | \$2.08 | \$2.08 | 9/2016 | 3 |
| Help Point: 59 Stations - Material Only | \$2.15 | \$2.50 | 9/2016 | 3 |
| Help Point: 6 Stations (Transit Wireless Ph 3, Part 1) | \$2.02 | \$2.02 | 9/2016 | 3 |
| Help Point: 3 Stations (Transit Wireless Ph 2C) | \$1.01 | \$1.01 | 9/2016 | 3 |
| Help Point: 13 Stations (I/H Design Package 1) | \$4.51 | \$4.51 | 9/2016 | 3 |
| Help Point: 8 Stations (Transit Wireless Ph 2B Part 1) | \$2.69 | \$2.69 | 9/2016 | 3 |
| Help Point: 14 Stations (Part of JACOBS Package 3/4) | \$4.86 | \$4.86 | 9/2016 | 3 |
| Sandy Repairs: Track (Steinway Tube) | \$6.11 | \$10.83 | 10/2016 | 2 |
| Sandy Repairs: Pump Room Steinway Tube FLS | \$12.09 | \$19.81 | 10/2016 | 2 |
| Vent Plant :Mulry Square / 8AV & BW7 | \$68.10 | \$66.20 | 11/2016 | 1 |
| Sliding Gate Replacement at Jackie Gleason Bus Depot [SBMP] | \$1.16 | \$1.32 | 11/2016 | 1 |
| Station Components: 3 Locations / Lexington | \$10.21 | \$11.09 | 12/2016 | 0 |
| Station Components: 103 Street / Lexington | \$13.44 | \$15.24 | 12/2016 | 0 |
| Track Force Account - 2015 | \$35.00 | \$35.00 | 12/2016 | 0 |
| Station Components: 2 Locations / 4 Av | \$13.44 | \$13.87 | 12/2016 | 0 |
| Station Rehab: Smith-9 Streets / Prospect Park Line | \$31.60 | \$34.72 | 12/2016 | 0 |
| Help Point: EFA & TAL | \$10.21 | \$10.32 | 12/2016 | 0 |
| Copper Cable Upgrade/Replacement Phase 3 | \$9.78 | \$14.05 | 12/2016 | 0 |
| Station Components: 4 Avenue / Culver | \$11.65 | \$11.98 | 12/2016 | 0 |
| Sandy Repairs: Empl Facilities & Electrical Upgrade Tower A | \$2.02 | \$2.03 | 12/2016 | 0 |
| Mainline Track Replacement 2016 / 63rd St | \$29.24 | \$25.58 | 2/2017 | (2) |
| Tunnel Lighting Rehab: 63rd St & Lexington Ave. to 57th St & 7th Ave / E63 Line | \$24.89 | \$16.35 | 6/2017 | (6) |

The closeout of the Fiber Optic Network Maintenance Management System was delayed by 192 months due to negotiation of settlement and completion of punchlist items. The closeout of Station Rehabilitation on the Far Rockaway Line was delayed by 35 months due to a delay in the submittal and approval of final project deliverables. The closeout of Station Component work at High Street (8th Avenue Line) and York Street (6th Avenue Line) was delayed by 17 months due to a delay in the completion of closeout documentation. The closeout of two structural rehabilitation projects on the Broadway-7th Avenue Line, one for steel repair and abutments at LaSalle – 133rd Street and the other for repairs at 122nd Street & 135th Street Portals, was delayed by 10 months due to extended negotiation of contract credits.

**Status of Fan Plants and Fans
(as of December 31, 2016)**

| <u>Fan Plants</u> | <u>December '15</u> | <u>December '16</u> | <u>More/(Less)</u> |
|-------------------|---------------------|---------------------|--------------------|
| All | 193 | 193 | 0 |
| Operable | 180 | 181 | 1 |
| Inoperable | 13 | 12 | (1) |
| Reduced Capacity | 0 | 0 | 0 |

| <u>Fan Units</u> | <u>December '15</u> | <u>December '16</u> | <u>More/(Less)</u> |
|------------------|---------------------|---------------------|--------------------|
| All | 414 | 414 | 0 |
| Operable | 382 | 392 | 10 |
| Inoperable | 32 | 22 | (10) |
| Reduced Capacity | 0 | 0 | 0 |

**Inoperable Fan Plants and Fans
(as of December 31, 2016)**

| <u>Jurisdiction</u> | <u>Fan Plants</u> | <u>Fan Units</u> |
|--|-------------------|------------------|
| Capital Program Management | 9 | 16 |
| MOW / Hydraulics | 1 | 1 |
| Warranty Work, Test Section Repair, MTA-CC or Cable Sect. | 2 | 5 |
| Total | 12 | 22 |

**CAPITAL PROJECT MILESTONE SUMMARY
2016**

(THROUGH DECEMBER 31, 2016)

| MILESTONES PLANNED | | MILESTONES ACCOMPLISHED | | PERCENT PERFORMANCE | |
|-----------------------|---|----------------------------|---|------------------------|------|
| \$M | # | \$M | # | %(\$) | %(#) |

December

| | | | | | | |
|-------------------------|-------|----|--------|----|-------|-------|
| Design Starts | \$6.8 | 9 | \$15.2 | 19 | 224.0 | 211.1 |
| Design Completions | 21.1 | 13 | 0.0 | 0 | 0.0 | 0.0 |
| Construction Awards | 243.9 | 13 | 905.0 | 13 | 371.0 | 100.0 |
| Substantial Completions | 502.1 | 22 | 446.8 | 9 | 89.0 | 40.9 |
| Closeouts | 860.8 | 34 | 551.9 | 34 | 64.1 | 100.0 |

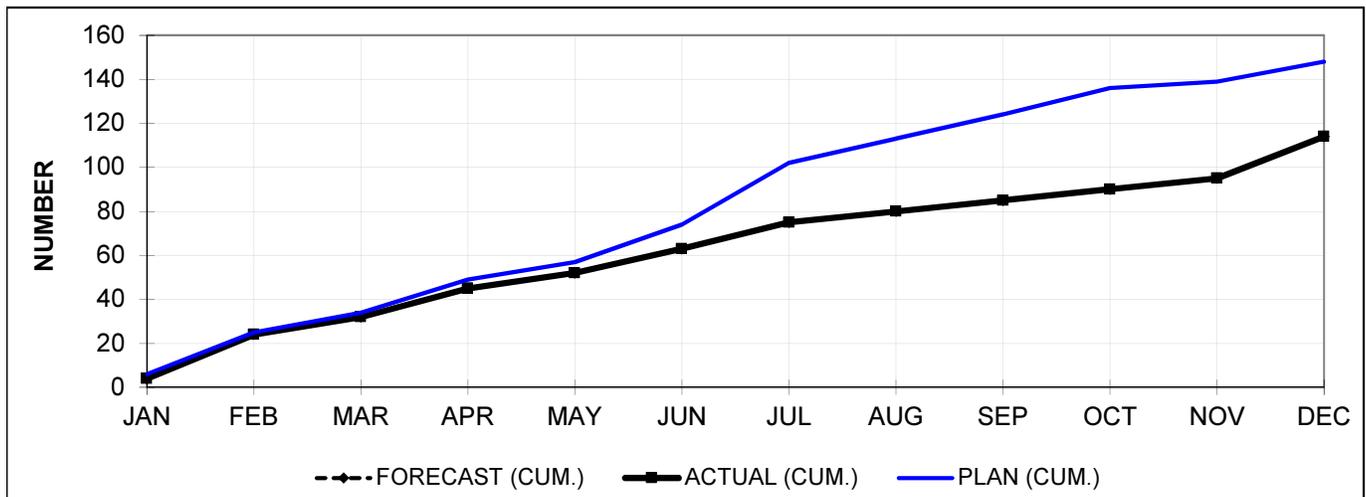
Year-End

| | Initial Plan | | Current Forecast | | %(\$) | %(#) |
|-------------------------|--------------|-----|------------------|-----|-------|------|
| Design Starts | \$188.1 | 148 | \$136.6 | 114 | 72.6 | 77.0 |
| Design Completions | 249.7 | 152 | 194.6 | 86 | 77.9 | 56.6 |
| Construction Awards | 4,429.4 | 171 | 2,883.8 | 116 | 65.1 | 67.8 |
| Substantial Completions | 2,513.4 | 166 | 2,080.1 | 115 | 82.8 | 69.3 |
| Closeouts | 6,039.3 | 206 | 1,007.9 | 118 | 16.7 | 57.3 |

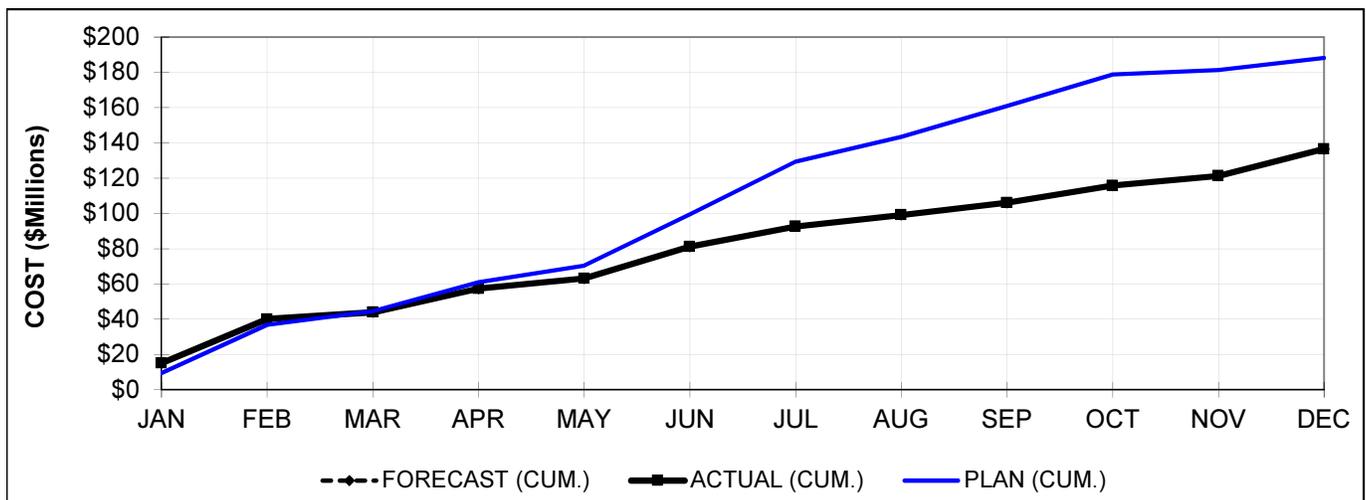
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2016 Design Starts Charts

As of December 2016



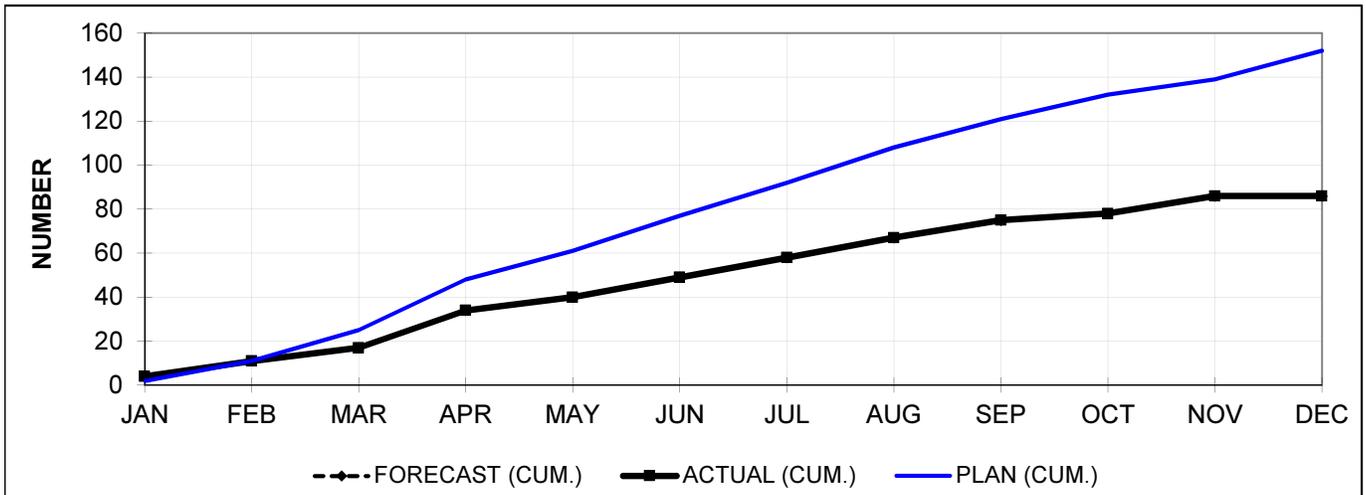
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 4 | 20 | 8 | 13 | 7 | 11 | 12 | 5 | 5 | 5 | 5 | 19 |
| PLAN (NON-CUM.) | 6 | 19 | 9 | 15 | 8 | 17 | 28 | 11 | 11 | 12 | 3 | 9 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 4 | 24 | 32 | 45 | 52 | 63 | 75 | 80 | 85 | 90 | 95 | 114 |
| PLAN (CUM.) | 6 | 25 | 34 | 49 | 57 | 74 | 102 | 113 | 124 | 136 | 139 | 148 |



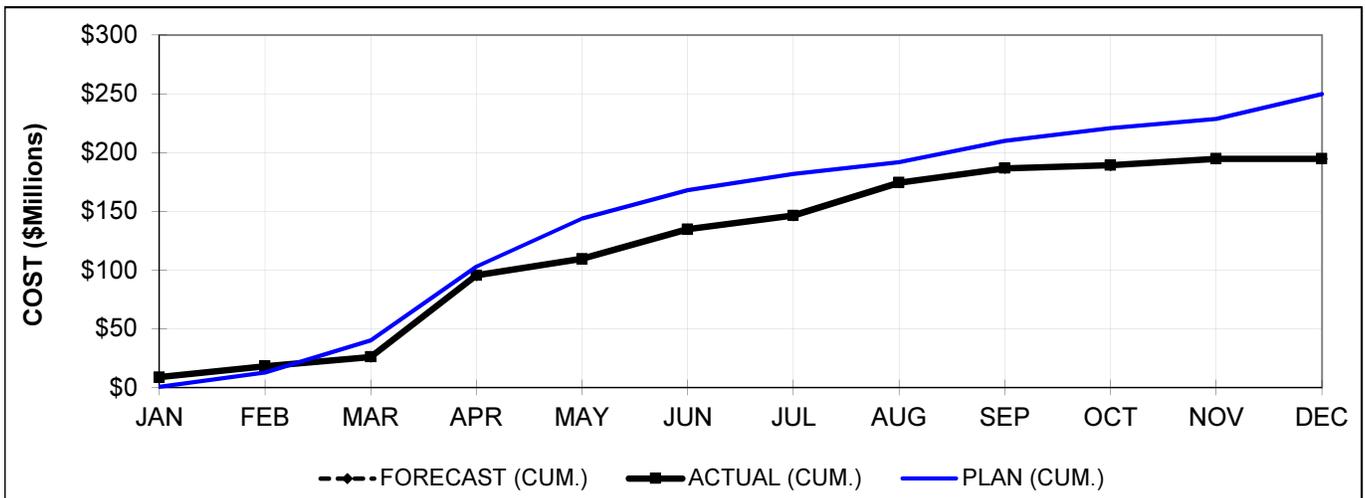
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 15.0 | 25.0 | 3.9 | 13.4 | 5.8 | 18.0 | 11.5 | 6.5 | 6.9 | 9.8 | 5.5 | 15.2 |
| PLAN (NON-CUM.) | 9.5 | 27.3 | 7.8 | 16.3 | 9.5 | 29.1 | 29.9 | 14.1 | 17.6 | 17.9 | 2.5 | 6.8 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 15.0 | 40.0 | 43.9 | 57.4 | 63.1 | 81.2 | 92.6 | 99.1 | 106.0 | 115.8 | 121.3 | 136.6 |
| PLAN (CUM.) | 9.5 | 36.8 | 44.6 | 60.9 | 70.4 | 99.5 | 129.4 | 143.5 | 161.0 | 178.9 | 181.3 | 188.1 |

2016 Design Completions Charts

As of December 2016



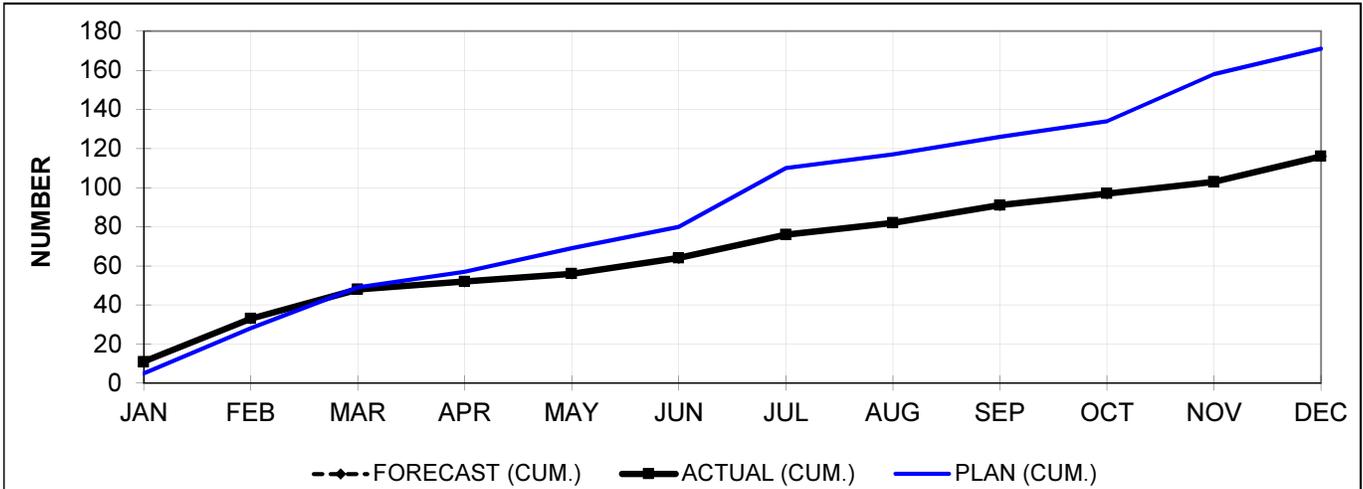
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 4 | 7 | 6 | 17 | 6 | 9 | 9 | 9 | 8 | 3 | 8 | 0 |
| PLAN (NON-CUM.) | 2 | 9 | 14 | 23 | 13 | 16 | 15 | 16 | 13 | 11 | 7 | 13 |
| FORECAST (CUM.) | 4 | 11 | 17 | 34 | 40 | 49 | 58 | 67 | 75 | 78 | 86 | 86 |
| ACTUAL (CUM.) | 4 | 11 | 17 | 34 | 40 | 49 | 58 | 67 | 75 | 78 | 86 | 86 |
| PLAN (CUM.) | 2 | 11 | 25 | 48 | 61 | 77 | 92 | 108 | 121 | 132 | 139 | 152 |



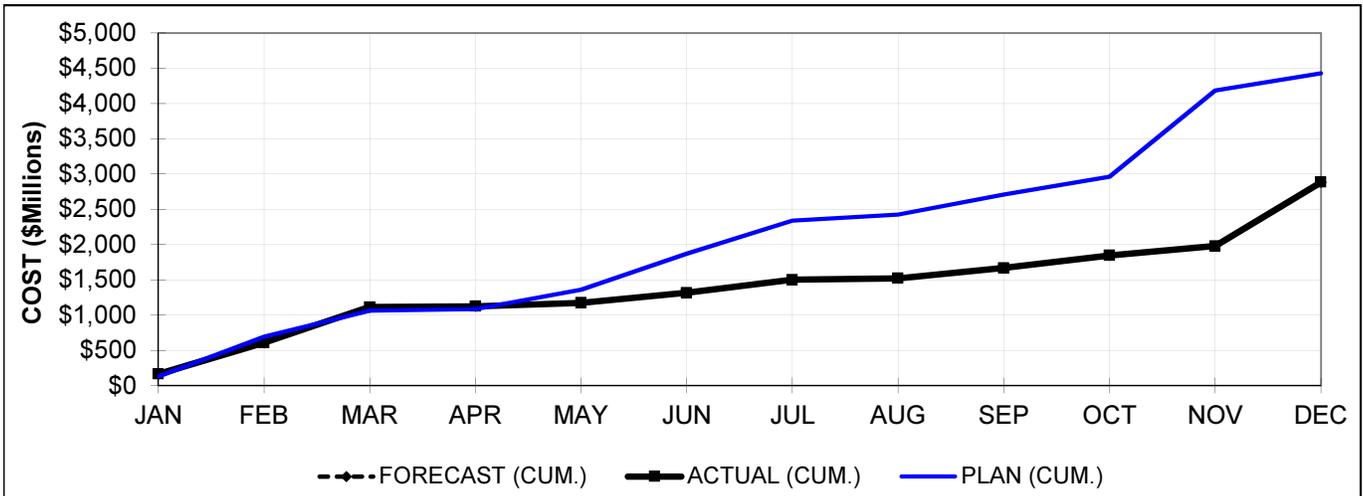
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | 8.9 | 9.3 | 7.8 | 69.4 | 14.1 | 25.2 | 11.6 | 28.1 | 12.2 | 2.5 | 5.6 | 0.0 |
| ACTUAL (NON-CUM.) | 8.9 | 9.3 | 7.8 | 69.4 | 14.1 | 25.2 | 11.6 | 28.1 | 12.2 | 2.5 | 5.6 | 0.0 |
| PLAN (NON-CUM.) | 0.6 | 12.3 | 27.5 | 62.7 | 41.0 | 23.9 | 13.9 | 10.1 | 18.0 | 11.0 | 7.8 | 21.1 |
| FORECAST (CUM.) | 8.9 | 18.2 | 26.0 | 95.5 | 109.5 | 134.7 | 146.3 | 174.4 | 186.6 | 189.1 | 194.7 | 194.7 |
| ACTUAL (CUM.) | 8.9 | 18.2 | 26.0 | 95.5 | 109.5 | 134.7 | 146.3 | 174.4 | 186.6 | 189.1 | 194.7 | 194.7 |
| PLAN (CUM.) | 0.6 | 12.9 | 40.3 | 103.0 | 144.0 | 167.9 | 181.8 | 191.8 | 209.8 | 220.8 | 228.6 | 249.7 |

2016 Awards Charts

As of December 2016



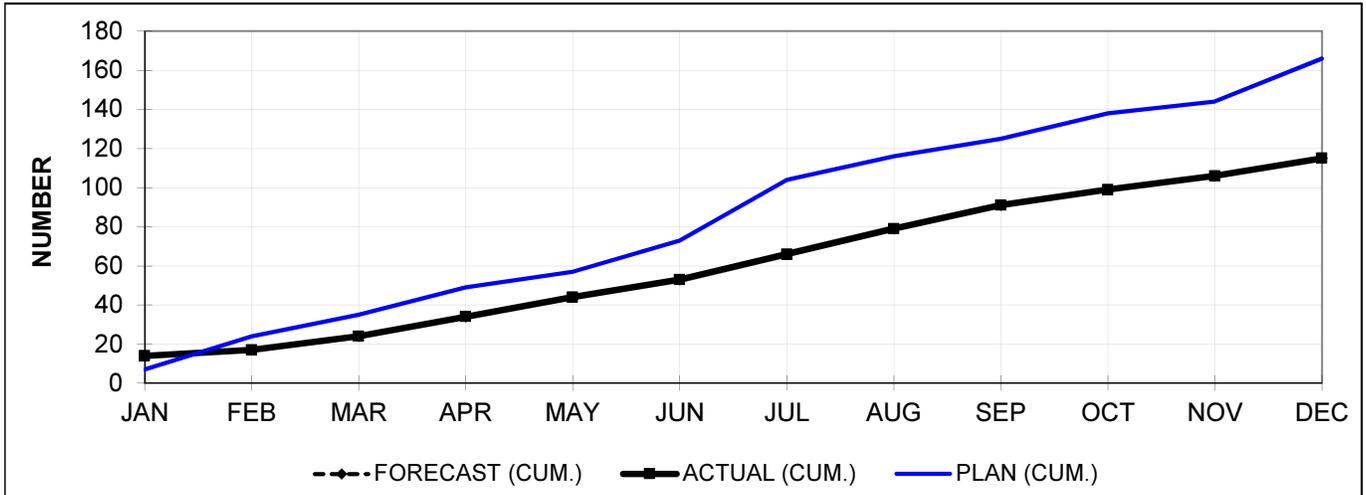
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 11 | 22 | 15 | 4 | 4 | 8 | 12 | 6 | 9 | 6 | 6 | 13 |
| PLAN (NON-CUM.) | 5 | 23 | 21 | 8 | 12 | 11 | 30 | 7 | 9 | 8 | 24 | 13 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 11 | 33 | 48 | 52 | 56 | 64 | 76 | 82 | 91 | 97 | 103 | 116 |
| PLAN (CUM.) | 5 | 28 | 49 | 57 | 69 | 80 | 110 | 117 | 126 | 134 | 158 | 171 |



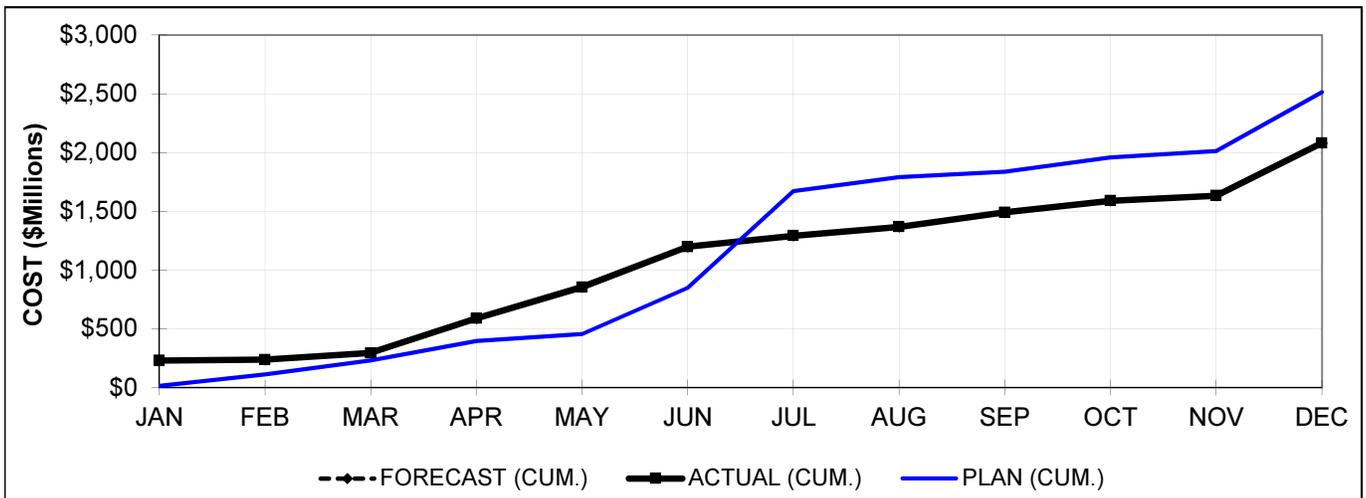
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 165.1 | 443.8 | 505.2 | 9.8 | 50.4 | 143.0 | 182.9 | 21.5 | 147.0 | 178.2 | 131.8 | 905.1 |
| PLAN (NON-CUM.) | 128.6 | 565.3 | 370.6 | 19.5 | 274.1 | 509.7 | 469.4 | 85.7 | 283.8 | 253.4 | 1225.3 | 243.9 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 165.1 | 608.9 | 1,114.2 | 1,123.9 | 1,174.4 | 1,317.4 | 1,500.3 | 1,521.8 | 1,668.8 | 1,847.0 | 1,978.8 | 2,883.8 |
| PLAN (CUM.) | 128.6 | 694.0 | 1,064.5 | 1,084.0 | 1,358.1 | 1,867.8 | 2,337.2 | 2,422.9 | 2,706.7 | 2,960.1 | 4,185.5 | 4,429.4 |

2016 Substantial Completions Charts

As of December 2016



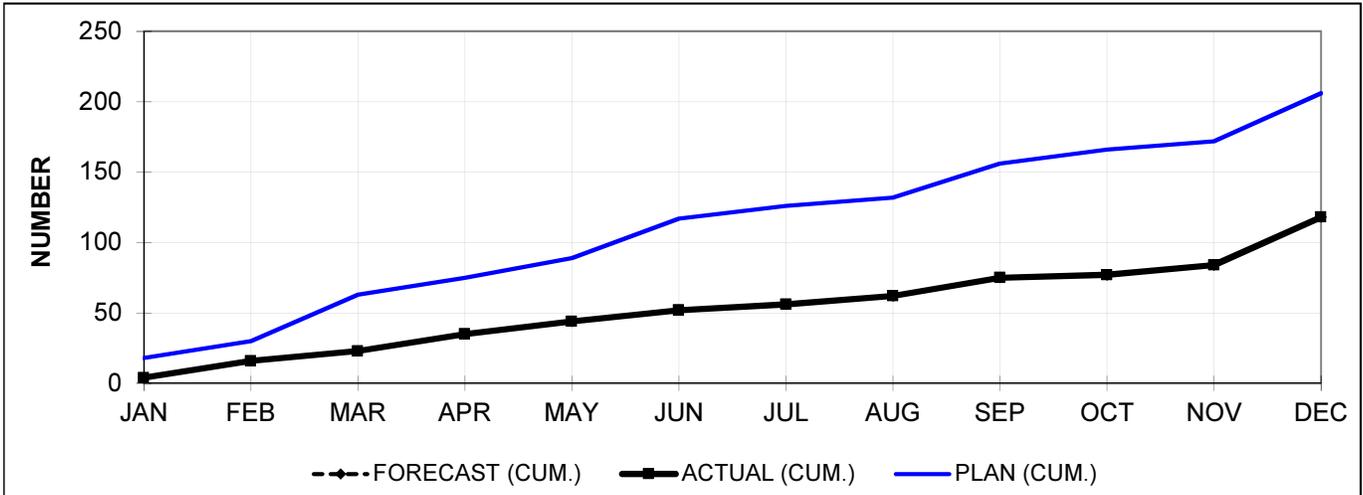
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 14 | 3 | 7 | 10 | 10 | 9 | 13 | 13 | 12 | 8 | 7 | 9 |
| PLAN (NON-CUM.) | 7 | 17 | 11 | 14 | 8 | 16 | 31 | 12 | 9 | 13 | 6 | 22 |
| FORECAST (CUM.) | 14 | 17 | 24 | 34 | 44 | 53 | 66 | 79 | 91 | 99 | 106 | 115 |
| ACTUAL (CUM.) | 14 | 17 | 24 | 34 | 44 | 53 | 66 | 79 | 91 | 99 | 106 | 115 |
| PLAN (CUM.) | 7 | 24 | 35 | 49 | 57 | 73 | 104 | 116 | 125 | 138 | 144 | 166 |



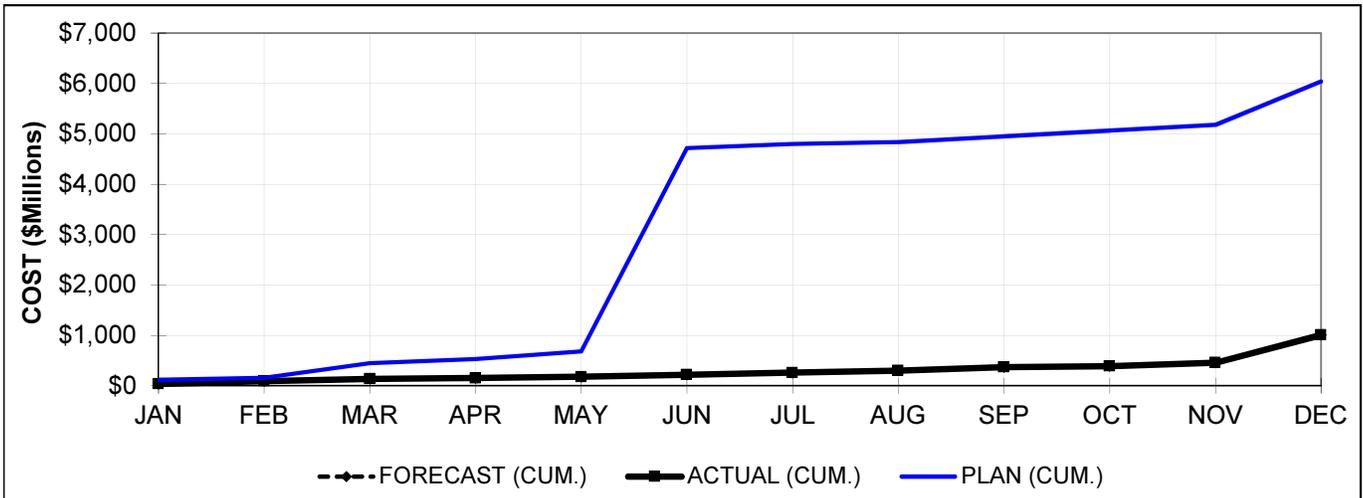
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 230.4 | 7.4 | 56.7 | 294.2 | 266.0 | 344.1 | 92.9 | 76.3 | 123.2 | 99.0 | 43.2 | 446.8 |
| PLAN (NON-CUM.) | 15.0 | 96.9 | 119.4 | 166.3 | 57.6 | 393.8 | 821.8 | 120.8 | 44.0 | 123.6 | 52.1 | 502.1 |
| FORECAST (CUM.) | 230.4 | 237.7 | 294.4 | 588.7 | 854.7 | 1,198.8 | 1,291.7 | 1,367.9 | 1,491.1 | 1,590.0 | 1,633.2 | 2,080.1 |
| ACTUAL (CUM.) | 230.4 | 237.7 | 294.4 | 588.7 | 854.7 | 1,198.8 | 1,291.7 | 1,367.9 | 1,491.1 | 1,590.0 | 1,633.2 | 2,080.1 |
| PLAN (CUM.) | 15.0 | 111.9 | 231.2 | 397.6 | 455.2 | 849.0 | 1,670.8 | 1,791.6 | 1,835.5 | 1,959.1 | 2,011.3 | 2,513.4 |

2016 Closeouts Charts

As of December 2016



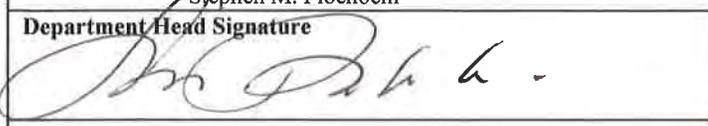
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 4 | 12 | 7 | 12 | 9 | 8 | 4 | 6 | 13 | 2 | 7 | 34 |
| PLAN (NON-CUM.) | 18 | 12 | 33 | 12 | 14 | 28 | 9 | 6 | 24 | 10 | 6 | 34 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 4 | 16 | 23 | 35 | 44 | 52 | 56 | 62 | 75 | 77 | 84 | 118 |
| PLAN (CUM.) | 18 | 30 | 63 | 75 | 89 | 117 | 126 | 132 | 156 | 166 | 172 | 206 |

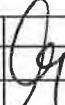


| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | | | |
| ACTUAL (NON-CUM.) | 33.4 | 56.7 | 43.9 | 17.8 | 24.0 | 40.7 | 42.9 | 38.8 | 69.0 | 19.3 | 69.5 | 551.9 |
| PLAN (NON-CUM.) | 118.0 | 43.1 | 285.8 | 85.5 | 148.6 | 4039.5 | 80.4 | 39.5 | 111.0 | 113.1 | 114.2 | 860.8 |
| FORECAST (CUM.) | | | | | | | | | | | | |
| ACTUAL (CUM.) | 33.4 | 90.1 | 134.0 | 151.8 | 175.8 | 216.5 | 259.4 | 298.2 | 367.2 | 386.4 | 456.0 | 1,007.9 |
| PLAN (CUM.) | 118.0 | 161.1 | 446.9 | 532.4 | 680.9 | 4,720.4 | 4,800.8 | 4,840.2 | 4,951.2 | 5,064.3 | 5,178.5 | 6,039.3 |

PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$17.0M.

| | | | | | |
|--|-----------|-------------|-----------------|-------------|--------------|
| Subject Request for Authorization to Award Various Procurements | | | | | |
| Department Materiel – NYCT | | | | | |
| Department Head Name Stephen M. Plochochi | | | | | |
| Department Head Signature  | | | | | |
| Project Manager Name Rose Davis | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | Committee | 2/21/17 | | | |
| 2 | Board | 2/23/17 | | | |
| | | | | | |
| | | | | | |

| | | | |
|--|--------------------------|---|------------------------|
| February 10, 2017 | | | |
| Department Law and Procurement – MTACC | | | |
| Department Head Name Evan Eisland | | | |
| Department Head Signature  | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
|  | President NYCT |  | President MTACC |
| | Executive VP | | President MTA Bus |
| X | Capital Prog. Management | X | Subways |
| | Law | X | Diversity/Civil Rights |

| | | | | | | | |
|-----------------------------------|-----------------|--------------|-----------------|--------------|-----------------|--------------|-----------------|
| Internal Approvals (cont.) | | | | | | | |
| Order | Approval | Order | Approval | Order | Approval | Order | Approval |
| | | | | | | | |

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

DISCUSSION:

NYC Transit proposes to award Noncompetitive procurements in the following categories:

| <u>Procurements Requiring Two-Thirds Vote:</u> | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule A: Noncompetitive Purchases and Public Work Contracts | 1 | \$ 9.0 M |
| • Kawasaki Rail Car, Inc. \$ 9.0 M | | |
| <u>Schedules Requiring Majority Vote:</u> | | |
| Schedule H: Modifications to Personal/Miscellaneous Service Contracts | 1 | \$ 1.8 M |
| • Ericsson, Inc. \$ 1.8 M | | |
| SUBTOTAL | 2 | \$ 10.8 M |

MTA Capital Construction proposes to award Noncompetitive procurements in the following categories: NONE

MTA Bus Company proposes to award Noncompetitive procurements in the following categories: NONE

NYC Transit proposes to award Competitive procurements in the following categories: NONE

MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE

MTA Bus Company proposes to award Competitive procurements in the following categories: NONE

MTA Bus Company proposes to award Ratifications in the following categories: NONE

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

| | | | |
|---|---|----|-------|
| Schedule K: Ratification of Completed Procurement Actions | 2 | \$ | 1.7 M |
| SUBTOTAL | 2 | \$ | 1.7 M |

MTA Capital Construction proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

| | | | |
|---|---|----|--------|
| Schedule K: Ratification of Completed Procurement Actions | 1 | \$ | 4.5 M |
| SUBTOTAL | 1 | \$ | 4.5 M |
| TOTAL | 5 | \$ | 17.0 M |

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current 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

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All-Agency Procurement Guidelines, the Board authorizes the award of certain noncompetitive 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 noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity 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 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.

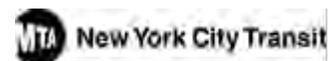
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

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 contracts set forth in Schedule L.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

| |
|---|
| Vendor Name (Location) Kawasaki Rail Car, Inc. (Yonkers, New York) |
| Description Purchase of inventory and non-inventory replacement truck components and subway car body parts |
| Contract Term (including Options, if any) April 1, 2017–March 31, 2020 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval |

| | |
|--|--|
| Contract Number NONE | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Amount: | \$9,000,000 (Est.) |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Requesting Dept./Div., Dept./Div. Head Name: Department of Materiel, Stephen M. Plochochi | |

Discussion:

This is an omnibus approval request for items identified as obtainable only from Kawasaki Rail Car, Inc. (“Kawasaki”), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the small purchase threshold. NYC Transit is not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 17,636 items covered by this approval for the purchase of replacement truck components and car body parts supplied by Kawasaki, and, to a lesser extent, aftermarket spare parts used on NYC Transit subway cars from Toshiba International Corporation (“Toshiba”), Fuji Electric Corporation of America (“Fuji”), and Koito Industries (“Koito”), for which Kawasaki is the sole distributor and reseller. [Toshiba is a manufacturer of the Auxiliary Power Electric systems for the R142A, R143, R160, and R188 subway cars; Fuji is a manufacturer of the Door system for the R160 subway cars; and Koito is a manufacturer of the Monitoring and Diagnostics systems for the R142A, R143, R160, and R188 subway cars.] These items are identified as obtainable only from Kawasaki for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier; or proprietary to Kawasaki. These items are advertised a minimum of once every 12 months to seek competition. A list of Kawasaki’s sole-source items, as well as NYC Transit’s intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source replacement parts will be used by the Division of Car Equipment (“DCE”) for Scheduled Maintenance System (“SMS”) and normal maintenance for 3,115 subway cars (315 R62, 200 R68A, 220 R142A, 212 R143, 1,662 R160, and 506 R188) in the NYC Transit fleet.

The existing Kawasaki omnibus approval for \$25,000,000 was approved by the Board in March 2014, and will expire on March 31, 2017. There is a remaining balance of \$10,799,785 of unexpended funds on the existing omnibus approval.

Procurement performed an analysis on the 77 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$12,382,773. Of the 77 contracts, 38 items have comparative price history and represent 86.63%, or \$10,727,410, of the total dollar value of the contracts. A comparative price analysis of 33 items (five outliers were excluded) revealed an annual weighted average price decrease of 0.53%, which compares favorably with the Producer Price Index over the same time period, which showed an annual average price increase of 0.11%. Had these five outliers been included in the analysis, the annual weighted average price decrease would have been 2.86%.

Based on the current forecasts, as well as projections for 2017 through 2020, it is anticipated that DCE will require approximately \$9,000,000 for the purchase from Kawasaki of sole-source items exceeding the small purchase threshold. During the term of this new omnibus approval, the heavy overhaul (14-year SMS) on 100 R62, 152 R142A, and 196 R160 subway cars; and the overhaul (seven-year SMS) on 100 R68A, 582 R160, and 55 R188 subway cars will be performed. Procurement believes that the amount requested will be sufficient to procure all sole-source materials that exceed the small purchase threshold from Kawasaki for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quote for each item from Kawasaki on an as-required basis. Each item to be purchased under this new omnibus approval will be subject to a cost and/or price analysis, and determination that the price is found to be fair and reasonable.

Item Number: 2

| |
|---|
| Vendor Name (Location) Ericsson, Inc. (Plano, Texas) |
| Description Support Services for the Network Maintenance Management System for the Asynchronous Fiber-Optic Network |
| Contract Term (including Options, if any) May 15, 1999–March 31, 2017 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a |
| Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Wynton Habersham |

| | |
|--|------------------------|
| Contract Number W-32314/99F7546 | AWO/Mod.#: 9 |
| Original Amount: | \$ 9,545,400 |
| Prior Modifications: | \$ 7,347,473 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 16,892,873 |
| This request: | \$ 1,829,481 (Est.) |
| % of This Request to Current Amount: | 10.8% |
| % of Modifications (including This Request) to Original Amount: | 96.1% |

Discussion:

This modification will extend the contract term for an additional thirty-three months, from April 1, 2017 to December 31, 2019, for Ericsson, Inc. (“Ericsson”) to continue to provide maintenance support for the Network Maintenance Management System (“NMMS”), which monitors NYC Transit’s asynchronous fiber-optic network. The asynchronous fiber-optic network is an older network that existed prior to NYC Transit’s newer SONET/ATM fiber-optic network.

The base contract was awarded to Telcordia Technologies (“Telcordia”) in 1999 to replace the previous NMMS, which was not Year 2000 compliant. In addition to the replacement, the base contract included one year of warranty and three years of maintenance. The base contract was awarded as a result of an informal request for proposals on an emergency basis and required Telcordia to upgrade the existing NMMS to be Year 2000 compliant prior to January 1, 2000. In 2014, the contract was assigned to Ericsson, when Ericsson purchased Telcordia. In addition, several modifications have been issued to extend the contract and to enhance the system to provide automated notifications of network problems.

The NMMS automates the management of the NYC Transit asynchronous fiber-optic communication network by providing remote monitoring and control of over six hundred pieces of communication equipment that comprise the network from a single network control center. The NMMS monitors alarms from the communication equipment and diagnoses the root cause of problems. It enables NYC Transit to respond to trouble calls in real time, and maintain the network centrally with minimal staffing. The asynchronous fiber-optic network supports (1) the Automatic Fare Collection system, (2) the Automatic Train Supervision system, (3) Communications-Based Train Control, (4) Public Address/Customer Information Screens, (5) the Emergency Booth Communication System, and (6) the Police Radio system.

The NMMS contains software originally developed by Telcordia. Today that software is proprietary to Ericsson, due to Ericsson’s above mentioned acquisition of Telcordia. Therefore, only Ericsson has the necessary technical expertise and rights to maintain the system.

The price for this extension is approximately 1% less than the price for the previous extension. This compares favorably with the relevant Bureau of Labor Statistics Producer Price Index which is increasing at approximately 1.6% per year. The price has been found to be fair and reasonable.

In connection with the review of Ericsson’s responsibility pursuant to the All-Agency Responsibility Guidelines, Ericsson was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in January 2017.

FEBRUARY 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
 (Staff Summaries required for items requiring Board approval.)

| | | |
|---|------------------|--------------------------------------|
| Siemens Industry, Inc. | | <u>Staff Summary Attached</u> |
| 1. Contract# C-52127.3 | \$800,000 | ↓ |
| 2. Contract# C-52127.28 | \$850,000 | ↓ |
| <p>Modification to the contract for the integration and testing of a Connection Oriented Ethernet Network, in order to upgrade the power cabinet in six communications rooms and upgrade the power distribution infrastructure associated with the power cabinets in 62 communications rooms.</p> | | |

Item Number: 1–2

| |
|--|
| Vendor Name (Location) Siemens Industry, Inc. (New York, New York) |
| Description Connection-Oriented Ethernet Network |
| Contract Term (including Options, if any) May 10, 2013–November 10, 2014 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification |
| Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: |
| Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O’Grady |

| | |
|--|-------------------------------|
| Contract Number C-52127 | AWO/Mod. # 3 and 28 |
| Original Amount: | \$ 28,777,000 |
| Prior Modifications: | \$ 2,228,598 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 31,005,598 |
| This Request: | 1,650,000 |
| Mod 3: \$800,000 | \$ |
| Mod 28: \$850,000 | |
| % of This Request to Current Amount: | 5.3% |
| % of Modifications (including This Request) to Original Amount: | 13.5% |

Discussion:

These retroactive modifications are for the upgrade of the power cabinet in six communications rooms, and for the upgrade of the power distribution infrastructure associated with the power cabinets in 62 communications rooms.

The contract calls for the furnishing, installation, integration, and testing of a Connection-Oriented Ethernet (“COE”) network at various core sites, outer-agency sites, and passenger stations. COE technology increases connectivity across the fiber-optic network and allows for all security applications, including video, to be supported and transmitted to security command centers.

Modification 3:

Each communications room has a data cabinet and a power plant. The contract calls for the COE equipment to be installed in the existing data cabinets and supported by the existing power plants (manufactured by APC). During construction, the Department of Subways (“Subways”) introduced a requirement that the power plant must have 10 amps spare capacity. The existing APC power plants in six of the 62 rooms do not meet the new requirement. This modification provides new, upgraded power plants (manufactured by Benning Power Solutions) at the six communications rooms. The balance of 56 communications rooms do not need upgraded power plants because the existing APC power plants in those rooms have at least 10 amps spare capacity. Siemens Industry, Inc.’s (“Siemens”) proposal was \$1,881,386. NYC Transit’s final estimate was \$731,804. Negotiations resulted in a lump-sum price of \$800,000, which is considered fair and reasonable. Savings of \$1,081,386 were achieved.

Modification 28:

The contract calls for the COE equipment to be installed in the existing data cabinets and to be powered by the existing power plants. After the project was designed, Subways installed a network access controller (“NAC”) in the data cabinet of each room. The NAC is electronic equipment that transmits information such as communications room door entry, DC-powered emergency lights use, data cabinet door open/close information, and backup battery health. This information allows Subways to monitor the communications room and dispatch personnel as needed. This modification provides for the enhancement of the infrastructure in the 62 communications rooms, including additional and heavier-gauge cables and wires, and larger circuit breakers needed to accommodate the new NAC installed by Subways and the new COE equipment that was installed by Siemens. Siemens’s proposal was \$2,580,926. NYC Transit’s final estimate was \$784,138. Negotiations resulted in a lump-sum price of \$850,000, which is considered fair and reasonable. Savings of \$1,730,926 were achieved.

On March 12, 2014, the SVP and Chief Engineer approved a retroactive waiver for Modification #3, and on December 21, 2015, the Acting SVP, Capital Program Management approved a retroactive waiver for Modification #28 and Siemens was directed to proceed in order to mitigate delay.

The Vice President, Materiel authorized payments to Siemens prior to approval of the modifications. The contract was declared substantially complete on December 31, 2016.

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

FEBRUARY 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
 (Staff Summaries required for items requiring Board approval.)

- | | | |
|---|---------------------------|---|
| <p>1. Hill International, Inc.</p> <p>LiRo Engineering, Inc.</p> <p>Henningson, Durham & Richardson</p> <p>Architecture and Engineering, P.C. JV</p> <p>Contract# CM-1311.17</p> | <p>\$4,536,327</p> | <p><u>Staff Summary Attached</u></p> <p>↓</p> <p>↓</p> <p>↓</p> |
|---|---------------------------|---|
- Modification to the contract for Consultant Construction Management Services for the No. 7 Subway Line Extension, in order to extend the term of the contract and provide additional Consultant Construction Management services.

Item Number: 1

| | |
|---|--|
| Vendor Name (Location) Hill International, Inc., LiRO Eng., Inc., & Henningson, Durham & Richardson, Architecture and Engineering, P.C., JV (New York, New York) | |
| Description Consultant Construction Management Services for the No. 7 Line Extension Project | |
| Contract Term (including Options, if any) April 23, 2007–December 31, 2016 | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive | |
| Solicitation Type <input 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: MTA Capital Construction, Dr. Michael Horodniceanu | |

| | |
|--|-------------------|
| Contract Number | AWO/Mod. # |
| CM-1311 | 17 |
| Original Amount: | \$ 35,842,302 |
| Prior Modifications: | \$ 30,880,774 |
| Prior Budgetary Increases: | \$ 0 |
| Current Amount: | \$ 66,723,076 |
| This Request: | \$ 4,536,327 |
| % of This Request to Current Amount: | 6.8% |
| % of Modifications (including This Request) to Original Amount: | 98.8% |

Discussion:

This retroactive modification will extend the contract term by 16 months, from January 1, 2017 to April 30, 2018, for additional Consultant Construction Management (“CCM”) services. This modification will be funded by Hudson Yards Development Corporation (“HYDC”).

The original contract is for CCM services for the No. 7 Subway Line Extension (“No. 7”) project. In April 2007, the contract for CCM services was awarded to Hill International, Inc.; LiRo Engineers, Inc.; and Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (“HLH7”). Under this modification, HLH7 will continue to provide CCM services needed to oversee construction contract C-26512 (Site P). When completed, Site P will be a secondary entrance to the new 34th Street-Hudson Yards subway station. The entrance is being built to accommodate the expected increase in peak passenger ridership due to the major population growth in the surrounding area.

This modification will extend CCM services through April 2018 to accommodate activities for the overall No. 7 Subway Line Extension program. The term of the CCM was to expire in December 2016 and CCM funding is projected to be exhausted in February 2017. Accordingly, the MTA Capital Construction President granted retroactive approval to continue CCM services beyond January 1, 2017, for a not-to-exceed amount of \$850,000, pending Board approval of this modification.

Currently staffing is at 16 Full Time Equivalent (“FTE”) employees. This modification contemplates a reduction to 14 FTEs and a further reduction to 12 FTEs for activities through April 2018. A subsequent modification will be issued for the remaining CCM closeout services when more precise staffing projections can be made.

HLH7’s initial proposal was in the amount of \$4,800,565. MTA Capital Construction’s revised estimate was \$4,781,759. Negotiations with HLH7 resulted in a Best and Final Offer (“BAFO”) of \$4,536,327, or 5.5% lower than its initial proposal. HLH7’s BAFO of \$4,536,327 was deemed fair and reasonable.



SERVICE CHANGES:

REQUEST FOR PUBLIC HEARING:

● Z ENTRANCE CLOSURE AT BROAD STREET

Service Issue

Two subway station street stairs on the southwest corner of Broad and Wall Streets are immediately adjacent to the New York Stock Exchange (NYSE) and have been closed at the recommendation of the NYPD as part of the security perimeter of the Stock Exchange. The Stock Exchange would like to slab over the street stairs at sidewalk level as part of a streetscape improvement plan.

Recommendation

Stairs S5 and S7 are not critical for either peak period passenger flow or for emergency egress. Stair S7 has been closed off for 15 years, and stair S5 for the past five years. It is recommended that a public hearing be approved to receive public comment on the proposed permanent closure of these stairs.

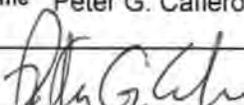
Budget Impact

This action would be managed and funded by the NYSE.

Proposed Implementation Date

The hearing would be held at least 30 days after approval of the hearing. Approval of the permanent closure would come before the Board later this year after the public hearing.

Staff Summary

| | |
|----------------------------------|--|
| Subject | Request to hold a public hearing on the permanent closure of two street stairs at Broad Street JZ station |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | David Haase |

| | |
|--------------------------------|------------------|
| Date | January 26, 2017 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref # | N/A |

| Board Action | | | | | | |
|--------------|--------------------|------|----------|------|-------|--|
| Order | To | Date | Approval | Info | Other | |
| 1 | Acting President | 1/25 | X | | | |
| 2 | Interim Exec. Dir. | 1/15 | X | | | |
| 3 | Board | | | X | | |
| | | | | | | |
| | | | | | | |

| Internal Approvals | | | |
|--------------------|--------------------|-------|-----------------------------|
| Order | Approval | Order | Approval |
| 8 | President (Acting) | 4 | VP General Counsel X 2/3/17 |
| 7 | Executive VP | 3 | Director OMB M |
| 6 | SVP Subways | 2 | VP GCB M 2/2/17 |
| 5 | VP Corp. Comm | 1 | Chief OF M 2/2/17 |
| | | | |

Purpose

The purpose of this staff summary is to inform the MTA Board and obtain approval from the Acting President and the Interim Executive Director to hold a public hearing for the permanent closure of two street stairs at the Board Street **JZ** station in lower Manhattan. New York State Public Authorities Law, as well as the MTA Board approved service change process, requires a formal public hearing and MTA Board approval of any proposed permanent closure of a subway station entrance. After the hearing, the MTA Board would consider permanent closure of the two stairs, which have been closed for years as part of the security plan for the New York Stock Exchange.

Discussion

After the 2001 attack on the World Trade Center, the NYPD set up a security zone around the New York Stock Exchange. Within this zone are two sidewalk stairs serving the Broad Street **JZ** station. These stairs, S5 and S7, were closed using barricades. The Stock Exchange would like to slab over the closed stair to improve the streetscape around its building.

Stairs S5 and S7 are not critical for subway passenger flow; passengers have been using sidewalk stairs S4 and S6 at the southeast corner of Broad and Wall Streets. There is virtually no congestion at S4 and S6; nor is any anticipated since de-training surges from southbound **J** and **Z** trains are metered by platform stairs before reaching the street stairs. Passengers bound for points west of Broad Street do have an additional walk of 125 feet since they need to use street stairs on the eastside of Broad Street and then cross back westerly at street level.

Stairs S5 and S7 are not critical for emergency evacuation, as the station meets evacuation guidelines without the stairs in service.

Stairs S5 and S7 would be slabbed over at sidewalk level and walled off at subway mezzanine level. If the NYSE security zone were to be eliminated in the future, the stairs could be returned to service after refurbishment.

Recommendation

Hold a public hearing to consider the permanent closure of stairs S5 and S7 at the Broad Street   subway station.

Alternatives

Keep the two stairs closed off with barricades at street and mezzanine level. Another alternative is to not hold a hearing and re-open the stairs. However, NYPD has recently re-evaluated NYSE hardening measures and determined that S5 and S7 should remain closed.

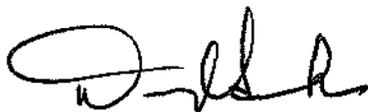
Budget Impact

If the MTA Board approves the permanent closure of the stairs, the work itself - slabbing over of the stairwells, removal of the railings at street level and walling off of the base of stairs at subway mezzanine level would be managed and paid for by the Stock Exchange.

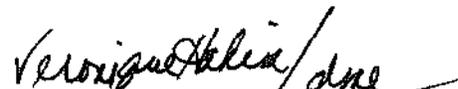
Implementation Date

If the hearing request is approved, the hearing would be held at least 30 days after public notice of the hearing. After the hearing, MTA Board consideration would happen in the spring or summer of 2017. If approved, actual work would occur in the summer or fall of 2017.

Approved:

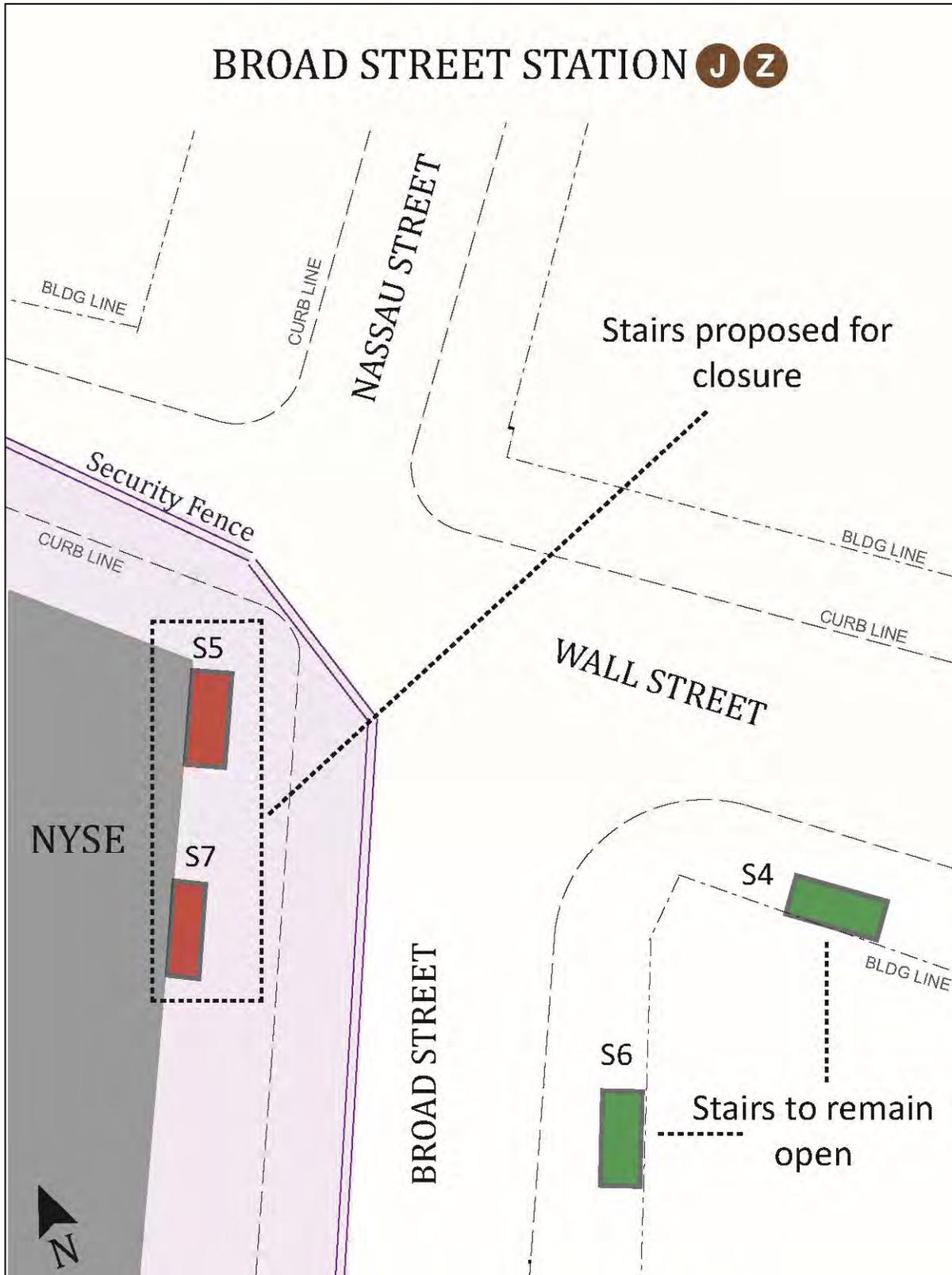


Darryl Irick
Acting President



Veronique Hakim
Interim Executive Director

Attachment 1





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual December 2016 fare media market share of non-student passenger trips compared to the previous year are summarized below:

| <u>Fare Media</u> | <u>December 2015</u> | <u>December 2016*</u> | <u>Difference</u> |
|------------------------|----------------------|-----------------------|-------------------|
| Cash | 2.2% | 2.0% | (0.2%) |
| Single-Ride Ticket | 0.8% | 0.8% | 0.0% |
| Bonus Pay-Per-Ride | 41.2% | 41.1% | (0.1%) |
| Non-Bonus Pay-Per-Ride | 5.4% | 5.0% | (0.4%) |
| 7-Day Farecard | 23.0% | 23.1% | 0.1% |
| 30-Day Farecard | <u>27.3%</u> | <u>27.9%</u> | 0.6% |
| Total | 100.0% | 100.0% | |

* Preliminary

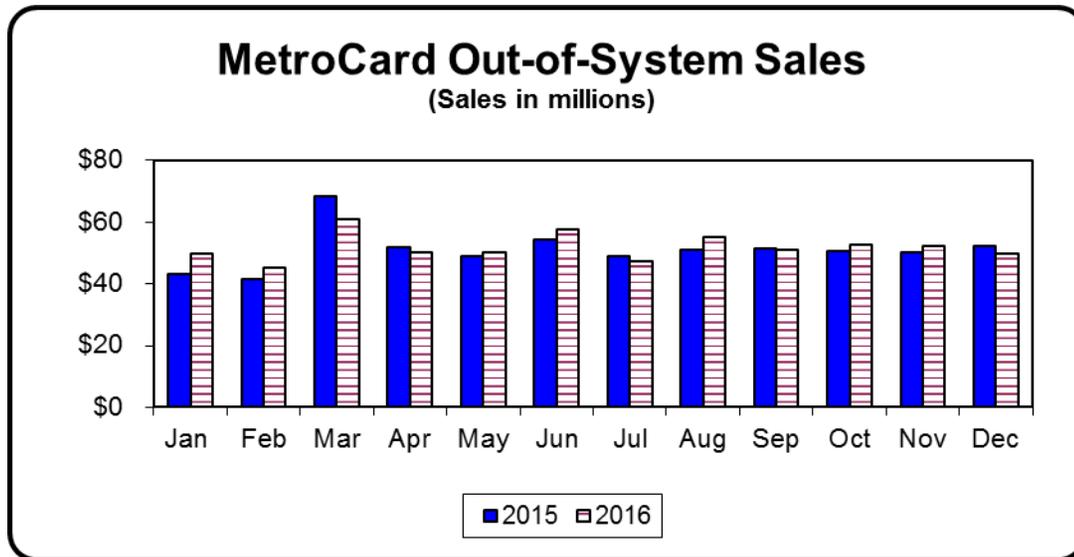
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in December 2016 was 5,424, a 15.26 percent increase from the same period last year. The average value of a credit issued was \$69.55.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.9 million in December 2016, a 4.6 percent decrease compared to December of 2015. Year to dates sales totaled \$623.2 million, a 1.8 percent increase compared to the same period last year.



Retail Sales

There were 4,319 active out-of-system sales and distribution locations for MetroCards, generating \$23.3 million in sales revenue during December 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 140,530 MetroCards valued at approximately \$12.4 million were made in December 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.13. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 109,513 for December 2016, generating an additional \$12.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$306.8 million, a 5.0 percent increase when compared to last year.

Mobile Sales Program

In December 2016, the Mobile Sales unit completed 176 site visits, of which 118 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$81,000 in revenue was generated. In December 2016, the Mobile Sales unit assisted and enabled 1,369 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events such as the Chinatown Community Center (Manhattan).

Reduced-Fare Program

During December 2016 enrollment in the Reduced-Fare Program increased by 6,249 new customers. The total number of customers in the program is 1,058,667. Seniors account for 874,431 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 184,236 customers. Of those, a total of 39,055 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2016, the EasyPay Reduced Fare program enrollment totaled 163,851 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In December 2016, the EasyPay Xpress PPR program enrollment totaled 97,981 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.3 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

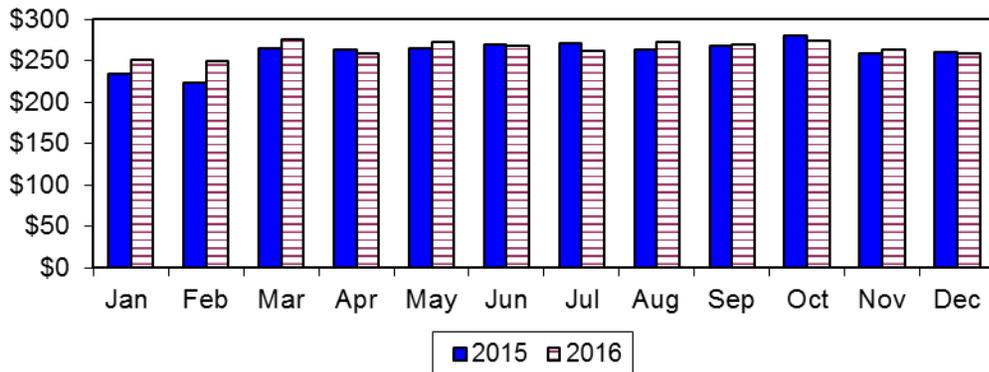
In December 2016, the EasyPay Xpress Unlimited program enrollment totaled 20,824 accounts. During this month, active Xpress Unlimited customers accounted for approximately 890,000 subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during December 2016 totaled \$258.9 million, on a base of 15.1 million customer transactions. This represents 2.7 percent decrease in vending machine transactions compared to the same period last year. During December 2016, MEMs accounted for 2,162,682 transactions resulting in \$53,055,091 in sales. Debit/credit card purchases accounted for 78.0 percent of total vending machine revenue, while cash purchases accounted for 22.0 percent. Debit/credit card transactions account for 56.3 percent of total vending machine transactions, while cash transactions account for 43.7 percent. The average credit sale was \$26.87, more than three times the average cash sale of \$8.62. The average debit sale was \$19.28.

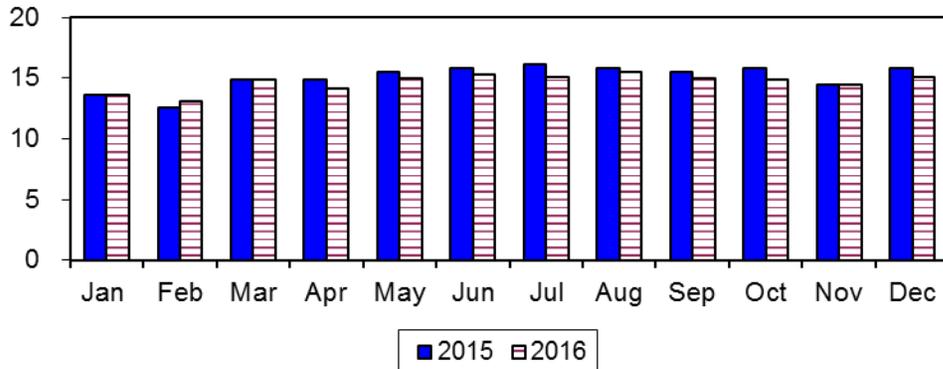
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2017-2020
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2016 Final Estimate, 2017 Adopted Budget and the Financial Plan for 2017 - 2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2016, as well as other technical adjustments.

The MTA adjustments that are included in this MTA New York City Transit Financial Plan are as follows:

- An average 4% fare increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017. This fare increase projects increases in farebox revenue of \$130.7 million in 2017, \$164.5 million in 2018, \$165.0 million in 2019 and \$166.0 million in 2020.
- The impacts from a New York State Public Service Commission ruling on Con Edison rates for the delivery of New York Power Authority supplied power to NYPA governmental customers are estimated as savings of: \$4.3 million in 2017; \$9.1 million in 2018 and \$14.3 million in both 2019 and 2020.
- A revision in fuel price forecasts subsequent to the provision of November Plan instructions, resulting in higher expenses of \$1.7 million in 2017, \$1.2 million in 2018, \$0.4 million in 2019 and \$0.9 million in 2020.
- Nine positions and an annual cost per year of \$0.9 million are being transferred from MTA in support of a significantly enhanced presence on social media, improving ability to inform and interact with customers and potential business partners in a timelier and comprehensive fashion. Ensure 24/7 coverage, posting content on Facebook, Twitter and Instagram that will inform customers about weekend service diversions, FASTRACK, capital projects, public hearings, customer self-service and courtesy efforts, counterterrorism (*See something, Say something*), and weather alerts.
- Effective January 2017, non-core Agency procurement functions will be consolidated into a centralized organizational structure at MTA Headquarters (HQ). This consolidation is expected to yield contract savings and other efficiency savings. The Plan has captured some preliminary contract savings. The February Plan reflects a shift of 48 non-reimbursable and two reimbursable authorized positions in support of centralized operations from MTA New York City Transit to HQ. It is expected that all related positions will be transferred during the first six months of 2017. For the monthly reporting of expenses and positions, the Plan assumes an effective shift date of April 1, 2017. This is the projected median transfer date, with half of the transfers presumed to take place by then; thereby approximating average expense and headcount levels over the first six months of 2017. While the labor cost of these employees will be assumed by HQ, they are

expected to be billed back and expensed within each Agencies' Professional Services.

The primary technical adjustment now reflected in this financial plan represents the impact of the recent labor contract agreement, effective January 16, 2017, between the MTA and the TWU (Transit Workers Union). The terms of this contract are also assumed for the other NYCT unions that traditionally follow the TWU pattern. The combined cash impact of the contract are increases of \$13.1 million in 2017, \$15.1 million in 2018, \$19.5 million in 2019, and \$4.4 million in 2020. These impacts include an offset representing half of the savings from a re-bid of the medical contract for its represented employees; the savings were derived from the joint efforts of both labor and management. Because the November Plan captured the full value of these savings without any recognition of the labor contribution, additional cash increases of \$10.1 million in 2017, \$17.0 million in 2018, \$18.0 million in 2019, and \$19.2 million in 2020 are now reflected in the February Plan.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|-----------------------|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 43,673 | (\$5,759.157) | 43,931 | (\$6,209.203) | 43,793 | (\$6,425.322) | 43,795 | (\$6,769.051) | 43,874 | (\$7,178.754) |
| Technical Adjustments: | | | | | | | | | | |
| Transit Workers Union (TWU) Contract Settlement Impact | | | | (\$13.085) | | (\$15.117) | | (\$19.453) | | (\$4.431) |
| Medical Rebid-Contract Credit | | | | (10.137) | | (16.952) | | (18.025) | | (19.176) |
| Overtime Adjustments Offset in Reimbursable | | | (37) | 0.058 | (37) | 0.058 | (37) | 0.058 | (37) | 0.058 |
| Cancellation of Work Experience Program by NYC | | | (17) | (0.091) | (17) | 0.042 | (17) | 0.042 | (16) | 0.042 |
| Other (including favorable reimbursable overhead credits) | | | (19) | 0.846 | (19) | (0.105) | (19) | (0.102) | (17) | (0.140) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | (73) | (\$22.409) | (73) | (\$32.074) | (73) | (\$37.480) | (70) | (\$23.647) |
| MTA Plan Adjustments: | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | 130.723 | | 164.479 | | 165.031 | | 165.962 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | 48 | | 48 | | 48 | | 48 | |
| Con Edison Rate Case | | | | 4.330 | | 9.053 | | 14.339 | | 14.339 |
| Fuel Re-estimates | | | | (1.710) | | (1.206) | | (0.408) | | (0.892) |
| Social Media | | | (9) | (0.916) | (9) | (0.916) | (9) | (0.916) | (9) | (0.916) |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | 0.001 | | | | 0.001 | | 0.001 | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.001 | 39 | \$132.427 | 39 | \$171.411 | 39 | \$178.047 | 39 | \$178.493 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 43,673 | \$ (5,759.156) | 43,965 | \$ (6,099.185) | 43,827 | \$ (6,285.985) | 43,829 | \$ (6,628.484) | 43,905 | \$ (7,023.908) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 5,235 | \$0.000 | 5,314 | \$0.000 | 4,963 | \$0.000 | 4,871 | \$0.000 | 4,537 | \$0.000 |
| Technical Adjustments: | | | | | | | | | | |
| Transit Workers Union (TWU) Contract Settlement Impact | | | | (\$2.292) | | (\$4.140) | | (\$2.708) | | (\$2.184) |
| Help Point Acceleration | | | (30) | (3.644) | | | | | | |
| R179 Fleet Delivery Support | | | (20) | (2.743) | | | | | | |
| Overtime Adjustments Offset in Non-Reimbursable | | | 37 | (0.060) | 37 | (0.060) | 37 | (0.060) | 37 | (0.060) |
| Other | | | (18) | (2.233) | (19) | (2.069) | (18) | (1.930) | (7) | 0.274 |
| Capital Reimbursement Offset to Expense Changes | | | | 10.972 | | 6.269 | | 4.698 | | 1.970 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | (31) | \$0.000 | 18 | \$0.000 | 19 | \$0.000 | 30 | \$0.000 |
| MTA Plan Adjustments: | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | | | | | | | |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | | | | | | | | |
| Con Edison Rate Case | | | | | | | | | | |
| Fuel Re-estimates | | | | | | | | | | |
| Social Media | | | | | | | | | | |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 5,235 | \$ - | 5,345 | \$ - | 4,945 | \$ - | 4,852 | \$ - | 4,507 | \$ - |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|-----------------------|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 48,908 | (\$2,788.095) | 49,245 | (\$2,973.050) | 48,756 | (\$3,150.855) | 48,666 | (\$3,396.380) | 48,411 | (\$3,698.381) |
| Technical Adjustments: | | | | | | | | | | |
| Transit Workers Union (TWU) Contract Settlement Impact: | | | | | | | | | | |
| Non-Reimbursable Expenditures | | | (\$13.085) | | (\$15.117) | | (\$19.453) | | (\$4.431) | |
| Medical Rebid-Contract Credit | | | (10.137) | | (16.952) | | (18.025) | | (19.176) | |
| Reimbursable Expenditures | | | (2.292) | | (4.140) | | (2.708) | | (2.184) | |
| Cash Adjustments | | | (0.132) | | (0.008) | | 0.069 | | 0.074 | |
| <i>Other Non-Reimbursable Expenditures</i> | 0 | 0.000 | (73) | 0.000 | (73) | 0.000 | (73) | 0.000 | (70) | 0.000 |
| Other Reimbursable Expenditures | | | (31) | (8.680) | 18 | (2.129) | 19 | (0.199) | 30 | 0.214 |
| Capital Reimbursement Offset-Reimb Expense Changes | | | | 10.972 | | 6.269 | | 2.907 | | 1.970 |
| Sub-Total Technical Adjustments | 0 | \$.000 | (104) | (\$23.354) | (55) | (\$32.077) | (54) | (\$37.409) | (40) | (\$23.533) |
| MTA Plan Adjustments: | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | 130.723 | | 164.479 | | 165.031 | | 165.962 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | 48 | | 48 | | 48 | | 48 | |
| Con Edison Rate Case | | | | 4.330 | | 9.053 | | 14.339 | | 14.339 |
| Fuel Re-estimates | | | | (1.710) | | (1.206) | | (0.408) | | (0.892) |
| Social Media | | | (9) | (0.916) | (9) | (0.916) | (9) | (0.916) | (9) | (0.916) |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | \$.001 | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$.001 | 39 | \$132.427 | 39 | \$171.410 | 39 | \$178.046 | 39 | \$178.493 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 48,908 | \$ (2,788.094) | 49,310 | \$ (2,863.977) | 48,772 | \$ (3,011.522) | 48,681 | \$ (3,255.743) | 48,412 | \$ (3,543.421) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| <i>Farebox Revenue:</i> | | | | | |
| Subway | \$3,352.702 | \$3,484.965 | \$3,533.910 | \$3,546.297 | \$3,566.740 |
| Bus | 967.735 | 991.684 | 1,000.578 | 1,001.763 | 1,005.287 |
| Paratransit | 18.347 | 19.633 | 20.923 | 22.296 | 23.758 |
| Fare Media Liability | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> |
| Farebox Revenue | \$4,412.284 | \$4,569.782 | \$4,628.911 | \$4,643.856 | \$4,669.285 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 84.016 | 84.016 |
| Paratransit Reimbursement | 182.910 | 194.372 | 202.509 | 218.416 | 236.218 |
| Other | <u>170.060</u> | <u>176.867</u> | <u>195.164</u> | <u>204.676</u> | <u>211.005</u> |
| Other Operating Revenue | \$436.986 | \$455.255 | \$481.689 | \$507.108 | \$531.239 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$4,849.270 | \$5,025.037 | \$5,110.600 | \$5,150.964 | \$5,200.524 |
| Operating Expense | | | | | |
| <i>Labor:</i> | | | | | |
| Payroll | \$3,173.448 | \$3,301.566 | \$3,379.199 | \$3,450.089 | \$3,527.969 |
| Overtime | <u>457.128</u> | <u>443.570</u> | <u>446.417</u> | <u>452.360</u> | <u>461.231</u> |
| Total Salaries and Wages | \$3,630.576 | \$3,745.136 | \$3,825.616 | \$3,902.448 | \$3,989.199 |
| Health and Welfare | 840.171 | 917.559 | 957.467 | 1,024.107 | 1,094.003 |
| OPEB Current Payments | 397.822 | 430.981 | 466.791 | 512.534 | 562.103 |
| Pension | 981.141 | 943.532 | 940.895 | 928.847 | 915.393 |
| Other Fringe Benefits | <u>512.896</u> | <u>508.050</u> | <u>521.019</u> | <u>534.507</u> | <u>554.571</u> |
| Total Fringe Benefits | \$2,732.030 | \$2,800.122 | \$2,886.173 | \$2,999.995 | \$3,126.069 |
| Reimbursable Overhead | (255.506) | (255.718) | (241.344) | (241.050) | (235.436) |
| Total Labor Expenses | \$6,107.100 | \$6,289.540 | \$6,470.445 | \$6,661.394 | \$6,879.832 |
| <i>Non-Labor:</i> | | | | | |
| Electric Power | \$253.919 | \$312.878 | \$322.411 | \$332.825 | \$357.706 |
| Fuel | 77.111 | 98.309 | 101.164 | 104.392 | 114.173 |
| Insurance | 73.381 | 80.992 | 91.056 | 102.528 | 115.938 |
| Claims | 145.145 | 146.455 | 149.333 | 150.909 | 152.484 |
| Paratransit Service Contracts | 390.884 | 411.338 | 435.066 | 472.313 | 511.273 |
| Maintenance and Other Operating Contracts | 223.240 | 244.282 | 203.092 | 202.171 | 206.881 |
| Professional Services Contracts | 135.010 | 165.611 | 162.326 | 155.650 | 160.618 |
| Materials and Supplies | 310.263 | 313.765 | 298.425 | 310.843 | 329.218 |
| Other Business Expenses | 75.733 | 77.901 | 79.601 | 81.175 | 82.888 |
| Total Non-Labor Expenses | \$1,684.687 | \$1,851.530 | \$1,842.474 | \$1,912.806 | \$2,031.181 |
| <i>Other Expense Adjustments:</i> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$7,791.787 | \$8,141.070 | \$8,312.918 | \$8,574.200 | \$8,911.013 |
| Depreciation | \$1,728.062 | \$1,778.062 | \$1,828.062 | \$1,878.062 | \$1,928.062 |
| OPEB Liability Adjustment | 1,443.361 | 1,501.095 | 1,561.139 | 1,623.584 | 1,688.528 |
| GASB 68 Pension Expense Adjustment | (354.784) | (296.003) | (305.534) | (296.398) | (303.171) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$10,608.426 | \$11,124.224 | \$11,396.585 | \$11,779.448 | \$12,224.432 |
| Net Surplus/(Deficit) | (\$5,759.156) | (\$6,099.186) | (\$6,285.985) | (\$6,628.484) | (\$7,023.908) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 1,202.050 | 1,250.500 | 1,182.629 | 1,184.625 | 1,146.820 |
| Total Revenues | \$1,202.050 | \$1,250.500 | \$1,182.629 | \$1,184.625 | \$1,146.820 |
| Operating Expense | | | | | |
| Labor: | | | | | |
| Payroll | \$451.288 | \$510.744 | \$485.915 | \$486.479 | \$464.700 |
| Overtime | <u>138.746</u> | <u>108.461</u> | <u>106.282</u> | <u>107.443</u> | <u>106.477</u> |
| Total Salaries and Wages | \$590.034 | \$619.206 | \$592.197 | \$593.923 | \$571.177 |
| Health and Welfare | 21.507 | 22.287 | 23.289 | 24.267 | 23.886 |
| OPEB Current Payments | 7.766 | 8.347 | 8.796 | 9.254 | 9.734 |
| Pension | 23.074 | 33.617 | 33.872 | 33.469 | 31.940 |
| Other Fringe Benefits | <u>177.039</u> | <u>200.074</u> | <u>189.878</u> | <u>189.761</u> | <u>182.396</u> |
| Total Fringe Benefits | \$229.387 | \$264.324 | \$255.835 | \$256.751 | \$247.956 |
| Reimbursable Overhead | 255.506 | 255.718 | 241.344 | 241.050 | 235.436 |
| Total Labor Expenses | \$1,074.926 | \$1,139.248 | \$1,089.376 | \$1,091.724 | \$1,054.570 |
| Non-Labor: | | | | | |
| Electric Power | \$0.252 | \$0.252 | \$0.252 | \$0.252 | \$0.252 |
| Fuel | 0.000 | 0.119 | 0.050 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 33.208 | 33.988 | 31.670 | 31.658 | 31.686 |
| Professional Services Contracts | 12.092 | 9.120 | 9.159 | 9.509 | 9.509 |
| Materials and Supplies | 79.665 | 67.815 | 52.163 | 51.524 | 50.845 |
| Other Business Expenses | 1.907 | (0.042) | (0.042) | (0.042) | (0.042) |
| Total Non-Labor Expenses | \$127.124 | \$111.252 | \$93.252 | \$92.901 | \$92.250 |
| Other Expense Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$1,202.050 | \$1,250.500 | \$1,182.629 | \$1,184.625 | \$1,146.820 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | |
| Operating Revenue | | | | | |
| <i>Farebox Revenue:</i> | | | | | |
| Subway | \$3,352.702 | \$3,484.965 | \$3,533.910 | \$3,546.297 | \$3,566.740 |
| Bus | 967.735 | 991.684 | 1,000.578 | 1,001.763 | 1,005.287 |
| Paratransit | 18.347 | 19.633 | 20.923 | 22.296 | 23.758 |
| Fare Media Liability | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> | <u>73.500</u> |
| Farebox Revenue | \$4,412.284 | \$4,569.782 | \$4,628.911 | \$4,643.856 | \$4,669.285 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 84.016 | 84.016 | 84.016 | 84.016 | 84.016 |
| Paratransit Reimbursement | 182.910 | 194.372 | 202.509 | 218.416 | 236.218 |
| Other | <u>170.060</u> | <u>176.867</u> | <u>195.164</u> | <u>204.676</u> | <u>211.005</u> |
| Other Operating Revenue | \$436.986 | \$455.255 | \$481.689 | \$507.108 | \$531.239 |
| Capital and Other Reimbursements | 1,202.050 | 1,250.500 | 1,182.629 | 1,184.625 | 1,146.820 |
| Total Revenues | \$6,051.321 | \$6,275.537 | \$6,293.229 | \$6,335.589 | \$6,347.344 |
| Operating Expense | | | | | |
| <i>Labor:</i> | | | | | |
| Payroll | \$3,624.736 | \$3,812.310 | \$3,865.114 | \$3,936.568 | \$3,992.669 |
| Overtime | <u>595.874</u> | <u>552.031</u> | <u>552.698</u> | <u>559.803</u> | <u>567.708</u> |
| Total Salaries and Wages | \$4,220.610 | \$4,364.342 | \$4,417.813 | \$4,496.371 | \$4,560.377 |
| Health and Welfare | 861.679 | 939.846 | 980.756 | 1,048.374 | 1,117.889 |
| OPEB Current Payments | 405.589 | 439.328 | 475.588 | 521.788 | 571.837 |
| Pension | 1,004.215 | 977.149 | 974.768 | 962.316 | 947.333 |
| Other Fringe Benefits | <u>689.935</u> | <u>708.124</u> | <u>710.897</u> | <u>724.269</u> | <u>736.967</u> |
| Total Fringe Benefits | \$2,961.417 | \$3,064.446 | \$3,142.009 | \$3,256.747 | \$3,374.025 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$7,182.027 | \$7,428.788 | \$7,559.821 | \$7,753.118 | \$7,934.402 |
| <i>Non-Labor:</i> | | | | | |
| Electric Power | \$254.171 | \$313.130 | \$322.663 | \$333.077 | \$357.958 |
| Fuel | 77.111 | 98.428 | 101.214 | 104.392 | 114.173 |
| Insurance | 73.381 | 80.992 | 91.056 | 102.528 | 115.938 |
| Claims | 145.145 | 146.455 | 149.333 | 150.909 | 152.484 |
| Paratransit Service Contracts | 390.884 | 411.338 | 435.066 | 472.313 | 511.273 |
| Maintenance and Other Operating Contracts | 256.449 | 278.270 | 234.762 | 233.829 | 238.567 |
| Professional Services Contracts | 147.102 | 174.731 | 171.485 | 165.159 | 170.127 |
| Materials and Supplies | 389.928 | 381.580 | 350.588 | 362.366 | 380.063 |
| Other Business Expenses | 77.640 | 77.859 | 79.559 | 81.133 | 82.846 |
| Total Non-Labor Expenses | \$1,811.811 | \$1,962.782 | \$1,935.726 | \$2,005.707 | \$2,123.431 |
| <i>Other Expense Adjustments:</i> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$8,993.838 | \$9,391.570 | \$9,495.547 | \$9,758.825 | \$10,057.833 |
| Depreciation | \$1,728.062 | \$1,778.062 | \$1,828.062 | \$1,878.062 | \$1,928.062 |
| OPEB Liability Adjustment | 1,443.361 | 1,501.095 | 1,561.139 | 1,623.584 | 1,688.528 |
| GASB 68 Pension Expense Adjustment | (354.784) | (296.003) | (305.534) | (296.398) | (303.171) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$11,810.477 | \$12,374.724 | \$12,579.214 | \$12,964.073 | \$13,371.252 |
| Net Surplus/(Deficit) | (\$5,759.156) | (\$6,099.186) | (\$6,285.985) | (\$6,628.484) | (\$7,023.908) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---|---------------------------|---------------------------|----------------------|----------------------|----------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$4,412.484 | \$4,569.982 | \$4,629.111 | \$4,644.056 | \$4,669.485 |
| <i>Other Operating Revenue:</i> | | | | | |
| <i>Fare Reimbursement</i> | 99.016 | 39.016 | 84.016 | 84.016 | 84.016 |
| <i>Paratransit Reimbursement</i> | 183.189 | 194.407 | 202.509 | 218.355 | 236.081 |
| <i>Other</i> | <u>53.004</u> | <u>56.299</u> | <u>70.979</u> | <u>76.765</u> | <u>79.257</u> |
| Other Operating Revenue | \$335.209 | \$289.722 | \$357.504 | \$379.136 | \$399.354 |
| Capital and Other Reimbursements | 1,150.346 | 1,363.558 | 1,194.901 | 1,183.680 | 1,153.748 |
| Total Receipts | \$5,898.040 | \$6,223.263 | \$6,181.516 | \$6,206.872 | \$6,222.587 |
| Expenditures | | | | | |
| Labor: | | | | | |
| <i>Payroll</i> | \$3,589.612 | \$3,781.662 | \$3,833.569 | \$3,904.456 | \$3,960.598 |
| <i>Overtime</i> | <u>595.874</u> | <u>552.031</u> | <u>552.698</u> | <u>559.803</u> | <u>567.708</u> |
| Total Salaries & Wages | \$4,185.486 | \$4,333.693 | \$4,386.267 | \$4,464.259 | \$4,528.306 |
| <i>Health and Welfare</i> | 854.792 | 936.002 | 972.799 | 1,039.820 | 1,108.693 |
| <i>OPEB Current Payments</i> | 405.589 | 439.328 | 475.588 | 521.788 | 571.837 |
| <i>Pension</i> | 1,004.215 | 977.149 | 974.768 | 962.316 | 947.333 |
| <i>Other Fringe Benefits</i> | <u>469.686</u> | <u>475.253</u> | <u>475.909</u> | <u>484.586</u> | <u>492.541</u> |
| Total Fringe Benefits | \$2,734.282 | \$2,827.732 | \$2,899.063 | \$3,008.509 | \$3,120.404 |
| Contribution to GASB Fund | 0.000 | 0.000 | 7.162 | 16.311 | 26.224 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$6,919.768 | \$7,161.425 | \$7,292.492 | \$7,489.078 | \$7,674.934 |
| Non-Labor: | | | | | |
| Electric Power | \$254.171 | \$313.130 | \$322.663 | \$333.077 | \$357.958 |
| Fuel | 77.111 | 98.428 | 101.214 | 104.392 | 114.173 |
| Insurance | 72.456 | 80.674 | 91.365 | 104.393 | 116.088 |
| Claims | 111.544 | 115.689 | 118.644 | 121.673 | 124.777 |
| Paratransit Service Contracts | 388.884 | 409.338 | 433.066 | 470.313 | 509.273 |
| Maintenance and Other Operating Contracts | 270.449 | 294.870 | 245.462 | 244.529 | 249.267 |
| Professional Services Contracts | 143.128 | 162.731 | 159.485 | 153.159 | 158.127 |
| Materials and Supplies | 370.982 | 365.897 | 349.088 | 360.866 | 378.563 |
| Other Business Expenses | 77.640 | 85.061 | 79.559 | 81.133 | 82.846 |
| Subtotal Non-Labor Expenditures | \$1,766.365 | \$1,925.817 | \$1,900.546 | \$1,973.536 | \$2,091.074 |
| Other Expenditure Adjustments: | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$8,686.133 | \$9,087.242 | \$9,193.038 | \$9,462.615 | \$9,766.008 |
| Net Surplus/(Deficit) | (\$2,788.093) | (\$2,863.979) | (\$3,011.522) | (\$3,255.743) | (\$3,543.421) |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|--------------------|--------------------|--------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$0.200 | \$0.200 | \$0.200 | \$0.200 | \$0.200 |
| <i>Other Operating Revenue:</i> | | | | | |
| Fare Reimbursement | 15.000 | (45.000) | 0.000 | 0.000 | 0.000 |
| Paratransit Reimbursement | 0.279 | 0.035 | 0.000 | (0.061) | (0.137) |
| Other Revenue | <u>(117.056)</u> | <u>(120.568)</u> | <u>(124.185)</u> | <u>(127.911)</u> | <u>(131.748)</u> |
| Other Operating Revenue | (\$101.777) | (\$165.533) | (\$124.185) | (\$127.972) | (\$131.885) |
| Capital and Other Reimbursements | (51.706) | 113.059 | 12.272 | (0.945) | 6.928 |
| Total Receipts | (\$153.283) | (\$52.274) | (\$111.713) | (\$128.717) | (\$124.757) |
| Expenditures | | | | | |
| Labor: | | | | | |
| Payroll | \$35.124 | \$30.648 | \$31.545 | \$32.112 | \$32.071 |
| Overtime | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> | <u>0.000</u> |
| Total Salaries and Wages | \$35.124 | \$30.648 | \$31.545 | \$32.112 | \$32.071 |
| Health and Welfare | 6.886 | 3.844 | 7.958 | 8.555 | 9.196 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | <u>220.249</u> | <u>232.871</u> | <u>234.988</u> | <u>239.683</u> | <u>244.425</u> |
| Total Fringe Benefits | \$227.135 | \$236.715 | \$242.946 | \$248.238 | \$253.622 |
| Contribution to GASB Fund | 0.000 | 0.000 | (7.162) | (16.311) | (26.224) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$262.259 | \$267.363 | \$267.329 | \$264.039 | \$259.468 |
| Non-Labor: | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.925 | 0.318 | (0.309) | (1.865) | (0.150) |
| Claims | 33.601 | 30.766 | 30.689 | 29.236 | 27.707 |
| Paratransit Service Contracts | 2.000 | 2.000 | 2.000 | 2.000 | 2.000 |
| Maintenance and Other Operating Contracts | (14.000) | (16.600) | (10.700) | (10.700) | (10.700) |
| Professional Services Contracts | 3.974 | 12.000 | 12.000 | 12.000 | 12.000 |
| Materials and Supplies | 18.946 | 15.683 | 1.500 | 1.500 | 1.500 |
| Other Business Expenses | 0.000 | (7.202) | 0.000 | 0.000 | 0.000 |
| Subtotal Non-Labor Expenditures | \$45.446 | \$36.965 | \$35.180 | \$32.171 | \$32.357 |
| Other Expenditure Adjustments: | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$307.705 | \$304.328 | \$302.509 | \$296.210 | \$291.825 |
| Total Cash Conversion Adjustments before Depreciation | \$154.422 | \$252.054 | \$190.796 | \$167.493 | \$167.068 |
| Depreciation | \$1,728.062 | \$1,778.062 | \$1,828.062 | \$1,878.062 | \$1,928.062 |
| OPEB Liability Adjustment | 1,443.361 | 1,501.095 | 1,561.139 | 1,623.584 | 1,688.528 |
| GASB 68 Pension Expense Adjustment | (354.784) | (296.003) | (305.534) | (296.398) | (303.171) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$2,971.061 | \$3,235.208 | \$3,274.463 | \$3,372.742 | \$3,480.487 |

MTA NEW YORK CITY TRANSIT
2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| <i>NON-REIMBURSABLE OVERTIME</i> | Total | | |
|---|-------------------|------------------|---------------|
| | Hours | \$ | % |
| Scheduled Service | 4,269,458 | \$137.700 | 31.0% |
| Unscheduled Service | 3,694,536 | 123.262 | 27.8% |
| Programmatic/Routine Maintenance | 4,052,777 | 140.330 | 31.6% |
| Unscheduled Maintenance | 0 | 0.000 | 0.0% |
| Vacancy/Absentee Coverage | 496,920 | 15.830 | 3.6% |
| Weather Emergencies | 538,813 | 17.473 | 3.9% |
| Safety/Security/Law Enforcement | 129,566 | 3.780 | 0.9% |
| Other | 165,770 | 5.195 | 1.2% |
| Subtotal | 13,347,840 | \$443.570 | 100.0% |
| <i>REIMBURSABLE OVERTIME</i> | 3,156,230 | \$108.461 | |
| TOTAL OVERTIME | 16,504,071 | \$552.031 | |

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Ridership and Traffic Volume (Utilization)
(in millions)

| Final Estimate | Adopted Budget | | | |
|-----------------------|-----------------------|-------------|-------------|-------------|
| 2016 | 2017 | 2018 | 2019 | 2020 |

RIDERSHIP

| | | | | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|
| Subway | 1,762.082 | 1,773.592 | 1,784.119 | 1,790.128 | 1,800.054 |
| Bus | 642.499 | 639.435 | 640.393 | 641.082 | 643.139 |
| Paratransit | 8.983 | 9.671 | 10.299 | 10.969 | 11.682 |
| Total Ridership | 2,413.564 | 2,422.697 | 2,434.811 | 2,442.179 | 2,454.875 |

FAREBOX REVENUE (Excluding fare media liability)

| | | | | | |
|----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Subway | \$3,352.702 | \$3,484.965 | \$3,533.910 | \$3,546.297 | \$3,566.740 |
| Bus | 967.735 | 991.684 | 1,000.578 | 1,001.763 | 1,005.287 |
| Paratransit | 18.347 | 19.633 | 20.923 | 22.296 | 23.758 |
| Total Revenue | \$4,338.784 | \$4,496.282 | \$4,555.411 | \$4,570.356 | \$4,595.785 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Total Positions by Function

Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

| Function/Department | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|----------------------------------|----------------------------|----------------------------|---------------|---------------|---------------|
| Administration | | | | | |
| Office of the President | 50 | 55 | 55 | 56 | 56 |
| Law | 320 | 320 | 320 | 320 | 320 |
| Office of the EVP | 55 | 54 | 54 | 54 | 52 |
| Human Resources | 232 | 233 | 231 | 230 | 230 |
| Office of Management and Budget | 42 | 44 | 44 | 44 | 43 |
| Capital Planning & Budget | 35 | 35 | 35 | 35 | 35 |
| Corporate Communications | 265 | 279 | 279 | 279 | 277 |
| Non-Departmental | (34) | (31) | (31) | (31) | (31) |
| Labor Relations | 98 | 97 | 97 | 97 | 97 |
| Materiel | 290 | 238 | 237 | 235 | 206 |
| Controller | 128 | 127 | 127 | 127 | 124 |
| Total Administration | 1,481 | 1,451 | 1,448 | 1,446 | 1,409 |
| Operations | | | | | |
| Subways Service Delivery | 8,315 | 8,536 | 8,395 | 8,369 | 8,245 |
| Subways Operation Support /Admin | 392 | 402 | 402 | 402 | 402 |
| Subways Stations | 2,669 | 2,608 | 2,592 | 2,592 | 2,592 |
| <i>Subtotal - Subways</i> | 11,376 | 11,546 | 11,389 | 11,363 | 11,239 |
| Buses | 11,042 | 11,156 | 11,116 | 11,116 | 11,116 |
| Paratransit | 213 | 213 | 213 | 213 | 213 |
| Operations Planning | 400 | 406 | 406 | 405 | 398 |
| Revenue Control | 583 | 583 | 583 | 583 | 583 |
| Non-Departmental | - | 36 | 36 | 36 | 36 |
| Total Operations | 23,614 | 23,940 | 23,743 | 23,716 | 23,585 |
| Maintenance | | | | | |
| Subways Operation Support /Admin | 175 | 144 | 132 | 130 | 123 |
| Subways Engineering | 379 | 388 | 365 | 338 | 315 |
| Subways Car Equipment | 4,429 | 4,410 | 4,332 | 4,290 | 4,290 |
| Subways Infrastructure | 1,642 | 1,684 | 1,558 | 1,554 | 1,545 |
| Subways Elevator & Escalators | 488 | 505 | 500 | 487 | 489 |
| Subways Stations | 3,808 | 3,859 | 3,865 | 3,852 | 3,852 |
| Subways Track | 2,841 | 2,850 | 2,832 | 2,820 | 2,822 |
| Subways Power | 625 | 629 | 616 | 604 | 598 |
| Subways Signals | 1,517 | 1,527 | 1,493 | 1,469 | 1,451 |
| Subways Electronics Maintenance | 1,630 | 1,649 | 1,577 | 1,564 | 1,557 |
| <i>Subtotal - Subways</i> | 17,534 | 17,645 | 17,270 | 17,108 | 17,042 |
| Buses | 3,683 | 3,667 | 3,677 | 3,756 | 3,799 |
| Supply Logistics | 559 | 567 | 564 | 564 | 564 |
| System Safety | 99 | 99 | 99 | 99 | 96 |
| Non-Departmental | (82) | (90) | (60) | (39) | (39) |
| Total Maintenance | 21,793 | 21,888 | 21,550 | 21,488 | 21,462 |
| Engineering/Capital | | | | | |
| Capital Program Management | 1,358 | 1,358 | 1,358 | 1,358 | 1,283 |
| Total Engineering/Capital | 1,358 | 1,358 | 1,358 | 1,358 | 1,283 |
| Public Safety | | | | | |
| Security | 662 | 673 | 673 | 673 | 673 |
| Total Public Safety | 662 | 673 | 673 | 673 | 673 |
| Total Positions | 48,908 | 49,310 | 48,772 | 48,681 | 48,412 |
| Non-Reimbursable | 43,673 | 43,965 | 43,827 | 43,828 | 43,904 |
| Reimbursable | 5,235 | 5,345 | 4,945 | 4,853 | 4,508 |
| Total Full-Time | 48,695 | 49,097 | 48,559 | 48,468 | 48,199 |
| Total Full-Time Equivalents | 213 | 213 | 213 | 213 | 213 |

MTA NEW YORK CITY TRANSIT
February Financial Plan 2017 - 2020
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate | Adopted Budget | 2018 | 2019 | 2020 |
|---------------------------------------|----------------|----------------|---------------|---------------|---------------|
| | 2016 | 2017 | | | |
| Administration | | | | | |
| Managers/Supervisors | 536 | 516 | 515 | 513 | 494 |
| Professional/Technical/Clerical | 916 | 906 | 904 | 904 | 886 |
| Operational Hourlies | 29 | 29 | 29 | 29 | 29 |
| Total Administration Headcount | 1,481 | 1,451 | 1,448 | 1,446 | 1,409 |
| Operations | | | | | |
| Managers/Supervisors | 2,786 | 2,799 | 2,791 | 2,788 | 2,779 |
| Professional/Technical/Clerical | 507 | 515 | 517 | 516 | 514 |
| Operational Hourlies | 20,321 | 20,626 | 20,435 | 20,412 | 20,292 |
| Total Operations Headcount | 23,614 | 23,940 | 23,743 | 23,716 | 23,585 |
| Maintenance | | | | | |
| Managers/Supervisors | 3,925 | 3,932 | 3,844 | 3,827 | 3,818 |
| Professional/Technical/Clerical | 1,124 | 1,153 | 1,109 | 1,099 | 1,068 |
| Operational Hourlies | 16,744 | 16,803 | 16,597 | 16,562 | 16,576 |
| Total Maintenance Headcount | 21,793 | 21,888 | 21,550 | 21,488 | 21,462 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 339 | 339 | 339 | 339 | 283 |
| Professional/Technical/Clerical | 1,017 | 1,017 | 1,017 | 1,017 | 998 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 |
| Total Engineering Headcount | 1,358 | 1,358 | 1,358 | 1,358 | 1,283 |
| Public Safety | | | | | |
| Managers/Supervisors | 288 | 295 | 295 | 295 | 295 |
| Professional, Technical, Clerical | 38 | 42 | 42 | 42 | 42 |
| Operational Hourlies | 336 | 336 | 336 | 336 | 336 |
| Total Public Safety Headcount | 662 | 673 | 673 | 673 | 673 |
| Total Positions | | | | | |
| Managers/Supervisors | 7,874 | 7,881 | 7,784 | 7,762 | 7,669 |
| Professional, Technical, Clerical | 3,602 | 3,633 | 3,589 | 3,578 | 3,508 |
| Operational Hourlies | 37,432 | 37,796 | 37,399 | 37,341 | 37,235 |
| Total Positions | 48,908 | 49,310 | 48,772 | 48,681 | 48,412 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| <i>Farebox Revenue</i> | | | | | | | | | | | | | |
| Subway | \$270.828 | \$251.445 | \$301.525 | \$281.684 | \$304.089 | \$300.602 | \$284.196 | \$293.695 | \$292.225 | \$313.797 | \$289.606 | \$301.273 | \$3,484.965 |
| Bus | 76.532 | 73.358 | 87.385 | 80.328 | 86.713 | 83.900 | 83.407 | 86.038 | 84.189 | 87.771 | 81.212 | 80.851 | 991.684 |
| Paratransit | 1.584 | 1.469 | 1.807 | 1.589 | 1.727 | 1.738 | 1.556 | 1.662 | 1.587 | 1.639 | 1.599 | 1.676 | 19.633 |
| Fare Media Liability | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 73.500 |
| Farebox Revenue | \$355.069 | \$332.397 | \$396.842 | \$369.726 | \$398.655 | \$392.364 | \$375.285 | \$387.520 | \$384.125 | \$409.333 | \$378.541 | \$389.925 | \$4,569.782 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 7.685 | 7.151 | 9.666 | 6.792 | 9.361 | 6.561 | 2.606 | 2.175 | 6.717 | 9.317 | 8.404 | 7.581 | 84.016 |
| Paratransit Reimbursement | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.194 | 194.372 |
| Other | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.738 | 176.867 |
| Other Operating Revenue | \$38.622 | \$38.088 | \$40.603 | \$37.729 | \$40.298 | \$37.498 | \$33.543 | \$33.112 | \$37.654 | \$40.254 | \$39.341 | \$38.513 | \$455.255 |
| Total Revenues | \$393.691 | \$370.485 | \$437.445 | \$407.455 | \$438.953 | \$429.862 | \$408.828 | \$420.632 | \$421.779 | \$449.587 | \$417.882 | \$428.438 | \$5,025.037 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$281.176 | \$261.057 | \$271.917 | \$255.025 | \$285.170 | \$271.892 | \$280.733 | \$281.228 | \$262.416 | \$269.499 | \$291.534 | \$289.918 | \$3,301.566 |
| Overtime | 42.560 | 38.960 | 40.955 | 29.007 | 37.592 | 37.833 | 35.562 | 36.625 | 29.035 | 37.140 | 36.501 | 41.802 | 443.570 |
| Total Salaries & Wages | \$323.736 | \$300.017 | \$312.872 | \$284.032 | \$322.762 | \$309.725 | \$316.294 | \$317.853 | \$291.451 | \$306.640 | \$328.035 | \$331.720 | \$3,745.136 |
| Health and Welfare | 73.942 | 73.956 | 73.983 | 74.186 | 77.113 | 74.506 | 76.757 | 77.257 | 76.963 | 76.841 | 76.691 | 85.364 | 917.559 |
| OPEB Current Payments | 36.634 | 36.634 | 36.634 | 36.634 | 36.634 | 36.634 | 38.010 | 38.010 | 38.010 | 38.010 | 38.010 | 21.124 | 430.981 |
| Pension | 77.149 | 77.119 | 77.126 | 77.175 | 77.151 | 77.146 | 79.957 | 79.871 | 80.014 | 79.928 | 80.992 | 79.903 | 943.532 |
| Other Fringe Benefits | 43.332 | 42.105 | 44.028 | 35.130 | 42.832 | 44.963 | 42.990 | 42.369 | 38.693 | 40.580 | 43.880 | 47.148 | 508.050 |
| Total Fringe Benefits | \$231.058 | \$229.815 | \$231.772 | \$223.124 | \$233.730 | \$233.250 | \$237.713 | \$237.508 | \$233.680 | \$235.359 | \$239.573 | \$233.539 | \$2,800.122 |
| Reimbursable Overhead | (17.611) | (16.508) | (20.143) | (36.229) | (18.346) | (18.133) | (18.095) | (19.044) | (36.793) | (19.864) | (17.528) | (17.424) | (255.718) |
| Total Labor Expenses | \$537.183 | \$513.324 | \$524.500 | \$470.927 | \$538.146 | \$524.842 | \$535.913 | \$536.317 | \$488.338 | \$522.135 | \$550.080 | \$547.835 | \$6,289.540 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$27.627 | \$28.545 | \$26.038 | \$24.227 | \$23.818 | \$25.099 | \$27.239 | \$25.796 | \$26.656 | \$25.298 | \$24.939 | \$27.597 | \$312.878 |
| Fuel | 7.868 | 8.919 | 10.553 | 8.782 | 8.876 | 8.597 | 8.176 | 7.827 | 4.269 | 7.975 | 8.456 | 8.010 | 98.309 |
| Insurance | 6.068 | 6.068 | 6.536 | 6.537 | 6.937 | 6.937 | 6.937 | 6.937 | 6.937 | 6.937 | 7.081 | 7.081 | 80.992 |
| Claims | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 146.455 |
| Paratransit Service Contracts | 33.638 | 31.694 | 36.481 | 33.825 | 35.476 | 35.807 | 33.260 | 34.369 | 33.724 | 34.633 | 33.716 | 34.716 | 411.338 |
| Maintenance and Other Operating Contracts | 16.045 | 18.058 | 18.334 | 19.907 | 19.823 | 24.700 | 18.879 | 19.120 | 18.848 | 17.036 | 26.219 | 27.313 | 244.282 |
| Professional Services Contracts | 13.703 | 12.082 | 12.215 | 15.619 | 15.469 | 12.682 | 15.895 | 12.456 | 12.715 | 15.761 | 12.660 | 14.353 | 165.611 |
| Materials and Supplies | 25.619 | 25.161 | 25.802 | 26.130 | 26.119 | 26.142 | 25.895 | 26.279 | 25.994 | 26.503 | 26.884 | 27.237 | 313.765 |
| Other Business Expenses | 5.894 | 6.269 | 6.374 | 6.786 | 6.457 | 6.639 | 6.539 | 6.573 | 6.850 | 6.429 | 6.470 | 6.621 | 77.901 |
| Total Non-Labor Expenses | \$148.667 | \$149.002 | \$154.538 | \$154.018 | \$155.179 | \$158.808 | \$155.024 | \$151.560 | \$148.196 | \$152.775 | \$158.629 | \$165.134 | \$1,851.530 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses | \$685.850 | \$662.326 | \$679.038 | \$624.944 | \$693.325 | \$683.650 | \$690.936 | \$687.878 | \$636.534 | \$674.910 | \$708.709 | \$712.969 | \$8,141.070 |
| Depreciation | \$135.859 | \$137.010 | \$138.162 | \$139.313 | \$140.464 | \$151.704 | \$152.855 | \$154.006 | \$155.158 | \$156.309 | \$157.460 | \$159.762 | \$1,778.062 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 1,501.095 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | (296.003) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$821.709 | \$799.336 | \$1,118.473 | \$764.257 | \$833.789 | \$1,136.626 | \$843.792 | \$841.884 | \$1,092.965 | \$831.219 | \$866.170 | \$1,174.004 | \$11,124.224 |
| Net Surplus/(Deficit) | (\$428.018) | (\$428.851) | (\$681.028) | (\$356.802) | (\$394.836) | (\$706.764) | (\$434.964) | (\$421.252) | (\$671.185) | (\$381.633) | (\$448.287) | (\$745.566) | (\$6,099.186) |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|--------------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 93.137 | 88.872 | 104.324 | 141.498 | 96.289 | 95.723 | 95.092 | 99.098 | 146.693 | 102.625 | 92.661 | 94.491 | 1,250.500 |
| Total Revenues | \$93.137 | \$88.872 | \$104.324 | \$141.498 | \$96.289 | \$95.723 | \$95.092 | \$99.098 | \$146.693 | \$102.625 | \$92.661 | \$94.491 | \$1,250.500 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$39.825 | \$37.188 | \$47.746 | \$47.795 | \$41.113 | \$40.659 | \$40.025 | \$41.875 | \$51.471 | \$44.175 | \$39.039 | \$39.833 | \$510.744 |
| Overtime | 6.590 | 6.452 | 6.533 | 20.898 | 6.518 | 6.503 | 6.933 | 6.958 | 21.093 | 6.690 | 6.635 | 6.659 | 108.461 |
| Total Salaries & Wages | \$46.415 | \$43.639 | \$54.279 | \$68.694 | \$47.631 | \$47.162 | \$46.958 | \$48.833 | \$72.564 | \$50.865 | \$45.674 | \$46.492 | \$619.206 |
| Health and Welfare | 1.800 | 1.800 | 1.800 | 1.800 | 1.829 | 1.829 | 1.869 | 1.869 | 1.869 | 1.869 | 1.869 | 2.086 | 22.287 |
| OPEB Current Payments | 0.689 | 0.689 | 0.689 | 0.689 | 0.689 | 0.689 | 0.702 | 0.702 | 0.702 | 0.702 | 0.702 | 0.702 | 8.347 |
| Pension | 2.657 | 2.657 | 2.657 | 2.657 | 2.657 | 2.657 | 2.886 | 2.958 | 2.958 | 2.958 | 2.958 | 2.958 | 33.617 |
| Other Fringe Benefits | 15.105 | 14.336 | 17.238 | 21.992 | 15.622 | 15.530 | 15.204 | 15.944 | 22.337 | 16.899 | 14.853 | 15.015 | 200.074 |
| Total Fringe Benefits | \$20.250 | \$19.482 | \$22.383 | \$27.137 | \$20.797 | \$20.705 | \$20.662 | \$21.473 | \$27.866 | \$22.428 | \$20.382 | \$20.761 | \$264.324 |
| Reimbursable Overhead | 17.611 | 16.508 | 20.143 | 36.229 | 18.346 | 18.133 | 18.095 | 19.044 | 36.793 | 19.864 | 17.528 | 17.424 | 255.718 |
| Total Labor Expenses | \$84.276 | \$79.629 | \$96.806 | \$132.060 | \$86.774 | \$86.000 | \$85.715 | \$89.349 | \$137.222 | \$93.156 | \$83.584 | \$84.677 | \$1,139.248 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.021 | \$0.021 | \$0.021 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.020 | \$0.021 | \$0.252 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.027 | 0.050 | 0.010 | 0.010 | 0.010 | 0.012 | 0.119 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 2.765 | 2.903 | 2.792 | 2.771 | 2.903 | 2.858 | 2.781 | 2.913 | 2.794 | 2.773 | 2.921 | 2.814 | 33.988 |
| Professional Services Contracts | 0.513 | 0.539 | 0.746 | 0.695 | 0.670 | 0.927 | 0.670 | 0.695 | 0.902 | 0.695 | 0.670 | 1.398 | 9.120 |
| Materials and Supplies | 5.406 | 5.621 | 5.787 | 5.791 | 5.763 | 5.744 | 5.719 | 5.911 | 5.573 | 5.810 | 5.296 | 5.396 | 67.815 |
| Other Business Expenses | 0.156 | 0.159 | (1.828) | 0.159 | 0.159 | 0.173 | 0.159 | 0.159 | 0.171 | 0.159 | 0.159 | 0.173 | (0.042) |
| Total Non-Labor Expenses | \$8.861 | \$9.243 | \$7.518 | \$9.437 | \$9.515 | \$9.723 | \$9.377 | \$9.748 | \$9.470 | \$9.469 | \$9.077 | \$9.814 | \$111.252 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$93.137 | \$88.872 | \$104.324 | \$141.498 | \$96.289 | \$95.723 | \$95.092 | \$99.098 | \$146.693 | \$102.625 | \$92.661 | \$94.491 | \$1,250.500 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Non-Reimbursable / Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| <i>Farebox Revenue</i> | | | | | | | | | | | | | |
| Subway | \$270.828 | \$251.445 | \$301.525 | \$281.684 | \$304.089 | \$300.602 | \$284.196 | \$293.695 | \$292.225 | \$313.797 | \$289.606 | \$301.273 | \$3,484.965 |
| Bus | 76.532 | 73.358 | 87.385 | 80.328 | 86.713 | 83.900 | 83.407 | 86.038 | 84.189 | 87.771 | 81.212 | 80.851 | 991.684 |
| Paratransit | 1.584 | 1.469 | 1.807 | 1.589 | 1.727 | 1.738 | 1.556 | 1.662 | 1.587 | 1.639 | 1.599 | 1.676 | 19.633 |
| Fare Media Liability | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 6.125 | 73.500 |
| Farebox Revenue | \$355.069 | \$332.397 | \$396.842 | \$369.726 | \$398.655 | \$392.364 | \$375.285 | \$387.520 | \$384.125 | \$409.333 | \$378.541 | \$389.925 | \$4,569.782 |
| <i>Other Operating Revenue</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 7.685 | 7.151 | 9.666 | 6.792 | 9.361 | 6.561 | 2.606 | 2.175 | 6.717 | 9.317 | 8.404 | 7.581 | 84.016 |
| Paratransit Reimbursement | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.198 | 16.194 | 194.372 |
| Other | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.739 | 14.738 | 176.867 |
| Other Operating Revenue | \$38.622 | \$38.088 | \$40.603 | \$37.729 | \$40.298 | \$37.498 | \$33.543 | \$33.112 | \$37.654 | \$40.254 | \$39.341 | \$38.513 | \$455.255 |
| Capital and Other Reimbursements | 93.137 | 88.872 | 104.324 | 141.498 | 96.289 | 95.723 | 95.092 | 99.098 | 146.693 | 102.625 | 92.661 | 94.491 | 1,250.500 |
| Total Revenues | \$486.828 | \$459.357 | \$541.768 | \$548.953 | \$535.241 | \$525.585 | \$503.919 | \$519.730 | \$568.472 | \$552.211 | \$510.543 | \$522.929 | \$6,275.537 |
| Operating Expenses | | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | | |
| Payroll | \$321.001 | \$298.245 | \$319.664 | \$302.820 | \$326.283 | \$312.552 | \$320.758 | \$323.103 | \$313.887 | \$313.675 | \$330.572 | \$329.751 | \$3,812.310 |
| Overtime | 49.149 | 45.412 | 47.487 | 49.905 | 44.110 | 44.336 | 42.495 | 43.583 | 50.127 | 43.830 | 43.137 | 48.461 | 552.031 |
| Total Salaries & Wages | \$370.150 | \$343.657 | \$367.151 | \$352.725 | \$370.393 | \$356.887 | \$363.253 | \$366.686 | \$364.014 | \$357.505 | \$373.709 | \$378.212 | \$4,364.342 |
| Health and Welfare | 75.741 | 75.756 | 75.783 | 75.985 | 78.943 | 76.335 | 78.625 | 79.126 | 78.832 | 78.710 | 78.560 | 87.450 | 939.846 |
| OPEB Current Payments | 37.323 | 37.323 | 37.323 | 37.323 | 37.323 | 37.323 | 38.713 | 38.713 | 38.713 | 38.713 | 38.713 | 21.827 | 439.328 |
| Pension | 79.806 | 79.776 | 79.783 | 79.832 | 79.808 | 79.803 | 82.843 | 82.829 | 82.972 | 82.886 | 83.950 | 82.861 | 977.149 |
| Other Fringe Benefits | 58.438 | 56.441 | 61.266 | 57.122 | 58.454 | 60.493 | 58.194 | 58.313 | 61.030 | 57.479 | 58.733 | 62.162 | 708.124 |
| Total Fringe Benefits | \$251.308 | \$249.297 | \$254.155 | \$250.261 | \$254.527 | \$253.954 | \$258.375 | \$258.980 | \$261.546 | \$257.787 | \$259.956 | \$254.300 | \$3,064.446 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$621.459 | \$592.953 | \$621.306 | \$602.987 | \$624.920 | \$610.842 | \$621.627 | \$625.666 | \$625.561 | \$615.291 | \$633.664 | \$632.512 | \$7,428.788 |
| <i>Non-Labor:</i> | | | | | | | | | | | | | |
| Electric Power | \$27.648 | \$28.566 | \$26.060 | \$24.248 | \$23.838 | \$25.121 | \$27.259 | \$25.817 | \$26.676 | \$25.319 | \$24.960 | \$27.618 | \$313.130 |
| Fuel | 7.868 | 8.919 | 10.553 | 8.782 | 8.876 | 8.597 | 8.203 | 7.877 | 4.279 | 7.985 | 8.466 | 8.022 | 98.428 |
| Insurance | 6.068 | 6.068 | 6.536 | 6.537 | 6.937 | 6.937 | 6.937 | 6.937 | 6.937 | 6.937 | 7.081 | 7.081 | 80.992 |
| Claims | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 12.205 | 146.455 |
| Paratransit Service Contracts | 33.638 | 31.694 | 36.481 | 33.825 | 35.476 | 35.807 | 33.260 | 34.369 | 33.724 | 34.633 | 33.716 | 34.716 | 411.338 |
| Maintenance and Other Operating Contracts | 18.810 | 20.960 | 21.126 | 22.678 | 22.725 | 27.559 | 21.660 | 22.032 | 21.642 | 19.810 | 29.139 | 30.127 | 278.270 |
| Professional Services Contracts | 14.216 | 12.621 | 12.961 | 16.314 | 16.139 | 13.609 | 16.565 | 13.151 | 13.617 | 16.456 | 13.330 | 15.751 | 174.731 |
| Materials and Supplies | 31.025 | 30.782 | 31.589 | 31.921 | 31.882 | 31.885 | 31.614 | 32.189 | 31.566 | 32.313 | 32.181 | 32.633 | 381.580 |
| Other Business Expenses | 6.049 | 6.428 | 4.546 | 6.945 | 6.616 | 6.812 | 6.698 | 6.732 | 7.021 | 6.588 | 6.629 | 6.794 | 77.859 |
| Total Non-Labor Expenses | \$157.528 | \$158.244 | \$162.056 | \$163.455 | \$164.694 | \$168.531 | \$164.401 | \$161.309 | \$157.666 | \$162.244 | \$167.706 | \$174.948 | \$1,962.782 |
| <i>Other Expense Adjustments:</i> | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses | \$778.987 | \$751.197 | \$783.362 | \$766.442 | \$789.614 | \$779.372 | \$786.028 | \$786.975 | \$783.227 | \$777.535 | \$801.370 | \$807.460 | \$9,391.570 |
| Depreciation | \$135.859 | \$137.010 | \$138.162 | \$139.313 | \$140.464 | \$151.704 | \$152.855 | \$154.006 | \$155.158 | \$156.309 | \$157.460 | \$159.762 | \$1,778.062 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 1,501.095 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | (296.003) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$914.846 | \$888.208 | \$1,222.796 | \$905.755 | \$930.078 | \$1,232.349 | \$938.883 | \$940.982 | \$1,239.657 | \$933.844 | \$958.831 | \$1,268.495 | \$12,374.724 |
| Net Surplus/(Deficit) | (\$428.018) | (\$428.851) | (\$681.028) | (\$356.802) | (\$394.836) | (\$706.764) | (\$434.964) | (\$421.252) | (\$671.185) | (\$381.633) | (\$448.287) | (\$745.566) | (\$6,099.186) |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Cash Receipts and Expenditures | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$346.416 | \$332.600 | \$397.267 | \$378.570 | \$385.101 | \$395.999 | \$379.467 | \$384.348 | \$385.702 | \$403.150 | \$384.956 | \$396.406 | \$4,569.982 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Fare Reimbursement | 0.000 | 0.000 | 0.000 | 6.312 | 0.000 | 13.766 | 6.312 | 0.000 | 0.000 | 6.313 | 0.000 | 6.313 | 39.016 |
| Paratransit Reimbursement | 4.366 | 4.366 | 39.366 | 4.366 | 4.366 | 39.366 | 4.366 | 39.366 | 4.366 | 4.366 | 41.384 | 4.363 | 194.407 |
| Other | <u>3.942</u> | <u>12.937</u> | <u>56.299</u> |
| Other Operating Revenue | \$8.308 | \$8.308 | \$43.308 | \$14.620 | \$8.308 | \$57.074 | \$14.620 | \$43.308 | \$8.308 | \$14.621 | \$45.326 | \$23.613 | \$289.722 |
| Capital and Other Reimbursements | 93.137 | 88.872 | 104.324 | 141.498 | 96.289 | 75.723 | 115.092 | 119.098 | 166.693 | 122.625 | 112.661 | 127.550 | 1,363.558 |
| Total Receipts | \$447.861 | \$429.780 | \$544.898 | \$534.688 | \$489.697 | \$528.796 | \$509.178 | \$546.754 | \$560.703 | \$540.395 | \$542.943 | \$547.569 | \$6,223.263 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$285.416 | \$296.841 | \$308.087 | \$266.499 | \$307.484 | \$419.917 | \$284.642 | \$299.751 | \$289.342 | \$277.558 | \$455.256 | \$290.868 | \$3,781.662 |
| Overtime | <u>49.149</u> | <u>45.412</u> | <u>47.487</u> | <u>49.905</u> | <u>44.110</u> | <u>44.336</u> | <u>42.495</u> | <u>43.583</u> | <u>50.127</u> | <u>43.830</u> | <u>43.137</u> | <u>48.461</u> | <u>552.031</u> |
| Total Salaries and Wages | \$334.566 | \$342.253 | \$355.575 | \$316.404 | \$351.594 | \$464.253 | \$327.136 | \$343.334 | \$339.469 | \$321.389 | \$498.392 | \$339.328 | \$4,333.693 |
| Health and Welfare | 78.324 | 75.756 | 75.783 | 75.985 | 78.943 | 76.335 | 78.625 | 79.126 | 78.832 | 78.710 | 79.206 | 80.378 | 936.002 |
| OPEB Current Payments | 37.323 | 37.323 | 37.323 | 37.323 | 37.323 | 37.323 | 38.713 | 38.713 | 38.713 | 38.713 | 38.713 | 21.827 | 439.328 |
| Pension | 79.806 | 79.776 | 79.783 | 79.832 | 79.808 | 79.803 | 82.843 | 82.829 | 82.972 | 82.886 | 83.950 | 82.861 | 977.149 |
| Other Fringe Benefits | <u>36.537</u> | <u>37.122</u> | <u>41.179</u> | <u>35.166</u> | <u>37.821</u> | <u>49.386</u> | <u>36.254</u> | <u>37.336</u> | <u>39.963</u> | <u>35.538</u> | <u>48.933</u> | <u>40.017</u> | <u>475.253</u> |
| Total Fringe Benefits | \$231.990 | \$229.977 | \$234.068 | \$228.306 | \$233.894 | \$242.847 | \$236.435 | \$238.004 | \$240.480 | \$235.847 | \$250.801 | \$225.083 | \$2,827.732 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$566.556 | \$572.230 | \$589.642 | \$544.710 | \$585.489 | \$707.100 | \$563.571 | \$581.338 | \$579.949 | \$557.235 | \$749.193 | \$564.412 | \$7,161.425 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$27.648 | \$28.566 | \$26.060 | \$24.248 | \$23.838 | \$25.121 | \$27.259 | \$25.817 | \$26.676 | \$25.319 | \$24.960 | \$27.618 | \$313.130 |
| Fuel | 7.868 | 8.919 | 10.553 | 8.782 | 8.876 | 8.597 | 8.203 | 7.877 | 4.279 | 7.985 | 8.466 | 8.022 | 98.428 |
| Insurance | 19.219 | 11.936 | 0.000 | 15.644 | 0.064 | 0.382 | 15.808 | 0.000 | 8.656 | 11.293 | 0.000 | (2.327) | 80.674 |
| Claims | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.641 | 9.643 | 115.689 |
| Paratransit Service Contracts | 33.638 | 31.694 | 35.981 | 33.825 | 35.476 | 35.307 | 33.260 | 34.369 | 33.224 | 34.633 | 33.716 | 34.216 | 409.338 |
| Maintenance and Other Operating Contracts | 18.810 | 20.960 | 21.126 | 22.678 | 22.725 | 27.559 | 21.660 | 22.032 | 21.642 | 19.810 | 29.139 | 46.727 | 294.870 |
| Professional Services Contracts | 11.216 | 12.621 | 12.961 | 13.314 | 16.139 | 13.609 | 13.565 | 13.151 | 13.617 | 13.456 | 13.330 | 15.751 | 162.731 |
| Materials and Supplies | 32.025 | 31.782 | 32.047 | 32.379 | 32.340 | 31.343 | 31.072 | 28.647 | 28.024 | 28.771 | 28.639 | 28.828 | 365.897 |
| Other Business Expenses | 6.049 | 6.428 | 4.546 | 6.945 | 6.616 | 6.812 | 6.698 | 10.332 | 7.021 | 6.588 | 10.231 | 6.794 | 85.061 |
| Subtotal Non-Labor Expenditures | \$166.115 | \$162.548 | \$152.914 | \$167.456 | \$155.715 | \$158.370 | \$167.166 | \$151.866 | \$152.779 | \$157.494 | \$158.121 | \$175.273 | \$1,925.817 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 |
| Total Expenditures | \$732.671 | \$734.779 | \$742.556 | \$712.166 | \$741.203 | \$865.470 | \$730.737 | \$733.204 | \$732.728 | \$714.729 | \$907.314 | \$739.685 | \$9,087.242 |
| Net Surplus/(Deficit) | (\$284.810) | (\$304.999) | (\$197.658) | (\$177.479) | (\$251.506) | (\$336.674) | (\$221.559) | (\$186.450) | (\$172.025) | (\$174.333) | (\$364.371) | (\$192.116) | (\$2,863.979) |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|-------------------|--------------------|------------------|--------------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | (\$8.653) | \$0.203 | \$0.425 | \$8.844 | (\$13.554) | \$3.635 | \$4.182 | (\$3.172) | \$1.577 | (\$6.183) | \$6.415 | \$6.481 | \$0.200 |
| <i>Other Operating Revenue:</i> | | | | | | | | | | | | | |
| Fare Reimbursement | (7.685) | (7.151) | (9.666) | (0.480) | (9.361) | 7.205 | 3.706 | (2.175) | (6.717) | (3.004) | (8.404) | (1.268) | (45.000) |
| Paratransit Reimbursement | (11.832) | (11.832) | 23.168 | (11.832) | (11.832) | 23.168 | (11.832) | 23.168 | (11.832) | (11.832) | 25.186 | (11.831) | 0.035 |
| Other | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (10.797) | (1.801) | (120.568) |
| Other Operating Revenue | (\$30.314) | (\$29.780) | \$2.705 | (\$23.109) | (\$31.990) | \$19.576 | (\$18.923) | \$10.196 | (\$29.346) | (\$25.633) | \$5.985 | (\$14.900) | (\$165.533) |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (20.000) | 20.000 | 20.000 | 20.000 | 20.000 | 20.000 | 33.059 | 113.059 |
| Total Receipts | (\$38.967) | (\$29.577) | \$3.130 | (\$14.265) | (\$45.544) | \$3.211 | \$5.259 | \$27.024 | (\$7.769) | (\$11.816) | \$32.400 | \$24.640 | (\$52.274) |
| Expenditures | | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | | |
| Payroll | \$35.585 | \$1.404 | \$11.576 | \$36.321 | \$18.799 | (\$107.366) | \$36.116 | \$23.352 | \$24.545 | \$36.116 | (\$124.683) | \$38.883 | \$30.648 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Salaries and Wages | \$35.585 | \$1.404 | \$11.576 | \$36.321 | \$18.799 | (\$107.366) | \$36.116 | \$23.352 | \$24.545 | \$36.116 | (\$124.683) | \$38.883 | \$30.648 |
| Health and Welfare | (2.582) | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (0.646) | 7.071 | 3.844 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 21.900 | 19.319 | 20.087 | 21.956 | 20.633 | 11.107 | 21.940 | 20.976 | 21.067 | 21.940 | 9.800 | 22.145 | 232.871 |
| Total Fringe Benefits | \$19.318 | \$19.319 | \$20.087 | \$21.956 | \$20.633 | \$11.107 | \$21.940 | \$20.976 | \$21.067 | \$21.940 | \$9.154 | \$29.217 | \$236.715 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$54.903 | \$20.723 | \$31.664 | \$58.277 | \$39.432 | (\$96.259) | \$58.056 | \$44.329 | \$45.612 | \$58.056 | (\$115.529) | \$68.100 | \$267.363 |
| <i>Non-Labor:</i> | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | (13.151) | (5.868) | 6.536 | (9.107) | 6.873 | 6.555 | (8.871) | 6.937 | (1.719) | (4.356) | 7.081 | 9.408 | 0.318 |
| Claims | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.564 | 2.562 | 30.766 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.500 | 2.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (16.600) | (16.600) |
| Professional Services Contracts | 3.000 | 0.000 | 0.000 | 3.000 | 0.000 | 0.000 | 3.000 | 0.000 | 0.000 | 3.000 | 0.000 | 0.000 | 12.000 |
| Materials and Supplies | (1.000) | (1.000) | (0.458) | (0.458) | (0.458) | 0.542 | 0.542 | 3.542 | 3.542 | 3.542 | 3.542 | 3.805 | 15.683 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | (3.600) | 0.000 | 0.000 | (3.602) | 0.000 | (7.202) |
| Subtotal Non-Labor Expenditures | (\$8.587) | (\$4.304) | \$9.142 | (\$4.001) | \$8.979 | \$10.161 | (\$2.765) | \$9.443 | \$4.887 | \$4.750 | \$9.585 | (\$0.325) | \$36.965 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$46.316 | \$16.419 | \$40.806 | \$54.276 | \$48.411 | (\$86.098) | \$55.291 | \$53.772 | \$50.499 | \$62.806 | (\$105.944) | \$67.775 | \$304.328 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$7.349 | (\$13.158) | \$43.936 | \$40.011 | \$2.867 | (\$82.887) | \$60.550 | \$80.796 | \$42.730 | \$50.990 | (\$73.544) | \$92.415 | \$252.054 |
| Depreciation | \$135.859 | \$137.010 | \$138.162 | \$139.313 | \$140.464 | \$151.704 | \$152.855 | \$154.006 | \$155.158 | \$156.309 | \$157.460 | \$159.762 | \$1,778.062 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 0.000 | 0.000 | 375.274 | 1,501.095 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | 0.000 | 0.000 | (74.001) | (296.003) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$143.207 | \$123.852 | \$483.370 | \$179.324 | \$143.331 | \$370.090 | \$213.405 | \$234.802 | \$499.161 | \$207.299 | \$83.916 | \$553.450 | \$3,235.208 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | | |
| Scheduled Service | \$11.534 | \$10.743 | \$12.229 | \$11.148 | \$11.967 | \$11.737 | \$10.813 | \$11.450 | \$11.215 | \$11.953 | \$11.548 | \$11.363 | \$137.700 |
| Unscheduled Service | 9.447 | 9.280 | 9.993 | 10.079 | 10.400 | 10.486 | 10.062 | 10.439 | 10.009 | 10.222 | 9.844 | 13.001 | 123.262 |
| Programmatic/Routine Maintenance | 14.469 | 11.893 | 13.395 | 5.615 | 13.064 | 13.434 | 12.478 | 12.585 | 5.684 | 12.819 | 12.842 | 12.050 | 140.330 |
| Unscheduled Maintenance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Vacancy/Absentee Coverage | 1.305 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 1.320 | 15.830 |
| Weather Emergencies | 5.045 | 5.000 | 3.265 | 0.100 | 0.093 | 0.115 | 0.145 | 0.078 | 0.063 | 0.078 | 0.189 | 3.303 | 17.473 |
| Safety/Security/Law Enforcement | 0.312 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.315 | 0.316 | 3.780 |
| Other | 0.447 | 0.408 | 0.437 | 0.430 | 0.432 | 0.425 | 0.428 | 0.437 | 0.428 | 0.432 | 0.441 | 0.449 | 5.195 |
| Subtotal | \$42.560 | \$38.960 | \$40.955 | \$29.007 | \$37.592 | \$37.833 | \$35.562 | \$36.625 | \$29.035 | \$37.140 | \$36.501 | \$41.802 | \$443.570 |
| REIMBURSABLE OVERTIME | \$6.590 | \$6.452 | \$6.533 | \$20.898 | \$6.518 | \$6.503 | \$6.933 | \$6.958 | \$21.093 | \$6.690 | \$6.635 | \$6.659 | \$108.461 |
| TOTAL OVERTIME | \$49.149 | \$45.412 | \$47.487 | \$49.905 | \$44.110 | \$44.336 | \$42.495 | \$43.583 | \$50.127 | \$43.830 | \$43.137 | \$48.461 | \$552.031 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Subway | 142.607 | 132.971 | 157.995 | 143.468 | 156.467 | 151.811 | 140.259 | 144.636 | 145.431 | 159.531 | 147.154 | 151.261 | 1,773.592 |
| Bus | 51.152 | 48.967 | 58.747 | 51.581 | 57.384 | 53.458 | 50.283 | 51.621 | 53.364 | 57.684 | 53.106 | 52.087 | 639.435 |
| Paratransit | 0.780 | 0.724 | 0.890 | 0.783 | 0.851 | 0.856 | 0.767 | 0.818 | 0.782 | 0.808 | 0.787 | 0.826 | 9.671 |
| Total Ridership | 194.540 | 182.661 | 217.632 | 195.832 | 214.702 | 206.125 | 191.309 | 197.075 | 199.577 | 218.023 | 201.048 | 204.174 | 2,422.697 |
| <u>FAREBOX REVENUE</u> (Excluding fare media liability) | | | | | | | | | | | | | |
| Subway | \$270.828 | \$251.445 | \$301.525 | \$281.684 | \$304.089 | \$300.602 | \$284.196 | \$293.695 | \$292.225 | \$313.797 | \$289.606 | \$301.273 | \$3,484.965 |
| Bus | 76.532 | 73.358 | 87.385 | 80.328 | 86.713 | 83.900 | 83.407 | 86.038 | 84.189 | 87.771 | 81.212 | 80.851 | 991.684 |
| Paratransit | 1.584 | 1.469 | 1.807 | 1.589 | 1.727 | 1.738 | 1.556 | 1.662 | 1.587 | 1.639 | 1.599 | 1.676 | 19.633 |
| Total Farebox Revenue | \$348.944 | \$326.272 | \$390.717 | \$363.601 | \$392.530 | \$386.239 | \$369.160 | \$381.395 | \$378.000 | \$403.208 | \$372.416 | \$383.800 | \$4,496.282 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

| <u>Function/Department</u> | <u>Jan</u> | <u>Feb</u> | <u>Mar</u> | <u>Apr</u> | <u>May</u> | <u>Jun</u> | <u>Jul</u> | <u>Aug</u> | <u>Sep</u> | <u>Oct</u> | <u>Nov</u> | <u>Dec</u> | <u>EOY</u> |
|----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration: | | | | | | | | | | | | | |
| Office of the President | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 55 |
| Law | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 | 320 |
| Office of the EVP | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 | 54 |
| Human Resources | 237 | 237 | 237 | 237 | 237 | 237 | 233 | 233 | 233 | 233 | 233 | 233 | 233 |
| Office of Management and Budget | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 | 44 |
| Capital Planning and Budget | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Corporate Communications | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 |
| Non-Departmental | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) | (31) |
| Labor Relations | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Materiel | 269 | 259 | 249 | 238 | 238 | 238 | 238 | 238 | 238 | 238 | 238 | 238 | 238 |
| Controller | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 | 127 |
| Total Administration | 1,485 | 1,475 | 1,465 | 1,454 | 1,454 | 1,454 | 1,451 |
| Operations: | | | | | | | | | | | | | |
| Subways Service Delivery | 8,434 | 8,434 | 8,448 | 8,448 | 8,443 | 8,492 | 8,481 | 8,481 | 8,515 | 8,515 | 8,513 | 8,507 | 8,536 |
| Subways Operations Support/Admin | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 412 | 402 |
| Subways Stations | 2,654 | 2,654 | 2,654 | 2,654 | 2,630 | 2,630 | 2,630 | 2,630 | 2,630 | 2,612 | 2,612 | 2,612 | 2,608 |
| SubTotal Subways | 11,500 | 11,500 | 11,514 | 11,514 | 11,485 | 11,534 | 11,523 | 11,523 | 11,557 | 11,539 | 11,537 | 11,531 | 11,546 |
| Buses | 11,091 | 11,091 | 11,091 | 11,096 | 11,144 | 11,144 | 11,114 | 11,114 | 11,204 | 11,156 | 11,156 | 11,156 | 11,156 |
| Paratransit | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 | 213 |
| Operations Planning | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 | 406 |
| Revenue Control | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 | 583 |
| Non-Departmental | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Total Operations | 23,829 | 23,829 | 23,843 | 23,848 | 23,867 | 23,916 | 23,875 | 23,875 | 23,999 | 23,933 | 23,931 | 23,925 | 23,940 |
| Maintenance: | | | | | | | | | | | | | |
| Subways Operations Support/Admin | 137 | 137 | 139 | 139 | 139 | 139 | 144 | 144 | 144 | 144 | 144 | 144 | 144 |
| Subways Engineering | 390 | 390 | 390 | 390 | 390 | 390 | 389 | 388 | 388 | 388 | 388 | 388 | 388 |
| Subways Car Equipment | 4,359 | 4,378 | 4,378 | 4,512 | 4,504 | 4,504 | 4,504 | 4,504 | 4,504 | 4,506 | 4,413 | 4,413 | 4,410 |
| Subways Infrastructure | 1,666 | 1,667 | 1,677 | 1,677 | 1,683 | 1,683 | 1,684 | 1,684 | 1,684 | 1,684 | 1,684 | 1,684 | 1,684 |
| Subways Elevators & Escalators | 504 | 504 | 505 | 505 | 505 | 505 | 505 | 505 | 505 | 505 | 505 | 505 | 505 |
| Subways Stations | 3,857 | 3,857 | 3,857 | 3,857 | 3,868 | 3,868 | 3,870 | 3,870 | 3,871 | 3,859 | 3,859 | 3,859 | 3,859 |
| Subways Track | 2,848 | 2,848 | 2,848 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 | 2,850 |
| Subways Power | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 | 629 |
| Subways Signals | 1,526 | 1,526 | 1,526 | 1,526 | 1,526 | 1,527 | 1,527 | 1,527 | 1,527 | 1,527 | 1,527 | 1,527 | 1,527 |
| Subways Electronic Maintenance | 1,664 | 1,664 | 1,664 | 1,665 | 1,665 | 1,665 | 1,649 | 1,649 | 1,649 | 1,649 | 1,649 | 1,649 | 1,649 |
| Subtotal Subways | 17,580 | 17,600 | 17,613 | 17,750 | 17,759 | 17,760 | 17,751 | 17,750 | 17,751 | 17,741 | 17,648 | 17,648 | 17,645 |
| Buses | 3,653 | 3,653 | 3,654 | 3,654 | 3,654 | 3,657 | 3,656 | 3,656 | 3,659 | 3,659 | 3,659 | 3,660 | 3,667 |
| Supply Logistics | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 | 567 |
| System Safety | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 |
| Non-Departmental | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (100) | (90) |
| Total Maintenance | 21,799 | 21,819 | 21,833 | 21,970 | 21,979 | 21,983 | 21,973 | 21,972 | 21,976 | 21,966 | 21,873 | 21,874 | 21,888 |
| Engineering: | | | | | | | | | | | | | |
| Capital Program Management | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 | 1,358 |
| Total Engineering/Capital | 1,358 |
| Public Safety: | | | | | | | | | | | | | |
| Security | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 | 673 |
| Total Public Safety | 673 |
| Total Positions | 49,144 | 49,154 | 49,172 | 49,303 | 49,331 | 49,384 | 49,330 | 49,329 | 49,457 | 49,381 | 49,286 | 49,281 | 49,310 |
| Non-Reimbursable | 43,773 | 43,764 | 43,764 | 43,879 | 43,914 | 43,967 | 43,835 | 43,835 | 43,995 | 43,919 | 43,960 | 43,960 | 43,965 |
| Reimbursable | 5,371 | 5,390 | 5,408 | 5,424 | 5,417 | 5,417 | 5,495 | 5,494 | 5,462 | 5,462 | 5,326 | 5,326 | 5,345 |
| Total Full-Time | 48,932 | 48,942 | 48,960 | 49,091 | 49,119 | 49,172 | 49,117 | 49,116 | 49,244 | 49,168 | 49,073 | 49,073 | 49,097 |
| Total Full-Time Equivalents | 212 | 212 | 212 | 212 | 212 | 212 | 213 | 213 | 213 | 213 | 213 | 213 | 213 |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2017 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 529 | 525 | 521 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 |
| Professional/Technical/Clerical | 927 | 921 | 915 | 909 | 909 | 909 | 906 | 906 | 906 | 906 | 906 | 906 |
| Operational Hourlies | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| Total Administration Headcount | 1,485 | 1,475 | 1,465 | 1,454 | 1,454 | 1,454 | 1,451 | 1,451 | 1,451 | 1,451 | 1,451 | 1,451 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 2,827 | 2,827 | 2,827 | 2,822 | 2,819 | 2,819 | 2,808 | 2,808 | 2,808 | 2,808 | 2,806 | 2,799 |
| Professional/Technical/Clerical | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 516 | 515 |
| Operational Hourlies | 20,486 | 20,486 | 20,500 | 20,510 | 20,532 | 20,581 | 20,551 | 20,551 | 20,675 | 20,609 | 20,609 | 20,626 |
| Total Operations Headcount | 23,829 | 23,829 | 23,843 | 23,848 | 23,867 | 23,916 | 23,875 | 23,875 | 23,999 | 23,933 | 23,931 | 23,940 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 3,906 | 3,909 | 3,912 | 3,930 | 3,928 | 3,930 | 3,930 | 3,930 | 3,932 | 3,932 | 3,921 | 3,932 |
| Professional/Technical/Clerical | 1,148 | 1,148 | 1,149 | 1,150 | 1,150 | 1,152 | 1,148 | 1,147 | 1,148 | 1,148 | 1,148 | 1,153 |
| Operational Hourlies | 16,745 | 16,762 | 16,772 | 16,890 | 16,901 | 16,901 | 16,895 | 16,895 | 16,896 | 16,886 | 16,804 | 16,803 |
| Total Maintenance Headcount | 21,799 | 21,819 | 21,833 | 21,970 | 21,979 | 21,983 | 21,973 | 21,972 | 21,976 | 21,966 | 21,873 | 21,888 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 339 | 339 | 339 | 339 | 339 | 339 | 339 | 339 | 339 | 339 | 339 | 339 |
| Professional/Technical/Clerical | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 | 1,017 |
| Operational Hourlies | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Total Engineering Headcount | 1,358 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 | 295 |
| Professional, Technical, Clerical | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 42 |
| Operational Hourlies | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 | 336 |
| Total Public Safety Headcount | 673 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 7,896 | 7,895 | 7,894 | 7,902 | 7,897 | 7,899 | 7,888 | 7,888 | 7,890 | 7,890 | 7,877 | 7,881 |
| Professional, Technical, Clerical | 3,650 | 3,644 | 3,639 | 3,634 | 3,634 | 3,636 | 3,628 | 3,627 | 3,628 | 3,628 | 3,628 | 3,633 |
| Operational Hourlies | 37,598 | 37,615 | 37,639 | 37,767 | 37,800 | 37,849 | 37,813 | 37,813 | 37,938 | 37,862 | 37,780 | 37,796 |
| Total Positions | 49,144 | 49,154 | 49,172 | 49,303 | 49,331 | 49,384 | 49,330 | 49,329 | 49,457 | 49,381 | 49,286 | 49,310 |

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2017-2020
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2016 Final Estimate, 2017 Adopted Budget and the Financial Plan for 2017 - 2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2016, as well as other technical adjustments.

The MTA adjustments that are included in this MTA Staten Island Railway Financial Plan are as follows:

- An average 4% fare increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017. This fare increase projects increases in farebox revenue of \$0.231 million in 2017, \$0.290 million in 2018, \$0.291 million in 2019 and \$0.293 million in 2020. Additionally, ridership is projected to decrease by 0.005 million in 2017, and 0.007 million for each year 2018 through 2020.
- A revision in fuel price forecasts subsequent to the provision of November Plan instructions, resulting in expense increases of \$0.005 million in 2017, \$0.003 million in 2018, \$0.001 million in 2019 and \$0.002 million in 2020.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 304 | (\$70.314) | 304 | (\$78.212) | 305 | (\$58.020) | 305 | (\$58.583) | 305 | (\$60.155) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| 2017 Fare/Toll Increase | | - | | 0.231 | | 0.290 | | 0.291 | | 0.293 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | | | | | | | | |
| Con Edison Rate Case | | | | | | | | | | |
| Fuel Re-estimates | | - | | (0.005) | | (0.003) | | (0.001) | | (0.002) |
| Social Media | | | | | | | | | | |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$.226 | 0 | \$.287 | 0 | \$.290 | 0 | \$.291 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 304 | (\$70.314) | 304 | (\$77.986) | 305 | (\$57.733) | 305 | (\$58.293) | 305 | (\$59.864) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 14 | \$0.000 | 14 | \$0.000 | 14 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | | | | | | | |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | | | | | | | | |
| Con Edison Rate Case | | | | | | | | | | |
| Fuel Re-estimates | | | | | | | | | | |
| Social Media | | | | | | | | | | |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 14 | \$0.000 | 14 | \$0.000 | 14 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 318 | (\$60.938) | 318 | (\$62.912) | 319 | (\$42.725) | 305 | (\$43.302) | 305 | (\$44.888) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| 2017 Fare/Toll Increase | | - | | 0.231 | | 0.290 | | 0.291 | | 0.293 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation Con Edison Rate Case | | | | | | | | | | |
| Fuel Re-estimates | | - | | (0.005) | | (0.003) | | (0.001) | | (0.002) |
| Social Media | | | | | | | | | | |
| NYPA LED Lighting Initial Design | | | | | | | | | | |
| Safety Department - "Don't Block the Box" | | | | | | | | | | |
| IT Adjustments | | | | | | | | | | |
| MTA Police Adjustments | | | | | | | | | | |
| Gowanus HOV Maintenance | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$.226 | 0 | \$.287 | 0 | \$.290 | 0 | \$.291 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 318 | (\$60.938) | 318 | (\$62.686) | 319 | (\$42.438) | 305 | (\$43.012) | 305 | (\$44.597) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Non-Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$6.574 | \$6.849 | \$6.955 | \$6.978 | \$7.025 |
| Other Operating Revenue | 2.428 | 2.450 | 2.473 | 2.496 | 2.520 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Revenues | \$9.002 | \$9.299 | \$9.428 | \$9.474 | \$9.545 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$23.406 | \$22.726 | \$23.091 | \$23.465 | \$23.924 |
| Overtime | 2.895 | 3.062 | 1.641 | 1.655 | 1.669 |
| Health and Welfare | 4.293 | 4.649 | 4.730 | 4.913 | 5.103 |
| OPEB Current Payments | 1.404 | 1.497 | 1.524 | 1.585 | 1.650 |
| Pension | 6.074 | 6.128 | 6.128 | 6.229 | 6.130 |
| Other Fringe Benefits | 4.036 | 4.093 | 4.082 | 4.165 | 4.261 |
| Reimbursable Overhead | (1.208) | (0.489) | (0.489) | (0.489) | 0.000 |
| Total Labor Expenses | \$40.900 | \$41.666 | \$40.707 | \$41.523 | \$42.737 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$3.324 | \$4.025 | \$4.191 | \$4.364 | \$4.678 |
| Fuel | 0.235 | 0.280 | 0.291 | 0.294 | 0.318 |
| Insurance | 1.117 | 1.462 | 1.660 | 1.680 | 1.870 |
| Claims | 0.084 | 0.088 | 0.088 | 0.091 | 0.093 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 14.933 | 21.507 | 2.517 | 2.081 | 1.950 |
| Professional Services Contracts | 0.762 | 1.112 | 1.046 | 1.064 | 1.083 |
| Materials and Supplies | 2.631 | 1.815 | 1.331 | 1.340 | 1.350 |
| Other Business Expenses | 0.030 | 0.030 | 0.030 | 0.030 | 0.030 |
| Total Non-Labor Expenses | \$23.116 | \$30.319 | \$11.154 | \$10.944 | \$11.372 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$64.016 | \$71.985 | \$51.861 | \$52.467 | \$54.109 |
| Depreciation | \$8.300 | \$8.300 | \$8.300 | \$8.300 | \$8.300 |
| OPEB Liability Adjustment | 7.500 | 7.500 | 7.500 | 7.500 | 7.500 |
| GASB 68 Pension Expense Adjustment | (0.500) | (0.500) | (0.500) | (0.500) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$79.316 | \$87.285 | \$67.161 | \$67.767 | \$69.409 |
| Net Surplus/(Deficit) | (\$70.314) | (\$77.986) | (\$57.733) | (\$58.293) | (\$59.864) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---|---------------------------|---------------------------|----------------|----------------|----------------|
| Reimbursable | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 4.996 | 2.510 | 2.010 | 2.010 | 0.900 |
| Total Revenues | \$4.996 | \$2.510 | \$2.010 | \$2.010 | \$0.900 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$1.288 | \$0.521 | \$0.521 | \$0.521 | \$0.000 |
| Overtime | 1.500 | 1.500 | 1.000 | 1.000 | 0.900 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 1.208 | 0.489 | 0.489 | 0.489 | 0.000 |
| Total Labor Expenses | \$3.996 | \$2.510 | \$2.010 | \$2.010 | \$0.900 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 1.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$1.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation | \$4.996 | \$2.510 | \$2.010 | \$2.010 | \$0.900 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Accrual Statement of Operations By Category
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | |
| Operating Revenue | | | | | |
| Farebox Revenue | \$6.574 | \$6.849 | \$6.955 | \$6.978 | \$7.025 |
| Other Operating Revenue | 2.428 | 2.450 | 2.473 | 2.496 | 2.520 |
| Capital and Other Reimbursements | 4.996 | 2.510 | 2.010 | 2.010 | 0.900 |
| Total Revenues | \$13.998 | \$11.809 | \$11.438 | \$11.484 | \$10.445 |
| Operating Expense | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$24.694 | \$23.247 | \$23.612 | \$23.986 | \$23.924 |
| Overtime | 4.395 | 4.562 | 2.641 | 2.655 | 2.569 |
| Health and Welfare | 4.293 | 4.649 | 4.730 | 4.913 | 5.103 |
| OPEB Current Payments | 1.404 | 1.497 | 1.524 | 1.585 | 1.650 |
| Pension | 6.074 | 6.128 | 6.128 | 6.229 | 6.130 |
| Other Fringe Benefits | 4.036 | 4.093 | 4.082 | 4.165 | 4.261 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$44.896 | \$44.176 | \$42.717 | \$43.533 | \$43.637 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$3.324 | \$4.025 | \$4.191 | \$4.364 | \$4.678 |
| Fuel | 0.235 | 0.280 | 0.291 | 0.294 | 0.318 |
| Insurance | 1.117 | 1.462 | 1.660 | 1.680 | 1.870 |
| Claims | 0.084 | 0.088 | 0.088 | 0.091 | 0.093 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 14.933 | 21.507 | 2.517 | 2.081 | 1.950 |
| Professional Services Contracts | 0.762 | 1.112 | 1.046 | 1.064 | 1.083 |
| Materials and Supplies | 3.631 | 1.815 | 1.331 | 1.340 | 1.350 |
| Other Business Expenses | 0.030 | 0.030 | 0.030 | 0.030 | 0.030 |
| Total Non-Labor Expenses | \$24.116 | \$30.319 | \$11.154 | \$10.944 | \$11.372 |
| <u>Other Expense Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses Before Depreciation and GASB Adjs. | \$69.012 | \$74.495 | \$53.871 | \$54.477 | \$55.009 |
| Depreciation | \$8.300 | \$8.300 | \$8.300 | \$8.300 | \$8.300 |
| OPEB Liability Adjustment | 7.500 | 7.500 | 7.500 | 7.500 | 7.500 |
| GASB 68 Pension Expense Adjustment | (0.500) | (0.500) | (0.500) | (0.500) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses | \$84.312 | \$89.795 | \$69.171 | \$69.777 | \$70.309 |
| Net Surplus/(Deficit) | (\$70.314) | (\$77.986) | (\$57.733) | (\$58.293) | (\$59.864) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Cash Receipts and Expenditures
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---|---------------------------|---------------------------|-------------------|-------------------|-------------------|
| Cash Receipts and Expenditures | | | | | |
| Receipts | | | | | |
| Farebox Revenue | \$6.198 | \$6.849 | \$6.955 | \$6.979 | \$7.025 |
| Other Operating Revenue | 4.081 | 2.450 | 2.473 | 2.496 | 2.519 |
| Capital and Other Reimbursements | 5.779 | 2.510 | 2.010 | 2.010 | 0.900 |
| Total Receipts | \$16.058 | \$11.809 | \$11.438 | \$11.485 | \$10.444 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$30.196 | \$23.247 | \$23.612 | \$23.986 | \$23.922 |
| Overtime | 4.896 | 4.562 | 2.641 | 2.655 | 2.569 |
| Health and Welfare | 4.293 | 4.649 | 4.730 | 4.913 | 5.101 |
| OPEB Current Payments | 1.404 | 1.497 | 1.524 | 1.585 | 1.650 |
| Pension | 6.074 | 6.128 | 6.128 | 6.229 | 6.131 |
| Other Fringe Benefits | 4.449 | 4.093 | 4.082 | 4.167 | 4.265 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.005 | 0.018 | 0.031 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$51.312 | \$44.176 | \$42.722 | \$43.553 | \$43.669 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$3.324 | \$4.025 | \$4.191 | \$4.364 | \$4.678 |
| Fuel | 0.320 | 0.280 | 0.291 | 0.294 | 0.318 |
| Insurance | 1.117 | 1.462 | 1.660 | 1.680 | 1.870 |
| Claims | 0.084 | 0.088 | 0.088 | 0.091 | 0.093 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 16.416 | 21.507 | 2.517 | 2.081 | 1.950 |
| Professional Services Contracts | 0.762 | 1.112 | 1.046 | 1.064 | 1.083 |
| Materials and Supplies | 3.631 | 1.815 | 1.331 | 1.340 | 1.350 |
| Other Business Expenses | 0.030 | 0.030 | 0.030 | 0.030 | 0.030 |
| Subtotal Non-Labor Expenditures | \$25.684 | \$30.319 | \$11.154 | \$10.944 | \$11.372 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$76.996 | \$74.495 | \$53.876 | \$54.497 | \$55.041 |
| Net Surplus/(Deficit) | (\$60.938) | (\$62.686) | (\$42.438) | (\$43.012) | (\$44.597) |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|------------------|------------------|------------------|
| Cash Flow Adjustments | | | | | |
| Receipts | | | | | |
| Farebox Revenue | (\$0.376) | \$0.000 | \$0.000 | \$0.001 | \$0.000 |
| Other Operating Revenue | 1.653 | 0.000 | 0.000 | 0.000 | (0.001) |
| Capital and Other Reimbursements | 0.783 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$2.060 | \$0.000 | \$0.000 | \$0.001 | (\$0.001) |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | (\$5.502) | \$0.000 | \$0.000 | \$0.000 | \$0.002 |
| Overtime | (0.501) | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.002 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | (0.001) |
| Other Fringe Benefits | (0.413) | 0.000 | 0.000 | (0.002) | (0.004) |
| Contribution to GASB Fund | 0.000 | 0.000 | (0.005) | (0.018) | (0.031) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | (\$6.416) | \$0.000 | (\$0.005) | (\$0.020) | (\$0.032) |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | 0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | (0.085) | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | (1.483) | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Non-Labor Expenditures | (\$1.568) | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | (\$7.984) | \$0.000 | (\$0.005) | (\$0.020) | (\$0.032) |
| Total Cash Conversion Adjustments before Depreciation | (\$5.924) | \$0.000 | (\$0.005) | (\$0.019) | (\$0.033) |
| Depreciation | \$8.300 | \$8.300 | \$8.300 | \$8.300 | \$8.300 |
| OPEB Liability Adjustment | 7.500 | 7.500 | 7.500 | 7.500 | 7.500 |
| GASB 68 Pension Expense Adjustment | (0.500) | (0.500) | (0.500) | (0.500) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$9.376 | \$15.300 | \$15.295 | \$15.281 | \$15.267 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Ridership and Traffic Volume (Utilization)
(in millions)

| | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|--|------------------------------------|------------------------------------|-------------|-------------|-------------|
|--|------------------------------------|------------------------------------|-------------|-------------|-------------|

RIDERSHIP

| | | | | | |
|------------------------|--------------|--------------|--------------|--------------|--------------|
| Fixed Route | 4.570 | 4.590 | 4.615 | 4.629 | 4.655 |
| Total Ridership | 4.570 | 4.590 | 4.615 | 4.629 | 4.655 |

FAREBOX REVENUE

| | | | | | |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|
| Fixed Route Farebox Revenue | \$6.574 | \$6.849 | \$6.955 | \$6.978 | \$7.025 |
| Farebox Revenue | \$6.574 | \$6.849 | \$6.955 | \$6.978 | \$7.025 |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017-2020
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

| FUNCTION/DEPARTMENT | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---------------------------------|---------------------------|---------------------------|------------|------------|------------|
| Administration | | | | | |
| Executive | 13 | 13 | 13 | 13 | 13 |
| General Office | 10 | 10 | 10 | 10 | 10 |
| Purchasing/Stores | 6 | 6 | 6 | 6 | 6 |
| Total Administration | 29 | 29 | 29 | 29 | 29 |
| Operations | | | | | |
| Transportation | 107 | 107 | 107 | 107 | 107 |
| Maintenance | | | | | |
| Mechanical | 52 | 52 | 52 | 52 | 52 |
| Electronics/Electrical | 15 | 15 | 15 | 15 | 15 |
| Power/Signals | 27 | 27 | 27 | 27 | 27 |
| Maintenance of Way | 48 | 48 | 49 | 49 | 49 |
| Infrastructure | 26 | 26 | 26 | 26 | 26 |
| Total Maintenance | 168 | 168 | 169 | 169 | 169 |
| Engineering/Capital | | | | | |
| Capital Project Support | 14 | 14 | 14 | - | - |
| Public Safety | | | | | |
| Total Public Safety | - | - | - | - | - |
| Baseline Total Positions | | | | | |
| | 318 | 318 | 319 | 305 | 305 |
| Non-Reimbursable | 304 | 304 | 305 | 305 | 305 |
| Reimbursable | 14 | 14 | 14 | - | - |
| Total Full-Time | 318 | 318 | 319 | 305 | 305 |
| Total Full-Time Equivalents | - | - | - | - | - |

MTA STATEN ISLAND RAILWAY
February Financial Plan 2017 - 2020
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

| FUNCTION / OCCUPATIONAL GROUP | Final Estimate 2016 | Adopted Budget 2017 | 2018 | 2019 | 2020 |
|---------------------------------------|---------------------------|---------------------------|------------|------------|------------|
| Administration | | | | | |
| Managers/Supervisors | 17 | 17 | 17 | 17 | 17 |
| Professional/Technical/Clerical | 12 | 12 | 12 | 12 | 12 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 29 | 29 | 29 | 29 | 29 |
| Operations | | | | | |
| Managers/Supervisors | 5 | 5 | 5 | 5 | 5 |
| Professional/Technical/Clerical | 3 | 3 | 3 | 3 | 3 |
| Operational Hourlies | 99 | 99 | 99 | 99 | 99 |
| Total Operations Headcount | 107 | 107 | 107 | 107 | 107 |
| Maintenance | | | | | |
| Managers/Supervisors | 13 | 13 | 13 | 13 | 13 |
| Professional/Technical/Clerical | 6 | 6 | 6 | 6 | 6 |
| Operational Hourlies | 149 | 149 | 150 | 150 | 150 |
| Total Maintenance Headcount | 168 | 168 | 169 | 169 | 169 |
| Engineering / Capital | | | | | |
| Managers/Supervisors | 3 | 3 | 3 | 0 | 0 |
| Professional/Technical/Clerical | 2 | 2 | 2 | 0 | 0 |
| Operational Hourlies | 9 | 9 | 9 | 0 | 0 |
| Total Engineering Headcount | 14 | 14 | 14 | 0 | 0 |
| Public Safety | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 | 0 | 0 | 0 | 0 |
| Total Positions | | | | | |
| Managers/Supervisors | 38 | 38 | 38 | 35 | 35 |
| Professional, Technical, Clerical | 23 | 23 | 23 | 21 | 21 |
| Operational Hourlies | 257 | 257 | 258 | 249 | 249 |
| Total Positions | 318 | 318 | 319 | 305 | 305 |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Non-Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.521 | \$0.474 | \$0.591 | \$0.537 | \$0.596 | \$0.609 | \$0.561 | \$0.607 | \$0.589 | \$0.625 | \$0.578 | \$0.562 | \$6.849 |
| Other Operating Revenue | 0.258 | 0.187 | 0.256 | 0.175 | 0.249 | 0.203 | 0.082 | 0.069 | 0.219 | 0.279 | 0.248 | 0.225 | 2.450 |
| Total Revenues | \$0.779 | \$0.662 | \$0.847 | \$0.712 | \$0.845 | \$0.812 | \$0.643 | \$0.675 | \$0.808 | \$0.904 | \$0.826 | \$0.786 | \$9.299 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$1.942 | \$1.793 | \$1.885 | \$1.775 | \$1.942 | \$1.852 | \$1.921 | \$1.936 | \$1.869 | \$1.908 | \$1.997 | \$1.908 | \$22.726 |
| Overtime | 0.433 | 0.260 | 0.247 | 0.218 | 0.218 | 0.221 | 0.254 | 0.267 | 0.249 | 0.249 | 0.223 | 0.223 | 3.062 |
| Health and Welfare | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 4.649 |
| OPEB Current Payments | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 1.497 |
| Pension | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 6.128 |
| Other Fringe Benefits | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 4.093 |
| Reimbursable Overhead | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.041) | (0.489) |
| Total Labor Expenses | \$3.698 | \$3.376 | \$3.454 | \$3.316 | \$3.484 | \$3.396 | \$3.497 | \$3.525 | \$3.441 | \$3.481 | \$3.543 | \$3.454 | \$41.666 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$4.025 |
| Fuel | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.280 |
| Insurance | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 1.462 |
| Claims | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.088 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 21.507 |
| Professional Services Contracts | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 1.112 |
| Materials and Supplies | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 1.815 |
| Other Business Expenses | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.030 |
| Total Non-Labor Expenses | \$2.527 | \$30.319 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses | \$6.225 | \$5.903 | \$5.981 | \$5.843 | \$6.010 | \$5.922 | \$6.024 | \$6.052 | \$5.968 | \$6.007 | \$6.069 | \$5.981 | \$71.985 |
| Depreciation | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$8.300 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 7.500 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$6.917 | \$6.595 | \$8.423 | \$6.534 | \$6.702 | \$8.364 | \$6.716 | \$6.744 | \$8.410 | \$6.699 | \$6.761 | \$8.422 | \$87.285 |
| Net Surplus/(Deficit) | (\$6.137) | (\$5.933) | (\$7.576) | (\$5.823) | (\$5.857) | (\$7.552) | (\$6.073) | (\$6.068) | (\$7.601) | (\$5.794) | (\$5.935) | (\$7.636) | (\$77.986) |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Reimbursable | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.207 | 0.201 | 0.213 | 0.206 | 0.208 | 0.209 | 0.206 | 0.214 | 0.211 | 0.212 | 0.208 | 0.214 | 2.510 |
| Total Revenues | \$0.207 | \$0.201 | \$0.213 | \$0.206 | \$0.208 | \$0.209 | \$0.206 | \$0.214 | \$0.211 | \$0.212 | \$0.208 | \$0.214 | \$2.510 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.042 | \$0.036 | \$0.049 | \$0.042 | \$0.044 | \$0.044 | \$0.039 | \$0.047 | \$0.044 | \$0.045 | \$0.042 | \$0.047 | \$0.521 |
| Overtime | 0.124 | 0.124 | 0.124 | 0.124 | 0.124 | 0.125 | 0.126 | 0.126 | 0.126 | 0.126 | 0.126 | 0.126 | 1.500 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.041 | 0.489 |
| Total Labor Expenses | \$0.207 | \$0.201 | \$0.213 | \$0.206 | \$0.208 | \$0.209 | \$0.206 | \$0.214 | \$0.211 | \$0.212 | \$0.208 | \$0.214 | \$2.510 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Non-Labor Expenses | \$0.000 |
| Other Expense Adjustments: | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses | \$0.207 | \$0.201 | \$0.213 | \$0.206 | \$0.208 | \$0.209 | \$0.206 | \$0.214 | \$0.211 | \$0.212 | \$0.208 | \$0.214 | \$2.510 |
| Net Surplus/(Deficit) | \$0.000 |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <u>Non-Reimbursable / Reimbursable</u> | | | | | | | | | | | | | |
| Operating Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$0.521 | \$0.474 | \$0.591 | \$0.537 | \$0.596 | \$0.609 | \$0.561 | \$0.607 | \$0.589 | \$0.625 | \$0.578 | \$0.562 | \$6.849 |
| Other Operating Revenue | 0.258 | 0.187 | 0.256 | 0.175 | 0.249 | 0.203 | 0.082 | 0.069 | 0.219 | 0.279 | 0.248 | 0.225 | 2.450 |
| Capital and Other Reimbursements | 0.207 | 0.201 | 0.213 | 0.206 | 0.208 | 0.209 | 0.206 | 0.214 | 0.211 | 0.212 | 0.208 | 0.214 | 2.510 |
| Total Revenues | \$0.986 | \$0.863 | \$1.060 | \$0.918 | \$1.053 | \$1.021 | \$0.848 | \$0.889 | \$1.019 | \$1.116 | \$1.035 | \$1.000 | \$11.809 |
| Operating Expenses | | | | | | | | | | | | | |
| <u>Labor:</u> | | | | | | | | | | | | | |
| Payroll | \$1.985 | \$1.829 | \$1.933 | \$1.817 | \$1.986 | \$1.896 | \$1.960 | \$1.983 | \$1.913 | \$1.953 | \$2.038 | \$1.955 | \$23.247 |
| Overtime | 0.557 | 0.384 | 0.370 | 0.342 | 0.342 | 0.345 | 0.380 | 0.393 | 0.376 | 0.376 | 0.349 | 0.349 | 4.562 |
| Health and Welfare | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 4.649 |
| OPEB Current Payments | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 1.497 |
| Pension | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 6.128 |
| Other Fringe Benefits | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 4.093 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Labor Expenses | \$3.905 | \$3.578 | \$3.668 | \$3.523 | \$3.692 | \$3.605 | \$3.703 | \$3.739 | \$3.653 | \$3.692 | \$3.751 | \$3.668 | \$44.176 |
| <u>Non-Labor:</u> | | | | | | | | | | | | | |
| Electric Power | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$4.025 |
| Fuel | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.280 |
| Insurance | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 1.462 |
| Claims | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.088 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 21.507 |
| Professional Services Contracts | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 1.112 |
| Materials and Supplies | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 1.815 |
| Other Business Expenses | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.030 |
| Total Non-Labor Expenses | \$2.527 | \$30.319 |
| <u>Other Expense Adjustments:</u> | | | | | | | | | | | | | |
| Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses | \$6.432 | \$6.104 | \$6.194 | \$6.049 | \$6.218 | \$6.132 | \$6.230 | \$6.266 | \$6.179 | \$6.219 | \$6.278 | \$6.194 | \$74.495 |
| Depreciation | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$8.300 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 7.500 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Expenses After Non-Cash Liability Adjs. | \$7.123 | \$6.796 | \$8.636 | \$6.741 | \$6.910 | \$8.573 | \$6.921 | \$6.958 | \$8.621 | \$6.911 | \$6.969 | \$8.636 | \$89.795 |
| Net Surplus/(Deficit) | (\$6.137) | (\$5.933) | (\$7.576) | (\$5.823) | (\$5.857) | (\$7.552) | (\$6.073) | (\$6.068) | (\$7.601) | (\$5.794) | (\$5.935) | (\$7.636) | (\$77.986) |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <u>Cash Receipts and Expenditures</u> | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.521 | \$0.474 | \$0.591 | \$0.537 | \$0.596 | \$0.609 | \$0.561 | \$0.607 | \$0.589 | \$0.625 | \$0.578 | \$0.562 | \$6.849 |
| Other Operating Revenue | 0.258 | 0.187 | 0.256 | 0.175 | 0.249 | 0.203 | 0.082 | 0.069 | 0.219 | 0.279 | 0.248 | 0.225 | 2.450 |
| Capital and Other Reimbursements | 0.207 | 0.201 | 0.213 | 0.206 | 0.208 | 0.209 | 0.206 | 0.214 | 0.211 | 0.212 | 0.208 | 0.214 | 2.510 |
| Total Receipts | \$0.986 | \$0.863 | \$1.060 | \$0.918 | \$1.053 | \$1.021 | \$0.848 | \$0.889 | \$1.019 | \$1.116 | \$1.035 | \$1.000 | \$11.809 |
| Expenditures | | | | | | | | | | | | | |
| <u>Labor:</u> | | | | | | | | | | | | | |
| Payroll | \$1.985 | \$1.829 | \$1.933 | \$1.817 | \$1.986 | \$1.896 | \$1.960 | \$1.983 | \$1.913 | \$1.953 | \$2.038 | \$1.955 | \$23.247 |
| Overtime | 0.557 | 0.384 | 0.370 | 0.342 | 0.342 | 0.345 | 0.380 | 0.393 | 0.376 | 0.376 | 0.349 | 0.349 | 4.562 |
| Health and Welfare | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 0.387 | 4.649 |
| OPEB Current Payments | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 0.125 | 1.497 |
| Pension | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 0.511 | 6.128 |
| Other Fringe Benefits | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 0.341 | 4.093 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$3.905 | \$3.578 | \$3.668 | \$3.523 | \$3.692 | \$3.605 | \$3.703 | \$3.739 | \$3.653 | \$3.692 | \$3.751 | \$3.668 | \$44.176 |
| <u>Non-Labor:</u> | | | | | | | | | | | | | |
| Electric Power | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$0.335 | \$4.025 |
| Fuel | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.023 | 0.280 |
| Insurance | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 0.122 | 1.462 |
| Claims | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.007 | 0.088 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 1.792 | 21.507 |
| Professional Services Contracts | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 0.093 | 1.112 |
| Materials and Supplies | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 0.151 | 1.815 |
| Other Business Expenses | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.003 | 0.030 |
| Subtotal Non-Labor Expenditures | \$2.527 | \$30.319 |
| <u>Other Expenditure Adjustments:</u> | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 |
| Total Expenditures | \$6.432 | \$6.104 | \$6.194 | \$6.049 | \$6.218 | \$6.132 | \$6.230 | \$6.266 | \$6.179 | \$6.219 | \$6.278 | \$6.194 | \$74.495 |
| Net Surplus/(Deficit) | (\$5.446) | (\$5.241) | (\$5.134) | (\$5.131) | (\$5.165) | (\$5.111) | (\$5.381) | (\$5.377) | (\$5.160) | (\$5.103) | (\$5.243) | (\$5.194) | (\$62.686) |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| Cash Flow Adjustments | | | | | | | | | | | | | |
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Receipts | \$0.000 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Overtime | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Health and Welfare | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| OPEB Current Payments | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Pension | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Fringe Benefits | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Contribution to GASB Fund | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Labor Expenditures | \$0.000 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Insurance | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Claims | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Professional Services Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Materials and Supplies | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Business Expenses | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Subtotal Non-Labor Expenditures | \$0.000 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Subtotal Other Expenditure Adjustments | \$0.000 |
| Total Expenditures | \$0.000 |
| Total Cash Conversion before Non-Cash Liability Adjs. | \$0.000 |
| Depreciation | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$0.692 | \$8.300 |
| OPEB Liability Adjustment | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 0.000 | 0.000 | 1.875 | 7.500 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | 0.000 | 0.000 | (0.125) | (0.500) |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total Cash Conversion Adjustments | \$0.692 | \$0.692 | \$2.442 | \$15.300 |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Fixed Route | 0.386 | 0.333 | 0.420 | 0.351 | 0.411 | 0.398 | 0.326 | 0.349 | 0.394 | 0.437 | 0.400 | 0.385 | 4.590 |
| Total Ridership | 0.386 | 0.333 | 0.420 | 0.351 | 0.411 | 0.398 | 0.326 | 0.349 | 0.394 | 0.437 | 0.400 | 0.385 | 4.590 |
| <u>FAREBOX REVENUE</u> | | | | | | | | | | | | | |
| Fixed Route Farebox Revenue | \$0.521 | \$0.474 | \$0.591 | \$0.537 | \$0.596 | \$0.609 | \$0.561 | \$0.607 | \$0.589 | \$0.625 | \$0.578 | \$0.562 | \$6.849 |
| Total Farebox Revenue | \$0.521 | \$0.474 | \$0.591 | \$0.537 | \$0.596 | \$0.609 | \$0.561 | \$0.607 | \$0.589 | \$0.625 | \$0.578 | \$0.562 | \$6.849 |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2017 Adopted Budget
Total Positions by Function and Occupation

| FUNCTION / OCCUPATION | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Administration | | | | | | | | | | | | |
| Managers/Supervisors | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 |
| Professional/Technical/Clerical | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Administration Headcount | 29 |
| Operations | | | | | | | | | | | | |
| Managers/Supervisors | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Professional/Technical/Clerical | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Operational Hourlies | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 | 99 |
| Total Operations Headcount | 107 |
| Maintenance | | | | | | | | | | | | |
| Managers/Supervisors | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Professional/Technical/Clerical | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Operational Hourlies | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 | 149 |
| Total Maintenance Headcount | 168 |
| Engineering / Capital | | | | | | | | | | | | |
| Managers/Supervisors | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Professional/Technical/Clerical | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Operational Hourlies | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Total Engineering Headcount | 14 |
| Public Safety | | | | | | | | | | | | |
| Managers/Supervisors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, Technical, Clerical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Operational Hourlies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Public Safety Headcount | 0 |
| Total Positions | | | | | | | | | | | | |
| Managers/Supervisors | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 |
| Professional, Technical, Clerical | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 | 23 |
| Operational Hourlies | 257 | 257 | 257 | 257 | 257 | 257 | 257 | 257 | 257 | 257 | 257 | 257 |
| Total Positions | 318 |

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2017-2020
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2016 Final Estimate, 2017 Adopted Budget and the Financial Plan for 2017-2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2016, as well as other technical adjustments.

These adjustments are presented on the attached reconciliation from the December Financial Plan and are described below:

- An average 4% fare increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017, which results in additional farebox revenue of \$5.266 million in 2017, \$6.695 million in 2018, \$6.707 million in 2019, and \$6.735 million in 2020.
- Labor expenses are projected to increase by \$1.170 million in 2017, \$1.479 million in 2018, \$1.533 million in 2019 and \$0.066 million in 2020 based on the recent labor contract agreement effective January 16, 2017 between the MTA and the Transit Workers Union (TWU). The Transit Supervisors Organization (TSO) and Amalgamated Transit Union (ATU) contracts also follow this contractual pattern. These impacts include an offset representing half of the savings from a re-bid of the medical contract for its TWU represented employees; the savings were derived from the joint efforts of both labor and management. The November Plan erroneously did not capture the value of the medical rebid savings which are projected to be \$1.071 million in 2017, \$1.791 million in 2018, \$2.557 million in 2019, and \$2.144 million in 2020; they are now reflected in the February Plan.
- Depreciation is projected to increase by \$11.014 million in 2017, and approximately \$10.683 million per year thereafter, reflecting an increase in capital assets.
- A revision in fuel price forecasts subsequent to the provision of November Plan instructions, resulting in higher expenses of \$0.410 million in 2017, \$0.294 million in 2018, \$0.106 million in 2019 and \$0.235 million in 2020.
- Effective January 2017, non-core Agency procurement functions will be consolidated into a centralized organizational structure at MTA Headquarters (HQ). This consolidation is expected to yield contract savings and other efficiency savings. The Plan has captured the preliminary contract savings. The February Plan reflects a shift of labor costs and authorized positions in support of centralized operations from MTABC to HQ. It is expected that all related positions will be transferred during the first six months of 2017. For the monthly reporting of expenses and positions, the Plan assumes an effective shift date of April 1, 2017.

This is the projected median transfer date, with half of the transfers presumed to take place by then; thereby approximating average expense and headcount levels over the first six months of 2017. While the labor cost of these employees will be assumed by HQ, they are expected to be billed back and expensed within each Agencies' Professional Services.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, headcount and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 3,805 | (\$630.429) | 3,900 | (\$676.915) | 3,881 | (\$699.073) | 3,904 | (\$704.290) | 3,894 | (\$705.043) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Contract Agreements | | | | (\$1.170) | | (\$1.479) | | (\$1.533) | | (\$0.066) |
| Medical Rebid Savings | | | | \$1.071 | | \$1.791 | | \$2.557 | | \$2.144 |
| Depreciation Adjustment | | | | (\$11.014) | | (\$10.683) | | (\$10.684) | | (\$10.684) |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | (\$11.113) | 0 | (\$10.371) | 0 | (\$9.659) | 0 | (\$8.606) |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | \$5.266 | | \$6.695 | | \$6.707 | | \$6.735 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | 1 | \$0.087 | 1 | \$0.119 | 1 | \$0.120 | 1 | \$0.123 |
| Procurement Consolidation (Contract) | | | | (\$0.087) | | (\$0.119) | | (\$0.120) | | (\$0.123) |
| Fuel Re-estimates | | | | (\$0.410) | | (\$0.294) | | (\$0.106) | | (\$0.235) |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 1 | \$4.856 | 1 | \$6.401 | 1 | \$6.601 | 1 | \$6.500 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 3,805 | \$ (630.429) | 3,899 | \$ (683.172) | 3,880 | \$ (703.043) | 3,903 | \$ (707.348) | 3,893 | \$ (707.149) |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 40 | \$0.000 | 40 | \$0.000 | 40 | \$0.000 | 40 | \$0.000 | 40 | \$0.000 |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | | | | | | | |
| Con Edison Rate Case | | | | | | | | | | |
| Fuel Re-estimates | | | | | | | | | | |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 40 | \$ - | 40 | \$ - | 40 | \$ - | 40 | \$ - | 40 | \$ - |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Reconciliation to the November Plan - (Cash)
(\$ in millions)

| | Favorable/(Unfavorable) | | | | | | | | | |
|--|-------------------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|
| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | |
| | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars | Positions | Dollars |
| 2016 November Financial Plan: Net Surplus/(Deficit) | 3,845 | (\$455.165) | 3,940 | (\$463.523) | 3,921 | (\$485.087) | 3,944 | (\$489.309) | 3,934 | (\$494.573) |
| <i>Technical Adjustments:</i> | | | | | | | | | | |
| Contract Agreements | | | | (\$1.170) | | (\$1.479) | | (\$1.533) | | (\$0.066) |
| Medical Rebid Savings | | | | \$1.071 | | \$1.791 | | \$2.557 | | \$2.144 |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | (\$0.099) | 0 | \$0.312 | 0 | \$1.024 | 0 | \$2.078 |
| <i>MTA Plan Adjustments:</i> | | | | | | | | | | |
| 2017 Fare/Toll Increase | | | | 5.266 | | 6.695 | | 6.707 | | 6.735 |
| MTA Re-estimates: | | | | | | | | | | |
| Procurement Consolidation | | | 1 | \$0.087 | 1 | \$0.119 | 1 | \$0.120 | 1 | \$0.123 |
| Procurement Consolidation (Contract) | | | | (\$0.087) | | (\$0.119) | | (\$0.120) | | (\$0.123) |
| Fuel Re-estimates | | | | (\$0.410) | | (\$0.294) | | (\$0.106) | | (\$0.235) |
| Other: | | | | | | | | | | |
| Sub-Total MTA Plan Adjustments | 0 | \$0.000 | 1 | \$4.856 | 1 | \$6.401 | 1 | \$6.601 | 1 | \$6.500 |
| 2017 February Financial Plan: Net Surplus/(Deficit) | 3,845 | \$ (455.165) | 3,939 | \$ (458.766) | 3,920 | \$ (478.374) | 3,943 | \$ (481.684) | 3,933 | \$ (485.995) |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

| NON-REIMBURSABLE | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|---|------------------------------------|------------------------------------|--------------------|--------------------|--------------------|
| Operating Revenue | | | | | |
| Farebox Revenue | \$214.145 | \$219.857 | \$222.160 | \$222.563 | \$223.480 |
| Toll Revenue | | | | | |
| Other Operating Revenue | 20.724 | 21.089 | 21.471 | 21.650 | 21.832 |
| Capital and Other Reimbursements | - | - | - | - | - |
| Total Revenue | \$234.869 | \$240.946 | \$243.631 | \$244.213 | \$245.312 |
| Operating Expenses | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$263.186 | \$278.272 | \$281.859 | \$286.506 | \$287.425 |
| Overtime | 54.783 | 55.441 | 56.822 | 57.189 | 56.484 |
| Health and Welfare | 60.890 | \$65.624 | \$69.972 | \$75.081 | \$80.347 |
| OPEB Current Payment | 23.911 | 25.928 | 28.016 | 30.324 | 32.824 |
| Pensions | 43.887 | \$44.743 | \$44.947 | \$45.364 | \$44.181 |
| Other Fringe Benefits | 65.689 | 66.349 | 68.942 | 69.922 | 69.358 |
| Reimbursable Overhead | - | - | - | - | - |
| Total Labor Expenses | \$512.347 | \$536.357 | \$550.557 | \$564.386 | \$570.619 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$1.651 | \$1.937 | \$2.028 | \$2.127 | \$2.285 |
| Fuel | \$18.974 | \$23.555 | \$24.655 | \$27.042 | \$30.105 |
| Insurance | 5.501 | 6.100 | 7.078 | 7.682 | 8.886 |
| Claims | 29.000 | 29.447 | 29.977 | 30.490 | 30.502 |
| Paratransit Service Contracts | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 33.280 | 42.379 | 40.599 | 32.454 | 29.846 |
| Professional Service Contracts | 26.824 | \$27.276 | \$29.350 | \$33.031 | \$32.735 |
| Materials & Supplies | 51.148 | 54.542 | 59.725 | 51.837 | 49.280 |
| Other Business Expenses | 3.987 | 5.172 | 5.316 | 6.422 | 6.412 |
| Total Non-Labor Expenses | \$170.366 | \$190.409 | \$198.727 | \$191.085 | \$190.051 |
| <u>Other Expenses Adjustments:</u> | | | | | |
| Other | | | | | |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation | \$682.712 | \$726.767 | \$749.283 | \$755.471 | \$760.670 |
| Depreciation | \$42.236 | \$53.901 | \$54.341 | \$54.341 | \$54.341 |
| OPEB Liability Adjustment | 100.150 | 100.150 | 100.150 | 100.150 | 100.150 |
| GASB 68 Pension Expense Adjustment | 40.200 | 43.300 | 42.900 | 41.600 | 37.300 |
| Environmental Remediation | - | - | - | - | - |
| Total Expenses | \$865.298 | \$924.118 | \$946.674 | \$951.562 | \$952.461 |
| Net Surplus/(Deficit) | (\$630.429) | (\$683.172) | (\$703.043) | (\$707.349) | (\$707.149) |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

| REIMBURSABLE | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|---|------------------------------------|------------------------------------|----------------|----------------|----------------|
| Revenue | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Toll Revenue | - | - | - | - | - |
| Other Operating Revenue | - | - | - | - | - |
| Capital and Other Reimbursements | 6.039 | 5.857 | 5.960 | 5.925 | 5.871 |
| Total Revenue | \$6.039 | \$5.857 | \$5.960 | \$5.925 | \$5.871 |
| Expenses | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$2.892 | \$2.682 | \$2.731 | \$2.586 | \$2.430 |
| Overtime | - | - | - | - | - |
| Health and Welfare | 1.093 | 1.101 | 1.121 | 1.214 | 1.314 |
| OPEB Current Payment | - | - | - | - | - |
| Pensions | 0.498 | 0.498 | 0.508 | 0.508 | 0.509 |
| Other Fringe Benefits | 0.482 | 0.486 | 0.495 | 0.495 | 0.495 |
| Reimbursable Overhead | - | - | - | - | - |
| Total Labor Expenses | \$4.965 | \$4.767 | \$4.855 | \$4.803 | \$4.748 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Insurance | - | - | - | - | - |
| Claims | - | - | - | - | - |
| Paratransit Service Contracts | | | | | |
| Maintenance and Other Operating Contracts | 0.231 | 0.235 | 0.238 | 0.242 | 0.242 |
| Professional Service Contracts | - | - | - | - | - |
| Materials & Supplies | 0.843 | 0.855 | 0.867 | 0.881 | 0.881 |
| Other Business Expenses | - | - | - | - | - |
| Total Non-Labor Expenses | \$1.074 | \$1.090 | \$1.105 | \$1.122 | \$1.123 |
| <u>Other Expenses Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation | \$6.039 | \$5.857 | \$5.960 | \$5.925 | \$5.871 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses | \$6.039 | \$5.857 | \$5.960 | \$5.925 | \$5.871 |
| Net Surplus/(Deficit) | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Accrual Statement of Operations by Category
(\$ in millions)

| NON-REIMBURSABLE / REIMBURSABLE | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|---|------------------------------------|------------------------------------|--------------------|--------------------|--------------------|
| Revenue | | | | | |
| Farebox Revenue | \$214.145 | \$219.857 | \$222.160 | \$222.563 | \$223.480 |
| Toll Revenue | - | - | - | - | - |
| Other Operating Revenue | 20.724 | 21.089 | 21.471 | 21.650 | 21.832 |
| Capital and Other Reimbursements | 6.039 | 5.857 | 5.960 | 5.925 | 5.871 |
| Total Revenue | \$240.908 | \$246.803 | \$249.591 | \$250.138 | \$251.183 |
| Expenses | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$266.078 | \$280.954 | \$284.590 | \$289.092 | \$289.855 |
| Overtime | 54.783 | 55.441 | 56.822 | 57.189 | 56.484 |
| Health and Welfare | 61.984 | 66.725 | 71.093 | 76.294 | 81.661 |
| OPEB Current Payment | 23.911 | 25.928 | 28.016 | 30.324 | 32.824 |
| Pensions | 44.385 | 45.241 | 45.454 | 45.872 | 44.690 |
| Other Fringe Benefits | 66.171 | 66.834 | 69.437 | 70.417 | 69.853 |
| Reimbursable Overhead | - | - | - | - | - |
| Total Labor Expenses | \$517.312 | \$541.124 | \$555.411 | \$569.189 | \$575.367 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$1.651 | \$1.937 | \$2.028 | \$2.127 | \$2.285 |
| Fuel | \$18.974 | \$23.555 | \$24.655 | \$27.042 | \$30.105 |
| Insurance | 5.501 | 6.100 | 7.078 | 7.682 | 8.886 |
| Claims | 29.000 | 29.447 | 29.977 | 30.490 | 30.502 |
| Paratransit Service Contracts | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 33.511 | 42.614 | 40.837 | 32.695 | 30.088 |
| Professional Service Contracts | 26.824 | 27.276 | 29.350 | 33.031 | 32.735 |
| Materials & Supplies | 51.991 | 55.397 | 60.592 | 52.717 | 50.161 |
| Other Business Expenses | 3.987 | 5.172 | 5.316 | 6.422 | 6.412 |
| Total Non-Labor Expenses | \$171.440 | \$191.499 | \$199.832 | \$192.207 | \$191.174 |
| <u>Other Expenses Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation | \$688.752 | \$732.623 | \$755.243 | \$761.396 | \$766.540 |
| Depreciation | \$42.236 | \$53.901 | \$54.341 | \$54.341 | \$54.341 |
| OPEB Liability Adjustment | 100.150 | 100.150 | 100.150 | 100.150 | 100.150 |
| GASB 68 Pension Expense Adjustment | 40.200 | 43.300 | 42.900 | 41.600 | 37.300 |
| Environmental Remediation | - | - | - | - | - |
| Total Expenses | \$871.338 | \$929.975 | \$952.634 | \$957.487 | \$958.331 |
| Net Surplus/(Deficit) | (\$630.429) | (\$683.172) | (\$703.043) | (\$707.349) | (\$707.149) |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Cash Receipts & Expenditures
(\$ in millions)

| CASH RECEIPTS AND EXPENDITURES | | | | | |
|--|------------------------------------|------------------------------------|--------------------|--------------------|--------------------|
| | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
| Receipts | | | | | |
| Farebox Revenue | \$214.145 | \$219.857 | \$222.160 | \$222.563 | \$223.480 |
| Vehicle Toll Revenue | - | - | - | - | - |
| Other Operating Revenue | 21.724 | 21.089 | 21.471 | 21.650 | 21.832 |
| Capital and Other Reimbursements | 9.227 | 11.048 | 11.244 | 14.575 | 14.580 |
| Total Receipts | \$245.096 | \$251.994 | \$254.875 | \$258.788 | \$259.892 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | \$278.849 | \$278.914 | \$282.511 | \$290.471 | \$291.393 |
| Overtime | 58.883 | 55.441 | 56.822 | 57.189 | 56.484 |
| Health and Welfare | 61.567 | 66.305 | 70.665 | 76.294 | 81.662 |
| OPEB Current Payment | 23.911 | 25.928 | 28.016 | 30.324 | 32.824 |
| Pensions | 44.213 | 45.071 | 45.280 | 45.698 | 44.516 |
| Other Fringe Benefits | 50.998 | 51.662 | 54.260 | 55.240 | 54.676 |
| GASB Account | - | - | - | 0.094 | 0.205 |
| Reimbursable Overhead | - | - | - | - | - |
| Total Labor Expenditures | \$518.421 | \$523.322 | \$537.553 | \$555.311 | \$561.760 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$1.651 | \$1.937 | \$2.028 | \$2.127 | \$2.285 |
| Fuel | \$18.974 | \$23.555 | \$24.655 | \$25.619 | \$28.682 |
| Insurance | 8.801 | 6.100 | 7.078 | 7.682 | 8.886 |
| Claims | 25.000 | 25.385 | 25.842 | 26.355 | 26.367 |
| Paratransit Service Contracts | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 33.511 | 42.615 | 40.837 | 31.207 | 28.599 |
| Professional Service Contracts | 37.924 | 27.276 | 29.350 | 33.031 | 32.735 |
| Materials & Supplies | 51.991 | 55.397 | 60.592 | 52.718 | 50.161 |
| Other Business Expenses | 3.988 | 5.172 | 5.315 | 6.422 | 6.412 |
| Total Non-Labor Expenses | \$181.841 | \$187.438 | \$195.695 | \$185.161 | \$184.127 |
| <u>Other Expenditure Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditure Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenditures | \$700.262 | \$710.760 | \$733.249 | \$740.472 | \$745.886 |
| Net Cash Surplus/(Deficit) | (\$455.165) | (\$458.766) | (\$478.374) | (\$481.684) | (\$485.995) |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

| CASH FLOW ADJUSTMENTS | | | | | |
|--|------------------------------------|------------------------------------|------------------|------------------|------------------|
| | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
| Receipts | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Vehicle Toll Revenue | - | - | - | - | - |
| Other Operating Revenue | 1.000 | - | - | - | - |
| Capital and Other Reimbursements | 3.188 | 5.191 | 5.284 | 8.650 | 8.709 |
| Total Receipts | \$4.188 | \$5.191 | \$5.284 | \$8.650 | \$8.709 |
| Expenditures | | | | | |
| <u>Labor:</u> | | | | | |
| Payroll | (\$12.771) | \$2.040 | \$2.079 | (\$1.379) | (\$1.538) |
| Overtime | (4.100) | - | - | - | - |
| Health and Welfare | 0.417 | 0.420 | 0.428 | - | (0.001) |
| OPEB Current Payment | - | - | - | - | - |
| Pensions | 0.172 | 0.170 | 0.174 | 0.174 | 0.174 |
| Other Fringe Benefits | 15.173 | 15.173 | 15.177 | 15.177 | 15.177 |
| GASB Account | - | - | - | (0.094) | (0.205) |
| Reimbursable Overhead | - | - | - | - | - |
| Total Labor Expenditures | (\$1.109) | \$17.803 | \$17.858 | \$13.878 | \$13.607 |
| <u>Non-Labor:</u> | | | | | |
| Electric Power | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Fuel | \$0.000 | (\$0.000) | \$0.000 | \$1.423 | \$1.423 |
| Insurance | (3.300) | - | - | - | - |
| Claims | 4.000 | 4.062 | 4.135 | 4.135 | 4.135 |
| Paratransit Service Contracts | - | - | - | - | - |
| Maintenance and Other Operating Contracts | - | (0.001) | - | 1.488 | 1.489 |
| Professional Service Contracts | (11.100) | - | - | - | - |
| Materials & Supplies | - | - | - | (0.001) | - |
| Other Business Expenditures | (0.001) | - | 0.001 | 0.000 | - |
| Total Non-Labor Expenses | (\$10.401) | \$4.061 | \$4.136 | \$7.046 | \$7.047 |
| <u>Other Expenditures Adjustments:</u> | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Other Expenditures Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments before Depreciation | (\$7.322) | \$27.055 | \$27.278 | \$29.574 | \$29.363 |
| Depreciation | \$42.236 | \$53.901 | \$54.341 | \$54.341 | \$54.341 |
| OPEB Liability Adjustment | 100.150 | 100.150 | 100.150 | 100.150 | 100.150 |
| GASB 68 Pension Expense Adjustment | 40.200 | 43.300 | 42.900 | 41.600 | 37.300 |
| Environmental Remediation | - | - | - | - | - |
| Total Cash Conversion Adjustments | \$175.264 | \$224.406 | \$224.669 | \$225.665 | \$221.154 |

MTA Bus Company
2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| NON-REIMBURSABLE OVERTIME | Total | | |
|---|------------------|-----------------|----------|
| | Hours | \$ | % |
| <u>Scheduled Service</u> | 635,653 | \$26.347 | 48% |
| <u>Unscheduled Service</u> | 138,008 | 6.237 | 11% |
| <u>Programmatic/Routine Maintenance</u> | 256,214 | 10.918 | 20% |
| <u>Unscheduled Maintenance</u> | 0 | - | 0% |
| <u>Vacancy/Absentee Coverage</u> | 191,117 | 9.785 | 18% |
| <u>Weather Emergencies</u> | 45,130 | 1.709 | 3% |
| <u>Safety/Security/Law Enforcement</u> | 2,641 | 0.128 | 0% |
| <u>Other ¹</u> | 3,802 | 0.316 | 1% |
| Subtotal | 1,272,565 | \$55.441 | 100% |
| REIMBURSABLE OVERTIME | 0 | - | |
| TOTAL OVERTIME | 1,272,565 | \$55.441 | |

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Ridership/ (Utilization)
(in millions)

| | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|---------------------------------|------------------------------------|------------------------------------|------------------|------------------|------------------|
| <u>RIDERSHIP</u> | | | | | |
| Fixed Route | 126.111 | 125.606 | 125.875 | 126.086 | 126.558 |
| Baseline Total Ridership | 126.111 | 125.606 | 125.875 | 126.086 | 126.558 |
| <u>FAREBOX REVENUE</u> | | | | | |
| Fixed Route | \$214.145 | \$219.857 | \$222.160 | \$222.563 | \$223.480 |
| Baseline Total Revenue | \$214.145 | \$219.857 | \$222.160 | \$222.563 | \$223.480 |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

| FUNCTION/DEPARTMENT | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|--|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Office of the EVP | 3 | 3 | 3 | 3 | 3 |
| Human Resources | 19 | 19 | 19 | 19 | 19 |
| Office of Management and Budget | 14 | 14 | 14 | 14 | 14 |
| Materiel | 18 | 17 | 17 | 17 | 17 |
| Controller | 17 | 17 | 17 | 17 | 17 |
| Office of the President | 6 | 6 | 6 | 6 | 6 |
| System Safety Administration | 5 | 5 | 5 | 5 | 5 |
| Law | 21 | 21 | 21 | 21 | 21 |
| Corporate Communications | 0 | 0 | 0 | 0 | 0 |
| Strategic Office | 24 | 26 | 28 | 29 | 29 |
| Labor Relations | 4 | 4 | 4 | 4 | 4 |
| Non-Departmental | 23 | 31 | 28 | 45 | 45 |
| Total Administration | 154 | 163 | 162 | 180 | 180 |
| Operations | | | | | |
| Buses | 2,249 | 2,304 | 2,304 | 2,304 | 2,304 |
| Office of the Executive Vice President, Regional | 4 | 4 | 4 | 4 | 4 |
| Safety & Training | 29 | 29 | 29 | 29 | 29 |
| Road Operations | 120 | 121 | 121 | 121 | 121 |
| Transportation Support | 22 | 22 | 22 | 22 | 22 |
| Operations Planning | 33 | 33 | 33 | 33 | 33 |
| Revenue Control | 27 | 30 | 30 | 30 | 30 |
| Total Operations | 2,484 | 2,543 | 2,543 | 2,543 | 2,543 |
| Maintenance | | | | | |
| Buses | 757 | 742 | 748 | 748 | 748 |
| Maintenance Support/CMF | 219 | 255 | 231 | 236 | 226 |
| Facilities | 77 | 81 | 81 | 81 | 81 |
| Supply Logistics | 95 | 96 | 96 | 96 | 96 |
| Total Maintenance | 1,148 | 1,174 | 1,156 | 1,161 | 1,151 |
| Engineering/Capital | | | | | |
| Capital Program Management | 37 | 37 | 37 | 37 | 37 |
| Public Safety | | | | | |
| Office of the Senior Vice President | 22 | 22 | 22 | 22 | 22 |
| Total Positions | 3,845 | 3,939 | 3,920 | 3,943 | 3,933 |
| Non-Reimbursable | 3,805 | 3,899 | 3,880 | 3,903 | 3,893 |
| Reimbursable | 40 | 40 | 40 | 40 | 40 |
| Total Full-Time | 3,830 | 3,924 | 3,905 | 3,928 | 3,918 |
| Total Full-Time Equivalents | 15 | 15 | 15 | 15 | 15 |

MTA BUS COMPANY
February Financial Plan 2017 - 2020
Total Positions by Function and Occupation

| FUNCTION/OCCUPATIONAL GROUP | 2016 Final Estimate | 2017 Adopted Budget | 2018 | 2019 | 2020 |
|-----------------------------------|---------------------------|---------------------------|--------------|--------------|--------------|
| Administration | | | | | |
| Managers/Supervisors | 63 | 67 | 65 | 65 | 65 |
| Professional, Technical, Clerical | 73 | 72 | 74 | 75 | 75 |
| Operational Hourlies | 18 | 24 | 23 | 40 | 40 |
| Total Administration | <u>154</u> | <u>163</u> | <u>162</u> | <u>180</u> | <u>180</u> |
| Operations | | | | | |
| Managers/Supervisors | 303 | 307 | 307 | 307 | 307 |
| Professional, Technical, Clerical | 51 | 51 | 51 | 51 | 51 |
| Operational Hourlies | 2,130 | 2,185 | 2,185 | 2,185 | 2,185 |
| Total Operations | <u>2,484</u> | <u>2,543</u> | <u>2,543</u> | <u>2,543</u> | <u>2,543</u> |
| Maintenance | | | | | |
| Managers/Supervisors | 225 | 228 | 228 | 228 | 228 |
| Professional, Technical, Clerical | 26 | 28 | 28 | 28 | 28 |
| Operational Hourlies | 897 | 918 | 900 | 905 | 895 |
| Total Maintenance | <u>1,148</u> | <u>1,174</u> | <u>1,156</u> | <u>1,161</u> | <u>1,151</u> |
| Engineering/Capital | | | | | |
| Managers/Supervisors | 21 | 21 | 21 | 21 | 21 |
| Professional, Technical, Clerical | 16 | 16 | 16 | 16 | 16 |
| Operational Hourlies | - | - | - | - | - |
| Total Engineering/Capital | <u>37</u> | <u>37</u> | <u>37</u> | <u>37</u> | <u>37</u> |
| Public Safety | | | | | |
| Managers/Supervisors | 17 | 17 | 17 | 17 | 17 |
| Professional, Technical, Clerical | 5 | 5 | 5 | 5 | 5 |
| Operational Hourlies | - | - | - | - | - |
| Total Public Safety | <u>22</u> | <u>22</u> | <u>22</u> | <u>22</u> | <u>22</u> |
| Total Positions | | | | | |
| Managers/Supervisors | 629 | 640 | 638 | 638 | 638 |
| Professional, Technical, Clerical | 171 | 172 | 174 | 175 | 175 |
| Operational Hourlies | 3,045 | 3,127 | 3,108 | 3,130 | 3,120 |
| Total Baseline Positions | <u>3,845</u> | <u>3,939</u> | <u>3,920</u> | <u>3,943</u> | <u>3,933</u> |

MTA BUS COMPANY
February Financial Plan - 2017 Adopted Budget
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 | \$ 17.554 | \$ 16.361 | \$ 19.232 | \$ 17.678 | \$ 19.171 | \$ 18.961 | \$ 18.336 | \$ 19.486 | \$ 18.137 | \$ 19.073 | \$ 17.914 | \$ 17.954 | \$219.857 |
| Other Operating Revenue | 1.779 | 1.621 | 1.832 | 1.674 | 1.832 | 1.762 | 1.744 | 1.832 | 1.727 | 1.779 | 1.762 | 1.744 | 21.089 |
| Capital and Other Reimbursements | | | | | | | | | | | | | - |
| Total Revenue | \$19.333 | \$17.982 | \$21.064 | \$19.352 | \$21.003 | \$20.723 | \$20.080 | \$21.318 | \$19.864 | \$20.852 | \$19.676 | \$19.698 | \$240.946 |
| Operating Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$ 23.480 | \$ 21.388 | \$ 24.177 | \$ 22.085 | \$ 24.177 | \$ 23.247 | \$ 23.015 | \$ 24.177 | \$ 22.783 | \$ 23.480 | \$ 23.247 | \$ 23.015 | \$278.272 |
| Overtime | 4.849 | 4.543 | 4.725 | 4.714 | 4.799 | 4.410 | 4.596 | 4.639 | 4.425 | 4.711 | 4.396 | 4.635 | 55.441 |
| Health and Welfare | 5.537 | 5.044 | 5.702 | 5.208 | 5.702 | 5.482 | 5.428 | 5.702 | 5.373 | 5.537 | 5.482 | 5.428 | 65.624 |
| OPEB Current Payment | 2.188 | 1.993 | 2.253 | 2.058 | 2.253 | 2.166 | 2.144 | 2.253 | 2.123 | 2.188 | 2.166 | 2.144 | 25.928 |
| Pensions | 3.775 | 3.439 | 3.887 | 3.551 | 3.887 | 3.738 | 3.701 | 3.887 | 3.663 | 3.775 | 3.738 | 3.701 | 44.743 |
| Other Fringe Benefits | 5.598 | 5.100 | 5.765 | 5.266 | 5.765 | 5.543 | 5.488 | 5.765 | 5.432 | 5.598 | 5.543 | 5.488 | 66.349 |
| Reimbursable Overhead | | | | | | | | | | | | | - |
| Total Labor Expenses | \$45.428 | \$41.506 | \$46.509 | \$42.882 | \$46.583 | \$44.587 | \$44.371 | \$46.423 | \$43.798 | \$45.289 | \$44.572 | \$44.410 | \$536.357 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$ 0.163 | \$ 0.149 | \$ 0.168 | \$ 0.154 | \$ 0.168 | \$ 0.162 | \$ 0.160 | \$ 0.168 | \$ 0.159 | \$ 0.163 | \$ 0.162 | \$ 0.160 | \$1.937 |
| Fuel | 1.988 | 1.810 | 2.047 | 1.869 | 2.047 | 1.968 | 1.948 | 2.047 | 1.929 | 1.988 | 1.968 | 1.948 | 23.555 |
| Insurance | 0.515 | 0.469 | 0.530 | 0.484 | 0.530 | 0.510 | 0.505 | 0.530 | 0.499 | 0.515 | 0.510 | 0.505 | 6.100 |
| Claims | 2.485 | 2.263 | 2.559 | 2.337 | 2.559 | 2.460 | 2.435 | 2.559 | 2.411 | 2.485 | 2.460 | 2.435 | 29.447 |
| Paratransit Service Contracts | | | | | | | | | | | | | - |
| Maintenance and Other Operating Contracts | 3.576 | 3.257 | 3.682 | 3.363 | 3.682 | 3.540 | 3.505 | 3.682 | 3.470 | 3.576 | 3.540 | 3.505 | 42.379 |
| Professional Service Contracts | 2.301 | 2.096 | 2.370 | 2.165 | 2.370 | 2.279 | 2.256 | 2.370 | 2.233 | 2.301 | 2.279 | 2.256 | 27.276 |
| Materials & Supplies | 4.602 | 4.192 | 4.739 | 4.329 | 4.739 | 4.557 | 4.511 | 4.739 | 4.465 | 4.602 | 4.557 | 4.511 | 54.542 |
| Other Business Expenses | 0.436 | 0.398 | 0.449 | 0.410 | 0.449 | 0.432 | 0.428 | 0.449 | 0.423 | 0.436 | 0.432 | 0.428 | 5.172 |
| Total Non-Labor Expenses | \$16.066 | \$14.635 | \$16.543 | \$15.112 | \$16.543 | \$15.907 | \$15.748 | \$16.543 | \$15.589 | \$16.066 | \$15.907 | \$15.748 | \$190.409 |
| Other Expenses Adjustments: | | | | | | | | | | | | | |
| Other | | | | | | | | | | | | | - |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses before Non-Cash Liability Adjs. | \$61.494 | \$56.140 | \$63.052 | \$57.994 | \$63.126 | \$60.494 | \$60.119 | \$62.966 | \$59.387 | \$61.355 | \$60.480 | \$60.158 | \$726.767 |
| Depreciation | \$ 4.548 | \$ 4.143 | \$ 4.683 | \$ 4.278 | \$ 4.683 | \$ 4.503 | \$ 4.458 | \$ 4.683 | \$ 4.413 | \$ 4.548 | \$ 4.503 | \$ 4.458 | \$53.901 |
| Pension | 8.450 | 7.697 | 8.701 | 7.948 | 8.701 | 8.367 | 8.283 | 8.701 | 8.199 | 8.450 | 8.367 | 8.283 | 100.150 |
| GASB 68 Pension Expense Adjustment | 3.654 | 3.328 | 3.762 | 3.437 | 3.762 | 3.617 | 3.581 | 3.762 | 3.545 | 3.654 | 3.617 | 3.581 | 43.300 |
| Environmental Remediation | | | | | | | | | | | | | - |
| Total Expenses | \$78.146 | \$71.308 | \$80.199 | \$73.657 | \$80.273 | \$76.981 | \$76.441 | \$80.113 | \$75.545 | \$78.007 | \$76.967 | \$76.480 | \$924.118 |
| Net Surplus/(Deficit) | (\$58.812) | (\$53.327) | (\$59.135) | (\$54.305) | (\$59.270) | (\$56.258) | (\$56.361) | (\$58.795) | (\$55.681) | (\$57.155) | (\$57.291) | (\$56.782) | (\$683.172) |

MTA BUS COMPANY
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

| NON-REIMBURSABLE / REIMBURSABLE | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Revenue | | | | | | | | | | | | | |
| Farebox Revenue | \$17.554 | \$16.361 | \$19.232 | \$17.678 | \$19.171 | \$18.961 | \$18.336 | \$19.486 | \$18.137 | \$19.073 | \$17.914 | \$17.954 | \$219.857 |
| Other Operating Revenue | 1.779 | 1.621 | 1.832 | 1.674 | 1.832 | 1.762 | 1.744 | 1.832 | 1.727 | 1.779 | 1.762 | 1.744 | 21.089 |
| Capital and Other Reimbursements | 0.494 | 0.450 | 0.509 | 0.465 | 0.509 | 0.489 | 0.484 | 0.509 | 0.480 | 0.494 | 0.489 | 0.484 | 5.857 |
| Total Revenue | \$19.828 | \$18.432 | \$21.573 | \$19.817 | \$21.512 | \$21.212 | \$20.565 | \$21.827 | \$20.343 | \$21.347 | \$20.165 | \$20.183 | \$246.803 |
| Expenses | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$23.706 | \$21.594 | \$24.410 | \$22.298 | \$24.410 | \$23.472 | \$23.237 | \$24.410 | \$23.002 | \$23.706 | \$23.472 | \$23.237 | \$280.954 |
| Overtime | 4.849 | 4.543 | 4.725 | 4.714 | 4.799 | 4.410 | 4.596 | 4.639 | 4.425 | 4.711 | 4.396 | 4.635 | 55.441 |
| Health and Welfare | 5.630 | 5.128 | 5.797 | 5.296 | 5.797 | 5.574 | 5.519 | 5.797 | 5.463 | 5.630 | 5.574 | 5.519 | 66.725 |
| OPEB Current Payment | 2.188 | 1.993 | 2.253 | 2.058 | 2.253 | 2.166 | 2.144 | 2.253 | 2.123 | 2.188 | 2.166 | 2.144 | 25.928 |
| Pensions | 3.817 | 3.477 | 3.931 | 3.591 | 3.931 | 3.780 | 3.742 | 3.931 | 3.704 | 3.817 | 3.780 | 3.742 | 45.241 |
| Other Fringe Benefits | 5.639 | 5.137 | 5.807 | 5.304 | 5.807 | 5.584 | 5.528 | 5.807 | 5.472 | 5.639 | 5.584 | 5.528 | 66.835 |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenses | \$45.830 | \$41.872 | \$46.923 | \$43.260 | \$46.997 | \$44.985 | \$44.765 | \$46.837 | \$44.189 | \$45.691 | \$44.971 | \$44.804 | \$541.124 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.163 | \$0.149 | \$0.168 | \$0.154 | \$0.168 | \$0.162 | \$0.160 | \$0.168 | \$0.159 | \$0.163 | \$0.162 | \$0.160 | \$1.937 |
| Fuel | \$1.988 | \$1.810 | 2.047 | 1.869 | 2.047 | 1.968 | 1.948 | 2.047 | 1.929 | 1.988 | 1.968 | 1.948 | 23.555 |
| Insurance | 0.515 | 0.469 | 0.530 | 0.484 | 0.530 | 0.510 | 0.505 | 0.530 | 0.499 | 0.515 | 0.510 | 0.505 | 6.100 |
| Claims | 2.485 | 2.263 | 2.559 | 2.337 | 2.559 | 2.460 | 2.435 | 2.559 | 2.411 | 2.485 | 2.460 | 2.435 | 29.447 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 3.596 | 3.275 | 3.703 | 3.382 | 3.703 | 3.560 | 3.525 | 3.703 | 3.489 | 3.596 | 3.560 | 3.525 | 42.614 |
| Professional Service Contracts | 2.301 | 2.096 | 2.370 | 2.165 | 2.370 | 2.279 | 2.256 | 2.370 | 2.233 | 2.301 | 2.279 | 2.256 | 27.276 |
| Materials & Supplies | 4.674 | 4.258 | 4.813 | 4.397 | 4.813 | 4.628 | 4.582 | 4.813 | 4.535 | 4.674 | 4.628 | 4.582 | 55.397 |
| Other Business Expenses | 0.436 | 0.398 | 0.449 | 0.410 | 0.449 | 0.432 | 0.428 | 0.449 | 0.423 | 0.436 | 0.432 | 0.428 | 5.172 |
| Total Non-Labor Expenses | \$16.158 | \$14.718 | \$16.638 | \$15.198 | \$16.638 | \$15.998 | \$15.838 | \$16.638 | \$15.678 | \$16.158 | \$15.998 | \$15.838 | \$191.499 |
| Other Expenses Adjustments: | | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$0.000 |
| Total Expenses before Non-Cash Liability Adjs. | \$61.988 | \$56.590 | \$63.561 | \$58.459 | \$63.635 | \$60.983 | \$60.604 | \$63.475 | \$59.867 | \$61.850 | \$60.969 | \$60.643 | \$732.624 |
| Depreciation | \$4.548 | \$4.143 | \$4.683 | \$4.278 | \$4.683 | \$4.503 | \$4.458 | \$4.683 | \$4.413 | \$4.548 | \$4.503 | \$4.458 | \$53.901 |
| OPEB Obligation | 8.450 | 7.697 | 8.701 | 7.948 | 8.701 | 8.367 | 8.283 | 8.701 | 8.199 | 8.450 | 8.367 | 8.283 | 100.150 |
| GASB 68 Pension Expense Adjustment | 3.654 | 3.328 | 3.762 | 3.437 | 3.762 | 3.617 | 3.581 | 3.762 | 3.545 | 3.654 | 3.617 | 3.581 | 43.300 |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$78.640 | \$71.759 | \$80.708 | \$74.121 | \$80.782 | \$77.470 | \$76.926 | \$80.622 | \$76.024 | \$78.502 | \$77.456 | \$76.965 | \$929.975 |
| Net Surplus/(Deficit) | (\$58.812) | (\$53.327) | (\$59.135) | (\$54.305) | (\$59.270) | (\$56.258) | (\$56.361) | (\$58.795) | (\$55.681) | (\$57.155) | (\$57.291) | (\$56.782) | (\$683.172) |

MTA BUS COMPANY
February Financial Plan - 2017 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

| CASH RECEIPTS AND EXPENDITURES | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$17.554 | \$16.361 | \$19.232 | \$17.678 | \$19.171 | \$18.961 | \$18.336 | \$19.486 | \$18.137 | \$19.073 | \$17.914 | \$17.954 | \$219.857 |
| Other Operating Revenue | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 1.757 | 21.089 |
| Capital and Other Reimbursements | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 0.921 | 11.048 |
| Total Receipts | \$20.232 | \$19.039 | \$21.910 | \$20.356 | \$21.849 | \$21.639 | \$21.014 | \$22.164 | \$20.815 | \$21.751 | \$20.592 | \$20.632 | \$251.994 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$21.455 | \$21.455 | \$32.182 | \$21.455 | \$21.455 | \$21.455 | \$21.455 | \$32.182 | \$21.455 | \$21.455 | \$21.455 | \$21.455 | \$278.914 |
| Overtime | 4.849 | 4.543 | 4.725 | 4.714 | 4.799 | 4.410 | 4.596 | 4.639 | 4.425 | 4.711 | 4.396 | 4.635 | 55.441 |
| Health and Welfare | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 5.525 | 66.305 |
| OPEB Current Payment | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 2.161 | 25.928 |
| Pensions | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 3.756 | 45.071 |
| Other Fringe Benefits | 3.974 | 3.974 | 5.961 | 3.974 | 3.974 | 3.974 | 3.974 | 3.974 | 5.961 | 3.974 | 3.974 | 3.974 | 51.662 |
| GASB Account Reimbursable Overhead | | | | | | | | | | | | | - |
| Total Labor Expenditures | \$41.720 | \$41.414 | \$54.310 | \$41.585 | \$41.670 | \$41.281 | \$41.467 | \$52.237 | \$43.283 | \$41.582 | \$41.267 | \$41.506 | \$523.322 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$0.161 | \$1.937 |
| Fuel | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 1.963 | 23.555 |
| Insurance | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 0.508 | 6.100 |
| Claims | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 2.115 | 25.385 |
| Paratransit Service Contracts | | | | | | | | | | | | | - |
| Maintenance and Other Operating Contracts | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 3.551 | 42.615 |
| Professional Service Contracts | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 2.273 | 27.276 |
| Materials & Supplies | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 4.616 | 55.397 |
| Other Business Expenses | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 0.431 | 5.172 |
| Total Non-Labor Expenditures | \$15.620 | \$187.438 |
| Other Expenditure Adjustments: | | | | | | | | | | | | | |
| Other | | | | | | | | | | | | | - |
| Total Other Expenditure Adjustments | \$0.000 |
| Total Expenditures | \$57.340 | \$57.034 | \$69.930 | \$57.205 | \$57.290 | \$56.901 | \$57.087 | \$67.857 | \$58.903 | \$57.201 | \$56.886 | \$57.126 | \$710.760 |
| Net Cash Deficit | (\$37.108) | (\$37.995) | (\$48.020) | (\$36.849) | (\$35.441) | (\$35.262) | (\$36.073) | (\$45.693) | (\$38.088) | (\$35.450) | (\$36.294) | (\$36.494) | (\$458.766) |

MTA BUS COMPANY
February Financial Plan - 2017 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

| CASH FLOW ADJUSTMENTS | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--|-----------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Receipts | | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Other Operating Revenue | (0.022) | 0.137 | (0.075) | 0.084 | (0.075) | (0.004) | 0.013 | (0.075) | 0.031 | (0.022) | (0.004) | 0.013 | 0.000 |
| Capital and Other Reimbursements | 0.426 | 0.471 | 0.412 | 0.456 | 0.412 | 0.431 | 0.436 | 0.412 | 0.441 | 0.426 | 0.431 | 0.436 | 5.191 |
| Total Receipts | \$0.404 | \$0.607 | \$0.337 | \$0.540 | \$0.337 | \$0.427 | \$0.449 | \$0.337 | \$0.472 | \$0.404 | \$0.427 | \$0.449 | \$5.191 |
| Expenditures | | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | | |
| Payroll | \$2.251 | \$0.139 | (\$7.772) | \$0.843 | \$2.955 | \$2.017 | \$1.782 | (\$7.772) | \$1.547 | \$2.251 | \$2.017 | \$1.782 | \$2.040 |
| Overtime | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Health and Welfare | 0.105 | (0.397) | 0.272 | (0.230) | 0.272 | 0.049 | (0.007) | 0.272 | (0.063) | 0.105 | 0.049 | (0.007) | 0.420 |
| OPEB Current Payment | 0.027 | (0.168) | 0.092 | (0.103) | 0.092 | 0.005 | (0.016) | 0.092 | (0.038) | 0.027 | 0.005 | (0.016) | (0.000) |
| Pensions | 0.061 | (0.279) | 0.175 | (0.165) | 0.175 | 0.024 | (0.014) | 0.175 | (0.052) | 0.061 | 0.024 | (0.014) | 0.170 |
| Other Fringe Benefits | 1.665 | 1.163 | (0.154) | 1.330 | 1.833 | 1.610 | 1.554 | 1.833 | (0.489) | 1.665 | 1.610 | 1.554 | 15.173 |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$4.110 | \$0.458 | (\$7.387) | \$1.675 | \$5.327 | \$3.704 | \$3.298 | (\$5.400) | \$0.906 | \$4.110 | \$3.704 | \$3.298 | \$17.803 |
| Non-Labor: | | | | | | | | | | | | | |
| Electric Power | \$0.002 | (\$0.013) | \$0.007 | (\$0.008) | \$0.007 | \$0.000 | (\$0.001) | \$0.007 | (\$0.003) | \$0.002 | \$0.000 | (\$0.001) | \$0.000 |
| Fuel | 0.025 | (0.153) | 0.084 | (0.093) | 0.084 | 0.005 | (0.015) | 0.084 | (0.034) | 0.025 | 0.005 | (0.015) | (0.000) |
| Insurance | 0.006 | (0.039) | 0.022 | (0.024) | 0.022 | 0.001 | (0.004) | 0.022 | (0.009) | 0.006 | 0.001 | (0.004) | - |
| Claims | 0.369 | 0.148 | 0.443 | 0.222 | 0.443 | 0.345 | 0.320 | 0.443 | 0.295 | 0.369 | 0.345 | 0.320 | 4.062 |
| Paratransit Service Contracts | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Maintenance and Other Operating Contracts | 0.044 | (0.276) | 0.151 | (0.169) | 0.151 | 0.009 | (0.027) | 0.151 | (0.062) | 0.044 | 0.009 | (0.027) | (0.001) |
| Professional Service Contracts | 0.028 | (0.177) | 0.097 | (0.108) | 0.097 | 0.006 | (0.017) | 0.097 | (0.040) | 0.028 | 0.006 | (0.017) | (0.000) |
| Materials & Supplies | 0.058 | (0.359) | 0.197 | (0.220) | 0.197 | 0.012 | (0.035) | 0.197 | (0.081) | 0.058 | 0.012 | (0.035) | (0.000) |
| Other Business Expenditures | 0.005 | (0.033) | 0.018 | (0.021) | 0.018 | 0.001 | (0.003) | 0.018 | (0.008) | 0.005 | 0.001 | (0.003) | (0.000) |
| Total Non-Labor Expenditures | \$0.538 | (\$0.901) | \$1.018 | (\$0.421) | \$1.018 | \$0.378 | \$0.218 | \$1.018 | \$0.058 | \$0.538 | \$0.378 | \$0.218 | \$4.061 |
| Other Expenditures Adjustments: | | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expenditures Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Cash Conversion Adjustments before Non-Cash Liability Adjs. | | | | | | | | | | | | | |
| Total Cash Conversion Adjustments before Non-Cash Liability Adjs. | \$5.053 | \$0.164 | (\$6.032) | \$1.793 | \$6.682 | \$4.509 | \$3.966 | (\$4.045) | \$1.436 | \$5.053 | \$4.509 | \$3.966 | \$27.055 |
| Depreciation Adjustment | \$4.548 | \$4.143 | \$4.683 | \$4.278 | \$4.683 | \$4.503 | \$4.458 | \$4.683 | \$4.413 | \$4.548 | \$4.503 | \$4.458 | \$53.901 |
| OPEB Obligation | 8.450 | 7.697 | 8.701 | 7.948 | 8.701 | 8.367 | 8.283 | 8.701 | 8.199 | 8.450 | 8.367 | 8.283 | 100.150 |
| GASB 68 Pension Expense Adjustment | 3.654 | 3.328 | 3.762 | 3.437 | 3.762 | 3.617 | 3.581 | 3.762 | 3.545 | 3.654 | 3.617 | 3.581 | 43.300 |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Cash Conversion Adjustments | \$21.705 | \$15.332 | \$11.115 | \$17.456 | \$23.829 | \$20.997 | \$20.289 | \$13.102 | \$17.593 | \$21.705 | \$20.997 | \$20.289 | \$224.406 |

MTA Bus Company
 February Financial Plan - 2017 Adopted Budget
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

| | Jan | Feb | Mar | Apr | May | Jun | July | Aug | Sep | Oct | Nov | Dec | Total |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | | |
| <u>Scheduled Service</u> | \$ 2.227 | \$ 2.006 | \$ 2.220 | \$ 2.203 | \$ 2.236 | \$ 2.136 | \$ 2.256 | \$ 2.256 | \$ 2.140 | \$ 2.296 | \$ 2.145 | \$ 2.227 | \$ 26.347 |
| <u>Unscheduled Service</u> | \$ 0.565 | \$ 0.478 | \$ 0.516 | \$ 0.513 | \$ 0.522 | \$ 0.495 | \$ 0.516 | \$ 0.521 | \$ 0.497 | \$ 0.529 | \$ 0.547 | \$ 0.539 | \$ 6.237 |
| <u>Programmatic/Routine Maintenance</u> | \$ 1.080 | \$ 1.043 | \$ 0.901 | \$ 1.055 | \$ 1.067 | \$ 0.788 | \$ 0.784 | \$ 0.799 | \$ 0.836 | \$ 0.910 | \$ 0.837 | \$ 0.819 | \$ 10.918 |
| <u>Unscheduled Maintenance</u> | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| <u>Vacancy/Absentee Coverage</u> | \$ 0.726 | \$ 0.774 | \$ 0.833 | \$ 0.801 | \$ 0.829 | \$ 0.853 | \$ 0.894 | \$ 0.917 | \$ 0.812 | \$ 0.826 | \$ 0.727 | \$ 0.793 | \$ 9.785 |
| <u>Weather Emergencies</u> | \$ 0.219 | \$ 0.207 | \$ 0.217 | \$ 0.106 | \$ 0.107 | \$ 0.102 | \$ 0.108 | \$ 0.108 | \$ 0.103 | \$ 0.110 | \$ 0.104 | \$ 0.218 | \$ 1.709 |
| <u>Safety/Security/Law Enforcement</u> | \$ 0.006 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.011 | \$ 0.012 | \$ 0.011 | \$ 0.011 | \$ 0.128 |
| <u>Other</u> | \$ 0.027 | \$ 0.024 | \$ 0.027 | \$ 0.026 | \$ 0.027 | \$ 0.026 | \$ 0.027 | \$ 0.027 | \$ 0.026 | \$ 0.028 | \$ 0.026 | \$ 0.027 | \$ 0.316 |
| Sub-Total | \$4.849 | \$4.543 | \$4.725 | \$4.714 | \$4.799 | \$4.410 | \$4.596 | \$4.639 | \$4.425 | \$4.711 | \$4.396 | \$4.635 | \$55.441 |
| REIMBURSABLE OVERTIME | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL NR & R OVERTIME | \$4.849 | \$4.543 | \$4.725 | \$4.714 | \$4.799 | \$4.410 | \$4.596 | \$4.639 | \$4.425 | \$4.711 | \$4.396 | \$4.635 | \$55.441 |

MTA BUS COMPANY
February Financial Plan - 2017 Adopted Budget
Ridership/(Utilization)
 (in millions)

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| <u>RIDERSHIP</u> | | | | | | | | | | | | | |
| Fixed Route | 10.552 | 9.781 | 11.484 | 10.001 | 11.162 | 10.573 | 9.758 | 10.237 | 10.243 | 11.137 | 10.401 | 10.276 | 125.606 |
| Baseline Total Ridership | 10.552 | 9.781 | 11.484 | 10.001 | 11.162 | 10.573 | 9.758 | 10.237 | 10.243 | 11.137 | 10.401 | 10.276 | 125.606 |
| <u>FAREBOX REVENUE</u> | | | | | | | | | | | | | |
| Fixed Route | 17.554 | 16.361 | 19.232 | 17.678 | 19.171 | 18.961 | 18.336 | 19.486 | 18.137 | 19.073 | 17.914 | 17.954 | 219.857 |
| Baseline Total Revenue | \$17.554 | \$16.361 | \$19.232 | \$17.678 | \$19.171 | \$18.961 | \$18.336 | \$19.486 | \$18.137 | \$19.073 | \$17.914 | \$17.954 | \$219.857 |

MTA NEW YORK CITY TRANSIT

AMERICANS WITH DISABILITIES ACT

KEY STATIONS REPORT

4th QUARTER 2016

January 2017

KEY STATIONS SUMMARY

(4th Quarter Report to FTA – December 2016)

| | FTA 54 Key | NY State 46 Key | Total Key | Non-Key |
|------------------------|-------------------|------------------------|------------------|----------------|
| Completed | 52 | 34 | 86 | 30 |
| In Construction | 0 | 1 | 1 | |
| In Design | 2 | 11 | 13 | |
| In Planning | 0 | 0 | 0 | |
| Total by 2020 | 54 | 46 | 100 | 30 |

- **New York City Transit met the Voluntary Compliance Agreement (VCA) of 67 Key Stations to be accessible by the end of 2010 in 2008.**
- **New York City Transit met the Voluntary Compliance Agreement (VCA) of 80 Key Stations to be accessible by the end of 2014 in 2012.**

**Key Station Element Status Report
New York City Transit (100) - Region 2**

| Count | Station | Line | Mandate | TE Date | VCA Date | Accessible Routes | Entrances | Doors | Ramps | Elevators | Ticketing/MVM | Platform Gaps | PA System | Phones | Signs | Warning Strips | Phase |
|-------|-----------------------|------------|---------------|---------|----------|-------------------|------------|------------|-----------|------------|------------------|------------------|------------------|------------|------------|----------------|----------------|
| | | | State Federal | | | Sect. 4.3 | Sect. 4.14 | Sect. 4.13 | Sect. 4.8 | Sect. 4.10 | Sect. 10.3.1(18) | Sect. 10.3.2 (4) | Sect. 10.3.1(14) | Sect. 4.31 | Sect. 4.30 | Sect. 4.29 | |
| 1 | 125 Street | 4, 5, 6 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 2 | 175 Street | A | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 3 | 42 Street | A, C, E | Fed | COMP | COMP | C | C | C | C | ** | C | C | C | C | C | C | ACCESSIBLE |
| 4 | Pelham Bay Park | 6 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 5 | Great Kills | SIR | Fed | COMP | COMP | C | C | N/A | C | N/A | C | C | C | N/A | C | C | ACCESSIBLE |
| 6 | 51 Street | 6 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 7 | Grand Central | 4, 5, 6 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 8 | World Trade Ctr ***** | E | Fed | COMP | COMP | C | C | C | N/A | N/A | C | C | C | C | C | C | NOT ACCESSIBLE |
| 9 | Simpson Street | 2, 5 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 10 | Stillwell Avenue | D, F, N, Q | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 11 | 34 Street | N, Q, R | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 12 | 34 Street | B, D, F, M | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 13 | Brooklyn Bridge | 4, 5, 6 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 14 | 149 Street-3 Avenue | 2, 5 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 15 | Borough Hall | 2, 3 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 16 | Dongan Hills | SIR | Fed | COMP | COMP | C | C | N/A | C | N/A | C | C | C | N/A | C | C | ACCESSIBLE |
| 17 | Flatbush Avenue | 2, 5 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 18 | Church Avenue | 2, 5 | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 19 | 34 Street | 1, 2, 3 | Fed | COMP | COMP | C | C | C | N/A | C** | C | C | C | C | C | C | ACCESSIBLE |
| 20 | 61 Street-Woodside | 7 | Fed | COMP | COMP | C | C | C | N/A | ** | C | C | C | C | C | C | ACCESSIBLE |
| 21 | Main Street | 7 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 22 | Union Square | N, Q, R | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| | Union Square | L | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 23 | 207 Street | A | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 24 | 66 Street | 1 | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 25 | 14 Street | A, C, E | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |

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Key Station Element Status Report New York City Transit (100) - Region 2

| Count | Station | Line | Mandate | TE Date | VCA Date | Accessible | Entrances | Doors | Ramps | Elevators | Ticketing/ MVM | Platform Gaps | PA System | Phones | Signs | Warning Strips | Phase |
|-------|------------------|---------------------|---------|---------|----------|--------------|---------------|---------------|--------------|---------------|---------------------|---------------------|---------------------|---------------|---------------|-------------------|------------|
| | | | | | | Sect. 4.3 | Sect. 4.14 | Sect. 4.13 | Sect. 4.8 | Sect. 4.10 | Sect. 10.3.1(18) | Sect. 10.3.2 (4) | Sect. 10.3.1(14) | Sect. 4.31 | Sect. 4.30 | Sect. 4.29 | |
| 26 | 8 Avenue | L | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 27 | Franklin Avenue | C | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 28 | Franklin Avenue | S | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 29 | 161 Street | 4 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 30 | 161 Street | B, D | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 31 | Grand Central | 7 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 32 | Grand Central | S | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 33 | 34 Street | A,C,E | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 34 | Flushing Avenue | J, M | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 35 | Prospect Park | B, Q, S | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 36 | 72 Street | 1, 2, 3 | State | N/A | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 37 | Pacific Street | D, N, R | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 38 | Atlantic Avenue | B, Q | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 39 | Atlantic Avenue | 2, 3, 4, 5 | Fed | COMP | COMP | C | C | C | N/A | C ** | C | C | C | C | C | C | ACCESSIBLE |
| 40 | Howard Beach | A | State | N/A | COMP | C | C | C | N/A | ** | C | C | C | ** | C | C | ACCESSIBLE |
| 41 | Marcy Avenue | J, M, Z | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 42 | Lexington Avenue | E, M | State | N/A | COMP | C | C | C | N/A | C ** | C | C | C | C | C | C | ACCESSIBLE |
| 43 | Utica Avenue | 3, 4 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 44 | Dekalb Avenue | B, Q, R | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 45 | West 4 Street | A, B, C, D, E, F, M | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 46 | 179 Street | F | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 47 | Times Square | N, Q, R | Fed | COMP | COMP | C | C | N/A | C | C | C | C | C | N/A | C | C | ACCESSIBLE |
| 48 | 74 Street | 7 | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 49 | Roosevelt Avenue | E, F, M, R | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 50 | 125 Street | A, B, C, D | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |

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Key Station Element Status Report New York City Transit (100) - Region 2

| Count | Station | Line | Mandate | TE Date | VCA Date | Accessible Routes | Entrances | Doors | Ramps | Elevators | Ticketing/ MVM | Platform Gaps | PA System | Phones | Signs | Warning Strips | Phase |
|-------|-----------------------|------------|---------------|---------|----------|-------------------|------------|------------|-----------|------------|------------------|------------------|------------------|------------|------------|----------------|----------------|
| | | | State Federal | | | Sect. 4.3 | Sect. 4.14 | Sect. 4.13 | Sect. 4.8 | Sect. 4.10 | Sect. 10.3.1(18) | Sect. 10.3.2 (4) | Sect. 10.3.1(14) | Sect. 4.31 | Sect. 4.30 | Sect. 4.29 | |
| 51 | Euclid Avenue | A, C | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 52 | Fordham Road | 4 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 53 | Queens Plaza | E, M, R | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 54 | Times Square | 1, 2, 3 | Fed | COMP | COMP | C | C | C | N/A | C** | C | C | C | C | C | C | ACCESSIBLE |
| 55 | Times Square | 7 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 56 | 231 Street | 1 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 57 | Junction Boulevard | 7 | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 58 | 168 Street | A, C | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 59 | Pelham Parkway | 2, 5 | Fed | COMP | COMP | C | C | N/A | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 60 | 233 Street | 2, 5 | State | COMP | COMP | C | C | N/A | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 61 | Bowling Green | 4, 5 | State | COMP | COMP | C | C | N/A | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 62 | Myrtle Avenue | L | State | COMP | COMP | C | C | N/A | N/A | C | N/A | C | C | C | C | C | ACCESSIBLE |
| 63 | Wyckoff Avenue | M | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 64 | 135 Street | 2, 3 | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 65 | Church Avenue | F, G | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 66 | St. George | SIR | State | COMP | COMP | C | C | C | ** | ** | C | C | C | C | C | C | ACCESSIBLE |
| 67 | Union Turnpike | E, F | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 68 | South Ferry ***** | 1 | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | NOT ACCESSIBLE |
| 69 | 50 Street Rock Center | B, D, F, M | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 70 | Chambers Street | 1, 2, 3 | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 71 | 59 Street | A, B, C, D | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 72 | 59 Street | 1 | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 73 | Jay Street | A, C, F | Fed | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 74 | 96 Street | 1, 2, 3 | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 75 | Kings Highway | B, Q | State | COMP | COMP | C | C | C | N/A | C | C | C | C | NC | C | C | ACCESSIBLE |
| 76 | Mott Avenue | A | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 77 | East 180 Street | 2, 5 | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 78 | Bay Parkway | D | State | COMP | COMP | C | C | C | C | C | C | C | C | NC | C | C | ACCESSIBLE |

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Key Station Element Status Report New York City Transit (100) - Region 2

| Count | Station | Line | Mandate | TE Date | VCA Date | Accessible Routes | Entrances | Doors | Ramps | Elevators | Ticketing/ MVM | Platform Gaps | PA System | Phones | Signs | Warning Strips | Phase |
|-------|--------------------|------------|---------------|---------|----------|-------------------|------------|------------|-----------|------------|------------------|------------------|------------------|------------|------------|----------------|--------------|
| | | | State Federal | | | Sect. 4.3 | Sect. 4.14 | Sect. 4.13 | Sect. 4.8 | Sect. 4.10 | Sect. 10.3.1(18) | Sect. 10.3.2 (4) | Sect. 10.3.1(14) | Sect. 4.31 | Sect. 4.30 | Sect. 4.29 | |
| 79 | Bleecker Street | 6 | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 80 | Bdway/Lafayette | B, D, F, M | State | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 81 | 71 Avenue | E, F, M, R | Fed | COMP | COMP | C | C | C | C | C | C | C | C | C | C | C | ACCESSIBLE |
| 82 | Utica Avenue | A, C | State | COMP | COMP | C | C | C | C | C | C | C | C | N/A | C | C | ACCESSIBLE |
| 83 | Hunts Point | 6 | Fed | COMP | COMP | C | C | C | C | C | C | C | C | N/A | C | C | ACCESSIBLE |
| 84 | Cortlandt Street | R | State | COMP | COMP | C | C | C | N/A | C | C | C | C | C | C | C | ACCESSIBLE |
| 85 | Kingsbridge Road | B, D | State | COMP | COMP | C | C | C | N/A | C | C | C | C | N/A | C | C | ACCESSIBLE |
| 86 | 23 Street | 6 | State | COMP | COMP | C | C | N/A | N/A | C | C | C | C | N/A | C | C | ACCESSIBLE |
| 87 | Times Square ***** | S | State | N/A | Nov-08 | | | | | | | | | | | | DESIGN |
| 88 | 68 Street | 6 | State | N/A | Nov-13 | | | | | | | | | | | | DESIGN |
| 89 | 57 Street | N, Q, R | State | N/A | Nov-13 | | | | | | | | | | | | DESIGN |
| 90 | Lefferts Boulevard | A | State | N/A | Nov-14 | | | | | | | | | | | | CONSTRUCTION |
| 91 | 59 Street | N, R | State | N/A | Nov-16 | | | | | | | | | | | | DESIGN |
| 92 | 86 Street*** | R | Fed | Nov-10 | Jul-20 | | | | | | | | | | | | DESIGN |
| 93 | Gun Hill Road | 5 | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 94 | Chambers Street | J, Z | Fed | Nov-20 | Jul-20 | | | | | | | | | | | | DESIGN |
| 95 | Greenpoint Avenue | G | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 96 | Bedford Avenue | L | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 97 | Rockaway Pkwy**** | L | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 98 | Astoria Boulevard | N, Q | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 99 | Brooklyn Museum | 2, 3 | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |
| 100 | Bedford Park Blvd | B, D | State | N/A | Jul-20 | | | | | | | | | | | | DESIGN |

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Office of ADA Compliance

Accessible Non-Key Station Element Status Report

| Count | Station | Accessible Route | Entrance | Doors | Ramps | Elevators | Ticketing/ MVM's | Platforms Gaps | PA System | Phones | Signage | Warning Strips | Status |
|-------|----------------------------|------------------|------------|------------|-----------|------------|-------------------|------------------|------------------|------------|------------|----------------|--------------------|
| | | Sect. 4.3 | Sect. 4.14 | Sect. 4.13 | Sect. 4.8 | Sect. 4.10 | Sect. 10.3.1 (18) | Sect. 10.3.2 (4) | Sect. 10.3.1(14) | Sect. 4.31 | Sect. 4.30 | Sect. 4.29 | |
| 1 | 50th Street (C, E) | C | NC | NA | C | ** | C | NC | NA | NA | C | NC | Southbound Only |
| 2 | Lexington Ave/63rd St (F) | C | NC | C | NA | C | C | NC | NA | NA | C | NC | |
| 3 | Roosevelt Island (F) | C | C | C | NA | C | C | C | NA | NA | C | NC | |
| 4 | 21st Street (F) | C | C | C | NA | C | C | NC | NA | NA | C | NC | |
| 5 | Jamaica/Van Wyck (E) | NC | C | C | NA | C | C | NC | NA | NA | C | NC | |
| 6 | Jamaica Center (E, J, Z) | C | C | C | NA | C | C | NC | NA | NA | C | NC | |
| 7 | Sutphin Blvd (E, J, Z) | NC | C | C | NA | C ** | N/C | NC | NA | NA | C | C | |
| 8 | Metropolitan Avenue (M) | C | C | C | NA | NA | C | C | NA | C | C | NC | |
| 9 | B116/Rockaway Park (A, S) | C | C | C | C | NA | C | C | NA | NA | C | C | |
| 10 | Park Place (S) | C | C | C | C | NA | C | C | NA | C | C | C | |
| 11 | Borough Hall (4, 5) | C | C | NA | NA | NA | C | NC | NA | NA | C | NC | Northbound Only |
| 12 | Tottenville (SIR) | C | C | NA | C | NA | NA | NC | NA | NA | C | NC | |
| 13 | Canal Street Station (6) | C | C | C | NA | C | C | C | NA | NA | C | C | |
| 14 | 49th Street (N, Q, R) | C | C | C | NA | ** | C | NC | NA | NA | C | NC | Northbound Only |
| 15 | Rockaway Parkway (L)**** | C | C | C | C | NA | C | C | NA | NA | C | NC | Future Key Station |
| 16 | Gun Hill Road (2, 5) | C | C | C | C | C | C | C | C | C | C | C | |
| 17 | Jay Street/Metro Tech (R) | C | NA | NA | NA | C | C | C | C | NA | C | C | |
| 18 | Avenue H (Q) | C | C | C | C | NA | C | C | C | C | C | C | Southbound Only |
| 19 | Fulton Street (4, 5) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 20 | Court Square (7) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 21 | Dyckman Street (1) | C | C | C | C | C | C | C | C | NA | C | C | Southbound Only |
| 22 | Fulton Street (A, C) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 23 | Fulton Street (J, Z) | C | C | C | C | C | C | C | C | NA | C | C | |
| 24 | Fulton Street (2, 3) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 25 | 34 Street-Hudson Yards (7) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 26 | Aqueduct Racetrack (A) | C | C | C | C | C | C | C | C | NA | C | C | |
| 27 | Wilson Av (L) | C | C | C | C | NA | C | C | C | NA | C | C | Northbound Only |
| 28 | 72 Street (Q) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 29 | 86 Street (Q) | C | C | C | NA | C | C | C | C | NA | C | C | |
| 30 | 96th Street (Q) | C | C | C | NA | C | C | C | C | NA | C | C | |

Legend:

C = ADA COMPLIANT
 NA = NOT APPLICABLE AT THIS STATION
 NC = NOT COMPLIANT

NOTES:

Parking/Drop-Off: This ADA feature is applicable at only two NYCT Key Stations, Great Kills and Dongan Hills; therefore, we have eliminated it from the matrix. At both stations, it is ADA accessible.

Curb Ramps: This ADA feature is applicable only at one NYCT Key Station, Dongan Hills; therefore, we have eliminated it from the matrix. At Dongan Hills, the feature is ADA accessible.

Station Specific Features:

- * ADA component provided and maintained by non-NYC Transit entity.
- ** ADA component partially provided and maintained by non-NYC Transit entity.
- *** 86th Street on R Line substitutes the 95th Street Key Station at the request of the NYC Transportation Disabled Committee.
- **** Rockaway Parkway on L Line is a partially accessible Key Station and will be removed from the Accessible Non-Key Station Element Status Report once made fully accessible.
- ***** See Summary Table (next page) of Revised Forecast Completion Dates for Key Stations.
- ***** World Trade Center elevator is not in service because of long-term construction. The expected completion date is December 2017.
- ***** South Ferry station is closed for long-term reconstruction because of Hurricane Sandy. The expected completion date is June 2017.

Revised Forecast Completion Dates for Key Stations

| Station | VCA Date | Forecast Date | Comments |
|---------------------|-----------|--------------------------------|--|
| Times Square (S) | Nov. 2008 | 2015 – 2019 Capital Program | Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed. |
| 68 Street (6) | Nov. 2013 | 2 nd Quarter 2020 | Environmental requirements impacted the completion of the project, where additional surveys had to be conducted. The result of the survey required changes to the design therefore the project was delayed. |
| 57 Street (N, Q, R) | Nov. 2013 | 2 nd Quarter 2020 | Due to the fact that the project design (which includes two new mezzanine to platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including limited space in the existing conditions of the subsurface area and the need to negotiate with a separate developer at the site, the project has been delayed. In addition, the location of the accessible entrance has been switched from 57 th Street to 55 th Street. |
| Lefferts Blvd (A) | Nov. 2014 | 2 nd Quarter 2017 | For efficiency purposes various future Key stations which were forecasted to be completed June 2020 were completed ahead of schedule; this caused the completion of this station to be delayed. |

General:

NYCT's ADA Compliance Program incorporates all ADA accessibility features in a station as one contract in the course of construction, frequently in conjunction with other station rehabilitation work. The projects are scheduled for design and construction contract award consistent with a scheduled completion date required to meet the dates approved in our Voluntary Compliance Agreement with FTA.

Legend:

- C = ADA COMPLIANT
- NA = NOT APPLICABLE AT THIS STATION
- NC = NOT COMPLIANT
- TE = TIME EXTENSION
- VCA = VOLUNTARY COMPLIANCE AGREEMENT



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 38 indicators remained unchanged, three (3) indicators showed an improvement while 13 declined when comparing Second Half 2016 and Second Half 2015. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 38 indicators remained unchanged, three (3) indicators showed an improvement while 13 declined when comparing Second Half 2016 and Second Half 2015.

IMPROVEMENTS

| | 2015 2nd Half | 2016 2nd Half | Net Change |
|---|------------------|------------------|---------------|
| Stations | | | |
| Litter Conditions in Stations - Early AM (% none and light) includes Trackbed | 64% | 71% | +7% |
| <i>without Trackbed</i> | 79% | 84% | +5% |
| Floors and Seats Cleanliness in Stations - Early AM (% none and light) | 74% | 82% | +8% |
| Graffiti Conditions in Stations | 97% | 100% | +3% |

DECLINES

| | 2015 2nd Half | 2016 2nd Half | Net Change |
|---|------------------|------------------|---------------|
| Subway Cars | | | |
| Litter Conditions in Cars - at terminal (% none and light) | 97% | 94% | -3% |
| Floors and Seats Cleanliness in Cars - at terminal (% none and light) | 97% | 94% | -3% |
| Litter Conditions in Cars - in service (% none and light) | 94% | 90% | -4% |
| Floors and Seats Cleanliness in Cars - in service (% none and light) | 93% | 90% | -3% |
| Cars with No Interior Graffiti | 97% | 94% | -3% |

Stations

| | | | |
|--|-----|-----|------|
| Litter Conditions in Stations - daytime (% none and light) includes Trackbed | 64% | 56% | -8% |
| <i>without Trackbed</i> | 79% | 69% | -10% |
| Floors and Seats Cleanliness in Stations - Daytime (% none and light) | 84% | 75% | -9% |
| Stations with Legible/Correct System Maps | 78% | 72% | -6% |

SIR Cars

| | | | |
|---|-----|-----|------|
| Litter Conditions in SIR Cars - at terminal (% none and light) | 99% | 93% | -6% |
| Cleanliness Conditions in SIR Cars - at terminal (% none and light) | 99% | 93% | -6% |
| SIR Cars with Public Address Announcements | 92% | 81% | -11% |

SIR Stations

| | | | |
|--|-----|-----|------|
| Litter Conditions in SIR Stations (% none and light) includes Trackbed | 66% | 51% | -15% |
| <i>without Trackbed</i> | 81% | 66% | -15% |
| Cleanlines Conditions in SIR Stations (% none and light) | 81% | 67% | -14% |

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while five (5) showed a decline when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

| | | 2015 | | | | 2016 | | | | |
|--|---------------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|----|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | | |
| | | at terminal | in service | |
| Cleanliness and Appearance | | | | | | | | | | |
| Litter Conditions in Cars | % None | 90 | 61 | 91 | 71 | 90 | 70 | 76 | 59 | |
| <i>See Chart 1</i> | Presence of Litter | % Light | 8 | 31 | 6 | 23 | 8 | 24 | 18 | 31 |
| | % Moderate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | % Heavy | 2 | 8 | 3 | 6 | 2 | 6 | 6 | 9 | |
| Cleanliness of Car Floors and Seats | % None | 91 | 77 | 96 | 87 | 95 | 86 | 86 | 79 | |
| <i>See Chart 2</i> | Degree of Dirtiness | % Light | 5 | 14 | 1 | 6 | 2 | 7 | 8 | 11 |
| | % Moderate | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | |
| | % Heavy | 2 | 8 | 3 | 6 | 2 | 6 | 6 | 9 | |
| % Cars with No Interior Graffiti | | 96 | | 97 | | 98 | | 94 | | |
| % Cars with No Exterior Graffiti | | 98 | | 99 | | 99 | | 98 | | |
| % Cars with No Graffitied Windows | | 98 | | 99 | | 99 | | 99 | | |
| % Cars with No Scratchitied Windows | | 89 | | 90 | | 90 | | 89 | | |
| % Cars with No Clouded Windows | | 97 | | 98 | | 97 | | 98 | | |
| % Cars with No Broken or Cracked Windows | | 100 | | 100 | | 100 | | 99 | | |

| Customer Information | | | | | | | | | |
|---|--|----|--|----|--|----|--|-----|--|
| % Cars with All System Maps Correct/Legible | | 98 | | 97 | | 97 | | 98 | |
| % Cars with All Signage Correct | | 99 | | 99 | | 97 | | 98 | |
| % Cars with Public Address Announcements | | 90 | | 91 | | 91 | | 89 | |
| <i>Automated Announcements</i> | | 99 | | 99 | | 99 | | 100 | |
| <i>Conductor Announcements</i> | | 81 | | 80 | | 81 | | 74 | |

| Functioning Equipment | | | | | | | | | |
|---|--|-----|--|-----|--|----|--|----|--|
| % Cars with No Broken Door Panels | | 100 | | 99 | | 99 | | 98 | |
| Lighting Conditions in Cars ¹ | | 99 | | 100 | | 99 | | 99 | |
| Climate Control Conditions in Cars ² | | 90 | | 97 | | 98 | | 95 | |

| Operations | | | | | | | | | |
|--------------------------------|--|-----|--|-----|--|-----|--|-----|--|
| % Conductors in Proper Uniform | | 100 | | 100 | | 100 | | 100 | |

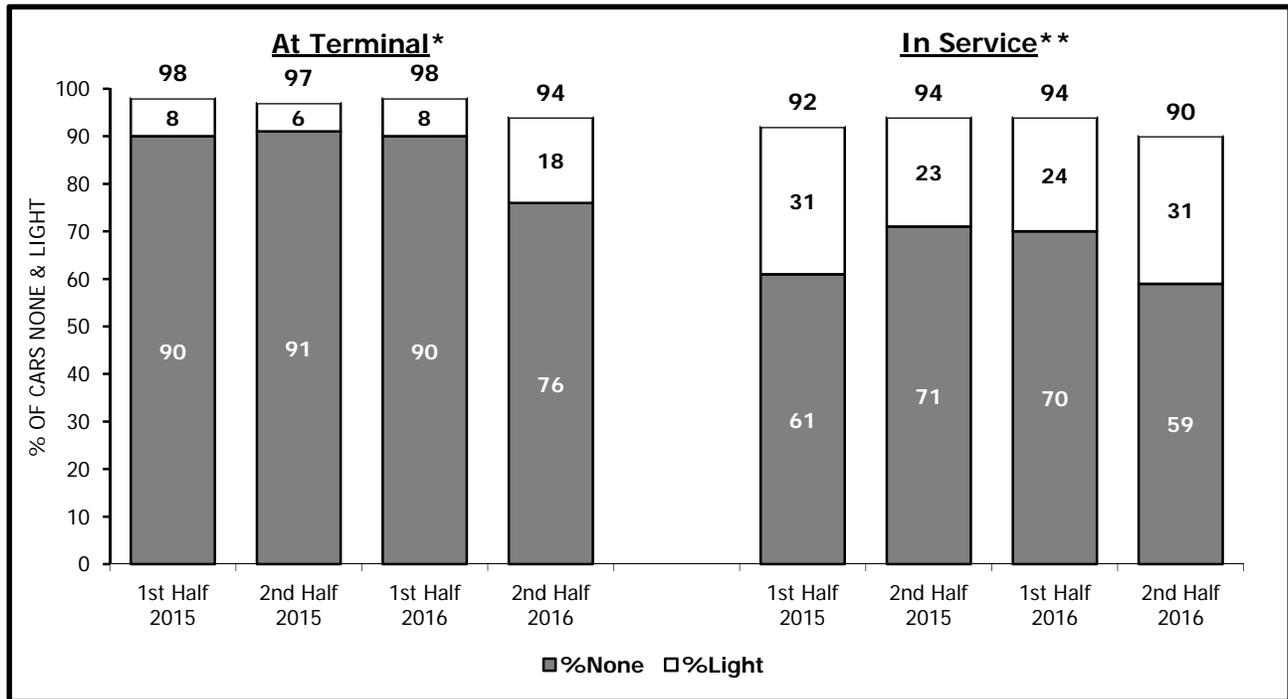
¹% cars with at least 90% of lights on.

²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

**Passenger Environment Survey
Litter Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2016 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

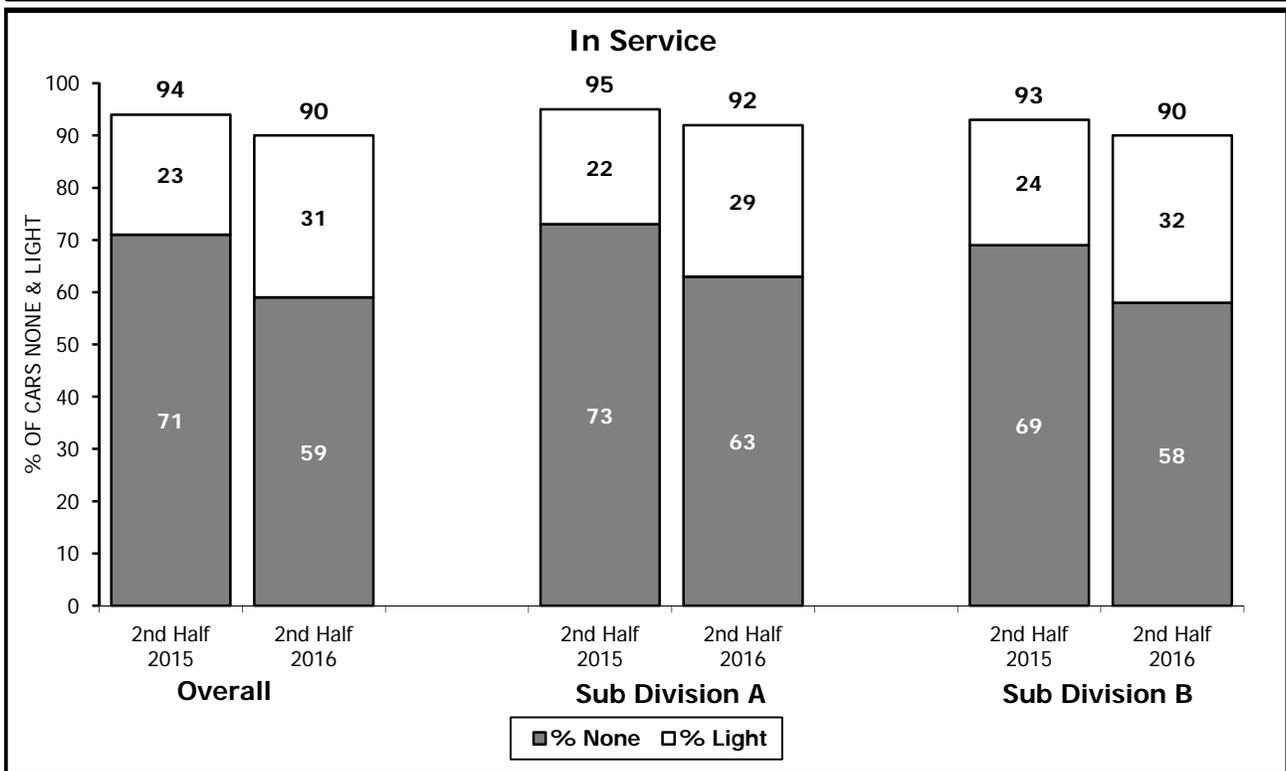
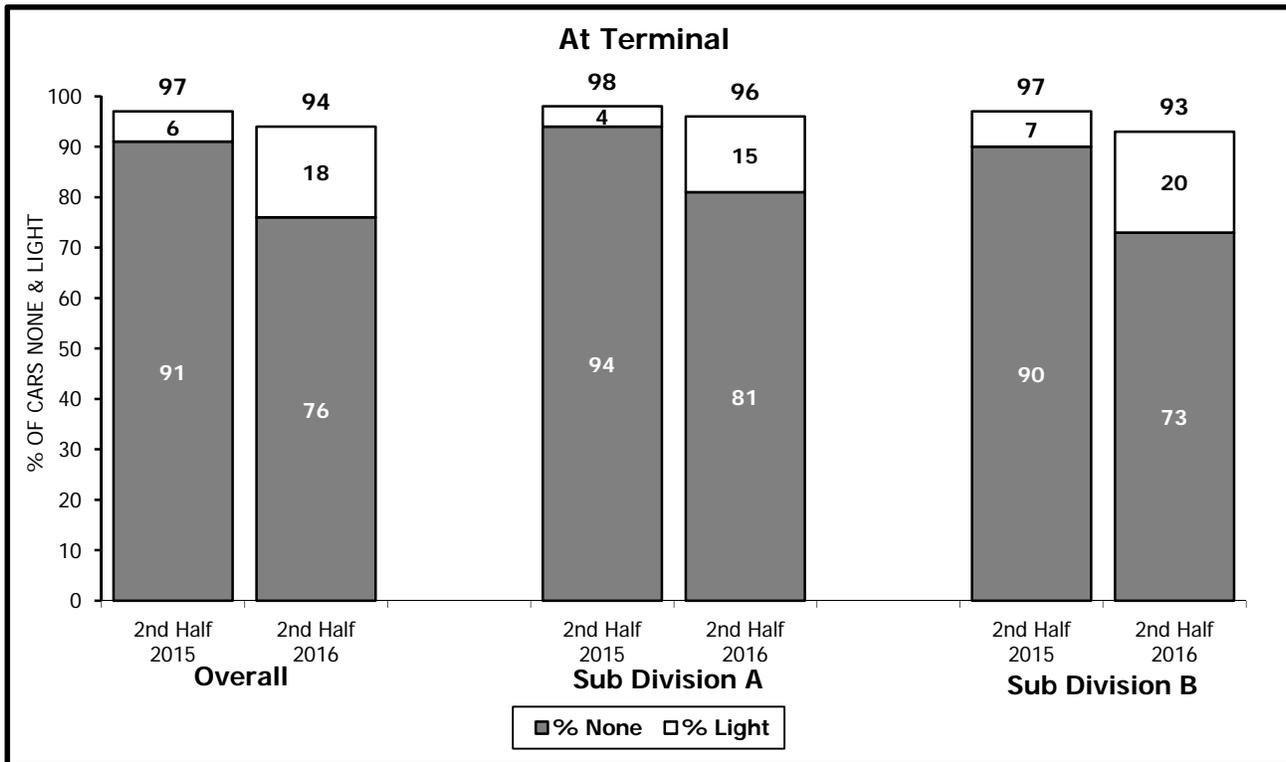
| | At Terminal | | | | In Service | | | |
|---------------|-------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 76% | 18% | 0% | 6% | 59% | 31% | 1% | 9% |
| 1st Half 2016 | 90% | 8% | 0% | 2% | 70% | 24% | 0% | 6% |
| 2nd Half 2015 | 91% | 6% | 0% | 3% | 71% | 23% | 0% | 6% |
| 1st Half 2015 | 90% | 8% | 0% | 2% | 61% | 31% | 0% | 8% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: Both the "At Terminal" results (-3%) and "In Service" results (-4%) showed a statistically significant decrease.

Passenger Environment Survey

Subway Car Litter Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N Q R W S-Franklin

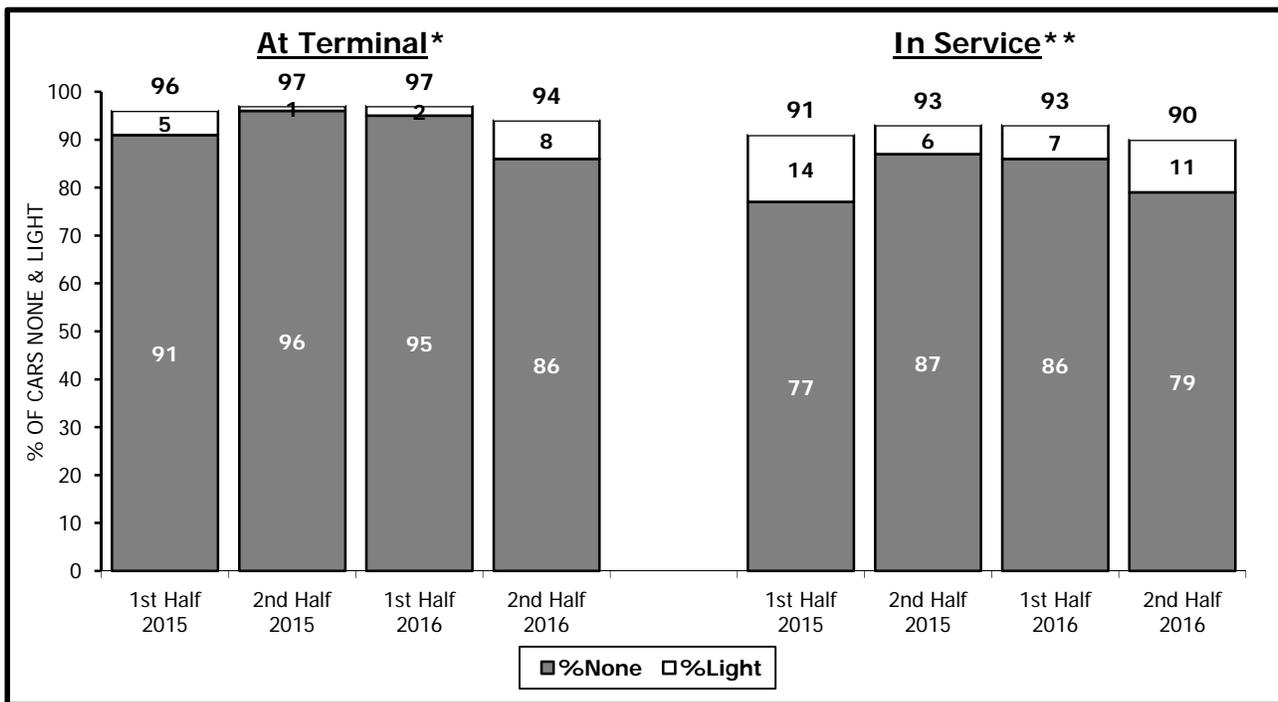
Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

| <u>Line</u> | <u>at terminal*</u> | | <u>in service</u> | |
|-----------------------|----------------------|----------------------|----------------------|----------------------|
| | <u>2nd Half 2015</u> | <u>2nd Half 2016</u> | <u>2nd Half 2015</u> | <u>2nd Half 2016</u> |
| ① | 98% | 95% | 97% | 95% |
| ② | 99% | 94% | 94% | 84% |
| ③ | 93% | 97% | 96% | 94% |
| ④ | 98% | 96% | 91% | 92% |
| ⑤ | 99% | 93% | 93% | 88% |
| ⑥ | 97% | 97% | 96% | 94% |
| ⑦ | 99% | 98% | 99% | 93% |
| ⑤ 42nd St. | - | - | 97% | 96% |
| Sub Division A | 98% | 93% | 95% | 92% |
| ① | 99% | 92% | 92% | 96% |
| ② | 96% | 91% | 91% | 85% |
| ③ | 98% | 92% | 94% | 90% |
| ④ | 95% | 94% | 90% | 87% |
| ⑤ | 99% | 95% | 93% | 90% |
| ⑥ | 98% | 89% | 95% | 87% |
| ⑤ FkIn | - | - | 87% | 91% |
| ⑦ | 97% | 91% | 98% | 94% |
| ① ② | 98% | 90% | 92% | 88% |
| ③ | 98% | 94% | 95% | 92% |
| ④ | 96% | 96% | 89% | 94% |
| ⑤ | 95% | 96% | 94% | 85% |
| ⑥ | 96% | 94% | 85% | 90% |
| ⑦ | 97% | 90% | 96% | 91% |
| ⑧ | N/A | 96% | N/A | 94% |
| Sub Division B | 97% | 93% | 93% | 90% |
| Systemwide | 97% | 94% | 94% | 90% |

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

**Passenger Environment Survey
Cleanliness Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2016 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

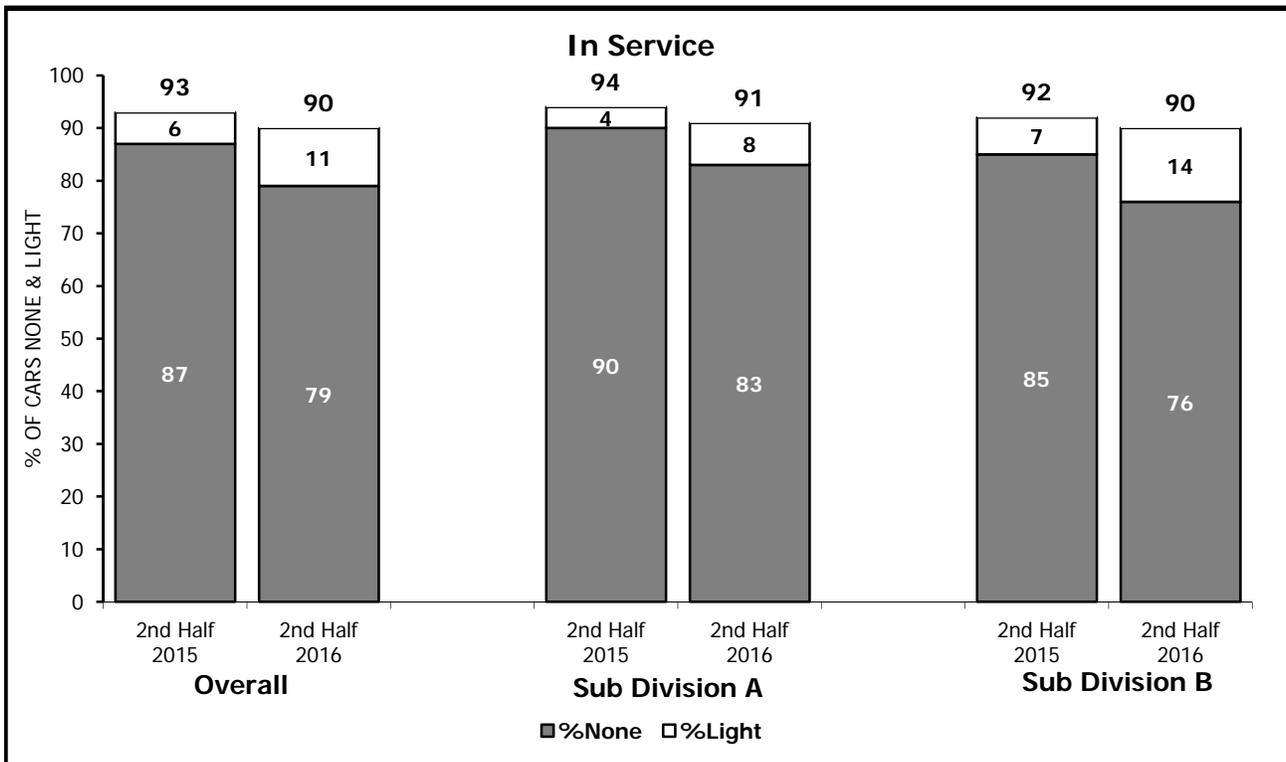
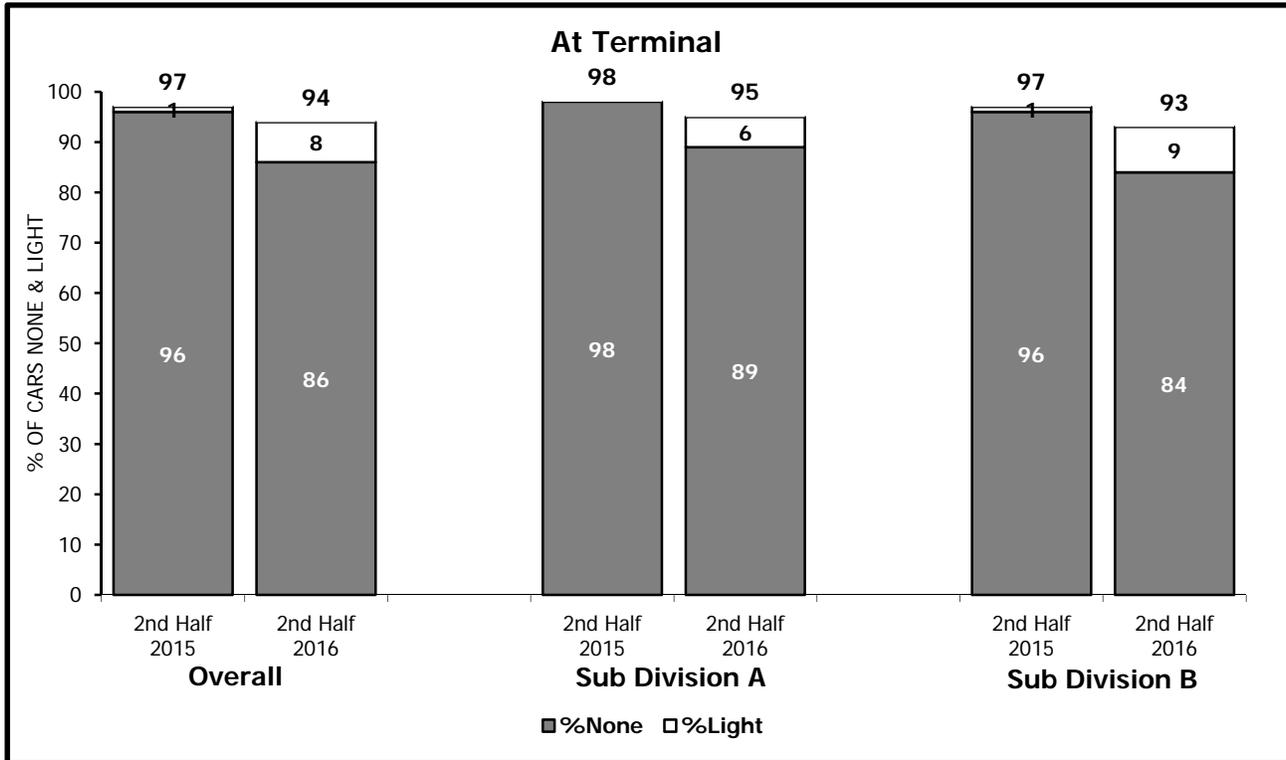
| | At Terminal | | | | In Service | | | |
|---------------|-------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 86% | 8% | 0% | 6% | 79% | 11% | 1% | 9% |
| 1st Half 2016 | 95% | 2% | 1% | 2% | 86% | 7% | 1% | 6% |
| 2nd Half 2015 | 96% | 1% | 0% | 3% | 87% | 6% | 1% | 6% |
| 1st Half 2015 | 91% | 5% | 2% | 2% | 77% | 14% | 1% | 8% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: Both the "At Terminal" results (-3%) and "In Service" results (-3%) showed a statistically significant decrease.

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N Q R W S-Franklin

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

| Line | <u>at terminal*</u> | | <u>in service</u> | |
|-----------------------|----------------------|----------------------|----------------------|----------------------|
| | <u>2nd Half 2015</u> | <u>2nd Half 2016</u> | <u>2nd Half 2015</u> | <u>2nd Half 2016</u> |
| ① | 98% | 96% | 97% | 94% |
| ② | 99% | 94% | 94% | 85% |
| ③ | 95% | 97% | 96% | 93% |
| ④ | 98% | 96% | 87% | 92% |
| ⑤ | 99% | 92% | 93% | 87% |
| ⑥ | 97% | 97% | 95% | 94% |
| ⑦ | 99% | 98% | 99% | 92% |
| ⑤ 42nd St. | - | - | 97% | 97% |
| Sub Division A | 98% | 95% | 94% | 91% |
| ① | 99% | 93% | 92% | 94% |
| ② | 96% | 91% | 91% | 85% |
| ③ | 97% | 94% | 92% | 91% |
| ④ | 95% | 94% | 90% | 86% |
| ⑤ | 98% | 95% | 92% | 90% |
| ⑥ | 98% | 90% | 93% | 86% |
| ⑤ FkIn | - | - | 87% | 91% |
| ⑦ | 97% | 92% | 97% | 95% |
| ① ② | 98% | 91% | 91% | 87% |
| ③ | 98% | 93% | 95% | 93% |
| ④ | 94% | 96% | 88% | 94% |
| ⑤ | 95% | 95% | 93% | 86% |
| ⑥ | 96% | 94% | 85% | 89% |
| ⑦ | 96% | 88% | 95% | 90% |
| ⑧ | N/A | 95% | N/A | 95% |
| Sub Division B | 97% | 93% | 92% | 90% |
| Systemwide | 97% | 94% | 93% | 90% |

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 10 remained statistically unchanged while three (3) showed an increase and three (3) declined when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | | 2015 | | | | 2016 | | | |
|-----------------------------------|--|--|----------|---------|----------|---------|----------|---------|----------|---------|
| | | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | |
| | | | Early AM | Daytime |
| Cleanliness and Appearance | | | | | | | | | | |
| Litter Conditions in Stations | | % None | 1 | 2 | 1 | 4 | 2 | 4 | 2 | 5 |
| <i>Presence of Litter</i> | Includes Trackbed component | % Light | 66 | 59 | 63 | 60 | 59 | 63 | 69 | 51 |
| <i>See Chart 3</i> | | % Moderate | 30 | 35 | 34 | 33 | 35 | 29 | 26 | 38 |
| | | % Heavy | 3 | 4 | 2 | 3 | 4 | 4 | 3 | 6 |
| | | Measured without Trackbed component | % None | 30 | 25 | 25 | 31 | 23 | 34 | 31 |
| | Measured without Trackbed component | % Light | 51 | 50 | 54 | 48 | 54 | 45 | 53 | 40 |
| <i>See Chart 4</i> | | % Moderate | 17 | 22 | 19 | 19 | 20 | 18 | 13 | 26 |
| | | % Heavy | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 5 |
| | | Floor and Seat Cleanliness Conditions in Stations | % None | 36 | 50 | 30 | 52 | 32 | 59 | 43 |
| <i>Degree of Dirtiness</i> | | % Light | 46 | 37 | 44 | 32 | 44 | 27 | 39 | 29 |
| <i>See Chart 5</i> | | % Moderate | 16 | 11 | 24 | 15 | 21 | 12 | 16 | 21 |
| | | % Heavy | 2 | 2 | 2 | 1 | 3 | 2 | 2 | 4 |
| Graffiti Conditions in Stations | | % None | 80 | | 80 | | 77 | | 88 | |
| <i>Presence of Graffiti</i> | | % Light | 18 | | 17 | | 20 | | 12 | |
| | | % Moderate | 2 | | 2 | | 2 | | 0 | |
| | | % Heavy | 0 | | 1 | | 1 | | 0 | |

Customer Information

| | | | | |
|---|----|----|----|----|
| % Stations with Legible/Correct System Maps | 79 | 78 | 73 | 72 |
| % Stations with Correct Passenger Information Center (PIC) | 98 | 98 | 98 | 98 |
| % Station Control Areas with a Correct Subway Map Available | 88 | 94 | 96 | 95 |

Functioning Equipment

| | | | | |
|---|----|-----|-----|-----|
| % Stations with Functional Annunciator (where applicable) | 99 | 98 | 98 | 98 |
| % Escalators/Elevators in Operation | 98 | 98 | 98 | 99 |
| % Station Control Areas with Working Booth Microphone | 99 | 100 | 100 | 99 |
| % Trash Receptacles Usable in Stations | 99 | 100 | 100 | 100 |
| % Working Turnstiles in Stations | 99 | 99 | 99 | 99 |
| % Working MetroCard Vending Machines | 99 | 99 | 99 | 99 |

Operations

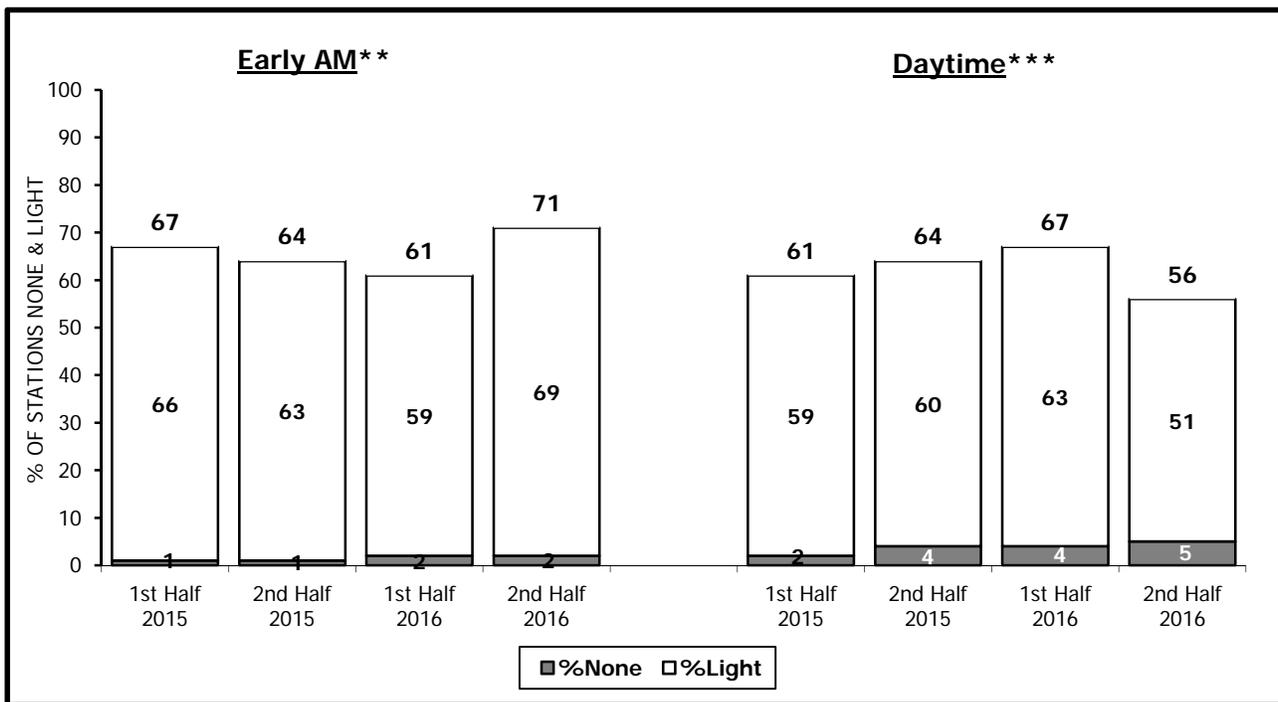
| | | | | |
|---|-----|-----|-----|-----|
| % Station Agents in Proper Uniform | 100 | 100 | 100 | 100 |
| % Station Agents Properly Displaying Badges | 97 | 97 | 98 | 96 |

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2016 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

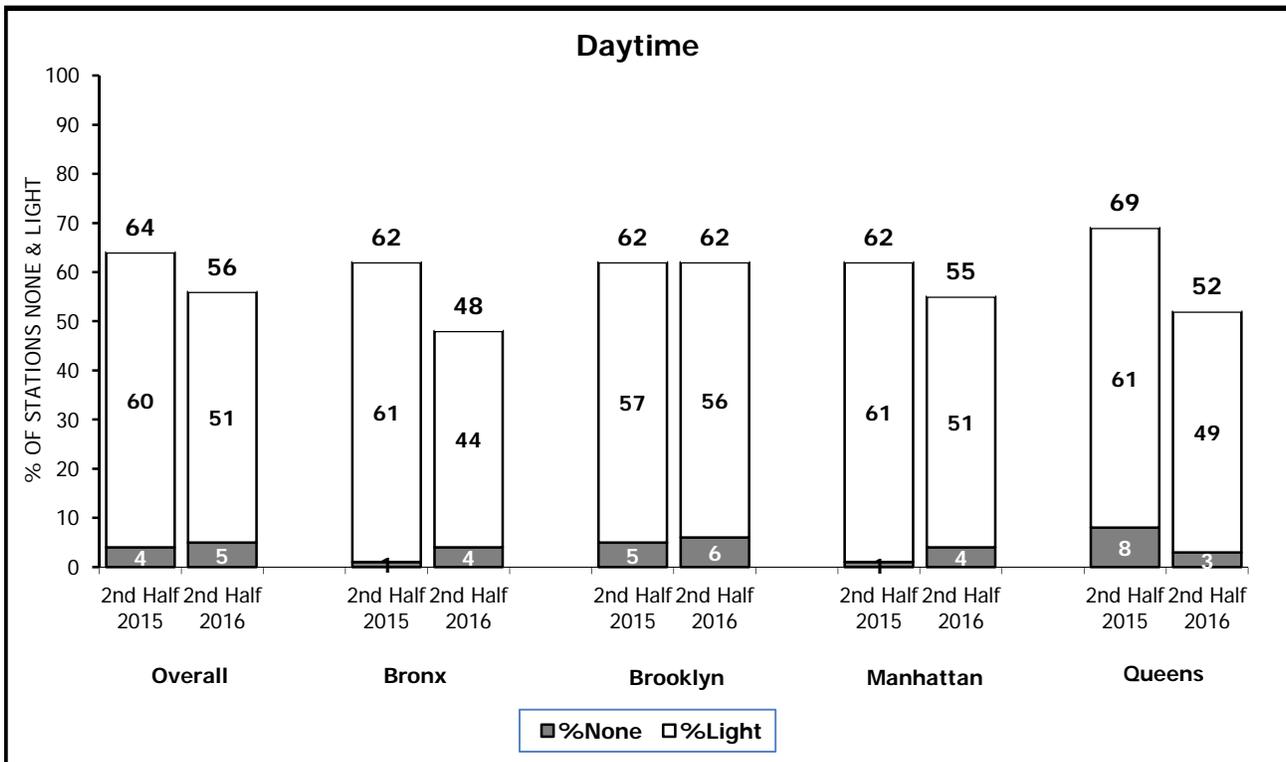
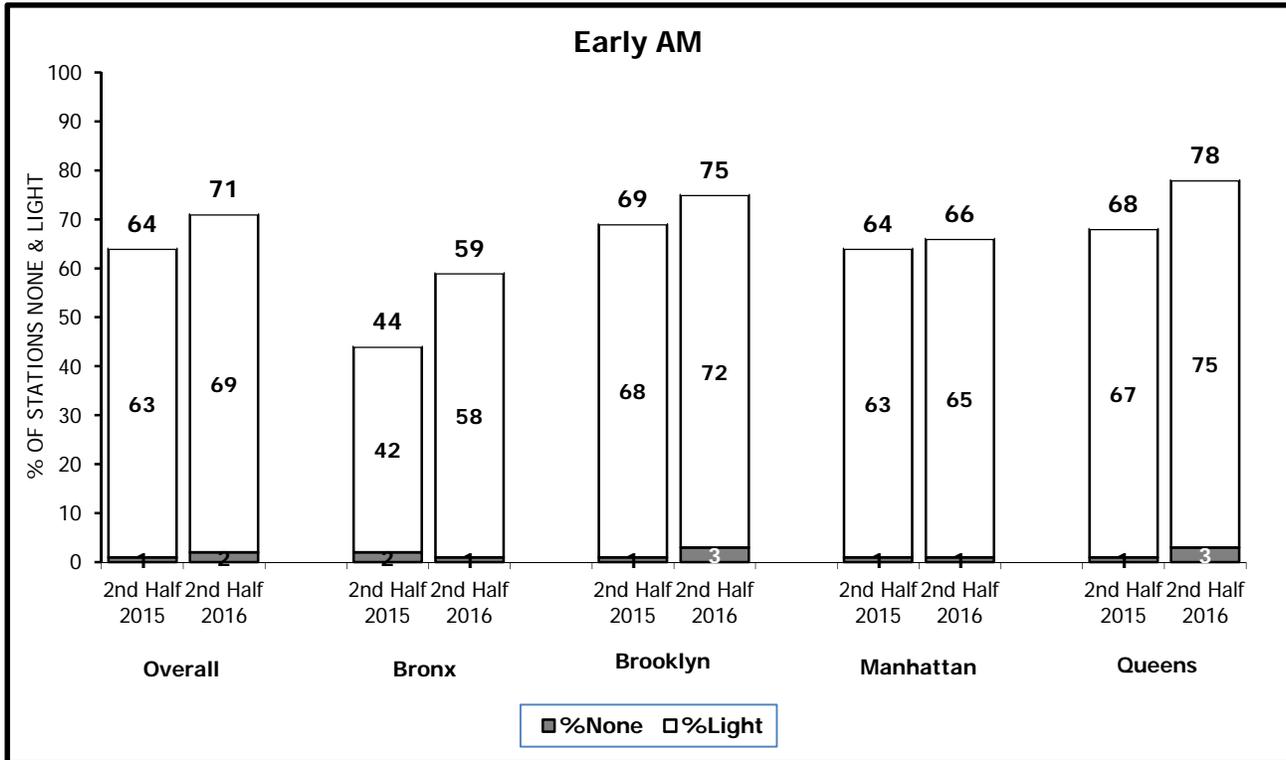
| | Early AM | | | | Daytime | | | |
|---------------|----------|-------|------|-------|---------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 2% | 69% | 26% | 3% | 5% | 51% | 38% | 6% |
| 1st Half 2016 | 2% | 59% | 35% | 4% | 4% | 63% | 29% | 4% |
| 2nd Half 2015 | 1% | 63% | 34% | 2% | 4% | 60% | 33% | 3% |
| 1st Half 2015 | 1% | 66% | 30% | 3% | 2% | 59% | 35% | 4% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Early AM" results (+7%) showed a statistically significant increase while the "Daytime" results (-8%) showed a statistically significant decline.

Passenger Environment Survey

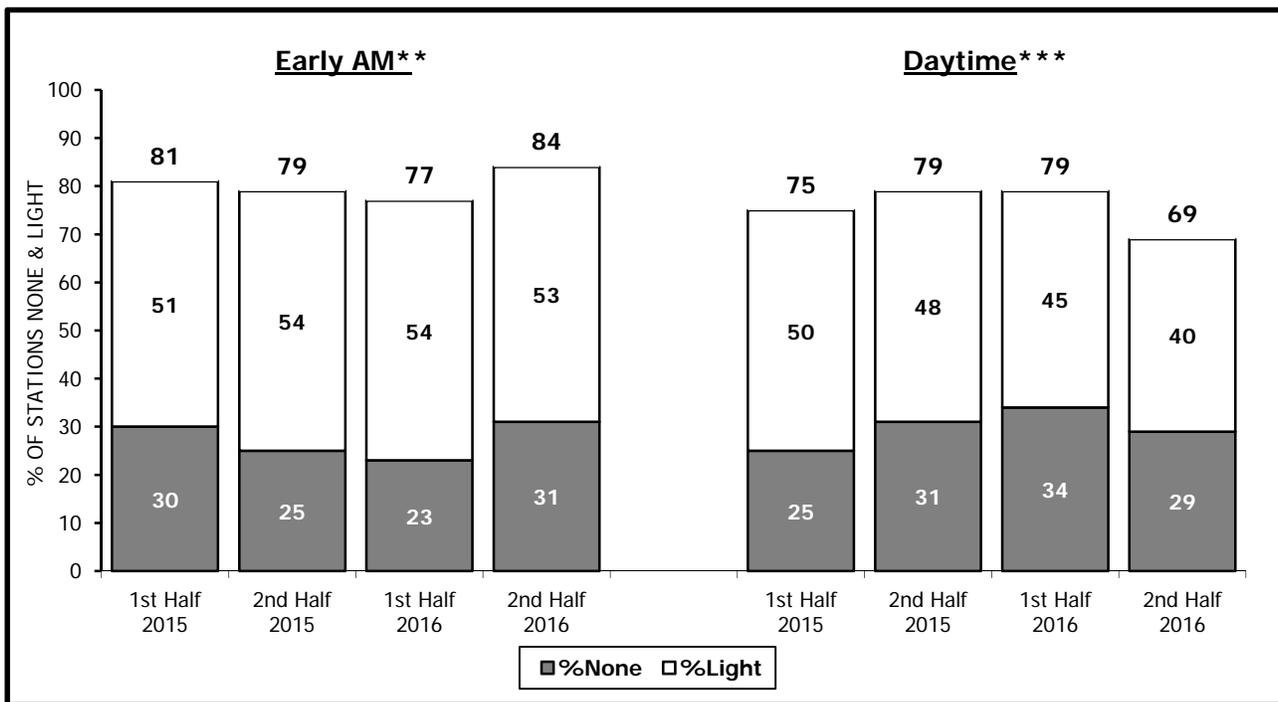
Litter Conditions by Borough* (includes Trackbed)



* Includes all components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2016 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

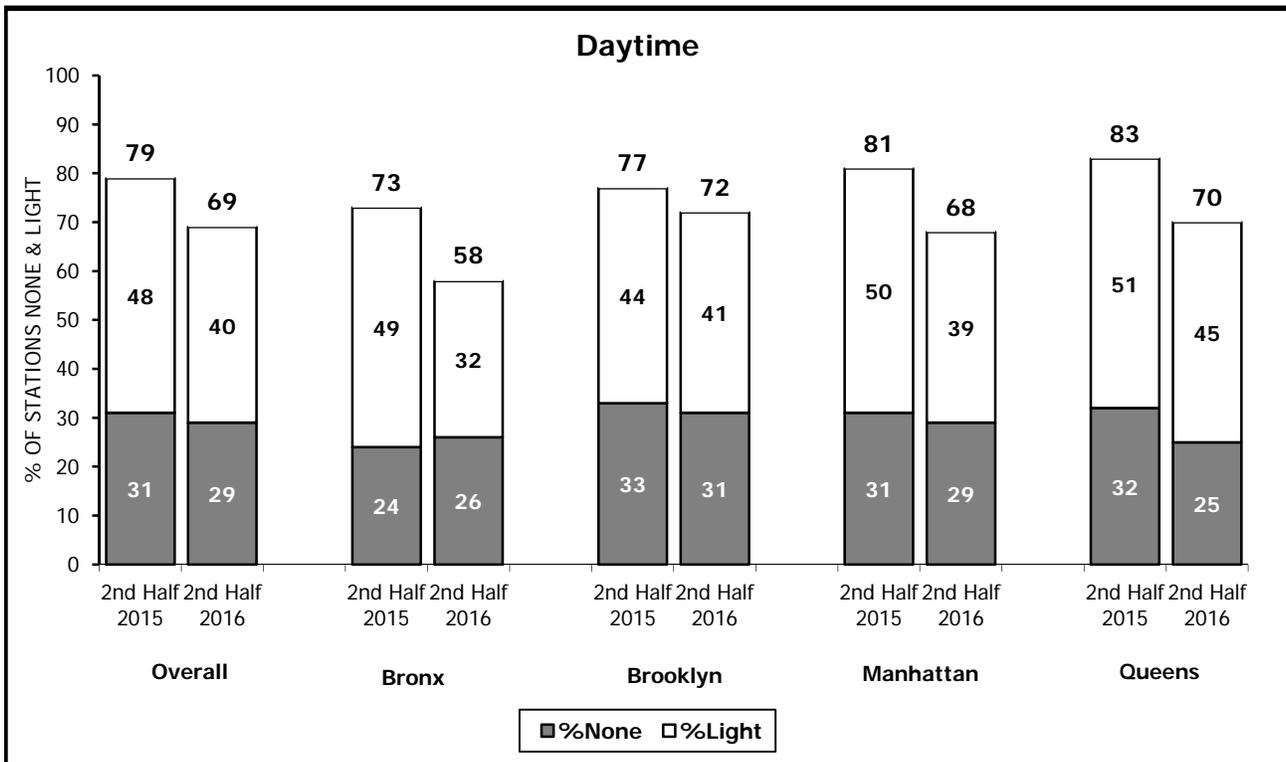
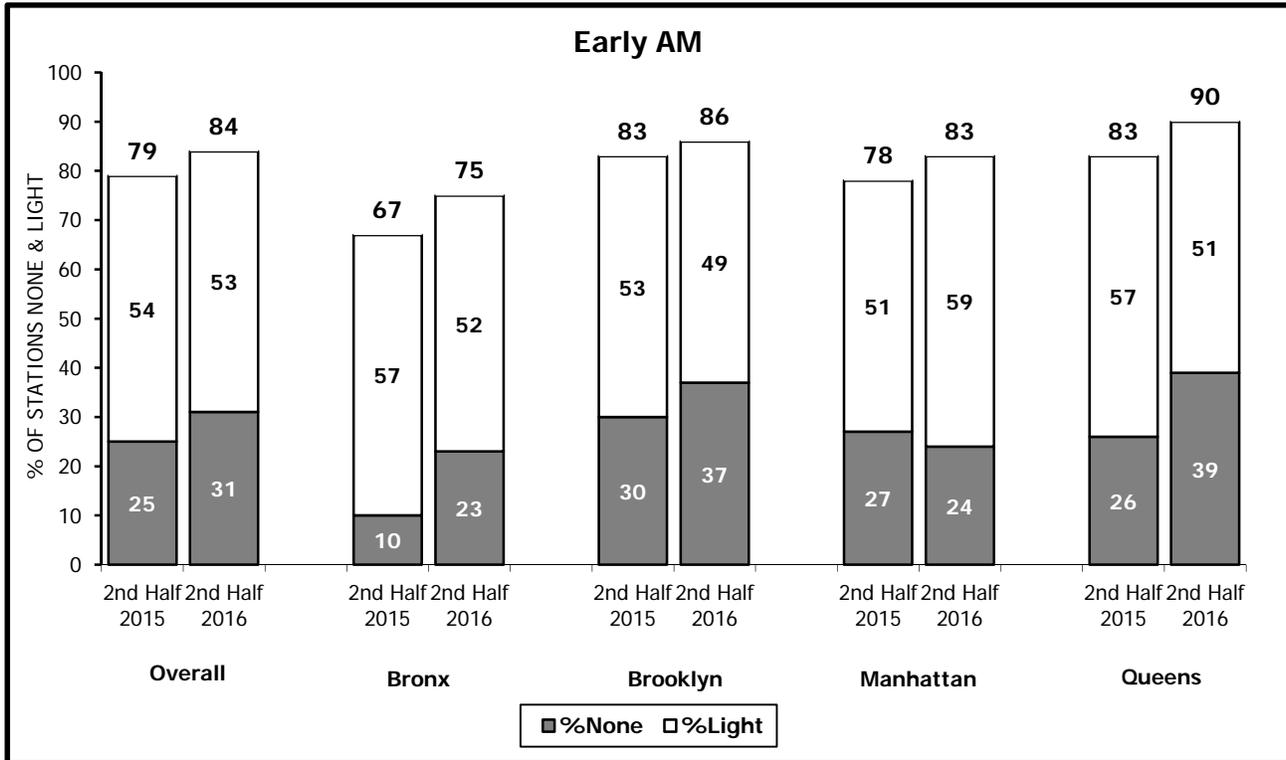
| | Early AM | | | | Daytime | | | |
|---------------|----------|-------|------|-------|---------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 31% | 53% | 13% | 3% | 29% | 40% | 26% | 5% |
| 1st Half 2016 | 23% | 54% | 20% | 3% | 34% | 45% | 18% | 3% |
| 2nd Half 2015 | 25% | 54% | 19% | 2% | 31% | 48% | 19% | 2% |
| 1st Half 2015 | 30% | 51% | 17% | 2% | 25% | 50% | 22% | 3% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Early AM" results (+5%) showed a statistically significant increase while the "Daytime" results (-10%) showed a statistically significant decline.

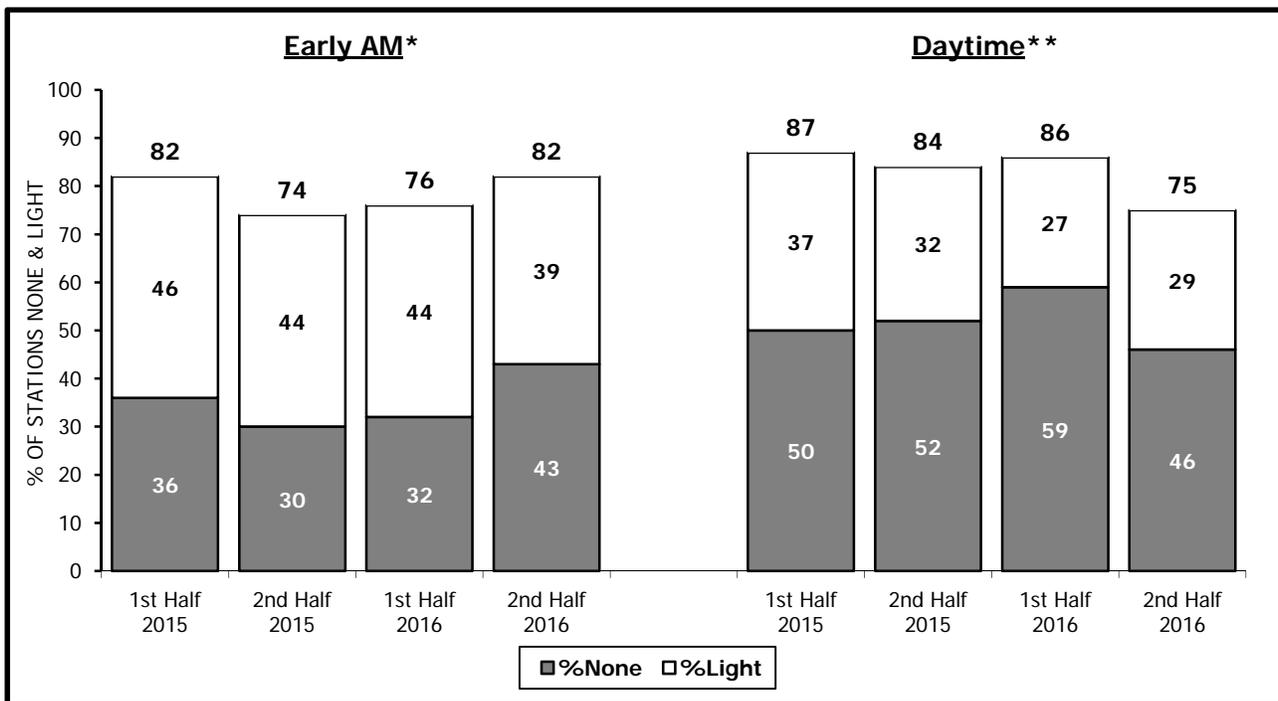
Passenger Environment Survey

Litter Conditions by Borough* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey
Cleanliness Conditions in Stations**



* Measured before heavy passenger utilization (pre-AM Peak).

** Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2016 Annual Goals: (% none & light) Early AM: 88.0% Daytime: 86.0%

Semi-Annual Results

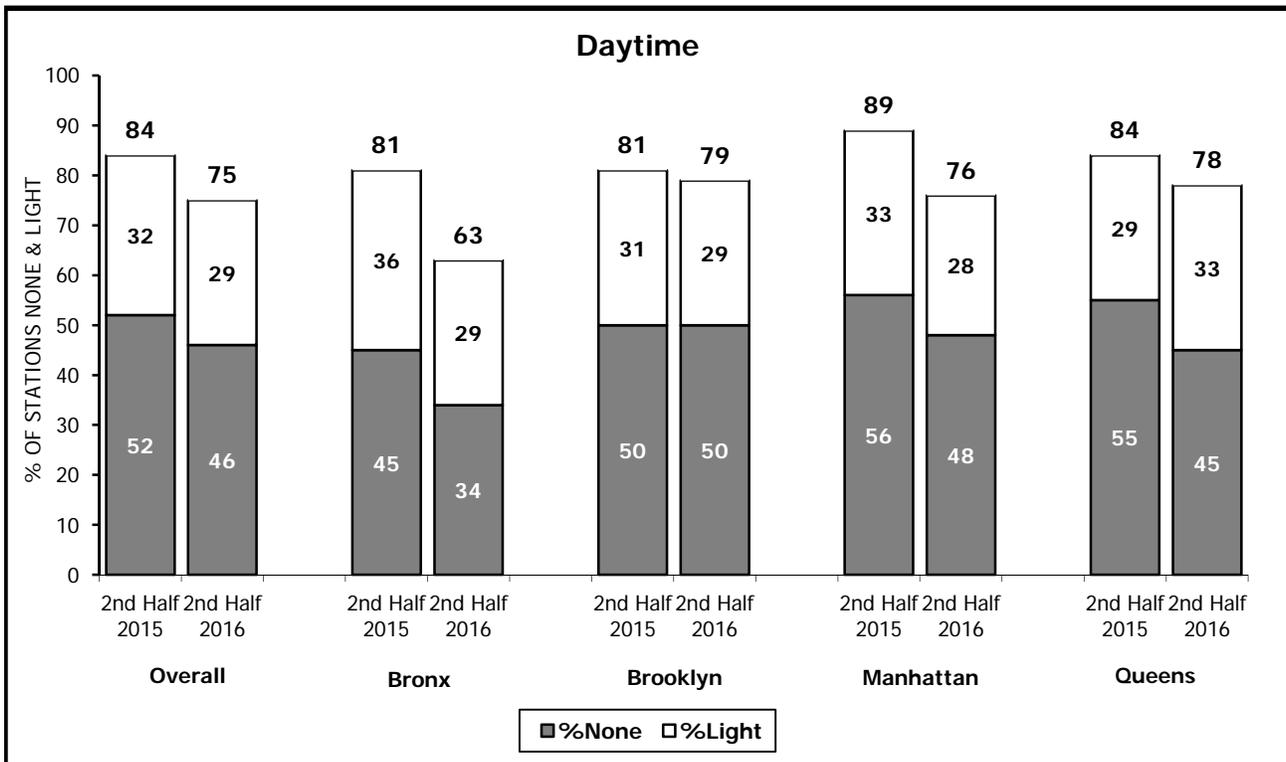
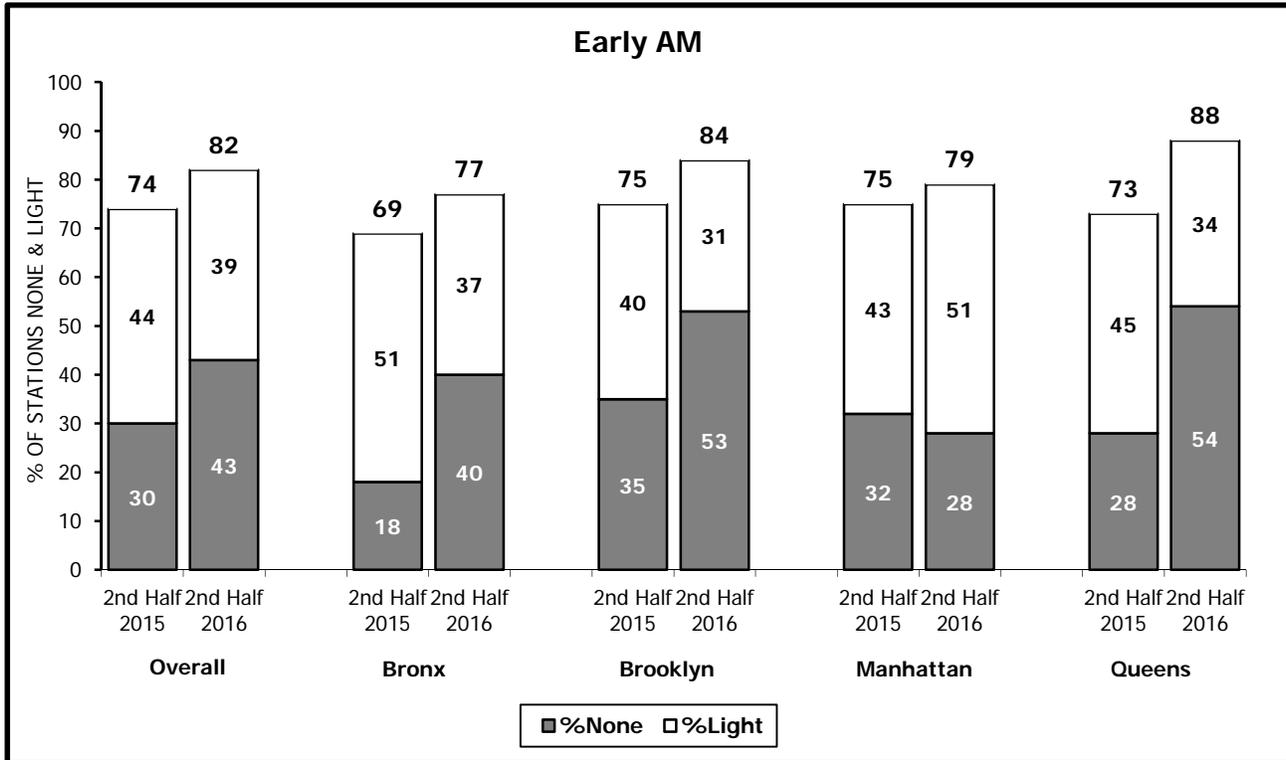
| | Early AM | | | | Daytime | | | |
|---------------|----------|-------|------|-------|---------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 43% | 39% | 16% | 2% | 46% | 29% | 21% | 4% |
| 1st Half 2016 | 32% | 44% | 21% | 3% | 59% | 27% | 12% | 2% |
| 2nd Half 2015 | 30% | 44% | 24% | 2% | 52% | 32% | 15% | 1% |
| 1st Half 2015 | 36% | 46% | 16% | 2% | 50% | 37% | 11% | 2% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Early AM" results (+8%) showed a statistically significant increase while the "Daytime" results (-9%) showed a statistically significant decline.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 13 remained statistically unchanged while three (3) declined when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | 2015 | | | | 2016 | | | |
|--|--------------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | |
| | | at terminal | in service |
| Cleanliness and Appearance | | | | | | | | | |
| Litter Conditions in Cars | % None | 93 | 80 | 93 | 84 | 90 | 73 | 77 | 63 |
| <i>Presence of Litter</i> | % Light | 5 | 14 | 6 | 10 | 6 | 22 | 16 | 27 |
| | % Moderate | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 |
| | % Heavy | 2 | 6 | 1 | 5 | 3 | 4 | 7 | 9 |
| | <i>See Chart 6</i> | | | | | | | | |
| Cleanliness of Car Floors and Seats | % None | 95 | 85 | 99 | 94 | 92 | 87 | 84 | 79 |
| <i>Degree of Dirtiness</i> | % Light | 3 | 9 | 0 | 1 | 4 | 9 | 9 | 12 |
| | % Moderate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | % Heavy | 2 | 6 | 1 | 5 | 3 | 4 | 7 | 9 |
| | <i>See Chart 7</i> | | | | | | | | |
| % Cars with No Interior Graffiti | | 99 | | 100 | | 98 | | 95 | |
| % Cars with No Exterior Graffiti | | 100 | | 100 | | 100 | | 99 | |
| % Cars with No Graffitied Windows | | 100 | | 99 | | 99 | | 99 | |
| % Cars with No Scratchtied Windows | | 78 | | 86 | | 88 | | 86 | |
| % Cars with No Clouded Windows | | 95 | | 97 | | 97 | | 98 | |
| % Cars with No Broken or Cracked Windows | | 100 | | 99 | | 100 | | 100 | |

Customer Information

| | | | | |
|---|----|----|----|----|
| % Cars with All System Maps Correct/Legible | 99 | 99 | 99 | 99 |
| % Cars with Public Address Announcements | 89 | 92 | 77 | 81 |

Functioning Equipment

| | | | | |
|---|-----|-----|-----|-----|
| % Cars with No Broken Door Panels | 100 | 100 | 100 | 100 |
| Lighting Conditions in Cars ¹ | 100 | 100 | 100 | 100 |
| Climate Control Conditions in Cars ² | 78 | 86 | 95 | 88 |

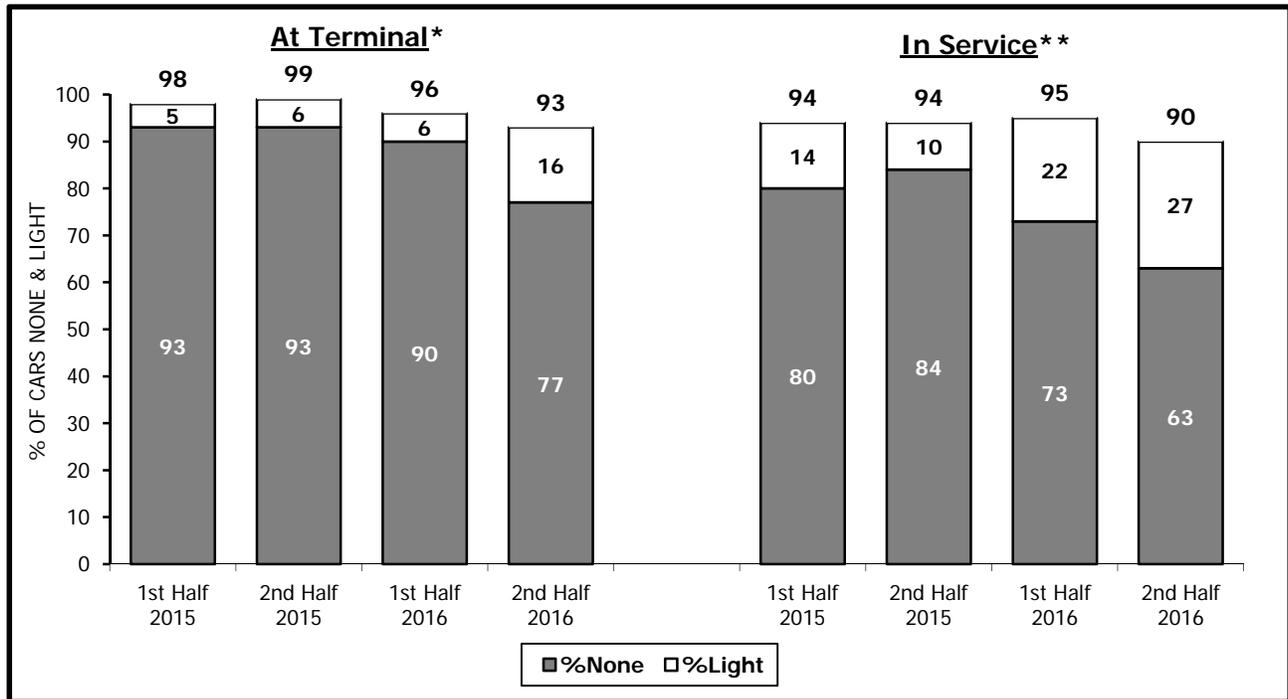
Operations

| | | | | |
|--------------------------------|-----|-----|-----|-----|
| % Conductors in Proper Uniform | 100 | 100 | 100 | 100 |
|--------------------------------|-----|-----|-----|-----|

¹ % cars with at least 90% of lights on.

² % cars with average interior temperature between 58°F and 78°F

**Passenger Environment Survey
Litter Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

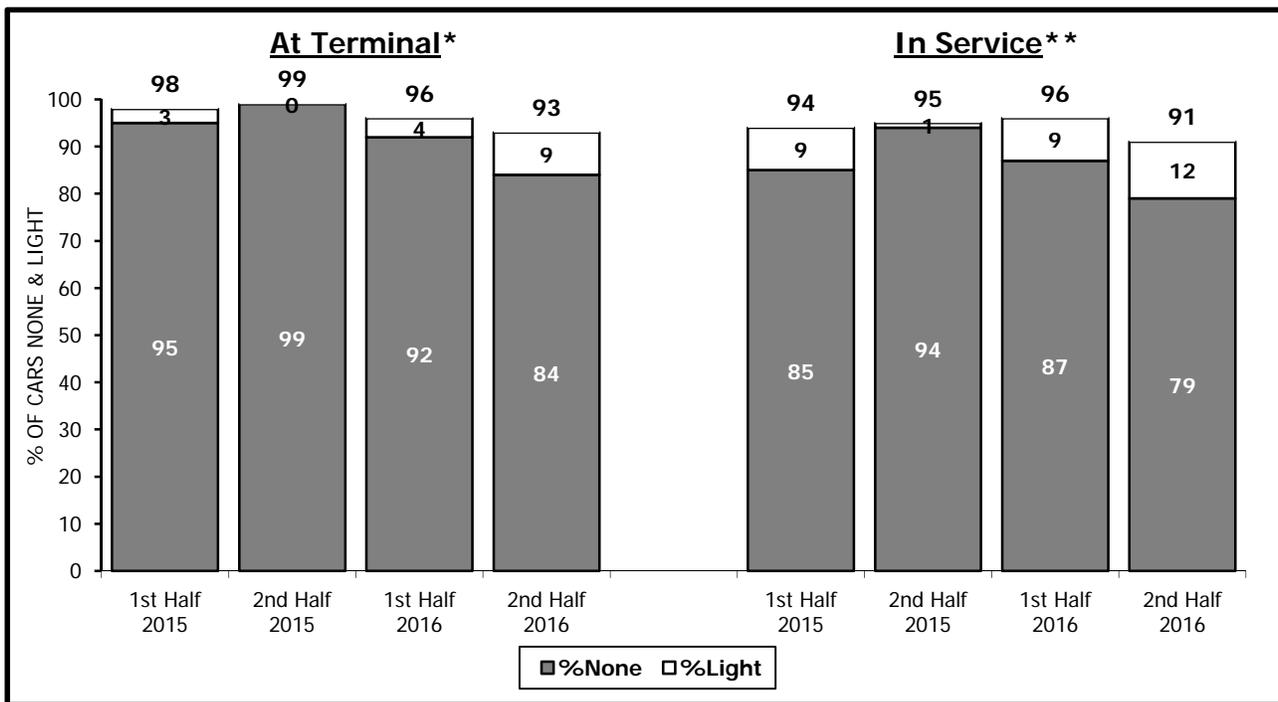
Semi-Annual Results

| | At Terminal | | | | In Service | | | |
|---------------|-------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 77% | 16% | 0% | 7% | 63% | 27% | 1% | 9% |
| 1st Half 2016 | 90% | 6% | 1% | 3% | 73% | 22% | 1% | 4% |
| 2nd Half 2015 | 93% | 6% | 0% | 1% | 84% | 10% | 1% | 5% |
| 1st Half 2015 | 93% | 5% | 0% | 2% | 80% | 14% | 0% | 6% |

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "At Terminal" results (-6%) showed a statistically significant decrease while the "In Service" results (-4%) remained statistically unchanged.

**Passenger Environment Survey
Cleanliness Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

| | At Terminal | | | | In Service | | | |
|---------------|-------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 84% | 9% | 0% | 7% | 79% | 12% | 0% | 9% |
| 1st Half 2016 | 92% | 4% | 1% | 3% | 87% | 9% | 0% | 4% |
| 2nd Half 2015 | 99% | 0% | 0% | 1% | 94% | 1% | 0% | 5% |
| 1st Half 2015 | 95% | 3% | 0% | 2% | 85% | 9% | 0% | 6% |

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "At Terminal" results (-6%) showed a statistically significant decrease while the "In Service" results (-4%) remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. Three (3) remained statistically unchanged while two (2) declined when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the the 2nd Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | | 2015 | | 2016 | |
|--|---|------------|----------|----------|----------|----------|
| | | | 1st Half | 2nd Half | 1st Half | 2nd Half |
| Cleanliness and Appearance | | | | | | |
| Litter Conditions in Stations | % None | 16 | 7 | 15 | 14 | |
| <i>Presence of Litter</i> <i>See Chart 8</i> | <i>Includes Trackbed component</i> | % Light | 52 | 59 | 63 | 37 |
| | | % Moderate | 27 | 31 | 18 | 30 |
| | | % Heavy | 5 | 3 | 4 | 19 |
| | | % None | 51 | 34 | 59 | 31 |
| | <i>Measured without Trackbed component</i> | % Light | 25 | 47 | 26 | 35 |
| | | % Moderate | 21 | 18 | 12 | 18 |
| | | % Heavy | 3 | 1 | 3 | 16 |
| | | % None | 57 | 44 | 59 | 44 |
| Floor and Seat Cleanliness Conditions in Stations | % None | 57 | 44 | 59 | 44 | |
| <i>Degree of Dirtiness</i> <i>See Chart 9</i> | % Light | 23 | 37 | 27 | 23 | |
| | % Moderate | 16 | 18 | 9 | 16 | |
| | % Heavy | 4 | 1 | 5 | 17 | |
| | % None | 69 | 72 | 74 | 68 | |
| Graffiti Conditions in Stations | % None | 69 | 72 | 74 | 68 | |
| <i>Presence of Graffiti</i> | % Light | 24 | 26 | 20 | 21 | |
| | % Moderate | 6 | 2 | 5 | 11 | |
| | % Heavy | 1 | 0 | 1 | 0 | |
| | % None | 95 | 93 | 97 | 95 | |

Customer Information

| | | | | |
|---|----|----|----|----|
| % Stations with Correct Customer Information Center (CIC) | 95 | 93 | 97 | 95 |
|---|----|----|----|----|

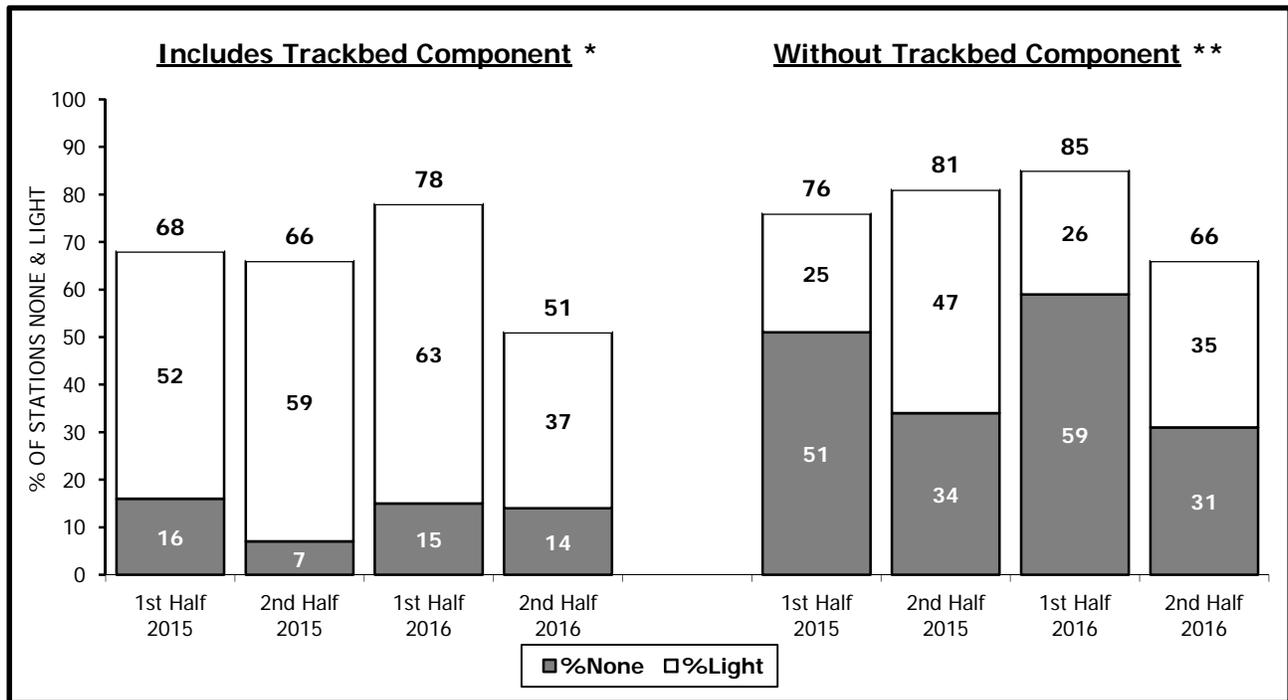
Functioning Equipment

| | | | | |
|--|-----|-----|-----|----|
| % Trash Receptacles Usable in Stations | 100 | 100 | 100 | 99 |
|--|-----|-----|-----|----|

All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

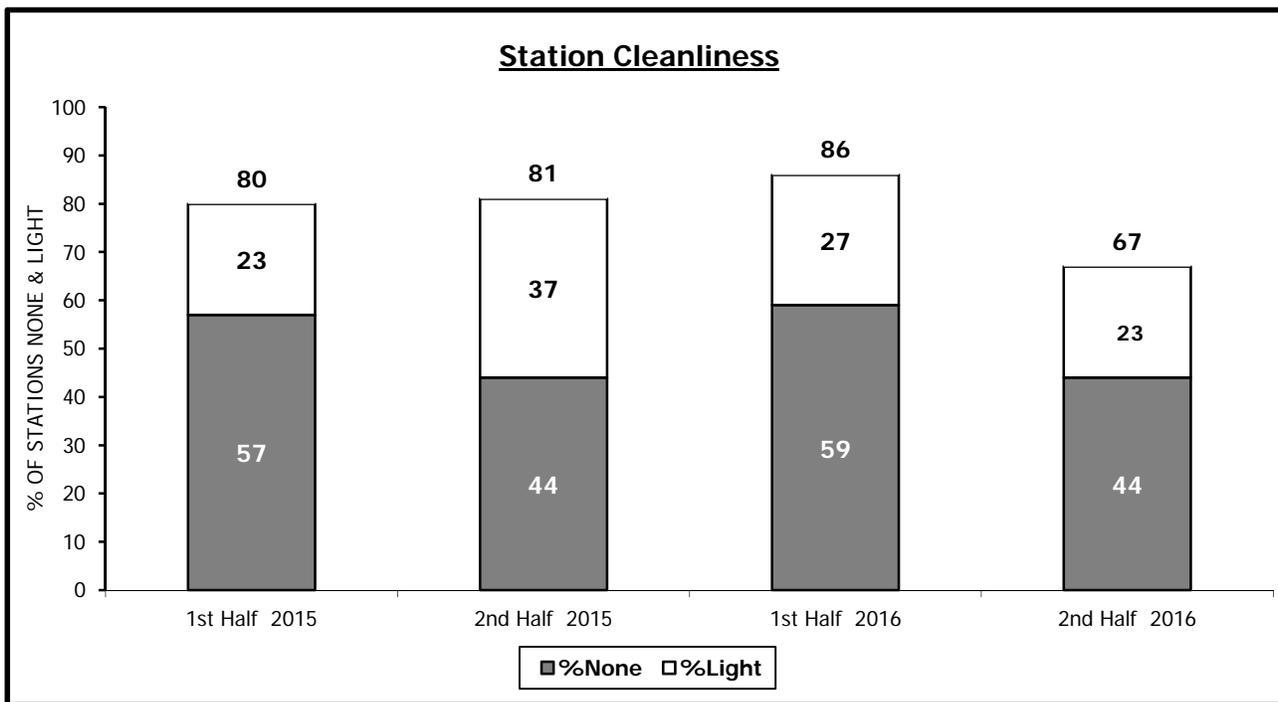
| | Includes Trackbed Component | | | | Without Trackbed Component | | | |
|---------------|-----------------------------|--------------|-------------|--------------|----------------------------|--------------|-------------|--------------|
| | <u>None</u> | <u>Light</u> | <u>Mod.</u> | <u>Heavy</u> | <u>None</u> | <u>Light</u> | <u>Mod.</u> | <u>Heavy</u> |
| 2nd Half 2016 | 14% | 37% | 30% | 19% | 31% | 35% | 18% | 16% |
| 1st Half 2016 | 15% | 63% | 18% | 4% | 59% | 26% | 12% | 3% |
| 2nd Half 2015 | 7% | 59% | 31% | 3% | 34% | 47% | 18% | 1% |
| 1st Half 2015 | 16% | 52% | 27% | 5% | 51% | 25% | 21% | 3% |

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: both the Litter results , with trackbed (-15%) and without trackbed (-15%) showed a statistically significant decline. Please note, the litter without trackbed component is not an official indicator and is provided for information purposes only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

| | Cleanliness | | | |
|---------------|-------------|--------------|-------------|--------------|
| | <u>None</u> | <u>Light</u> | <u>Mod.</u> | <u>Heavy</u> |
| 2nd Half 2016 | 44% | 23% | 16% | 17% |
| 1st Half 2016 | 59% | 27% | 9% | 5% |
| 2nd Half 2015 | 44% | 37% | 18% | 1% |
| 1st Half 2015 | 57% | 23% | 16% | 4% |

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the Cleanliness results (-14%) showed a statistically significant decline,



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2016, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured on weekdays. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (which includes eight associated limited-stop service and five select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while three (3) increased and three (3) declined when comparing Second Half 2016 and Second Half 2015. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment decreased (-0.2%) from 76.8% in the Second Half 2015 to 76.4% in the Second Half 2016. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained statistically unchanged while three (3) increased and three (3) declined when comparing the Second Half 2016 to Second Half 2015.

IMPROVEMENTS

| | 2015 2nd Half | 2016 2nd Half | Net Change |
|--|------------------|------------------|---------------|
| Local Buses | | | |
| Buses Displaying a Correct/Legible Bus Map | 82% | 96% | +14% |

Express Buses

| | | | |
|---|-----|------|-----|
| Cleanliness Conditions on Express Buses (Before entering Service) | 97% | 100% | +3% |
| Operative Reclining Seats on Express Buses | 95% | 98% | +3% |

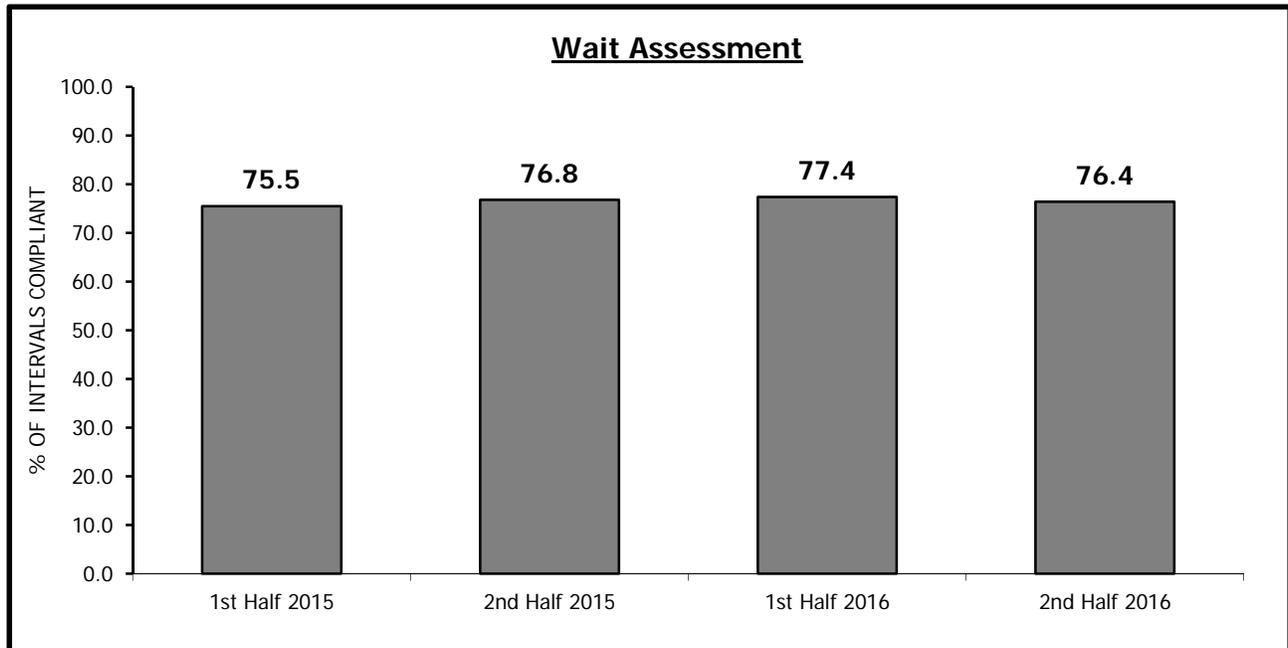
DECLINES

| | 2015 2nd Half | 2016 2nd Half | Net Change |
|--|------------------|------------------|---------------|
| Local Buses | | | |
| Litter Conditions on Local Buses (in service) - (% none and light) | 97% | 94% | -3% |

Express Buses

| | | | |
|---|-----|-----|-----|
| Litter Conditions on Express Buses (in Service) - (% none and light) | 97% | 94% | -3% |
| Cleanliness Conditions on Express Buses (in Service) - (% none and light) | 97% | 94% | -3% |

Bus Performance Indicator



Definition

Wait Assessment is measured on weekdays. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (12 a.m. – 7 a.m., 9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for 42 high-volume bus routes (which includes seven associated limited-stop service and seven select bus service routes)

2016 Annual Goals: Wait Assessment: 81.4%

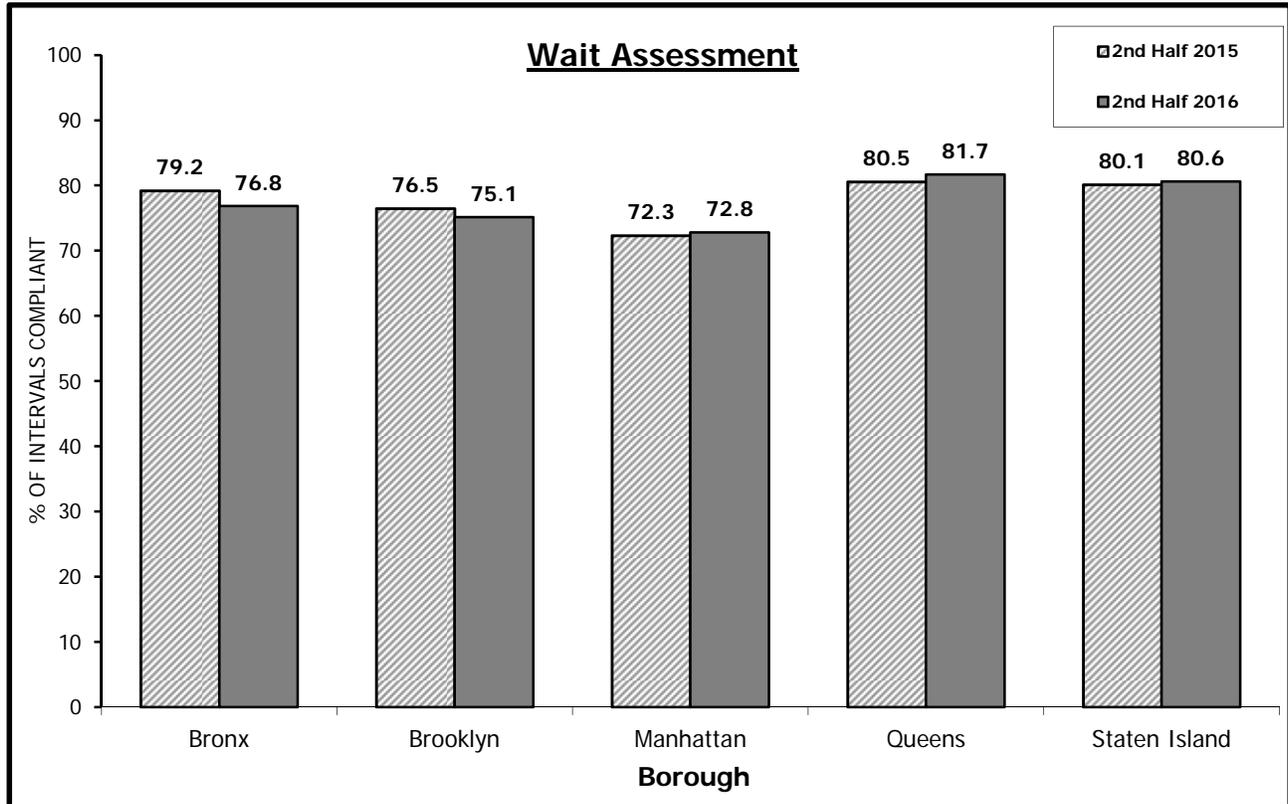
Semi-Annual Results

| <u>Wait Assessment</u> | |
|------------------------|-------|
| 2nd Half 2016 | 76.4% |
| 1st Half 2016 | 77.4% |
| 2nd Half 2015 | 76.8% |
| 1st Half 2015 | 75.5% |

Discussion of Results:

2nd Half 2016 vs. 2nd Half 2015: Bus Wait Assessment decreased (-0.4%) when comparing the 2nd Half 2016 to the 2nd Half 2015.

Bus Performance Indicator



Bus Performance Indicator

| <u>Route</u> | <u>2015</u> | | <u>2016</u> | |
|-------------------|-----------------|-----------------|-----------------|-----------------|
| | <u>1st Half</u> | <u>2nd Half</u> | <u>1st Half</u> | <u>2nd Half</u> |
| Bronx | 77.2% | 79.2% | 78.8% | 76.8% |
| Bx1/2 | 77.0% | 76.9% | 78.1% | 76.6% |
| Bx1/2 Ltd. | 77.5% | 76.2% | 78.5% | 75.8% |
| Bx9 | 80.6% | 81.9% | 82.3% | 80.1% |
| Bx12 | 77.3% | 83.2% | 82.9% | 80.5% |
| SBS12 | 80.8% | 85.2% | 84.2% | 82.6% |
| Bx15 | 71.4% | 73.5% | 71.3% | 70.2% |
| Bx15 Ltd. | 68.5% | 70.8% | 70.1% | 68.6% |
| Bx19 | 78.0% | 78.4% | 76.1% | 75.1% |
| Bx36 ¹ | 76.3% | 79.1% | 76.4% | 74.6% |
| Bx40/42 | 75.3% | 80.3% | 82.3% | 80.3% |
| Bx41 | 79.4% | 82.2% | 81.6% | 78.4% |
| SBS41 | 83.7% | 82.9% | 82.1% | 79.3% |
| Manhattan | 70.6% | 72.3% | 74.1% | 72.8% |
| M1 ¹ | 63.0% | 65.6% | 66.4% | 66.1% |
| M2 ² | 67.8% | 68.2% | 69.1% | 70.1% |
| M3 | 66.5% | 65.2% | 66.2% | 69.4% |
| M4 ¹ | 66.1% | 66.9% | 68.4% | 69.9% |
| M7 | 67.6% | 67.7% | 70.2% | 67.4% |
| M10/20 | 75.5% | 74.7% | 77.9% | 75.0% |
| M14 | 77.2% | 77.9% | 77.4% | 75.6% |
| M15 | 69.5% | 72.3% | 73.6% | 71.7% |
| SBS15 | 64.0% | 69.0% | 68.8% | 68.7% |
| M31 | 77.3% | 78.3% | 79.1% | 78.1% |
| M50 | 82.2% | 81.8% | 86.3% | 83.9% |
| M66 | 77.9% | 78.8% | 79.8% | 78.7% |
| SBS86 | N/A | 90.6% | 90.1% | 87.1% |
| M101/2/3 | 63.0% | 65.1% | 70.0% | 66.4% |
| M101 Ltd | 60.1% | 62.7% | 67.9% | 62.3% |
| M104 | 74.4% | 72.0% | 74.6% | 74.4% |

¹ Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

Bus Performance Indicator (continued)

| <u>Route</u> | <u>2015</u> | | <u>2016</u> | |
|----------------------|-----------------|-----------------|-----------------|-----------------|
| | <u>1st Half</u> | <u>2nd Half</u> | <u>1st Half</u> | <u>2nd Half</u> |
| Brooklyn | 77.0% | 76.5% | 75.9% | 75.1% |
| B6 | 80.4% | 77.6% | 76.5% | 78.4% |
| B6 Ltd. | 78.1% | 75.5% | 75.2% | 76.9% |
| B15 | 73.3% | 73.3% | 73.6% | 71.9% |
| B35 | 75.8% | 75.3% | 75.9% | 74.9% |
| B35 Ltd. | 74.1% | 74.7% | 73.9% | 72.2% |
| B41 | 74.0% | 73.5% | 73.5% | 73.2% |
| B41 Ltd. | 73.9% | 73.1% | 73.4% | 71.4% |
| B44 | 76.7% | 75.8% | 75.4% | 76.1% |
| SB44 | 86.0% | 84.8% | 82.8% | 82.2% |
| B46 | 74.7% | 76.3% | 75.8% | 73.1% |
| B46 Ltd. | 75.6% | 76.9% | 75.3% | 62.0% |
| SBS46 | N/A | N/A | N/A | 83.0% |
| B63 | 81.8% | 81.1% | 79.7% | 80.9% |
| Queens | 78.9% | 80.5% | 82.5% | 81.7% |
| Q43 ¹ | 77.8% | 79.6% | 81.0% | 79.1% |
| Q20 | 81.3% | 83.6% | 87.4% | 86.4% |
| SBS44 | N/A | N/A | 82.6% | 82.1% |
| Q46 ¹ | 80.3% | 81.3% | 81.8% | 83.0% |
| Q58 ¹ | 78.6% | 77.1% | 81.1% | 78.3% |
| Q83 ¹ | 81.0% | 83.5% | 83.6% | 83.6% |
| Q85 ¹ | 78.1% | 79.1% | 79.8% | 79.1% |
| Staten Island | 80.1% | 80.1% | 79.9% | 80.6% |
| S44 ¹ | 80.6% | 80.2% | 77.3% | 77.5% |
| S48 ¹ | 81.8% | 80.8% | 81.3% | 79.4% |
| S53 ¹ | 87.7% | 85.6% | 87.2% | 86.9% |
| S74 ¹ | 74.9% | 75.2% | 77.4% | 79.3% |
| S76 ¹ | 78.6% | 78.4% | 77.5% | 78.7% |
| S78 | 73.2% | 74.9% | 73.7% | 77.2% |
| SBS79 | 84.0% | 85.7% | 85.0% | 85.2% |

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 24 remained statistically unchanged while one (1) increased and one (1) declined when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | 2015 | | | | 2016 | | | | |
|---|----------------------------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|----|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | | |
| | | Before Service | in Service | |
| Cleanliness and Appearance | | | | | | | | | | |
| Litter Conditions in Buses | % None | 86 | 42 | 86 | 42 | 88 | 41 | 92 | 38 | |
| <i>Presence of Litter</i> | % Light | 12 | 47 | 12 | 43 | 11 | 44 | 7 | 44 | |
| | % Moderate | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | |
| | % Heavy | 2 | 10 | 2 | 14 | 1 | 13 | 1 | 16 | |
| <i>See Chart 1</i> | | | | | | | | | | |
| | Exterior Dirt Condition of Buses | % None | 96 | 89 | 98 | 93 | 98 | 92 | 100 | 92 |
| | <i>Degree of Dirtiness</i> | % Light | 4 | 8 | 2 | 7 | 2 | 7 | 0 | 8 |
| % Moderate | | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | |
| % Heavy | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Cleanliness of Bus Interior | % None | 88 | 74 | 82 | 71 | 87 | 72 | 92 | 69 | |
| | <i>Degree of Dirtiness</i> | % Light | 9 | 12 | 15 | 12 | 10 | 10 | 6 | 14 |
| | | % Moderate | 1 | 4 | 1 | 3 | 2 | 4 | 1 | 1 |
| | | % Heavy | 2 | 10 | 2 | 14 | 1 | 14 | 1 | 16 |
| <i>See Chart 2</i> | | | | | | | | | | |
| % Buses with No Damaged Panels | | 95 | | 97 | | 98 | | 98 | | |
| % Buses with No Cracked Windows | | 100 | | 100 | | 100 | | 100 | | |
| % Buses with No Scratchtied Windows | | 93 | | 94 | | 92 | | 92 | | |
| % Buses with No Clouded Windows | | 99 | | 99 | | 100 | | 99 | | |
| % Buses with No Interior Graffiti | | 90 | | 94 | | 93 | | 95 | | |
| % Buses with No Exterior Graffiti | | 100 | | 100 | | 100 | | 100 | | |
| Customer Information | | | | | | | | | | |
| % Buses with Readable/Correct Front Sign | | 100 | | 100 | | 100 | | 100 | | |
| % Buses with Correct Electronic Side Sign | | 100 | | 100 | | 100 | | 100 | | |
| % Buses with Correct Rear Sign | | 99 | | 99 | | 100 | | 99 | | |
| % Bus Announcements that are Understandable/Correct | | 54 | | 54 | | 59 | | 56 | | |
| % Buses with Priority Seating Stickers | | 99 | | 99 | | 99 | | 100 | | |
| % Buses Displaying a Correct/Legible Bus Map ¹ | | 83 | | 82 | | 91 | | 96 | | |
| Functioning Equipment | | | | | | | | | | |
| Climate Control Conditions in Buses ¹ | | 93 | | 91 | | 97 | | 91 | | |
| % Buses with Operative Kneeling Feature | | 100 | | 100 | | 100 | | 100 | | |
| % Buses with Operative Wheelchair Lift | | 97 | | 98 | | 98 | | 98 | | |
| % Buses with Operating Windows | | 99 | | 99 | | 100 | | 99 | | |
| % Buses with Operative Rear Door | | 99 | | 99 | | 99 | | 98 | | |
| Operations | | | | | | | | | | |
| % Bus Stops where Buses Board/Discharge Passengers Appropriately | | 98 | | 98 | | 98 | | 96 | | |
| % Bus Operators in Proper Uniform | | 100 | | 100 | | 100 | | 99 | | |
| % Bus Operators Properly Displaying Badges | | 96 | | 97 | | 97 | | 96 | | |

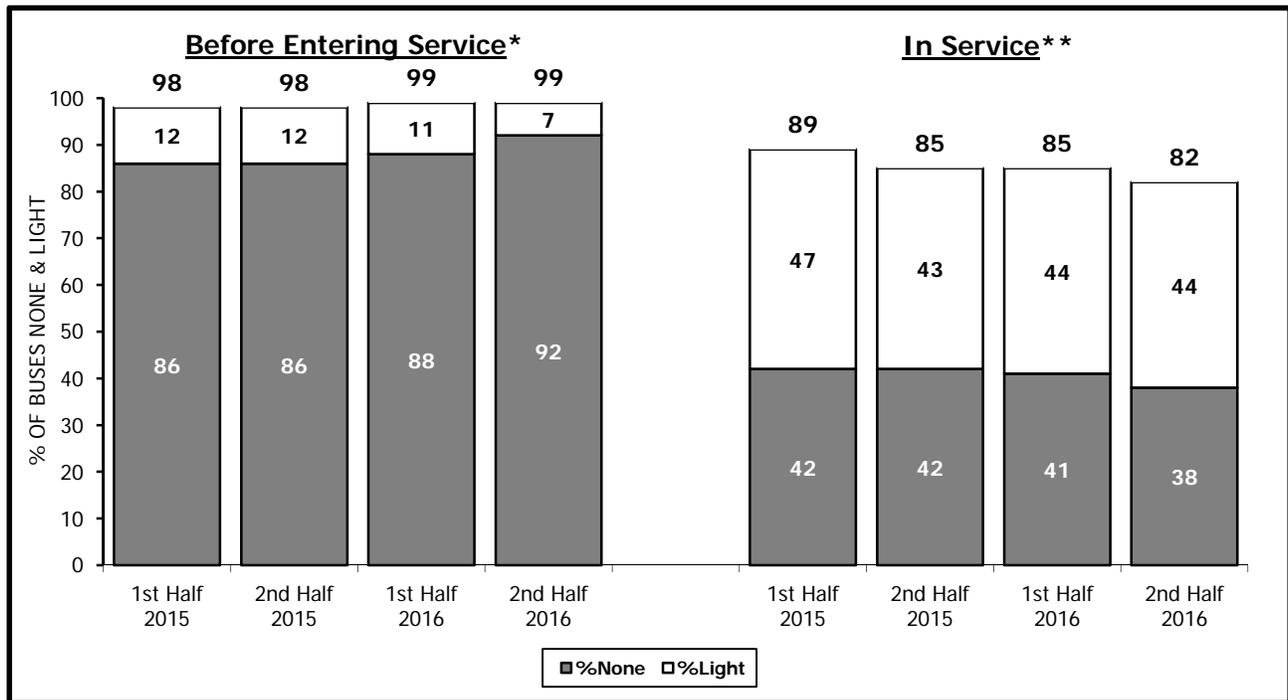
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

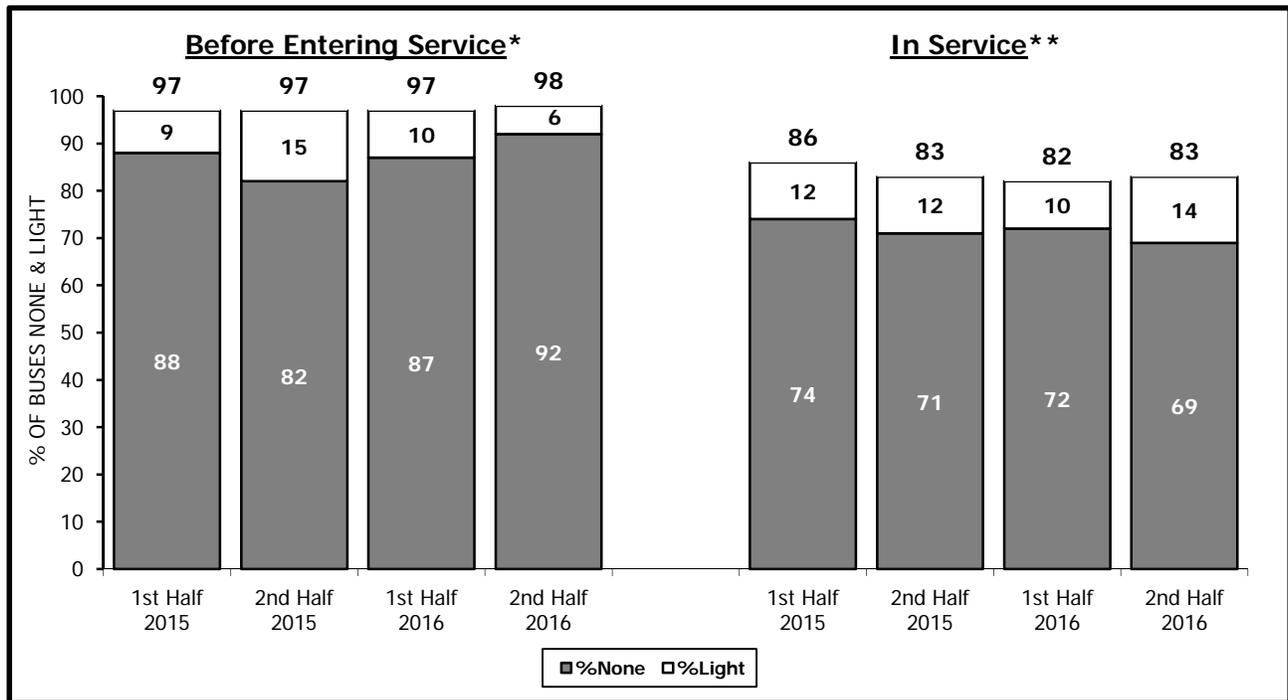
Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 92% | 7% | 0% | 1% | 38% | 44% | 2% | 16% |
| 1st Half 2016 | 88% | 11% | 0% | 1% | 41% | 44% | 2% | 13% |
| 2nd Half 2015 | 86% | 12% | 0% | 2% | 42% | 43% | 1% | 14% |
| 1st Half 2015 | 86% | 12% | 0% | 2% | 42% | 47% | 1% | 10% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Before Entering Service" results remained statistically unchanged, while the "In Service" results showed a statistically significant decline (-3%) when comparing the 2nd Half 2016 to the 2nd Half 2015.

**Passenger Environment Survey
Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|
| | <u>None</u> | <u>Light</u> | <u>Mod.</u> | <u>Heavy</u> | <u>None</u> | <u>Light</u> | <u>Mod.</u> | <u>Heavy</u> |
| 2nd Half 2016 | 92% | 6% | 1% | 1% | 69% | 14% | 1% | 16% |
| 1st Half 2016 | 87% | 10% | 2% | 1% | 72% | 10% | 4% | 14% |
| 2nd Half 2015 | 82% | 15% | 1% | 2% | 71% | 12% | 3% | 14% |
| 1st Half 2015 | 88% | 9% | 1% | 2% | 74% | 12% | 4% | 10% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: both the "Before Entering Service" and "In Service" results remained statistically unchanged when comparing the 2nd Half 2016 to the 2nd Half 2015.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which eight (8) remained statistically unchanged while two (2) showed an increase and two (2) declined when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

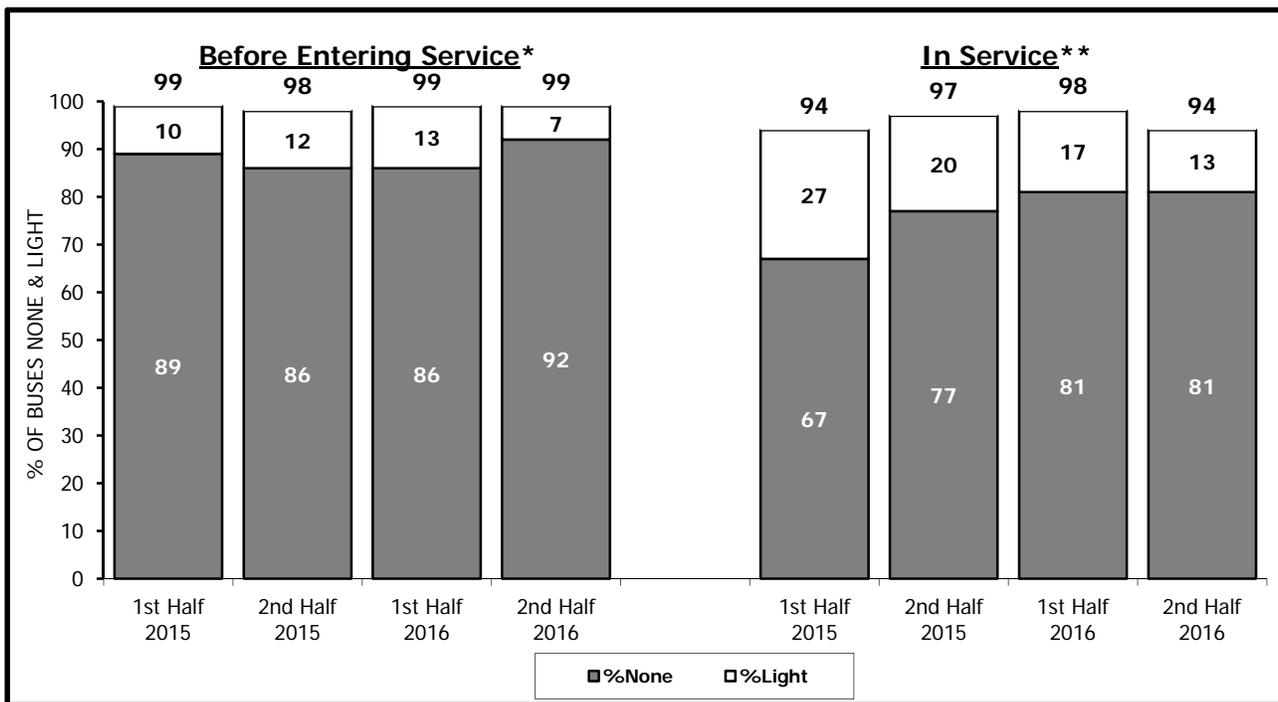
| | | 2015 | | | | 2016 | | | |
|--|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | |
| | | Before Service | in Service |
| Cleanliness and Appearance | | | | | | | | | |
| Litter Conditions in Buses | % None | 89 | 67 | 86 | 77 | 86 | 81 | 92 | 81 |
| <i>Presence of Litter</i> <i>See Chart 3</i> | % Light | 10 | 27 | 12 | 20 | 13 | 17 | 7 | 13 |
| | % Moderate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | % Heavy | 1 | 6 | 2 | 3 | 1 | 2 | 1 | 5 |
| Exterior Dirt Condition of Buses | % None | 95 | 91 | 94 | 94 | 96 | 99 | 100 | 99 |
| <i>Degree of Dirtiness</i> | % Light | 4 | 7 | 4 | 6 | 4 | 1 | 0 | 1 |
| | % Moderate | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| | % Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleanliness of Bus Interior | % None | 95 | 85 | 88 | 93 | 92 | 96 | 100 | 89 |
| <i>Degree of Dirtiness</i> <i>See Chart 4</i> | % Light | 4 | 10 | 9 | 4 | 7 | 2 | 0 | 5 |
| | % Moderate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | % Heavy | 1 | 5 | 2 | 3 | 1 | 2 | 0 | 5 |
| % Buses with No Damaged Panels | | 99 | | 97 | | 98 | | 99 | |
| % Buses with No Cracked Windows | | 100 | | 100 | | 100 | | 100 | |
| % Buses with No Interior Graffiti | | 97 | | 98 | | 98 | | 99 | |
| % Buses with No Exterior Graffiti | | 100 | | 100 | | 100 | | 100 | |

| Functioning Equipment | | | | | | | | | |
|---|--|----|--|----|--|----|--|----|--|
| % of Operative Reading Lights on Buses | | 96 | | 97 | | 98 | | 97 | |
| % of Operative Reclining Seats on Buses | | 95 | | 95 | | 96 | | 98 | |

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

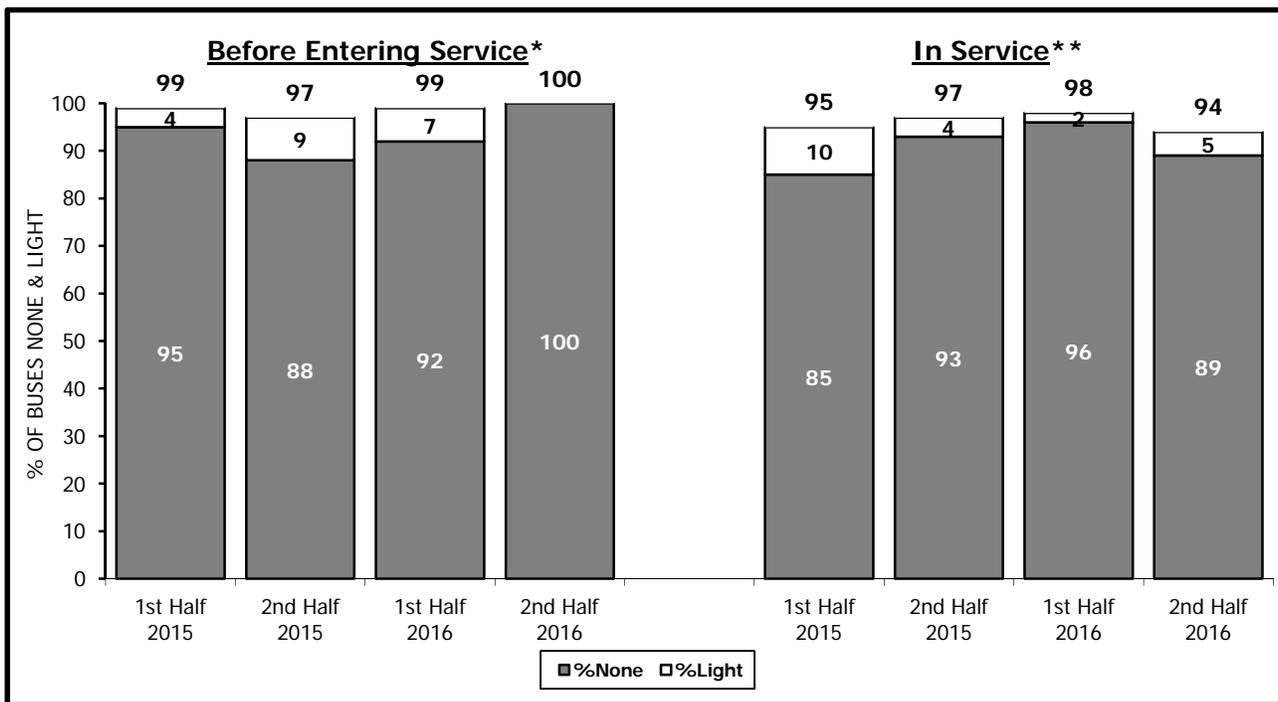
Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 92% | 7% | 0% | 1% | 81% | 13% | 1% | 5% |
| 1st Half 2016 | 86% | 13% | 0% | 1% | 81% | 17% | 0% | 2% |
| 2nd Half 2015 | 86% | 12% | 0% | 2% | 77% | 20% | 0% | 3% |
| 1st Half 2015 | 89% | 10% | 0% | 1% | 67% | 27% | 0% | 6% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decline (-3%) when comparing the 2nd Half 2016 to the 2nd Half 2015.

Passenger Environment Survey Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 100% | 0% | 0% | 0% | 89% | 5% | 1% | 5% |
| 1st Half 2016 | 92% | 7% | 0% | 1% | 96% | 2% | 0% | 2% |
| 2nd Half 2015 | 88% | 9% | 1% | 2% | 93% | 4% | 0% | 3% |
| 1st Half 2015 | 95% | 4% | 0% | 1% | 85% | 10% | 0% | 5% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: the "Before Entering Service" results increased (+3%) while the "In Service" results showed a decline (-3%) when comparing the 2nd Half 2016 to the 2nd Half 2015.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, July - December 2016, and the previous three half-year periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, four (4) improved and twenty two (22) remained unchanged when comparing Second Half 2016 and Second Half 2015. Of the 12 express bus indicators, one (1) improved and eleven (11) indicators remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for Second Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, thirty three (33) indicators remained statistically the same and five (5) indicators improved when comparing the Second Half 2015 to the Second Half 2016.

Improved

| Local Buses | 2nd Half 2015 | 2nd Half 2016 |
|---|----------------------|----------------------|
| Litter Conditions in Local Buses (In Service) | 87% | 94% |
| Cleanliness of Bus Interiors in Local Buses (In Service) | 91% | 96% |
| Buses with no Scratchtied Windows on Local Buses | 88% | 99% |
| Buses Displaying a Correct/Legible Bus Map on Local Buses | 81% | 98% |

Express Buses

| | | |
|--|-----|-----|
| Buses with Operative Reading Lights on Express Buses | 87% | 95% |
|--|-----|-----|

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Four (4) improved and twenty two (22) remained statistically unchanged when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below shows the results for the 2nd Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | 2015 | | | | 2016 | | | |
|---|------------|-------------------|------------|-------------------|------------|-------------------|------------|-------------------|------------|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | |
| | | Before Service | in Service |
| Cleanliness and Appearance | | | | | | | | | |
| Litter Conditions in Buses | % None | 77 | 64 | 85 | 56 | 93 | 72 | 94 | 64 |
| <i>Presence of Litter</i> | % Light | 16 | 26 | 13 | 31 | 5 | 23 | 5 | 30 |
| <i>See Chart 1</i> | % Moderate | 3 | 2 | 1 | 5 | 1 | 1 | 0 | 2 |
| | % Heavy | 4 | 8 | 1 | 8 | 1 | 4 | 1 | 4 |
| Exterior Dirt Condition of Buses | % None | 80 | 86 | 99 | 93 | 97 | 86 | 98 | 100 |
| <i>Degree of Dirtiness</i> | % Light | 19 | 12 | 1 | 7 | 3 | 12 | 2 | 0 |
| | % Moderate | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| | % Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cleanliness of Bus Interior | % None | 85 | 89 | 77 | 80 | 96 | 89 | 97 | 94 |
| <i>Degree of Dirtiness</i> | % Light | 8 | 4 | 21 | 11 | 2 | 4 | 2 | 2 |
| <i>See Chart 2</i> | % Moderate | 3 | 1 | 1 | 2 | 1 | 1 | 0 | 0 |
| | % Heavy | 4 | 6 | 1 | 7 | 1 | 6 | 1 | 4 |
| % Buses with No Damaged Panels | | 100 | | 100 | | 100 | | 100 | |
| % Buses with No Cracked Windows | | 100 | | 100 | | 100 | | 100 | |
| % Buses with No Scratchtied Windows | | 99 | | 88 | | 97 | | 99 | |
| % Buses with No Clouded Windows | | 100 | | 99 | | 100 | | 100 | |
| % Buses with No Interior Graffiti | | 92 | | 94 | | 95 | | 96 | |
| % Buses with No Exterior Graffiti | | 100 | | 100 | | 100 | | 100 | |
| Customer Information | | | | | | | | | |
| % Buses with Readable/Correct Front Sign | | 100 | | 100 | | 100 | | 100 | |
| % Buses with Correct Electronic Side Sign | | 100 | | 100 | | 100 | | 100 | |
| % Buses with Correct Rear Sign | | 100 | | 100 | | 100 | | 100 | |
| % Bus Announcements that are Understandable/Correct | | 56 | | 54 | | 46 | | 52 | |
| % Buses with Priority Seating Stickers | | 96 | | 100 | | 100 | | 100 | |
| % Buses Displaying a Correct/Legible Bus Map | | 84 | | 81 | | 97 | | 98 | |
| Functioning Equipment | | | | | | | | | |
| Climate Control Conditions in Buses ¹ | | 98 | | 95 | | 96 | | 93 | |
| % Buses with Operative Kneeling Feature | | 100 | | 99 | | 100 | | 100 | |
| % Buses with Operative Wheelchair Lift | | 95 | | 98 | | 98 | | 99 | |
| % Buses with Operating Windows | | 100 | | 100 | | 100 | | 100 | |
| % Buses with Operative Rear Door | | 100 | | 100 | | 100 | | 100 | |
| Operations | | | | | | | | | |
| % Bus Stops where Buses Board/Discharge Passengers Appropriately | | 100 | | 99 | | 99 | | 99 | |
| % Bus Operators in Proper Uniform | | 100 | | 100 | | 100 | | 100 | |
| % Bus Operators Properly Displaying Badges | | 100 | | 100 | | 100 | | 100 | |

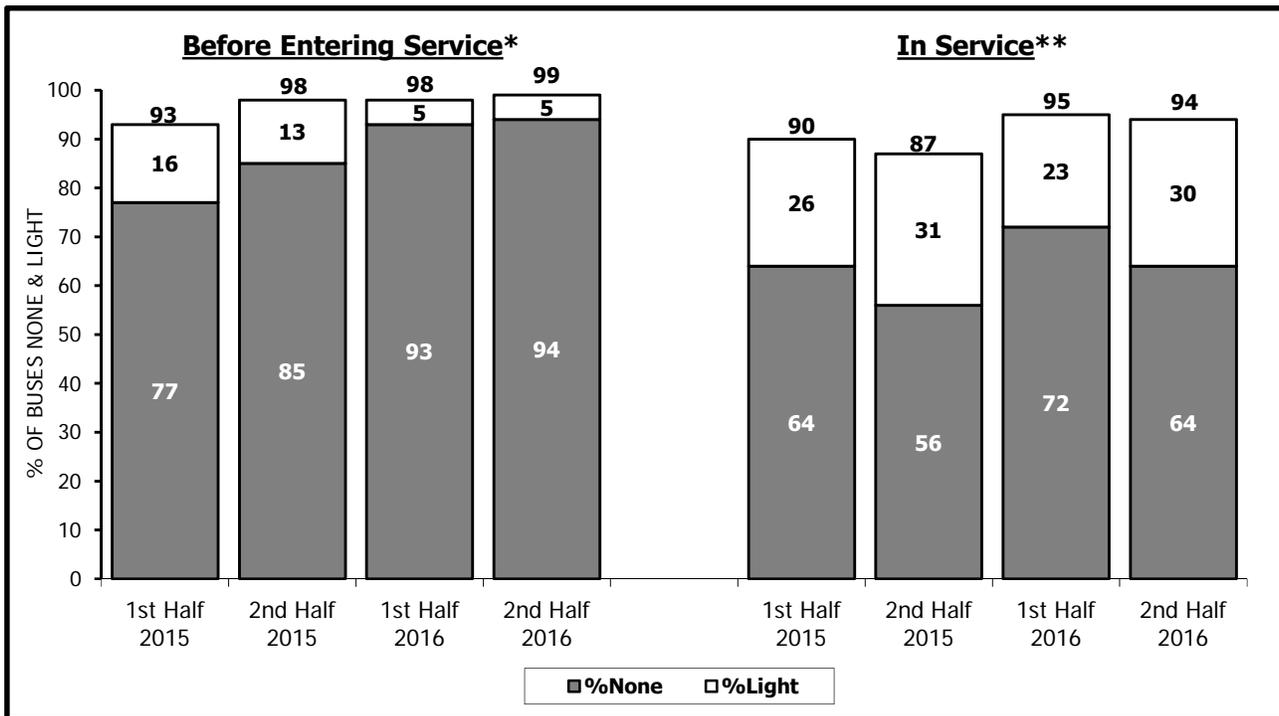
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

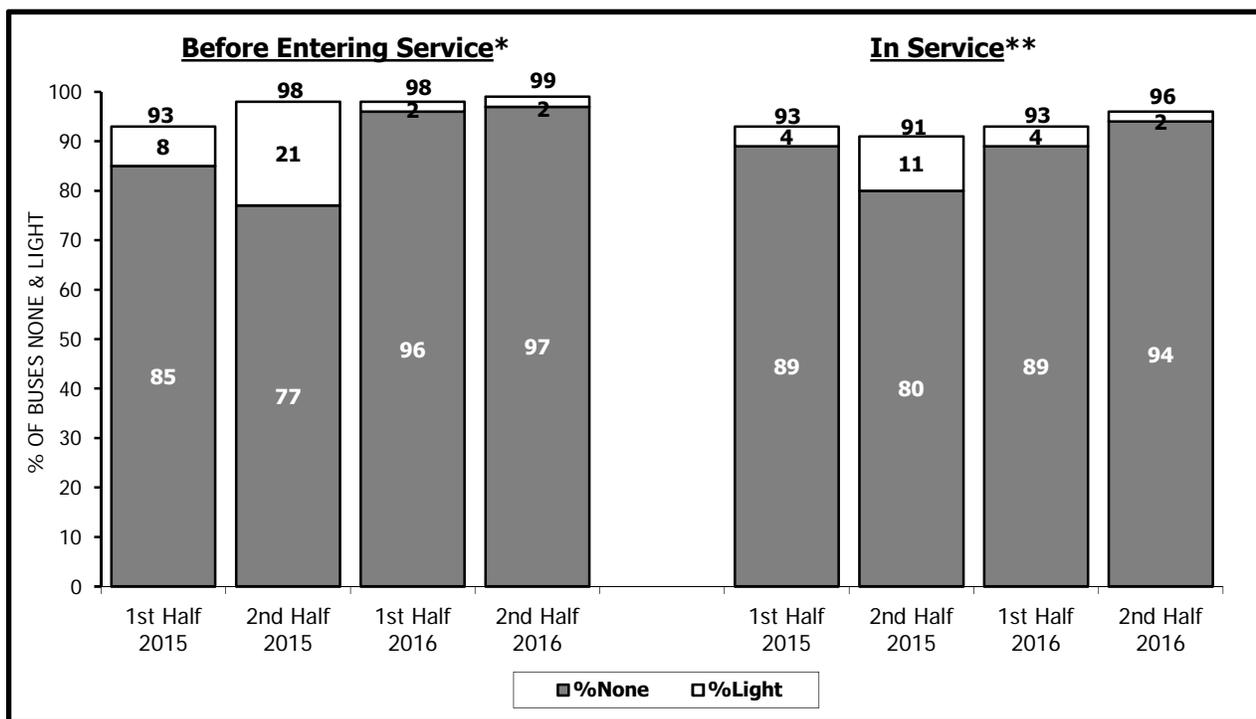
Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 94% | 5% | 0% | 1% | 64% | 30% | 2% | 4% |
| 1st Half 2016 | 93% | 5% | 1% | 1% | 72% | 23% | 1% | 4% |
| 2nd Half 2015 | 85% | 13% | 1% | 1% | 56% | 31% | 5% | 8% |
| 1st Half 2015 | 77% | 16% | 3% | 4% | 64% | 26% | 2% | 8% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: The "Before Entering Service" results show no statistically significant change. The "In Service" results depict a 7% increase when comparing the 2nd Half 2016 to the 2nd Half 2015.

Passenger Environment Survey Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g. rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 97% | 2% | 0% | 1% | 94% | 2% | 0% | 4% |
| 1st Half 2016 | 96% | 2% | 1% | 1% | 89% | 4% | 1% | 6% |
| 2nd Half 2015 | 77% | 21% | 1% | 1% | 80% | 11% | 2% | 7% |
| 1st Half 2015 | 85% | 8% | 3% | 4% | 89% | 4% | 1% | 6% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: The "Before Entering Service" results show no statistically significant change while the "In Service" results show an increase of 5% when comparing the 2nd Half 2016 to the 2nd Half 2015.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which one (1) improved while eleven (11) remained statistically unchanged when comparing the 2nd Half 2016 to the 2nd Half 2015. The table below depicts the results for the 2nd Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

| | | 2015 | | | | 2016 | | | |
|-----------------------------------|--------------------|----------------|------------|----------------|------------|----------------|------------|----------------|------------|
| | | 1st Half | | 2nd Half | | 1st Half | | 2nd Half | |
| | | Before Service | In Service |
| Cleanliness and Appearance | | | | | | | | | |
| Litter Conditions in Buses | % None | 69 | 83 | 82 | 85 | 93 | 88 | 88 | 88 |
| <i>Presence of Litter</i> | % Light | 23 | 13 | 15 | 13 | 6 | 10 | 9 | 10 |
| | % Moderate | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 1 |
| | % Heavy | 5 | 3 | 2 | 1 | 0 | 1 | 3 | 1 |
| | <i>See Chart 3</i> | | | | | | | | |
| Exterior Dirt Condition of Buses | % None | 71 | 89 | 77 | 95 | 96 | 99 | 98 | 100 |
| <i>Degree of Dirtiness</i> | % Light | 28 | 11 | 23 | 5 | 4 | 1 | 2 | 0 |
| | % Moderate | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | % Heavy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | | | | | | |
| Cleanliness of Bus Interior | % None | 91 | 95 | 79 | 92 | 97 | 99 | 96 | 97 |
| <i>Degree of Dirtiness</i> | % Light | 2 | 1 | 18 | 6 | 2 | 1 | 1 | 2 |
| | % Moderate | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| | % Heavy | 5 | 3 | 2 | 1 | 1 | 0 | 3 | 1 |
| | <i>See Chart 4</i> | | | | | | | | |
| % Buses with No Damaged Panels | | 100 | | 100 | | 100 | | 99 | |
| % Buses with No Cracked Windows | | 100 | | 100 | | 100 | | 100 | |
| % Buses with No Interior Graffiti | | 99 | | 99 | | 100 | | 100 | |
| % Buses with No Exterior Graffiti | | 100 | | 100 | | 100 | | 100 | |

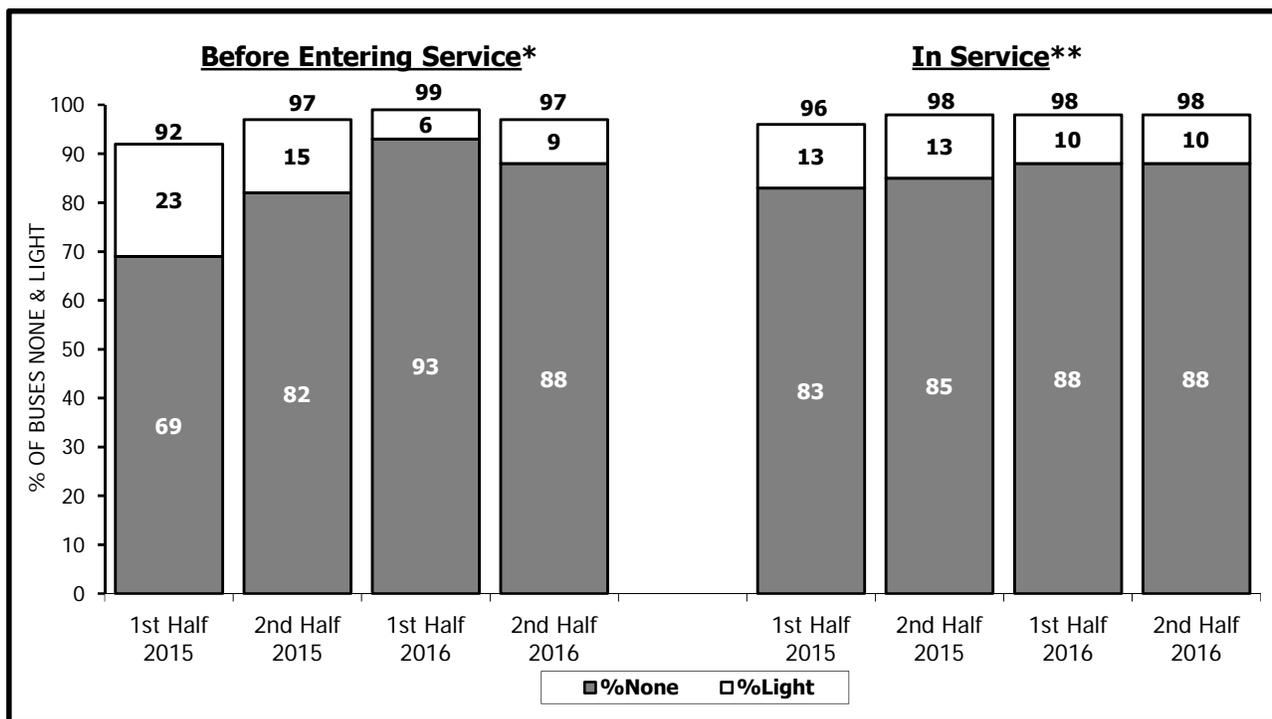
Functioning Equipment

| | | | | |
|---|----|----|----|----|
| % of Operative Reading Lights on Buses | 83 | 87 | 91 | 95 |
| % of Operative Reclining Seats on Buses | 92 | 92 | 93 | 93 |

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey
Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

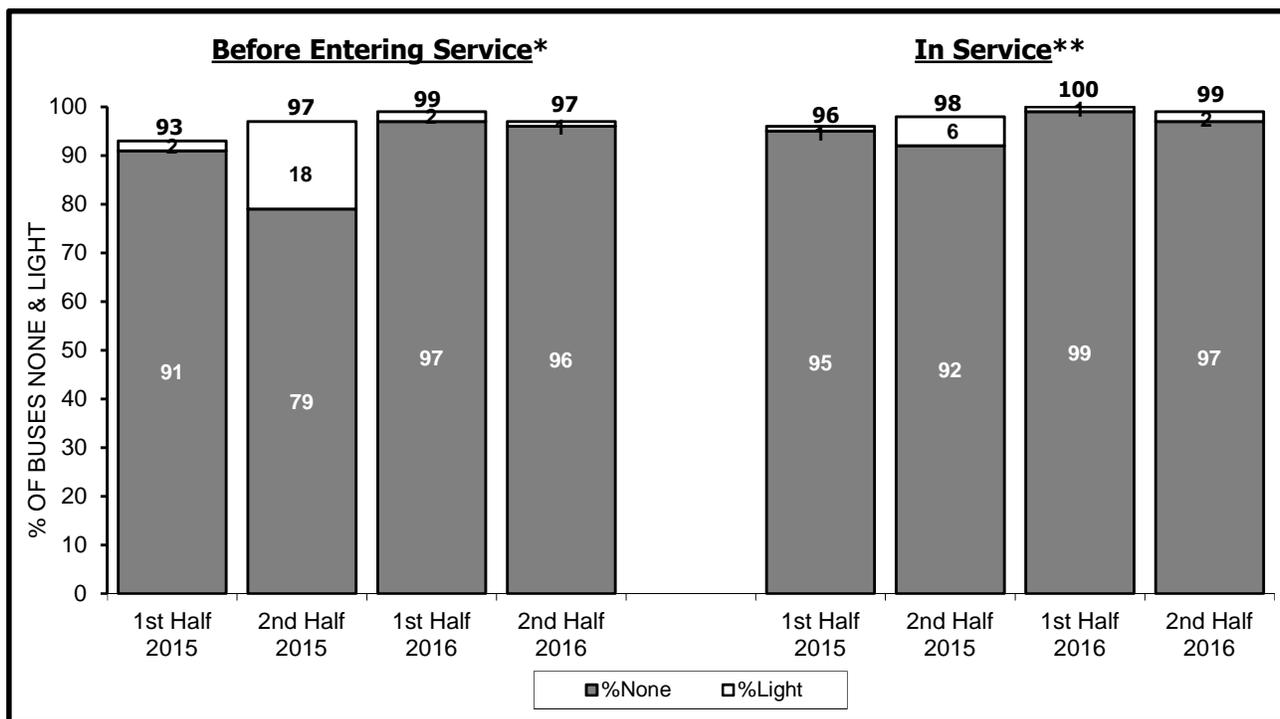
Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 88% | 9% | 0% | 3% | 88% | 10% | 1% | 1% |
| 1st Half 2016 | 93% | 6% | 1% | 0% | 88% | 10% | 1% | 1% |
| 2nd Half 2015 | 82% | 15% | 1% | 2% | 85% | 13% | 1% | 1% |
| 1st Half 2015 | 69% | 23% | 3% | 5% | 83% | 13% | 1% | 3% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2016 to the 2nd Half 2015.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

| | Before Entering Service | | | | In Service | | | |
|---------------|-------------------------|-------|------|-------|------------|-------|------|-------|
| | None | Light | Mod. | Heavy | None | Light | Mod. | Heavy |
| 2nd Half 2016 | 96% | 1% | 0% | 3% | 97% | 2% | 0% | 1% |
| 1st Half 2016 | 97% | 2% | 0% | 1% | 99% | 1% | 0% | 0% |
| 2nd Half 2015 | 79% | 18% | 1% | 2% | 92% | 6% | 1% | 1% |
| 1st Half 2015 | 91% | 2% | 2% | 5% | 95% | 1% | 1% | 3% |

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2016 vs. 2nd Half 2015: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2016 to the 2nd Half 2015.

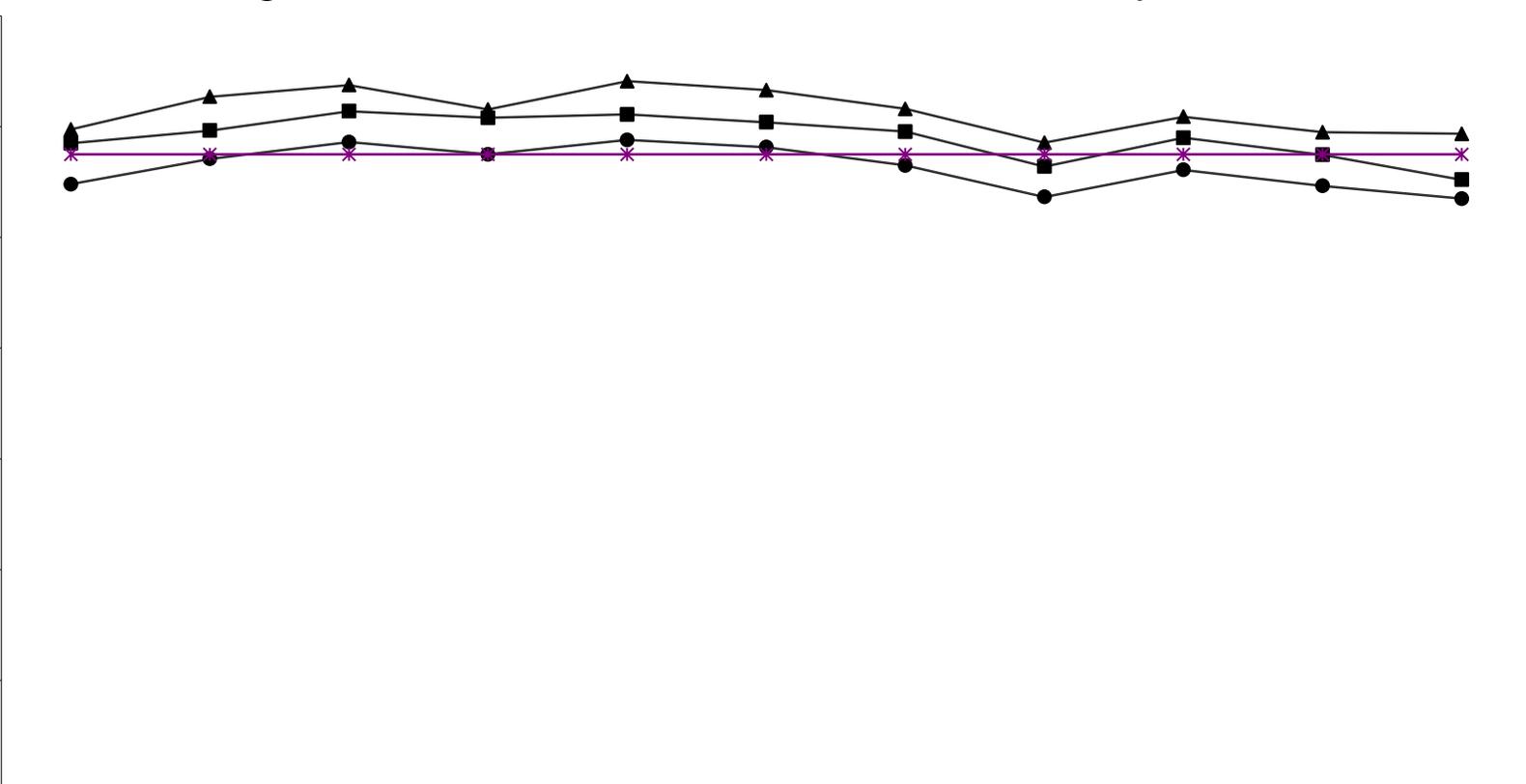
ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Fourth Quarter - 2016

Passenger Elevator 2016 4th Quarter Availability

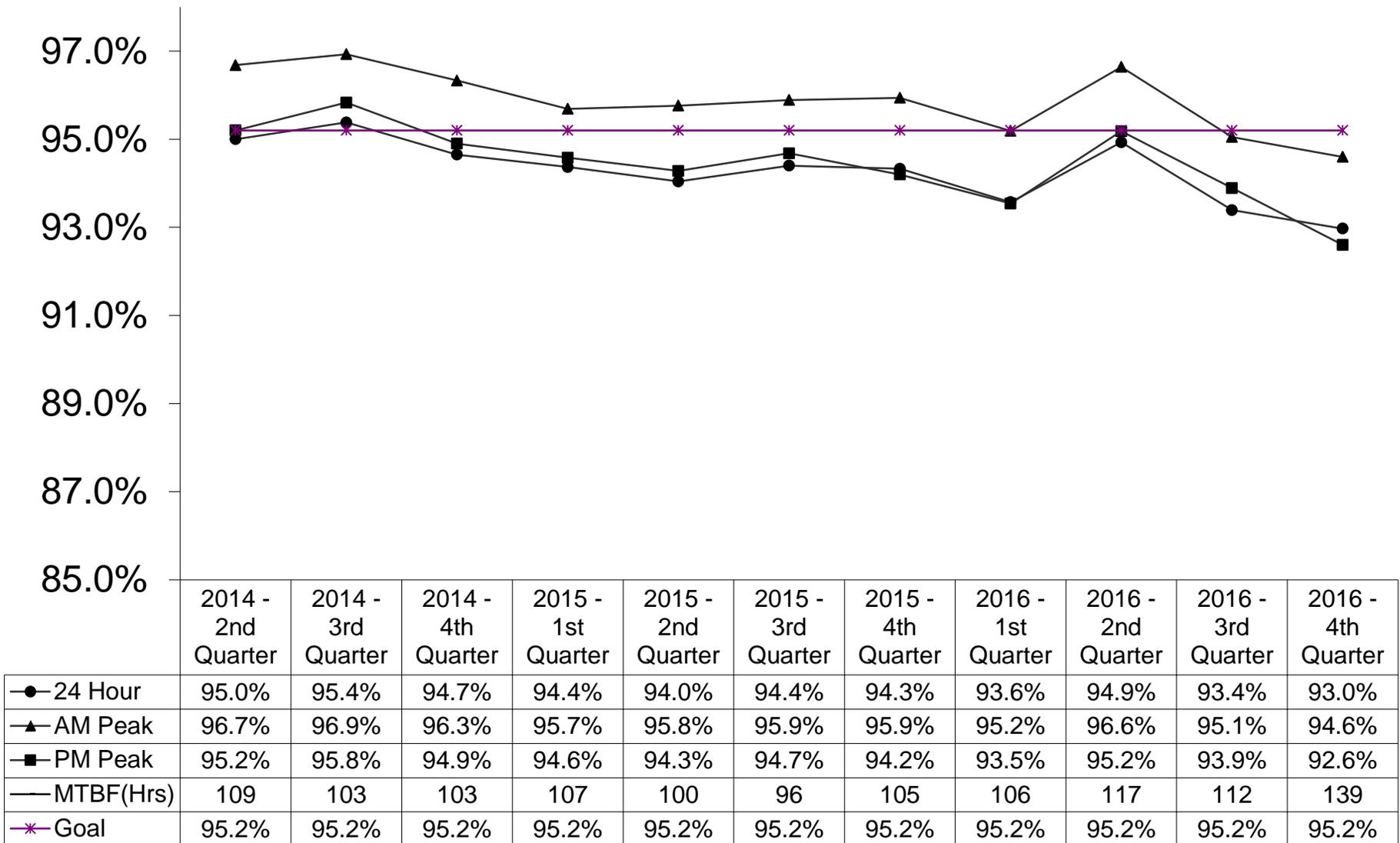
99.0%
97.0%
95.0%
93.0%
91.0%
89.0%
87.0%
85.0%



| | 2014 - 2nd Quarter | 2014 - 3rd Quarter | 2014 - 4th Quarter | 2015 - 1st Quarter | 2015 - 2nd Quarter | 2015 - 3rd Quarter | 2015 - 4th Quarter | 2016 - 1st Quarter | 2016 - 2nd Quarter | 2016 - 3rd Quarter | 2016 - 4th Quarter |
|-------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| ● 24 Hour | 96.0% | 96.4% | 96.7% | 96.5% | 96.8% | 96.6% | 96.3% | 95.7% | 96.2% | 95.9% | 95.7% |
| ▲ AM Peak | 97.0% | 97.5% | 97.8% | 97.3% | 97.8% | 97.7% | 97.3% | 96.7% | 97.2% | 96.9% | 96.9% |
| ■ PM Peak | 96.7% | 96.9% | 97.3% | 97.2% | 97.2% | 97.1% | 96.9% | 96.3% | 96.8% | 96.5% | 96.0% |
| — MTBF(Hrs) | 385 | 350 | 348 | 280 | 273 | 272 | 307 | 298 | 274 | 281 | 243 |
| * Goal | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% |

Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2016 4th Quarter Availability



Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2016

Elevator Performance

| Borough | No. Units | Avg Age | 2016 4th Quarter Availability | | | Outages | | | Entrapments |
|---------------|------------|-------------|-------------------------------|--------------|--------------|-------------|---------------|-------------|-------------|
| | | | 24 Hr | AM Peak | PM Peak | Total | Non Scheduled | Scheduled | |
| Bronx | 32 | 7.9 | 96.2% | 97.0% | 96.6% | 369 | 245 | 124 | 19 |
| Brooklyn | 54 | 11.0 | 96.3% | 97.4% | 96.8% | 745 | 490 | 255 | 33 |
| Manhattan | 115 | 11.6 | 94.8% | 96.1% | 95.0% | 1907 | 1360 | 547 | 95 |
| Queens | 27 | 10.4 | 97.4% | 98.6% | 98.0% | 373 | 242 | 131 | 14 |
| System | 228 | 10.2 | 95.7% | 96.9% | 96.0% | 3394 | 2337 | 1057 | 161 |

Escalator Performance

| Borough | No. Units | Avg Age | 2016 4th Quarter Availability | | | Outages | | | Entrapments |
|---------------|------------|-------------|-------------------------------|--------------|--------------|-------------|---------------|-------------|-------------|
| | | | 24 Hr | AM Peak | PM Peak | Total | Non Scheduled | Scheduled | |
| Bronx | 12 | 17.8 | 90.1% | 92.3% | 88.0% | 360 | 287 | 73 | 0 |
| Brooklyn | 32 | 15.6 | 92.6% | 94.8% | 90.5% | 1262 | 973 | 289 | 0 |
| Manhattan | 107 | 13.6 | 92.5% | 93.9% | 92.7% | 4084 | 2232 | 1852 | 0 |
| Queens | 34 | 15.8 | 95.7% | 97.2% | 96.1% | 746 | 493 | 253 | 0 |
| System | 185 | 15.7 | 93.0% | 94.6% | 92.6% | 6452 | 3985 | 2467 | 0 |

Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Bronx | | | | | | | | | |
|-----------|-------------|---------|-----------------------------------|--------------|--------------|----------------------------|--------------|---------------|------------|-------------|-----------|
| Unit ID | Age | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 1 | EL128 | 0 | Simpson St (2, 5) | 86.3% | 85.9% | 86.0% | 0.0% | 24 | 20 | 4 | 3 |
| 2 | EL135 | 14 | 161 St-Yankee Stadium (B, D) | 86.7% | 89.2% | 87.1% | 95.0% | 29 | 26 | 3 | 1 |
| 3 | EL134 | 14 | 161 St-Yankee Stadium (B, D) | 90.6% | 90.2% | 91.0% | 99.1% | 8 | 4 | 4 | 1 |
| 4 | EL133 | 14 | 161 St-Yankee Stadium (4) | 91.0% | 92.1% | 93.0% | 98.8% | 17 | 13 | 4 | 1 |
| 5 | EL130 | 19 | 3rd Ave-149 St (2, 5) | 91.6% | 91.7% | 92.4% | 98.9% | 11 | 10 | 1 | 3 |
| 6 | EL189 | 2 | Kingsbridge Rd (B, D) | 92.2% | 94.6% | 93.0% | 97.1% | 12 | 8 | 4 | 0 |
| 7 | EL127 | 0 | Simpson St (2, 5) | 93.8% | 94.5% | 93.4% | 0.0% | 11 | 9 | 2 | 1 |
| 8 | EL188 | 11 | Fordham Rd (4) | 94.3% | 94.6% | 94.6% | 98.0% | 8 | 2 | 6 | 0 |
| 9 | EL192 | 9 | 233rd St (2, 5) | 94.5% | 98.1% | 91.2% | 97.7% | 22 | 17 | 5 | 1 |
| 10 | EL138 | 9 | Pelham Pkwy (2, 5) | 96.5% | 96.9% | 98.2% | 99.2% | 15 | 11 | 4 | 1 |
| 11 | EL195 | 2 | Hunts Point Av (6) | 96.9% | 98.6% | 96.8% | 98.5% | 11 | 8 | 3 | 2 |
| 12 | EL136 | 9 | Pelham Pkwy (2, 5) | 96.9% | 96.8% | 96.6% | 96.9% | 10 | 9 | 1 | 1 |
| 13 | EL131 | 14 | 161 St-Yankee Stadium (4, B, D) | 97.0% | 96.8% | 97.5% | 98.6% | 17 | 14 | 3 | 0 |
| 14 | EL190 | 2 | Kingsbridge Rd (B, D) | 97.4% | 98.1% | 97.0% | 98.7% | 12 | 8 | 4 | 0 |
| 15 | EL186 | 11 | Fordham Rd (4) | 97.6% | 98.3% | 99.0% | 91.2% | 14 | 8 | 6 | 0 |
| 16 | EL129 | 19 | 3rd Ave-149 St (2, 5) | 97.8% | 97.5% | 98.9% | 95.6% | 9 | 8 | 1 | 1 |
| 17 | EL182 | 9 | Gun Hill Rd (2, 5) | 98.0% | 98.9% | 99.4% | 98.5% | 9 | 6 | 3 | 0 |
| 18 | EL132 | 14 | 161 St-Yankee Stadium (4) | 98.1% | 98.3% | 98.2% | 95.7% | 8 | 5 | 3 | 0 |
| 19 | EL191 | 2 | Kingsbridge Rd (B, D) | 98.1% | 98.4% | 98.5% | 98.5% | 9 | 4 | 5 | 0 |
| 20 | EL197 | 2 | Hunts Point Av (6) | 98.3% | 99.4% | 98.5% | 98.5% | 12 | 6 | 6 | 1 |
| 21 | EL193 | 9 | 233rd St (2, 5) | 98.3% | 99.9% | 99.2% | 99.2% | 12 | 7 | 5 | 1 |
| 22 | EL187 | 11 | Fordham Rd (4) | 98.4% | 98.9% | 98.6% | 98.9% | 10 | 5 | 5 | 0 |
| 23 | EL121 | 0 | Pelham Bay Park (6) | 98.4% | 99.2% | 99.3% | 0.0% | 13 | 7 | 6 | 0 |
| 24 | EL196 | 2 | Hunts Point Av (6) | 98.4% | 100.0% | 98.7% | 98.4% | 9 | 5 | 4 | 0 |
| 25 | EL183 | 9 | Gun Hill Rd (2, 5) | 98.6% | 99.2% | 99.2% | 97.5% | 7 | 3 | 4 | 0 |
| 26 | EL184 | 10 | 231st St (1) | 98.7% | 99.5% | 99.0% | 97.4% | 10 | 5 | 5 | 0 |
| 27 | EL194 | 9 | 233rd St (2, 5) | 98.8% | 99.8% | 99.5% | 95.2% | 6 | 1 | 5 | 0 |
| 28 | EL160 | 4 | 180th Street (2, 5) | 98.8% | 99.6% | 99.6% | 98.9% | 5 | 1 | 4 | 0 |
| 29 | EL185 | 10 | 231st St (1) | 99.2% | 100.0% | 99.2% | 98.1% | 10 | 6 | 4 | 0 |
| 30 | EL137 | 9 | Pelham Pkwy (2, 5) | 99.2% | 99.9% | 98.9% | 99.4% | 6 | 4 | 2 | 0 |
| 31 | EL159 | 4 | 180th Street (2, 5) | 99.3% | 100.0% | 99.4% | 99.3% | 7 | 3 | 4 | 0 |
| 32 | EL122 | 0 | Pelham Bay Park (6) | 99.3% | 100.0% | 99.9% | | 6 | 2 | 4 | 1 |
| 32 | 7.9 | | Elevator Subtotal: | 96.2% | 97.0% | 96.6% | 97.7% | 369 | 245 | 124 | 19 |
| 1 | ES105 | 11 | Gun Hill Rd (2, 5) | 72.3% | 76.4% | 59.5% | 93.8% | 44 | 41 | 3 | 0 |
| 2 | ES120 | 27 | Pelham Bay Park (6) | 82.3% | 82.6% | 84.0% | 86.8% | 9 | 4 | 5 | 0 |
| 3 | ES104 | 11 | Gun Hill Rd (2, 5) | 85.1% | 89.8% | 72.9% | 94.8% | 48 | 43 | 5 | 0 |
| 4 | ES111 | 15 | Parkchester (6) | 85.2% | 87.3% | 84.0% | 89.1% | 52 | 38 | 14 | 0 |
| 5 | ES113 | 15 | 161 St-Yankee Stadium (4) | 90.1% | 92.1% | 91.1% | 97.1% | 41 | 33 | 8 | 0 |
| 6 | ES114 | 17 | 161 St-Yankee Stadium (4) | 92.0% | 93.1% | 93.4% | 96.4% | 31 | 25 | 6 | 0 |
| 7 | ES121 | 27 | Pelham Bay Park (6) | 94.8% | 97.5% | 86.9% | 96.6% | 37 | 33 | 4 | 0 |
| 8 | ES122 | 20 | Pelham Pkwy (2, 5) | 95.5% | 97.8% | 98.2% | 94.8% | 28 | 23 | 5 | 0 |
| 9 | ES123 | 20 | Pelham Pkwy (2, 5) | 95.6% | 96.6% | 96.2% | 97.2% | 19 | 13 | 6 | 0 |
| 10 | ES112 | 15 | Norwood-205 St (D) | 95.9% | 96.1% | 97.8% | 97.0% | 11 | 6 | 5 | 0 |
| 11 | ES108 | 24 | Intervale Av (2, 5) | 96.0% | 99.5% | 94.0% | 88.3% | 21 | 13 | 8 | 0 |
| 12 | ES106 | 12 | West Farms Sq-E Tremont Av (2, 5) | 96.7% | 99.2% | 97.8% | 78.9% | 19 | 15 | 4 | 0 |
| 12 | 17.8 | | Escalator Subtotal: | 90.1% | 92.3% | 88.0% | 92.6% | 360 | 287 | 73 | 0 |

*Note the number of entrapments are included in the non scheduled outages count.

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | | | | | | | | |
|----------|-----------|-----------|----------------------------------|-------|-------|----------------------------|-------|-----------|-----------|-------------|---|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Total | Outages | | Entrapments | |
| | | | 24 Hr | AM | PM | | | Scheduled | Scheduled | | |
| | | | Peak | Peak | | | | | | | |
| 1 | EL117 | 14 | 181 St A | 71.9% | 71.1% | 73.6% | 97.0% | 39 | 34 | 5 | 0 |
| 2 | EL119 | 31 | 181 St A | 72.5% | 71.2% | 73.0% | 61.7% | 36 | 32 | 4 | 0 |
| 3 | EL225 | 14 | 34 St-Penn Station C E | 81.9% | 83.6% | 81.7% | 96.3% | 10 | 8 | 2 | 4 |
| 4 | EL144 | 11 | 125 St A B C D | 82.6% | 84.5% | 80.0% | 98.5% | 16 | 12 | 4 | 1 |
| 5 | EL120 | 31 | 190 St A | 84.2% | 85.4% | 83.4% | 85.8% | 37 | 33 | 4 | 7 |
| 6 | EL336 | 7 | Chambers St 1 2 3 | 84.4% | 84.1% | 84.6% | 98.4% | 35 | 31 | 4 | 1 |
| 7 | EL116 | 11 | 190 St A | 84.6% | 87.6% | 82.8% | 96.1% | 23 | 19 | 4 | 9 |
| 8 | EL601 | 1 | 34 St-Hudson Yards 7 | 84.6% | 86.3% | 84.2% | 92.9% | 22 | 16 | 6 | 0 |
| 9 | EL123 | 27 | 175 St A | 89.2% | 89.6% | 90.8% | 93.1% | 13 | 8 | 5 | 0 |
| 10 | EL245 | 11 | Lexington Av-53 St E M | 89.2% | 91.6% | 89.7% | 93.8% | 23 | 19 | 4 | 1 |
| 11 | EL212 | 23 | 34 St-Herald Sq N Q R | 89.2% | 90.0% | 90.2% | 98.6% | 6 | 3 | 3 | 0 |
| 12 | EL232 | 10 | Times Sq-42 St 1 2 3 7 | 89.3% | 90.4% | 90.7% | 94.5% | 30 | 24 | 6 | 1 |
| 13 | EL111 | 19 | 168 St 1 | 90.3% | 91.8% | 90.6% | 96.1% | 16 | 13 | 3 | 0 |
| 14 | EL113 | 18 | 168 St 1 | 90.4% | 91.4% | 87.6% | 97.6% | 46 | 43 | 3 | 0 |
| 15 | EL281 | 7 | 57 St-7 Av N Q R | 90.7% | 93.4% | 87.5% | 98.4% | 44 | 36 | 8 | 1 |
| 16 | EL330 | 4 | Bleecker St D F B M 6 | 90.7% | 92.0% | 91.9% | 98.3% | 17 | 11 | 6 | 0 |
| 17 | EL180 | 8 | 135 St 2 3 | 91.7% | 92.3% | 92.3% | 99.1% | 17 | 14 | 3 | 3 |
| 18 | EL220 | 16 | 14 St-Union Sq N Q R | 91.7% | 94.0% | 92.4% | 99.2% | 13 | 8 | 5 | 0 |
| 19 | EL230 | 13 | Times Sq-42 St N Q R | 91.8% | 94.0% | 93.0% | 97.4% | 14 | 10 | 4 | 1 |
| 20 | EL229 | 13 | Times Sq-42 St N Q R | 91.8% | 91.7% | 91.7% | 98.6% | 8 | 5 | 3 | 0 |
| 21 | EL145 | 6 | 96th St 231 | 91.9% | 94.0% | 91.6% | 97.8% | 30 | 26 | 4 | 2 |
| 22 | EL108 | 17 | 181 St 1 | 92.0% | 93.8% | 92.8% | 84.5% | 15 | 11 | 4 | 0 |
| 23 | EL142 | 11 | 125 St A B C D | 92.1% | 97.2% | 89.6% | 93.4% | 33 | 28 | 5 | 4 |
| 24 | EL221 | 14 | 14 St/8 Av A C E L | 92.2% | 92.8% | 93.2% | 98.3% | 14 | 11 | 3 | 2 |
| 25 | EL109 | 17 | 181 St 1 | 92.7% | 96.4% | 92.5% | 88.3% | 34 | 28 | 6 | 0 |
| 26 | EL602 | 1 | 34 St-Hudson Yards 7 | 92.8% | 94.4% | 91.5% | 97.8% | 16 | 11 | 5 | 2 |
| 27 | EL107 | 17 | 181 St 1 | 92.8% | 96.9% | 94.4% | 98.0% | 37 | 34 | 3 | 4 |
| 28 | EL721 | 3 | Fulton St A C J Z 2 3 4 5 | 93.0% | 93.0% | 94.9% | 98.2% | 23 | 14 | 9 | 0 |
| 29 | EL710 | 9 | Bowling Green 4 5 | 93.2% | 96.2% | 90.9% | 98.2% | 50 | 46 | 4 | 8 |
| 30 | EL114 | 19 | 168 St 1 | 93.7% | 93.5% | 95.2% | 93.9% | 40 | 37 | 3 | 0 |
| 31 | EL732 | 9 | Fulton St 2 3 | 93.8% | 94.9% | 90.8% | 86.0% | 49 | 45 | 4 | 0 |
| 32 | EL124 | 27 | 175 St A | 93.9% | 94.1% | 95.5% | 90.0% | 14 | 11 | 3 | 3 |
| 33 | EL105 | 14 | 191 St 1 | 93.9% | 93.7% | 94.5% | 97.9% | 21 | 16 | 5 | 0 |
| 34 | EL104 | 13 | 191 St 1 | 94.1% | 94.2% | 94.6% | 53.2% | 30 | 27 | 3 | 4 |
| 35 | EL402 | 27 | Lexington Av-63 St F | 94.3% | 94.9% | 95.9% | 80.9% | 28 | 22 | 6 | 0 |
| 36 | EL148 | 17 | Inwood-207 St A | 94.8% | 97.3% | 93.3% | 96.1% | 21 | 15 | 6 | 2 |
| 37 | EL178 | 3 | Dyckman St 1 | 94.9% | 95.1% | 94.5% | 97.6% | 20 | 15 | 5 | 2 |
| 38 | EL146 | 6 | 96th St 231 | 95.0% | 96.6% | 93.6% | 97.8% | 17 | 14 | 3 | 2 |
| 39 | EL118 | 12 | 181 St A | 95.0% | 97.1% | 94.4% | 95.6% | 19 | 12 | 7 | 1 |
| 40 | EL224 | 14 | 8 Av L | 95.4% | 98.7% | 97.2% | 98.2% | 17 | 10 | 7 | 0 |
| 41 | EL328 | 4 | Bleecker St D F B M 6 | 95.4% | 97.9% | 94.7% | 96.5% | 28 | 20 | 8 | 0 |
| 42 | EL244 | 15 | Grand Central-42 St 7 | 95.5% | 98.9% | 95.9% | 93.8% | 56 | 6 | 50 | 1 |

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | | | | | | | | |
|----------|-----------|-----------|---|-------|--------|----------------------------|---------|-------|---------------|-------------|-----------|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM | PM | | 24 Hr | Total | Non Scheduled | | Scheduled |
| 43 | EL217 | 16 | 14 St-Union Sq L N Q R | 95.6% | 96.5% | 93.8% | 98.9% | 31 | 28 | 3 | 0 |
| 44 | EL110 | 17 | 181 St 1 | 95.6% | 95.1% | 96.9% | 98.2% | 22 | 13 | 9 | 0 |
| 45 | EL112 | 19 | 168 St 1 | 95.7% | 96.3% | 93.4% | 92.4% | 24 | 21 | 3 | 1 |
| 46 | EL143 | 11 | 125 St A B C D | 95.7% | 98.0% | 96.2% | 99.3% | 13 | 10 | 3 | 0 |
| 47 | EL403 | 27 | Roosevelt Island F | 95.8% | 97.0% | 96.4% | 97.3% | 15 | 10 | 5 | 1 |
| 48 | EL210 | 23 | 34 St-Herald Sq B D F M | 95.9% | 96.9% | 96.1% | 98.8% | 10 | 6 | 4 | 0 |
| 49 | EL201 | 15 | 51 St 6 | 96.0% | 97.3% | 97.0% | 98.3% | 25 | 16 | 9 | 1 |
| 50 | EL125 | 0 | 125 St 4 5 6 | 96.0% | 99.4% | 95.7% | 97.8% | 22 | 20 | 2 | 2 |
| 51 | EL103 | 13 | 191 St 1 | 96.0% | 98.1% | 95.7% | 93.3% | 23 | 20 | 3 | 0 |
| 52 | EL228 | 14 | 34 St-Penn Station C E | 96.1% | 97.4% | 94.5% | 98.5% | 11 | 7 | 4 | 0 |
| 53 | EL214 | 13 | 34 St-Penn Station 1 | 96.2% | 96.7% | 96.7% | 99.2% | 6 | 2 | 4 | 1 |
| 54 | EL106 | 14 | 191 St 1 | 96.5% | 97.8% | 96.6% | 92.3% | 15 | 10 | 5 | 3 |
| 55 | EL234 | 7 | 47-50 Sts-Rockefeller Center B D F M | 96.7% | 98.9% | 95.4% | 98.0% | 17 | 15 | 2 | 1 |
| 56 | EL333 | 11 | West 4 St A B C D E F M | 96.7% | 98.2% | 97.6% | 98.3% | 15 | 10 | 5 | 0 |
| 57 | EL331 | 4 | Bleecker St D F B M 6 | 96.9% | 100.0% | 95.0% | 99.4% | 17 | 14 | 3 | 1 |
| 58 | EL325 | 15 | Canal St 6 | 96.9% | 98.8% | 97.4% | 98.6% | 12 | 7 | 5 | 1 |
| 59 | EL140 | 9 | 168 St A C | 97.0% | 97.5% | 97.5% | 95.6% | 14 | 11 | 3 | 0 |
| 60 | EL324 | 15 | Canal St 6 | 97.0% | 97.8% | 97.8% | 97.6% | 7 | 2 | 5 | 0 |
| 61 | EL280 | 6 | 59th St-Columbus Circle A B C D 1 | 97.1% | 100.0% | 97.5% | 97.1% | 31 | 25 | 6 | 0 |
| 62 | EL238 | 17 | 66 St-Lincoln Center 1 | 97.1% | 98.3% | 93.7% | 99.2% | 13 | 11 | 2 | 1 |
| 63 | EL720 | 2 | Fulton St A C J Z 2 3 4 5 | 97.1% | 99.1% | 95.5% | 98.3% | 15 | 10 | 5 | 1 |
| 64 | EL277 | 7 | 59th St-Columbus Circle A B C D 1 | 97.2% | 98.6% | 97.0% | 89.3% | 24 | 17 | 7 | 0 |
| 65 | EL115 | 15 | 190 St A | 97.3% | 98.0% | 98.9% | 72.3% | 12 | 6 | 6 | 0 |
| 66 | EL237 | 17 | 66 St-Lincoln Center 1 | 97.4% | 100.0% | 99.9% | 96.6% | 12 | 9 | 3 | 0 |
| 67 | EL227 | 14 | 34 St-Penn Station A | 97.4% | 98.7% | 97.7% | 97.6% | 17 | 10 | 7 | 0 |
| 68 | EL181 | 8 | 135 St 2 3 | 97.4% | 97.9% | 97.8% | 98.9% | 12 | 9 | 3 | 0 |
| 69 | EL202 | 15 | 51 St 6 | 97.5% | 98.2% | 97.9% | 98.8% | 19 | 11 | 8 | 0 |
| 70 | EL719 | 3 | Fulton St A C J Z 2 3 4 5 | 97.5% | 99.3% | 98.8% | 97.1% | 16 | 8 | 8 | 0 |
| 71 | EL213 | 1 | 34 St-Herald Sq B D F M N Q R | 97.6% | 100.0% | 97.7% | 97.4% | 16 | 10 | 6 | 3 |
| 72 | EL278 | 7 | 59th St-Columbus Circle A B C D 1 | 97.6% | 99.6% | 98.6% | 92.8% | 11 | 5 | 6 | 2 |
| 73 | EL206 | 26 | Grand Central-42 St 4 5 6 | 97.7% | 99.4% | 98.6% | 98.6% | 14 | 7 | 7 | 0 |
| 74 | EL711 | 9 | Bowling Green 4 5 | 97.7% | 100.0% | 99.3% | 98.4% | 15 | 6 | 9 | 0 |
| 75 | EL600 | 1 | 34 St-Hudson Yards 7 | 97.8% | 97.9% | 98.5% | 98.8% | 9 | 2 | 7 | 0 |
| 76 | EL723 | 3 | Fulton St 2 3 | 97.8% | 100.0% | 98.0% | 97.6% | 11 | 5 | 6 | 0 |
| 77 | EL603 | 1 | 34 St-Hudson Yards 7 | 97.8% | 98.6% | 98.9% | 97.2% | 12 | 7 | 5 | 0 |
| 78 | EL239 | 13 | 72 St 1 2 3 | 97.9% | 98.8% | 98.7% | 99.1% | 9 | 5 | 4 | 1 |
| 79 | EL226 | 14 | 34 St-Penn Station C E | 97.9% | 98.4% | 99.1% | 98.2% | 9 | 4 | 5 | 3 |
| 80 | EL335 | 11 | West 4 St A B C D E F M | 97.9% | 98.2% | 98.9% | 95.8% | 12 | 8 | 4 | 0 |
| 81 | EL139 | 9 | 168 St 1 A C | 97.9% | 98.8% | 98.6% | 95.5% | 9 | 6 | 3 | 0 |
| 82 | EL205 | 26 | Grand Central-42 St 4 5 6 | 98.0% | 100.0% | 99.8% | 98.6% | 17 | 11 | 6 | 1 |
| 83 | EL233 | 10 | Times Sq-42 St 1 2 3 | 98.1% | 99.6% | 97.9% | 97.8% | 6 | 2 | 4 | 0 |
| 84 | EL223 | 14 | 14 St A C E | 98.1% | 98.8% | 98.1% | 98.6% | 12 | 8 | 4 | 1 |
| 85 | EL279 | 7 | 59th St-Columbus Circle A B C D 1 | 98.1% | 99.4% | 98.3% | 98.6% | 9 | 3 | 6 | 1 |
| 86 | EL149 | 17 | Inwood-207 St A | 98.1% | 100.0% | 98.1% | 94.5% | 8 | 3 | 5 | 0 |
| 87 | EL141 | 9 | 168 St A C | 98.2% | 98.7% | 100.0% | 98.7% | 8 | 3 | 5 | 0 |
| 88 | EL337 | 7 | Chambers St 1 2 3 | 98.2% | 98.2% | 98.8% | 98.5% | 6 | 5 | 1 | 0 |
| 89 | EL209 | 23 | 34 St-Herald Sq B D F M | 98.2% | 99.7% | 98.4% | 98.4% | 11 | 9 | 2 | 1 |

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | | | | | | | | |
|------------|-------------|---------------------------|---|--------------|--------------|----------------------------|--------------|-------------|---------------|-------------|-----------|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total | Non Scheduled | | Scheduled |
| 90 | EL329 | 4 | Bleecker St D F B M 6 | 98.2% | 100.0% | 99.2% | 95.9% | 10 | 3 | 7 | 0 |
| 91 | EL240 | 13 | 72 St 1 2 3 | 98.3% | 99.5% | 98.4% | 93.2% | 9 | 7 | 2 | 0 |
| 92 | EL126 | 0 | 125 St 4 5 6 | 98.4% | 98.9% | 99.3% | 97.3% | 13 | 11 | 2 | 0 |
| 93 | EL716 | 2 | Fulton St A C J Z 2 3 4 5 | 98.5% | 99.8% | 99.6% | 98.6% | 12 | 6 | 6 | 1 |
| 94 | EL204 | 26 | Grand Central-42 St 4 5 6 7 S | 98.6% | 99.8% | 100.0% | 91.9% | 9 | 3 | 6 | 0 |
| 95 | EL236 | 7 | 47-50 Sts-Rockefeller Center B D F M | 98.7% | 99.8% | 99.3% | 98.5% | 10 | 5 | 5 | 0 |
| 96 | EL218 | 16 | 14 St-Union Sq L | 98.7% | 99.2% | 100.0% | 97.8% | 8 | 2 | 6 | 1 |
| 97 | EL338 | 7 | Chambers St 1 2 3 | 98.8% | 99.6% | 98.9% | 99.0% | 6 | 2 | 4 | 0 |
| 98 | EL401 | 1 | Lexington Av-63 St F | 98.8% | 100.0% | 100.0% | 97.7% | 14 | 9 | 5 | 0 |
| 99 | EL334 | 11 | West 4 St A B C D E F M | 98.8% | 99.8% | 100.0% | 98.6% | 9 | 3 | 6 | 0 |
| 100 | EL215 | 17 | 34 St-Penn Station 2 3 | 98.9% | 99.0% | 100.0% | 99.2% | 9 | 6 | 3 | 0 |
| 101 | EL332 | 4 | Bleecker St D F B M 6 | 98.9% | 100.0% | 100.0% | 97.6% | 8 | 3 | 5 | 0 |
| 102 | EL211 | 23 | 34 St-Herald Sq N Q R | 99.0% | 99.6% | 100.0% | 99.2% | 4 | 1 | 3 | 0 |
| 103 | EL219 | 16 | 14 St-Union Sq N Q R | 99.0% | 100.0% | 100.0% | 91.0% | 6 | 1 | 5 | 0 |
| 104 | EL216 | 13 | 34 St-Penn Station 1 | 99.0% | 99.9% | 99.2% | 99.1% | 5 | 2 | 3 | 0 |
| 105 | EL404 | 27 | Roosevelt Island F | 99.1% | 99.9% | 99.2% | 97.7% | 7 | 2 | 5 | 0 |
| 106 | EL222 | 14 | 14 St A C E | 99.2% | 100.0% | 99.7% | 94.3% | 6 | 2 | 4 | 0 |
| 107 | EL722 | 3 | Fulton St J Z | 99.4% | 99.1% | 100.0% | 98.8% | 4 | 2 | 2 | 0 |
| 108 | EL235 | 7 | 47-50 Sts-Rockefeller Center B D F M | 99.7% | 100.0% | 99.7% | 98.4% | 7 | 5 | 2 | 0 |
| 109 | EL299 | 0 | 23rd St 6 | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 110 | EL298 | 0 | 23rd St 6 | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 111 | EL443 | 0 | Lexington Av-63 St F | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 112 | EL440 | 0 | Lexington Av-63 St F | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 113 | EL444 | 0 | Lexington Av-63 St F | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 114 | EL441 | 0 | Lexington Av-63 St F | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 115 | EL442 | 0 | Lexington Av-63 St F | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 115 | 11.6 | Elevator Subtotal: | | 94.8% | 96.1% | 95.0% | 95.6% | 1907 | 1360 | 547 | 95 |

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | | | | | | | | |
|----------|-----------|-----------|-------------------------------|-------|-------|----------------------------|---------|---------------|-----------|-------------|---|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM | PM | 24 Hr | Total | Non Scheduled | Scheduled | | |
| | | | Peak | Peak | Peak | | | | | | |
| 1 | ES621 | 1 | 34 St-Hudson Yards 7 | 34.6% | 34.8% | 34.9% | 97.2% | 2 | | 2 | 0 |
| 2 | ES345 | 21 | Bowling Green 4 5 | 53.9% | 56.1% | 54.7% | 95.1% | 17 | 13 | 4 | 0 |
| 3 | ES236 | 8 | 34 St-Herald Sq B D F M | 63.1% | 63.5% | 64.1% | 97.7% | 13 | 6 | 7 | 0 |
| 4 | ES351 | 16 | Whitehall St R | 71.0% | 71.8% | 69.6% | 96.5% | 27 | 18 | 9 | 0 |
| 5 | ES627 | 1 | 34 St-Hudson Yards 7 | 75.5% | 75.9% | 73.8% | 97.6% | 12 | 9 | 3 | 0 |
| 6 | ES233 | 8 | 34 St-Herald Sq B D F M | 77.2% | 78.8% | 77.7% | 97.0% | 25 | 20 | 5 | 0 |
| 7 | ES116 | 15 | 145 St B D | 77.9% | 78.1% | 80.5% | 97.8% | 21 | 15 | 6 | 0 |
| 8 | ES244 | 20 | Lexington Av-53 St E M | 78.3% | 81.6% | 78.0% | 96.7% | 125 | 44 | 81 | 0 |
| 9 | ES117 | 20 | 181 St A | 78.3% | 78.3% | 79.6% | 94.4% | 37 | 28 | 9 | 0 |
| 10 | ES300 | 4 | Bleecker St D F B M 6 | 78.4% | 79.9% | 73.3% | 97.8% | 42 | 39 | 3 | 0 |
| 11 | ES402 | 27 | Lexington Av-63 St F | 81.6% | 81.8% | 84.3% | 97.5% | 34 | 13 | 21 | 0 |
| 12 | ES368 | 3 | Fulton St A C J Z 2 3 4 5 | 82.6% | 83.0% | 84.5% | 97.9% | 36 | 32 | 4 | 0 |
| 13 | ES256 | 27 | Grand Central-42 St 4 5 6 7 S | 83.3% | 84.8% | 83.6% | 97.5% | 26 | 13 | 13 | 0 |
| 14 | ES118 | 19 | 181 St A | 86.3% | 87.8% | 86.8% | 95.4% | 31 | 24 | 7 | 0 |
| 15 | ES205 | 15 | Grand Central-42 St 7 | 86.7% | 86.1% | 87.8% | 97.6% | 55 | 48 | 7 | 0 |
| 16 | ES232 | 10 | 34 St-Herald Sq B D F M | 87.1% | 88.6% | 83.2% | 95.4% | 72 | 67 | 5 | 0 |
| 17 | ES103 | 20 | 125 St 1 | 88.5% | 92.3% | 89.3% | 96.4% | 35 | 30 | 5 | 0 |
| 18 | ES101 | 15 | 125 St 1 | 89.2% | 93.7% | 87.1% | 89.1% | 53 | 49 | 4 | 0 |
| 19 | ES326 | 17 | West 4 St A B C D E F M | 90.0% | 92.8% | 90.4% | 94.5% | 44 | 35 | 9 | 0 |
| 20 | ES327 | 17 | Delancey St F | 90.8% | 91.6% | 92.8% | 92.3% | 51 | 41 | 10 | 0 |
| 21 | ES343 | 13 | Bowling Green 4 5 | 91.2% | 94.1% | 91.8% | 95.4% | 28 | 16 | 12 | 0 |
| 22 | ES230 | 10 | 34 St-Herald Sq B D F M | 91.8% | 95.7% | 88.0% | 96.5% | 45 | 38 | 7 | 0 |
| 23 | ES334 | 2 | Bowery J Z | 91.8% | 93.0% | 89.5% | 97.7% | 11 | 8 | 3 | 0 |
| 24 | ES213 | 17 | 59 St 4 5 6 | 92.2% | 94.3% | 89.6% | 77.7% | 63 | 56 | 7 | 0 |
| 25 | ES214 | 18 | 59 St 4 5 6 | 92.6% | 94.9% | 93.4% | 97.6% | 55 | 43 | 12 | 0 |
| 26 | ES102 | 15 | 125 St 1 | 92.6% | 96.1% | 88.8% | 80.5% | 40 | 36 | 4 | 0 |
| 27 | ES221 | 10 | 34 St-Herald Sq B D F M N Q R | 92.7% | 95.2% | 92.7% | 95.1% | 46 | 43 | 3 | 0 |
| 28 | ES312 | 3 | Whitehall St R | 93.1% | 92.8% | 95.1% | 97.9% | 32 | 25 | 7 | 0 |
| 29 | ES240 | 17 | 5 Av-53 St E M | 93.1% | 94.6% | 93.9% | 95.1% | 137 | 36 | 101 | 0 |
| 30 | ES328 | 17 | Delancey St F | 93.1% | 97.2% | 87.9% | 65.6% | 46 | 33 | 13 | 0 |
| 31 | ES238 | 17 | 7 Av B D E | 93.2% | 95.7% | 93.3% | 94.4% | 66 | 49 | 17 | 0 |
| 32 | ES301 | 17 | Park Pl 2 3 | 93.2% | 93.6% | 94.2% | 83.8% | 36 | 26 | 10 | 0 |
| 33 | ES206 | 15 | Grand Central-42 St 7 | 93.4% | 91.9% | 94.2% | 97.8% | 155 | 39 | 116 | 0 |
| 34 | ES211 | 18 | 59 St 4 5 6 | 93.5% | 95.5% | 91.3% | 96.3% | 45 | 39 | 6 | 0 |
| 35 | ES340 | 11 | Bowling Green 4 5 | 93.8% | 94.9% | 92.8% | 96.9% | 28 | 23 | 5 | 0 |
| 36 | ES246 | 19 | Lexington Av-53 St E M | 94.0% | 94.8% | 93.4% | 97.6% | 135 | 35 | 100 | 0 |
| 37 | ES255 | 27 | Grand Central-42 St 4 5 6 7 S | 94.1% | 97.4% | 94.8% | 92.3% | 149 | 14 | 135 | 0 |
| 38 | ES235 | 8 | 34 St-Herald Sq B D F M | 94.2% | 94.9% | 93.3% | 95.2% | 40 | 33 | 7 | 0 |
| 39 | ES212 | 17 | 59 St 4 5 6 | 94.3% | 97.5% | 95.3% | 97.7% | 36 | 25 | 11 | 0 |
| 40 | ES119 | 19 | 181 St A | 94.3% | 96.3% | 95.4% | 84.3% | 27 | 19 | 8 | 0 |
| 41 | ES269 | 13 | Lexington Av-53 St E M | 94.5% | 94.9% | 93.0% | 94.3% | 42 | 32 | 10 | 0 |
| 42 | ES208 | 16 | Grand Central-42 St 7 | 94.7% | 99.3% | 95.0% | 94.6% | 152 | 34 | 118 | 0 |
| 43 | ES224 | 10 | 34 St-Herald Sq B D F M N Q R | 94.8% | 96.3% | 95.3% | 96.0% | 26 | 19 | 7 | 0 |
| 44 | ES231 | 10 | 34 St-Herald Sq B D F M | 94.9% | 97.7% | 95.5% | 93.0% | 53 | 46 | 7 | 0 |
| 45 | ES342 | 11 | Bowling Green 4 5 | 94.9% | 97.8% | 94.9% | 95.4% | 42 | 31 | 11 | 0 |
| 46 | ES413 | 20 | Roosevelt Island F | 94.9% | 95.1% | 95.9% | 84.8% | 15 | 11 | 4 | 0 |

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments |
|----------|-----------|-----------|-------------------------------|-------------------------------|--------|--------|----------------------------|---------------|-----------|-----|-------------|
| Unit ID | Age (Yrs) | Station | 24 Hr | AM | PM | 24 Hr | Total | Non Scheduled | Scheduled | | |
| | | | | Peak | Peak | | | | | | |
| 47 | ES218 | 10 | Times Sq-42 St 7 | 95.0% | 96.7% | 97.9% | 92.6% | 32 | 22 | 10 | 0 |
| 48 | ES216 | 10 | Times Sq-42 St 7 | 95.0% | 97.6% | 96.4% | 96.2% | 34 | 23 | 11 | 0 |
| 49 | ES625 | 1 | 34 St-Hudson Yards 7 | 95.1% | 96.1% | 94.7% | 93.4% | 16 | 9 | 7 | 0 |
| 50 | ES234 | 8 | 34 St-Herald Sq B D F M | 95.1% | 95.1% | 96.2% | 98.1% | 32 | 28 | 4 | 0 |
| 51 | ES364 | 2 | Fulton St 4 5 | 95.3% | 97.5% | 94.7% | 95.7% | 31 | 17 | 14 | 0 |
| 52 | ES115 | 15 | 145 St B D | 95.4% | 100.0% | 93.7% | 95.4% | 23 | 14 | 9 | 0 |
| 53 | ES338 | 12 | Bowling Green 4 5 | 95.6% | 98.5% | 96.2% | 95.5% | 38 | 24 | 14 | 0 |
| 54 | ES337 | 13 | Bowling Green 4 5 | 95.6% | 96.5% | 96.4% | 95.9% | 27 | 17 | 10 | 0 |
| 55 | ES311 | 15 | Whitehall St R | 95.7% | 98.0% | 94.5% | 95.1% | 31 | 21 | 10 | 0 |
| 56 | ES239 | 17 | 5 Av-53 St E M | 95.8% | 93.7% | 96.8% | 94.7% | 48 | 40 | 8 | 0 |
| 57 | ES215 | 19 | Lexington Av-59 St N Q R | 95.9% | 96.8% | 95.2% | 96.6% | 49 | 43 | 6 | 0 |
| 58 | ES222 | 10 | 34 St-Herald Sq B D F M N Q R | 95.9% | 97.7% | 96.3% | 94.9% | 48 | 42 | 6 | 0 |
| 59 | ES417 | 8 | Roosevelt Island F | 96.0% | 94.7% | 97.3% | 97.8% | 10 | 6 | 4 | 0 |
| 60 | ES367 | 3 | Fulton St A C J Z 2 3 4 5 | 96.2% | 97.2% | 96.2% | 93.3% | 23 | 18 | 5 | 0 |
| 61 | ES229 | 10 | 34 St-Herald Sq B D F M | 96.3% | 97.0% | 98.1% | 94.0% | 30 | 23 | 7 | 0 |
| 62 | ES458 | 0 | Lexington Av-63 St F | 96.3% | 100.0% | 100.0% | 0.0% | 2 | 1 | 1 | 0 |
| 63 | ES336 | 13 | Bowling Green 4 5 | 96.5% | 98.9% | 96.7% | 95.8% | 33 | 18 | 15 | 0 |
| 64 | ES242 | 18 | 5 Av-53 St E M | 96.5% | 98.8% | 96.8% | 98.8% | 115 | 3 | 112 | 0 |
| 65 | ES408 | 27 | Lexington Av-63 St F | 96.5% | 98.5% | 96.1% | 63.5% | 36 | 15 | 21 | 0 |
| 66 | ES414 | 9 | Roosevelt Island F | 96.6% | 97.3% | 95.4% | 95.2% | 24 | 18 | 6 | 0 |
| 67 | ES248 | 13 | Lexington Av-59 St N Q R | 96.8% | 95.5% | 98.2% | 96.8% | 32 | 25 | 7 | 0 |
| 68 | ES409 | 27 | Lexington Av-63 St F | 96.8% | 99.8% | 95.9% | 98.8% | 24 | 7 | 17 | 0 |
| 69 | ES405 | 27 | Lexington Av-63 St F | 96.9% | 96.0% | 96.9% | 96.4% | 41 | 23 | 18 | 0 |
| 70 | ES410 | 27 | Lexington Av-63 St F | 97.0% | 98.7% | 97.4% | 98.6% | 22 | 6 | 16 | 0 |
| 71 | ES207 | 16 | Grand Central-42 St 7 | 97.0% | 99.3% | 98.7% | 96.4% | 130 | 9 | 121 | 0 |
| 72 | ES624 | 1 | 34 St-Hudson Yards 7 | 97.1% | 97.7% | 98.0% | 96.6% | 29 | 15 | 14 | 0 |
| 73 | ES404 | 27 | Lexington Av-63 St F | 97.1% | 98.5% | 97.8% | 98.2% | 22 | 7 | 15 | 0 |
| 74 | ES325 | 17 | West 4 St A B C D E F M | 97.1% | 97.6% | 98.0% | 95.6% | 17 | 13 | 4 | 0 |
| 75 | ES223 | 10 | 34 St-Herald Sq B D F M N Q R | 97.1% | 97.2% | 95.8% | 96.2% | 34 | 29 | 5 | 0 |
| 76 | ES249 | 13 | Lexington Av-59 St N Q R | 97.1% | 99.2% | 98.3% | 92.4% | 23 | 16 | 7 | 0 |
| 77 | ES339 | 12 | Bowling Green 4 5 | 97.2% | 98.0% | 98.0% | 98.2% | 22 | 12 | 10 | 0 |
| 78 | ES407 | 27 | Lexington Av-63 St F | 97.3% | 99.6% | 98.1% | 76.7% | 34 | 11 | 23 | 0 |
| 79 | ES622 | 1 | 34 St-Hudson Yards 7 | 97.3% | 99.7% | 97.9% | 86.7% | 30 | 21 | 9 | 0 |
| 80 | ES204 | 17 | Grand Central-42 St 7 | 97.3% | 99.4% | 95.7% | 97.4% | 136 | 17 | 119 | 0 |
| 81 | ES209 | 14 | Grand Central-42 St 7 | 97.5% | 98.2% | 97.8% | 96.6% | 36 | 29 | 7 | 0 |
| 82 | ES415 | 8 | Roosevelt Island F | 97.5% | 98.9% | 98.5% | 95.3% | 25 | 5 | 20 | 0 |
| 83 | ES623 | 1 | 34 St-Hudson Yards 7 | 97.6% | 99.2% | 98.9% | 94.7% | 21 | 7 | 14 | 0 |
| 84 | ES628 | 1 | 34 St-Hudson Yards 7 | 97.6% | 99.5% | 97.1% | 98.5% | 21 | 16 | 5 | 0 |
| 85 | ES243 | 20 | Lexington Av-53 St E M | 97.6% | 98.6% | 97.8% | 92.6% | 34 | 23 | 11 | 0 |
| 86 | ES411 | 9 | Roosevelt Island F | 97.7% | 99.1% | 95.5% | 94.8% | 16 | 13 | 3 | 0 |
| 87 | ES403 | 27 | Lexington Av-63 St F | 97.9% | 98.4% | 98.6% | 97.1% | 22 | 8 | 14 | 0 |
| 88 | ES416 | 20 | Roosevelt Island F | 97.9% | 99.9% | 99.0% | 97.8% | 15 | 8 | 7 | 0 |
| 89 | ES341 | 12 | Bowling Green 4 5 | 97.9% | 99.3% | 99.5% | 96.6% | 19 | 6 | 13 | 0 |
| 90 | ES629 | 1 | 34 St-Hudson Yards 7 | 97.9% | 97.9% | 99.2% | 90.9% | 18 | 12 | 6 | 0 |
| 91 | ES419 | 9 | Roosevelt Island F | 98.0% | 98.4% | 98.6% | 98.1% | 20 | 16 | 4 | 0 |
| 92 | ES626 | 1 | 34 St-Hudson Yards 7 | 98.0% | 99.0% | 97.2% | 91.4% | 18 | 14 | 4 | 0 |
| 93 | ES237 | 17 | 7 Av B D E | 98.1% | 99.2% | 95.6% | 96.6% | 18 | 14 | 4 | 0 |
| 94 | ES217 | 10 | Times Sq-42 St 7 | 98.1% | 99.6% | 97.8% | 97.5% | 19 | 16 | 3 | 0 |
| 95 | ES412 | 8 | Roosevelt Island F | 98.2% | 98.8% | 98.9% | 97.7% | 28 | 5 | 23 | 0 |
| 96 | ES401 | 27 | Lexington Av-63 St F | 98.2% | 99.3% | 98.5% | 94.2% | 26 | 8 | 18 | 0 |
| 97 | ES210 | 14 | Grand Central-42 St 7 | 98.2% | 99.5% | 98.7% | 97.6% | 22 | 16 | 6 | 0 |
| 98 | ES241 | 18 | 5 Av-53 St E M | 98.3% | 99.3% | 98.6% | 98.8% | 15 | 6 | 9 | 0 |
| 99 | ES245 | 19 | Lexington Av-53 St E M | 98.3% | 99.7% | 99.7% | 95.7% | 17 | 7 | 10 | 0 |

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016

| Borough: | | Manhattan | | | | | | | | | |
|------------|-------------|----------------------------|-------------------------------|--------------|--------------|----------------------------|--------------|-------------|---------------|-------------|-----------|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | 24 Hr | Outages | | Entrapments | |
| | | | 24 Hr | AM | PM | | | Total | Non Scheduled | | Scheduled |
| 100 | ES302 | 17 | Park Pl ② ③ | 98.5% | 98.7% | 99.6% | 98.4% | 13 | 5 | 8 | 0 |
| 101 | ES420 | 8 | Roosevelt Island ⑤ | 98.5% | 99.3% | 100.0% | 99.0% | 10 | 5 | 5 | 0 |
| 102 | ES329 | 2 | East Broadway ⑤ | 98.6% | 100.0% | 98.3% | 98.7% | 22 | 17 | 5 | 0 |
| 103 | ES203 | 17 | Grand Central-42 St ⑦ | 98.7% | 99.3% | 100.0% | 97.2% | 11 | 3 | 8 | 0 |
| 104 | ES252 | 27 | 51 St ⑥ | 98.9% | 98.9% | 100.0% | 97.8% | 7 | 3 | 4 | 0 |
| 105 | ES406 | 27 | Lexington Av-63 St ⑤ | 99.1% | 100.0% | 100.0% | 99.3% | 18 | 2 | 16 | 0 |
| 106 | ES418 | 9 | Roosevelt Island ⑤ | 99.2% | 100.0% | 100.0% | 98.5% | 7 | 2 | 5 | 0 |
| 107 | ES459 | 0 | Lexington Av-63 St ⑤ | 100.0% | 100.0% | 100.0% | 0.0% | 0 | 0 | 0 | 0 |
| 107 | 13.6 | Escalator Subtotal: | | 92.5% | 93.9% | 92.7% | 94.6% | 4084 | 2232 | 1852 | 0 |

*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016**

| Borough: | | Brooklyn | | | | | | | | | |
|----------|-----------|----------|-----------------------------------|---------|---------|----------------------------|---------|---------------|-----------|-------------|---|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 1 | EL312 | 16 | Clark St 2 3 | 85.59% | 86.24% | 87.21% | 98.20% | 12 | 6 | 6 | 1 |
| 2 | EL311 | 16 | Clark St 2 3 | 87.39% | 86.32% | 88.54% | 97.13% | 37 | 33 | 4 | 0 |
| 3 | EL318 | 22 | Borough Hall 2 3 4 5 | 89.22% | 92.15% | 85.97% | 97.41% | 30 | 25 | 5 | 0 |
| 4 | EL393 | 13 | Flushing Av J M | 89.59% | 91.26% | 91.48% | 96.45% | 29 | 21 | 8 | 2 |
| 5 | EL317 | 22 | Borough Hall 2 3 4 5 | 90.24% | 89.63% | 92.37% | 95.92% | 23 | 14 | 9 | 0 |
| 6 | EL309 | 15 | Court St R | 90.75% | 90.77% | 88.96% | 96.59% | 27 | 21 | 6 | 1 |
| 7 | EL306 | 12 | Atlantic Av 2 3 | 92.65% | 96.34% | 93.41% | 98.54% | 24 | 16 | 8 | 0 |
| 8 | EL395 | 13 | Flushing Av J M | 93.11% | 95.24% | 93.44% | 98.15% | 20 | 16 | 4 | 3 |
| 9 | EL344 | 2 | Utica Ave A C | 93.13% | 93.48% | 92.17% | 97.42% | 10 | 8 | 2 | 0 |
| 10 | EL701 | 11 | Coney Island-Stillwell Av D F N Q | 93.64% | 94.51% | 93.38% | 96.11% | 21 | 16 | 5 | 1 |
| 11 | EL305 | 12 | Atlantic Av 4 5 | 94.64% | 93.44% | 96.41% | 97.87% | 22 | 15 | 7 | 0 |
| 12 | EL304 | 12 | Atlantic Av 2 3 | 94.71% | 95.24% | 93.26% | 95.41% | 21 | 16 | 5 | 4 |
| 13 | EL303 | 12 | Pacific St-Atlantic Av D N R | 95.25% | 96.14% | 97.05% | 98.64% | 17 | 9 | 8 | 0 |
| 14 | EL396 | 8 | Myrtle-Wyckoff Avs L M | 95.53% | 97.72% | 97.05% | 97.75% | 20 | 12 | 8 | 1 |
| 15 | EL391 | 12 | Marcy Av J M Z | 95.93% | 97.19% | 95.01% | 98.69% | 20 | 16 | 4 | 5 |
| 16 | EL398 | 8 | Myrtle-Wyckoff Avs M | 96.07% | 97.42% | 98.37% | 96.70% | 16 | 8 | 8 | 2 |
| 17 | EL397 | 8 | Myrtle-Wyckoff Avs L | 96.15% | 97.06% | 97.83% | 94.44% | 14 | 6 | 8 | 0 |
| 18 | EL708 | 6 | Jay St A C F R | 96.69% | 100.00% | 98.04% | 97.76% | 18 | 13 | 5 | 3 |
| 19 | EL321 | 18 | Church Av 2 5 | 96.79% | 99.39% | 99.95% | 97.86% | 22 | 18 | 4 | 0 |
| 20 | EL394 | 13 | Flushing Av J M | 96.85% | 99.18% | 97.08% | 96.79% | 18 | 11 | 7 | 0 |
| 21 | EL341 | 10 | Euclid Av A C | 96.86% | 98.91% | 96.60% | 96.19% | 12 | 3 | 9 | 1 |
| 22 | EL370 | 11 | DeKalb Av B Q R | 96.87% | 97.96% | 96.27% | 24.13% | 11 | 8 | 3 | 0 |
| 23 | EL339 | 17 | Frankin Av C S | 96.88% | 97.68% | 98.57% | 97.40% | 11 | 6 | 5 | 0 |
| 24 | EL706 | 6 | Jay St A C F R | 96.95% | 97.53% | 96.24% | 97.86% | 16 | 13 | 3 | 0 |
| 25 | EL376 | 4 | Bay Parkway D | 96.97% | 97.45% | 96.76% | 97.65% | 18 | 13 | 5 | 1 |
| 26 | EL392 | 12 | Marcy Av J M Z | 97.07% | 98.91% | 98.92% | 98.69% | 14 | 7 | 7 | 1 |
| 27 | EL382 | 13 | Prospect Park B Q S | 97.23% | 98.78% | 95.58% | 98.79% | 11 | 9 | 2 | 0 |
| 28 | EL301 | 12 | Pacific St-Atlantic Av D N R | 97.34% | 98.85% | 98.91% | 97.99% | 10 | 6 | 4 | 1 |
| 29 | EL310 | 16 | Clark St 2 3 | 97.35% | 98.23% | 98.23% | 97.59% | 14 | 8 | 6 | 0 |
| 30 | EL702 | 11 | Coney Island-Stillwell Av D F N Q | 97.39% | 98.91% | 98.91% | 97.22% | 10 | 5 | 5 | 0 |
| 31 | EL302 | 12 | Pacific St-Atlantic Av D N R | 97.55% | 98.69% | 97.95% | 99.13% | 10 | 6 | 4 | 2 |
| 32 | EL760 | 5 | Kings Highway B Q | 97.59% | 99.89% | 92.68% | 99.17% | 35 | 31 | 4 | 0 |
| 33 | EL709 | 6 | Jay St A C F R | 97.65% | 99.84% | 97.09% | 97.68% | 12 | 8 | 4 | 0 |
| 34 | EL308 | 15 | Court St R | 97.79% | 97.82% | 98.07% | 93.42% | 10 | 6 | 4 | 0 |
| 35 | EL342 | 10 | Euclid Av A C | 97.96% | 98.22% | 98.56% | 96.98% | 10 | 5 | 5 | 0 |
| 36 | EL372 | 11 | DeKalb Av B Q R | 98.01% | 98.91% | 98.91% | 97.20% | 7 | 1 | 6 | 0 |
| 37 | EL320 | 18 | Church Av 2 5 | 98.28% | 98.95% | 98.85% | 98.84% | 8 | 5 | 3 | 1 |
| 38 | EL340 | 17 | Frankin Av C S | 98.41% | 99.10% | 99.50% | 98.88% | 8 | 3 | 5 | 0 |
| 39 | EL707 | 6 | Jay St A C F R | 98.46% | 100.00% | 100.00% | 98.22% | 8 | 2 | 6 | 0 |
| 40 | EL383 | 13 | Prospect Park B Q S | 98.49% | 100.00% | 98.97% | 99.58% | 7 | 6 | 1 | 0 |
| 41 | EL323 | 12 | Crown Hts-Utica Av 3 4 | 98.49% | 100.00% | 99.85% | 95.72% | 10 | 6 | 4 | 1 |
| 42 | EL307 | 12 | Atlantic Av B Q | 98.57% | 99.65% | 98.11% | 97.45% | 8 | 4 | 4 | 2 |
| 43 | EL319 | 19 | Brooklyn College-Flatbush Av 2 5 | 98.67% | 99.93% | 100.00% | 96.77% | 7 | 1 | 6 | 0 |
| 44 | EL346 | 2 | Utica Ave A C | 98.78% | 100.00% | 98.82% | 99.06% | 7 | 4 | 3 | 0 |
| 45 | EL322 | 12 | Crown Hts-Utica Av 3 4 | 99.02% | 99.24% | 100.00% | 98.55% | 7 | 3 | 4 | 0 |
| 46 | EL375 | 8 | Church Av F G | 99.10% | 100.00% | 98.78% | 98.80% | 6 | 3 | 3 | 0 |
| 47 | EL373 | 8 | Church Av F G | 99.13% | 99.99% | 99.35% | 99.30% | 6 | 4 | 2 | 0 |
| 48 | EL345 | 2 | Utica Ave A C | 99.17% | 99.40% | 99.29% | 98.81% | 4 | 2 | 2 | 0 |

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016**

| Borough: | | Brooklyn | | | | | | | | | |
|----------|-----------|-------------|-------------------------------|--------------|--------------|----------------------------|--------------|---------------|------------|-------------|-----------|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 49 | EL343 | 10 | Euclid Av A C | 99.21% | 100.00% | 99.14% | 98.87% | 6 | 3 | 3 | 0 |
| 50 | EL377 | 4 | Bay Parkway D | 99.36% | 100.00% | 100.00% | 98.51% | 3 | 0 | 3 | 0 |
| 51 | EL378 | 4 | Bay Parkway D | 99.37% | 100.00% | 100.00% | 98.90% | 3 | 0 | 3 | 0 |
| 52 | EL374 | 8 | Church Av F G | 99.44% | 100.00% | 100.00% | 98.89% | 4 | 1 | 3 | 0 |
| 53 | EL371 | 11 | DeKalb Av B Q R | 99.50% | 99.28% | 100.00% | 98.25% | 8 | 6 | 2 | 0 |
| 54 | EL761 | 5 | Kings Highway B Q | 99.70% | 100.00% | 100.00% | 99.13% | 3 | 2 | 1 | 0 |
| | 54 | 11.0 | Elevator Subtotal: | 96.3% | 97.4% | 96.8% | 96.4% | 745 | 490 | 255 | 33 |

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016**

| Borough: | | Brooklyn | | | | | | | | | |
|---|-----------|-------------|------------------------------------|-------------------------------|--------------|--------------|----------------------------|-------------|---------------|------------|-------------|
| Rank | Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments |
| | | | | 24 Hr | AM | PM | 24 Hr | Total | Non Scheduled | Scheduled | |
| | | | | | Peak | Peak | | | | | |
| 1 | ES346 | 14 | Brighton Beach B Q | 79.63% | 89.91% | 72.11% | 88.68% | 95 | 82 | 13 | 0 |
| 2 | ES335 | 13 | West 8 St-NY Aquarium F Q | 86.41% | 92.80% | 70.17% | 83.91% | 72 | 64 | 8 | 0 |
| 3 | ES322 | 18 | High St A C | 86.64% | 88.04% | 87.40% | 98.44% | 21 | 14 | 7 | 0 |
| 4 | ES348 | 17 | Smith 9th St F G | 87.08% | 86.11% | 87.73% | 96.65% | 37 | 33 | 4 | 0 |
| 5 | ES356 | 6 | Jay St A C F R | 87.51% | 83.70% | 85.92% | 96.25% | 97 | 60 | 37 | 0 |
| 6 | ES332 | 13 | Myrtle-Wyckoff Avs L M | 87.62% | 94.89% | 70.70% | 91.77% | 85 | 80 | 5 | 0 |
| 7 | ES331 | 21 | Broadway Junction A C J L Z | 88.17% | 90.94% | 85.74% | 95.99% | 44 | 36 | 8 | 0 |
| 8 | ES306 | 13 | Court St R | 88.19% | 91.20% | 89.04% | 92.45% | 30 | 21 | 9 | 0 |
| 9 | ES321 | 18 | High St A C | 88.64% | 92.20% | 85.21% | 97.60% | 40 | 36 | 4 | 0 |
| 10 | ES330 | 20 | Broadway Junction A C J L Z | 89.49% | 89.40% | 85.35% | 54.16% | 90 | 84 | 6 | 0 |
| 11 | ES333 | 13 | Myrtle-Wyckoff Avs L M | 90.33% | 94.11% | 82.82% | 82.64% | 62 | 57 | 5 | 0 |
| 12 | ES305 | 13 | Court St R | 90.95% | 92.47% | 89.35% | 96.37% | 33 | 29 | 4 | 0 |
| 13 | ES324 | 17 | High St A C | 92.04% | 94.61% | 91.50% | 89.88% | 26 | 19 | 7 | 0 |
| 14 | ES323 | 18 | High St A C | 92.72% | 94.58% | 88.38% | 97.19% | 56 | 51 | 5 | 0 |
| 15 | ES350 | 19 | High St A C | 93.49% | 94.48% | 94.27% | 97.15% | 10 | 5 | 5 | 0 |
| 16 | ES349 | 17 | Smith 9th St F G | 93.61% | 95.71% | 90.77% | 83.09% | 31 | 25 | 6 | 0 |
| 17 | ES357 | 6 | Jay St A C F R | 94.40% | 96.30% | 92.76% | 96.26% | 34 | 27 | 7 | 0 |
| 18 | ES316 | 16 | Smith 9th St F G | 94.42% | 97.51% | 93.70% | 98.22% | 33 | 25 | 8 | 0 |
| 19 | ES318 | 17 | Jay St A C F | 95.00% | 98.31% | 92.85% | 94.26% | 32 | 22 | 10 | 0 |
| 20 | ES352 | 17 | Franklin Av S | 95.24% | 99.54% | 93.78% | 79.67% | 41 | 28 | 13 | 0 |
| 21 | ES320 | 18 | Jay St A C F | 95.29% | 95.77% | 95.63% | 94.27% | 34 | 21 | 13 | 0 |
| 22 | ES304 | 14 | President St 2 5 | 95.58% | 96.93% | 96.31% | 92.70% | 42 | 27 | 15 | 0 |
| 23 | ES347 | 20 | Broadway Junction A C J L Z | 95.84% | 96.49% | 95.00% | 94.17% | 31 | 25 | 6 | 0 |
| 24 | ES310 | 14 | Atlantic Av B Q | 95.84% | 98.08% | 98.34% | 87.85% | 44 | 12 | 32 | 0 |
| 25 | ES303 | 13 | Borough Hall 2 3 4 5 | 95.99% | 98.01% | 94.22% | 95.51% | 30 | 24 | 6 | 0 |
| 26 | ES314 | 16 | Smith 9th St F G | 96.60% | 98.46% | 96.42% | 83.08% | 14 | 10 | 4 | 0 |
| 27 | ES315 | 16 | Smith 9th St F G | 96.66% | 99.46% | 97.57% | 97.44% | 27 | 19 | 8 | 0 |
| 28 | ES309 | 16 | DeKalb Av B Q R | 97.15% | 98.55% | 96.56% | 96.80% | 11 | 6 | 5 | 0 |
| 29 | ES319 | 18 | Jay St A C F | 97.66% | 97.37% | 100.00% | 95.17% | 10 | 2 | 8 | 0 |
| 30 | ES308 | 16 | DeKalb Av B Q R | 97.89% | 99.14% | 98.25% | 97.87% | 21 | 17 | 4 | 0 |
| 31 | ES313 | 16 | Smith 9th St F G | 98.00% | 100.00% | 98.04% | 98.30% | 10 | 6 | 4 | 0 |
| 32 | ES317 | 17 | Jay St A C F | 98.66% | 99.44% | 99.46% | 97.79% | 19 | 6 | 13 | 0 |
| | 32 | 15.6 | Escalator Subtotal: | 92.6% | 94.8% | 90.5% | 92.0% | 1262 | 973 | 289 | 0 |
| *Note the number of entrapments are included in the non scheduled outage count. | | | | | | | | | | | |

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016**

| Borough: Queens | | | | | | | | | | | |
|-----------------|-------------|-----------|---|-------------------------------|--------------|--------------|----------------------------|------------|---------------|------------|-------------|
| Rank | Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments |
| | | | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | |
| | | | | | | | | | | | |
| 1 | EL412 | 28 | Jamaica Center E J Z | 91.29% | 92.02% | 91.09% | 96.88% | 30 | 23 | 7 | 0 |
| 2 | EL446 | 5 | CitiCorp/Court Square 7 E G | 94.33% | 94.76% | 94.73% | 99.28% | 12 | 8 | 4 | 0 |
| 3 | EL414 | 16 | Flushing-Main St 7 | 95.51% | 98.77% | 95.38% | 95.10% | 23 | 17 | 6 | 2 |
| 4 | EL429 | 10 | Queens Plaza E M R | 95.63% | 97.59% | 96.61% | 98.75% | 23 | 17 | 6 | 0 |
| 5 | EL413 | 28 | Jamaica Center E J Z | 96.01% | 98.53% | 97.72% | 92.13% | 27 | 20 | 7 | 3 |
| 6 | EL421 | 11 | Jackson Hts-Roosevelt Av E F M R | 96.42% | 99.29% | 98.15% | 96.93% | 18 | 15 | 3 | 1 |
| 7 | EL436 | 8 | Kew Gardens-Union Tpke E F | 96.49% | 98.80% | 95.67% | 98.44% | 22 | 17 | 5 | 0 |
| 8 | EL420 | 11 | 74 St-Broadway 7 | 96.70% | 98.60% | 97.95% | 95.17% | 15 | 7 | 8 | 2 |
| 9 | EL433 | 11 | Jamaica-179 St F | 96.93% | 98.12% | 97.71% | 98.54% | 20 | 16 | 4 | 0 |
| 10 | EL438 | 2 | Forest Hills E F M R | 97.04% | 98.08% | 99.03% | 97.72% | 14 | 7 | 7 | 0 |
| 11 | EL428 | 10 | Queens Plaza E M R | 97.42% | 98.32% | 97.94% | 98.40% | 19 | 12 | 7 | 0 |
| 12 | EL432 | 11 | Jamaica-179 St F | 97.45% | 97.55% | 97.83% | 98.57% | 13 | 9 | 4 | 1 |
| 13 | EL425 | 9 | Junction Blvd 7 | 97.56% | 99.18% | 97.60% | 98.56% | 18 | 13 | 5 | 2 |
| 14 | EL431 | 11 | Jamaica-179 St F | 97.86% | 98.90% | 99.06% | 98.28% | 12 | 8 | 4 | 1 |
| 15 | EL435 | 8 | Kew Gardens-Union Tpke E F | 98.08% | 99.21% | 99.54% | 98.07% | 10 | 5 | 5 | 0 |
| 16 | EL439 | 2 | Forest Hills E F M R | 98.25% | 99.08% | 100.00% | 98.26% | 9 | 3 | 6 | 0 |
| 17 | EL427 | 9 | Junction Blvd 7 | 98.30% | 99.86% | 98.33% | 99.14% | 12 | 7 | 5 | 0 |
| 18 | EL426 | 9 | Junction Blvd 7 | 98.30% | 99.95% | 99.39% | 98.44% | 12 | 6 | 6 | 2 |
| 19 | EL411 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.33% | 98.47% | 97.96% | 98.74% | 4 | 2 | 2 | 0 |
| 20 | EL434 | 8 | Kew Gardens-Union Tpke E F | 98.55% | 98.84% | 98.05% | 97.82% | 7 | 5 | 2 | 0 |
| 21 | EL437 | 2 | Forest Hills E F M R | 98.56% | 99.29% | 99.64% | 97.46% | 9 | 4 | 5 | 0 |
| 22 | EL498 | 4 | Mott Avenue A | 98.59% | 99.38% | 98.03% | 98.73% | 9 | 5 | 4 | 0 |
| 23 | EL430 | 10 | Queens Plaza E M R | 98.78% | 99.70% | 100.00% | 98.13% | 10 | 6 | 4 | 0 |
| 24 | EL422 | 11 | Jackson Hts-Roosevelt Av E F M R | 98.85% | 100.00% | 99.01% | 96.86% | 8 | 3 | 5 | 0 |
| 25 | EL447 | 5 | CitiCorp/Court Square 7 E G | 99.07% | 99.91% | 99.60% | 98.44% | 8 | 4 | 4 | 0 |
| 26 | EL423 | 11 | 74 St-Broadway 7 | 99.25% | 99.73% | 99.28% | 98.46% | 5 | 2 | 3 | 0 |
| 27 | EL497 | 4 | Mott Avenue A | 99.68% | 100.00% | 99.86% | 94.16% | 4 | 1 | 3 | 0 |
| 27 | 10.4 | | Elevator Subtotal: | 97.4% | 98.6% | 98.0% | 97.4% | 373 | 242 | 131 | 14 |

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2016**

| Borough: | | Queens | | | | | | | | | |
|----------|-----------|-------------|----------------------------------|--------------|--------------|----------------------------|------------------|------------|---------------|-------------|-----------|
| Unit ID | Age (Yrs) | Station | 2016 4th Quarter Availability | | | 2015 4th Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total | Non Scheduled | | Scheduled |
| | | | 1 | ES448 | 17 | | Woodside-61 St 7 | 48.64% | 51.56% | | 48.24% |
| 2 | ES449 | 17 | 74 St-Broadway 7 | 90.75% | 96.05% | 85.87% | 95.95% | 54 | 46 | 8 | 0 |
| 3 | ES455 | 17 | Flushing-Main St 7 | 91.79% | 95.23% | 92.56% | 93.03% | 61 | 33 | 28 | 0 |
| 4 | ES456 | 17 | Flushing-Main St 7 | 93.67% | 97.74% | 95.82% | 96.64% | 49 | 17 | 32 | 0 |
| 5 | ES457 | 17 | Flushing-Main St 7 | 93.97% | 98.91% | 94.73% | 96.51% | 44 | 26 | 18 | 0 |
| 6 | ES450 | 17 | 74 St-Broadway 7 | 94.67% | 95.26% | 95.19% | 93.34% | 53 | 45 | 8 | 0 |
| 7 | ES424 | 27 | 21 St-Queensbridge F | 96.15% | 97.22% | 95.51% | 97.88% | 18 | 13 | 5 | 0 |
| 8 | ES446 | 7 | Jamaica Center E J Z | 96.43% | 98.76% | 95.78% | 97.12% | 34 | 29 | 5 | 0 |
| 9 | ES421 | 27 | 21 St-Queensbridge F | 96.76% | 98.64% | 97.05% | 97.22% | 19 | 13 | 6 | 0 |
| 10 | ES453 | 1 | 74 St-Broadway 7 | 96.85% | 97.68% | 97.01% | 95.40% | 28 | 19 | 9 | 0 |
| 11 | ES441 | 9 | Jamaica Center E J Z | 96.88% | 96.35% | 98.50% | 97.71% | 12 | 7 | 5 | 0 |
| 12 | ES438 | 8 | Jamaica Center E J Z | 96.90% | 98.07% | 95.86% | 96.67% | 27 | 23 | 4 | 0 |
| 13 | ES422 | 27 | 21 St-Queensbridge F | 97.24% | 100.00% | 94.74% | 98.45% | 24 | 19 | 5 | 0 |
| 14 | ES427 | 28 | Jamaica-Van Wyck E | 97.28% | 99.40% | 98.77% | 97.08% | 18 | 10 | 8 | 0 |
| 15 | ES451 | 19 | 74 St-Broadway 7 | 97.32% | 99.82% | 97.43% | 93.19% | 18 | 8 | 10 | 0 |
| 16 | ES439 | 9 | Jamaica Center E J Z | 97.44% | 99.35% | 97.49% | 97.48% | 26 | 17 | 9 | 0 |
| 17 | ES452 | 1 | 74 St-Broadway 7 | 97.50% | 98.84% | 98.19% | 95.39% | 24 | 16 | 8 | 0 |
| 18 | ES445 | 7 | Jamaica Center E J Z | 97.72% | 98.70% | 97.80% | 90.10% | 19 | 12 | 7 | 0 |
| 19 | ES437 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 97.89% | 98.93% | 99.26% | 96.32% | 18 | 14 | 4 | 0 |
| 20 | ES447 | 9 | Jamaica Center E J Z | 97.92% | 99.63% | 98.60% | 95.05% | 18 | 12 | 6 | 0 |
| 21 | ES440 | 7 | Jamaica Center E J Z | 97.97% | 98.94% | 99.31% | 95.91% | 14 | 7 | 7 | 0 |
| 22 | ES425 | 27 | 21 St-Queensbridge F | 98.01% | 99.40% | 99.30% | 98.56% | 13 | 10 | 3 | 0 |
| 23 | ES444 | 8 | Jamaica Center E J Z | 98.07% | 98.30% | 100.00% | 96.71% | 15 | 7 | 8 | 0 |
| 24 | ES431 | 8 | Jamaica-Van Wyck E | 98.09% | 99.11% | 98.40% | 97.28% | 10 | 6 | 4 | 0 |
| 25 | ES428 | 8 | Jamaica-Van Wyck E | 98.10% | 99.48% | 98.62% | 98.31% | 10 | 7 | 3 | 0 |
| 26 | ES423 | 27 | 21 St-Queensbridge F | 98.22% | 98.85% | 99.25% | 99.56% | 9 | 6 | 3 | 0 |
| 27 | ES435 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.30% | 98.91% | 97.93% | 97.20% | 15 | 12 | 3 | 0 |
| 28 | ES442 | 9 | Jamaica Center E J Z | 98.35% | 98.40% | 99.33% | 97.49% | 15 | 10 | 5 | 0 |
| 29 | ES430 | 8 | Jamaica-Van Wyck E | 98.42% | 99.44% | 100.00% | 90.89% | 11 | 7 | 4 | 0 |
| 30 | ES443 | 8 | Jamaica Center E J Z | 98.46% | 100.00% | 99.85% | 97.97% | 11 | 4 | 7 | 0 |
| 31 | ES436 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.95% | 99.73% | 100.00% | 96.01% | 7 | 4 | 3 | 0 |
| 32 | ES434 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 99.09% | 99.77% | 99.82% | 98.92% | 6 | 3 | 3 | 0 |
| 33 | ES426 | 27 | 21 St-Queensbridge F | 99.32% | 100.00% | 99.98% | 96.33% | 9 | 4 | 5 | 0 |
| 34 | ES429 | 8 | Jamaica-Van Wyck E | 99.42% | 99.84% | 100.00% | 97.73% | 4 | 2 | 2 | 0 |
| | 34 | 15.8 | Escalator Subtotal: | 95.7% | 97.2% | 96.1% | 96.3% | 746 | 493 | 253 | 0 |

*Note the number of entrapments are included in the non scheduled outage count.

| 2016 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY | | | |
|--|-------------------------------|--------------------|---|
| Borough/ Unit | Location | 24 Hr Availability | Comments |
| MANHATTAN | | | |
| EL117 | 181 St A | 71.87% | This elevator had several brake faults and was out of service from 12/7/16 to 12/26/16 due to defective hoist motor bearings. This caused gear oil to leak out and trigger brake failures. The bearings and brake pads were sent to a vendor for repairs. The brake pads and bearings were repaired and reinstalled; the elevator was tested and returned to service. This elevator is due for replacement in the 2015-2019 Capital Program. |
| EL119 | 181 St A | 72.48% | This elevator had several lengthy outages. It was out of service from 11/26/16 to 11/30/16 due to defective safety edge, out of service from 12/13/16 to 12/16/16 due to defective selector tape, out of service from 12/18/16 to 12/20 due to defective selector tape and contacts, out of service from 12/24/16 to 1/1/17 due to defective door operator. The elevator was tested and returned to service. This elevator is due for replacement in the 2015-2019 Capital Program. |
| EL225 | 34 St-Penn Station C E | 81.93% | This elevator was out of service from December 18, 2016 to January 10, 2016 due to damaged hatch door sills. The top doors were removed and repaired. Both top and bottom hatch door sill supports and door sills were removed and replaced, and the elevator cab was aligned in the shaft way. The elevator was tested and returned to service. |
| EL144 | 125 St A B C D | 82.58% | This elevator was out of service from 11/6/16 to 11/16/16 due to defective lower landing fast speed door at the lower landing. The fast speed door and door track were replaced and adjusted; the elevator was tested and returned to |
| EL120 | 190 St A | 84.22% | This elevator had several entrapments and outages due to the antiquated control system. We have obtained a replacement controller for this elevator and are currently awaiting replacement travelling cables. This elevator is also due for replacement in the 2015-2019 Capital Program. |
| EL336 | Chambers St 1 2 3 | 84.36% | This elevator was out of service from 10/19/16 thru 10/28/2016 due to a defective UPS. The UPS was obsolete and a new replacement needed to be researched and procured. The UPS was replaced; the elevator was tested and returned to service. |
| EL116 | 190 St A | 84.60% | This elevator had several entrapments and outages during this quarter. The elevator was out most of the time between 11/20/16 and 11/27/16; defective interface controller board was replaced per Controller Manufacturer MCE's recommendation. The elevator was tested and returned to service. This elevator is due for replacement in the 2015-2019 Capital Program. |

2016 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY

| Borough/ Unit | Location | 24 Hr Availability | Comments |
|----------------------|----------------------|-------------------------------|--|
| EL601 | 34 St-Hudson Yards ⑦ | 84.61% | This elevator was out of service from 10/16/16 to 10/26/16 due to a defective battery backup system circuit breaker. The circuit breaker was replaced under warranty by the contractor; the elevator was tested and returned to service. |

| 2016 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY | | | |
|---|-------------------|--------------------|--|
| Borough/ Unit | Location | 24 Hr Availability | Comments |
| BRONX | | | |
| ES105 | Gun Hill Rd ②⑤ | 72.31% | This escalator was out of service from 8/28/16 to 10/19/16 for unscheduled rehab. The bull gear had to be sent to a vendor for repairs and the step chain and the steps had to be replaced; the escalator was tested and returned to service. |
| ES120 | Pelham Bay Park ⑥ | 82.30% | This escalator was out of service from 10/10/16 to 10/11/16 due to an accident and also a broken water line near the escalator. The broken water line was repaired; the escalator was tested and returned to service. The escalator was out of service from 10/20/16 to 11/2/16 due to a defective upper landing comb carrier. The comb carrier had to be sent to a vendor for repairs. The repaired landing comb carrier was installed and adjusted; the escalator was tested and returned to service. The escalator was out of service from 11/21/16 to 11/24/16 due to a defective left handrail inlet and four defective steps. The left handrail inlet was repaired and adjusted, the step chain tension assembly was adjusted as well and the defective steps were replaced; the escalator was tested and returned to service. |
| BROOKLYN | | | |
| ES346 | Brighton Beach ③④ | 79.63% | This escalator is a frequent object of vandalism by school kids who activate the emergency stop button at the top. During this quarter, this problem was compounded by repeated activations of the upper comb impact switch. We continue to adjust and monitor this switch. The vandalism problem is being referred to the NYPD's Transit Bureau. |
| MANHATTAN | | | |
| ES116 | 145 St ③④ | 77.92% | This escalator was out of service from 10/13/16 to 10/16/16 and from 10/26/16 to 10/29/16 due to defective step sag safety switches which were replaced; the escalator was tested and returned to service. The escalator was out of service from 11/10/16 to 11/20/16 due to failure of multiple components. The direct current power supply, the brake relay, the step band sensors, the handrail speed sensors and the brake lift sensors were replaced; the escalator was tested and returned to service. |
| ES117 | 181 St ① | 78.34% | This escalator was out of service from 10/13/16 to 10/20/16 due to mechanical failure. The head shaft and carriage assembly were realigned and readjusted, the step chain was inspected and various defective step chain wheels were replaced, some of the tracks at the lower landing were replaced and adjusted; the escalator was tested and returned to service. The escalator has been out of service since 12/23/16 due to damaged bottom landing plate comb carrier and tracks. The lower landing plate comb carrier was sent to a vendor for repairs and received back on 1/13/17. The repairs are estimated to be completed by January 15, 2017. This escalator is scheduled for replacement in the 2015-2019 Capital Program. |

| 2016 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY | | | |
|---|--------------------------------------|--------------------|--|
| Borough/ Unit | Location | 24 Hr Availability | Comments |
| ES233 | 34 St-Herald Sq B D F M | 77.23% | This escalator was out of service from 11/11/16 to 11/13/16 due to a defective right hand handrail countershaft assembly. The right hand countershaft assembly was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 11/22/16 to 11/30/16 due to leaking gear case seal. The gear case seal and the main drive chain were replaced; the escalator was tested and returned to service. |
| ES236 | 34 St-Herald Sq B D F M | 63.08% | This escalator was out of service from 11/12/16 to 12/13/16 due to damaged gear case. The gear case was removed and sent to a vendor for repairs. The repaired gear case was installed and aligned, and the right handrail speed sensor and handrail displacement device were also replaced; the escalator was tested and returned to service. |
| ES244 | Lexington Av-53 St E M | 78.30% | This escalator was out of service from 10/6/16 to 10/15/16 due to defective escalator motor and soft starter motor unit. The escalator motor and soft starter motor unit were replaced; the escalator was tested and returned to service. |
| ES256 | Grand Central-42 St 4 5 6 7 S | 83.26% | This escalator was out of service from 10/7/16 to 10/9/16 due to damaged steps. The damaged steps were replaced, the top landing plate comb carrier was adjusted and the step guide tracks were replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 12/15/16 to 12/21/16, and from 12/25/16 to 12/30/16 due to defective left hand handrail drive sheave. The left hand handrail drive sheave and hardware were replaced; the escalator was tested and returned to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program. |
| ES300 | Bleecker St D F B M 6 | 78.43% | This escalator was out of service from 11/29/2016 to 12/13/2016 due to a defective power inverter, motherboard and other electronic components. MTA/NYCT had to call in a PLC support contractor and order numerous parts in order to repair this multi-system failure. The inverter, motherboard and other parts were changed, the contractor reprogrammed the CPU and assisted in installing the numerous defective parts; the escalator was tested and returned to service. |
| ES345 | Bowling Green 4 5 | 53.89% | This escalator was out of service from 10/20/2016 thru 11/27/2016 due to a major overhaul. The escalator's main drive sprocket and lower drive sprocket were removed and sent to a vendor for a complete overhaul. All steps and the step chain were also replaced; the escalator was tested and returned to service. |
| ES351 | Whitehall St R | 71.02% | This escalator was out of service from 11/16/2016 to 11/23/2016 due to a cracked handrail drive transmission. The handrail drive transmission was replaced; the escalator was tested and returned to service. The escalator was out of service from 11/29/2016 thru 12/03/2016 due to burnt PLC boards and K9 Contactor. The burnt parts were replaced; the escalator was tested and returned to service. The escalator was out of service from 12/7/2016 to 12/11/2016 due to a leak in the sprinkler system which resulted in damage to two brake coils. All wet components were dried out, and two brake coils were replaced; the escalator was tested and returned to service. |

| 2016 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY | | | |
|---|----------------------------------|--------------------|---|
| Borough/ Unit | Location | 24 Hr Availability | Comments |
| ES368 | Fulton St A C J Z 2 3 4 5 | 82.63% | This escalator was out of service from 10/24/16 to 10/27/2016 due to defective speed sensor, encoder, wheel and magnet. All defective components were replaced; the escalator was tested and returned to service. The escalator was out of service from 11/20/2016 to 11/29/216 due to leaking seals in the brake shaft. The seals and brake pads were replaced; the escalator was tested and returned to service. |
| ES402 | Lexington Av-63 St F | 81.60% | Due to an initiative to rebuild all escalators at 63/Lex in anticipation of the opening of the 2nd Ave subway line, this escalator was taken out of service from 9-11-2016 to 10-10-2016 for rebuilding. The motor gearbox was sent out for rebuilding, as were the head shaft and handrail sprockets. The step chain and steps were all replaced with new, as were both upper and lower landing plates. The escalator has returned to service. |
| ES621 | 34 St-Hudson Yards 7 | 34.55% | This escalator was out of service from 9/28/16 to 11/29/16 for warranty repair by the contractor; the step chain tension device at the lower landing had components that failed prematurely. The step chain tensioning device components were replaced by the contractor; the escalator was tested and returned to service. |
| ES627 | 34 St-Hudson Yards 7 | 75.49% | This escalator was out of service from 11/18/16 to 12/9/16 for warranty repair of the safety brake # 3 failure by the contractor. The safety brake number three was replaced and adjusted; the escalator was tested and returned to service. |
| QUEENS | | | |
| ES448 | Woodside-61 St 7 | 48.64% | This escalator was out of service from 11/20/2016 to 1/19/2017 due to a major overhaul. The escalator's main drive sprocket was removed and sent to a vendor for complete overhaul. All steps and the step chain were also replaced; the escalator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|----------------------|---------------------------|-------------------------|---|
| BRONX | | | |
| EL122 | Pelham Bay Park ⑥ | 1 | The entrapment that occurred on 11/2/16 was the result of a door open limit failure. The fault was reset and the oil cooler was turned on; the elevator was tested and returned to service. |
| EL127 | Simpson St ② ⑤ | 1 | The entrapment that occurred on 10/31/16 was the result of a door open limit failure. The hatch door release rollers were adjusted at both landings; the elevator was tested and returned to service. |
| EL128 | Simpson St ② ⑤ | 3 | The entrapment that occurred on 10/08/16 was the result of a door open limit failure. A piece of cardboard was removed from the track; the elevator was tested and returned to service. The entrapment that occurred on 11/18/16 was the result of a door open limit failure. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 12/8/16 was the result of debris in the door tracks. The debris (rocks, cigarette butts, paper) was removed; the elevator was tested and returned to service. |
| EL129 | 3rd Ave-149 St ② ⑤ | 1 | The entrapment that occurred on 10/09/16 was the result of a defective top of car emergency escape switch. The switch was repaired and adjusted; the elevator was tested and returned to service. |
| EL130 | 3rd Ave-149 St ② ⑤ | 3 | The entrapment that occurred on 11/29/16 was the result of the car door restrictor not working correctly. The car door restrictor was repaired and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/13/16 was the result of the top of car emergency hatch not secured correctly. The top of car escape hatch was secured; the elevator was tested and returned to service. The entrapment that occurred on 12/16/16 was the result of a defective hatch door interlock keeper and the valve body needing adjustment. The top landing interlock keeper was replaced and adjusted, and the valve body was adjusted for speed and leveling; the elevator was tested and returned to service. |
| EL133 | 161 St-Yankee Stadium ④ | 1 | The entrapment that occurred on 12/16/16 was the result of a defective relating cable that synchronizes both fast and slow speed doors at the upper landing. The relating cable was replaced and adjusted and the door tensioning device was adjusted; the elevator was tested and returned to service. |
| EL134 | 161 St-Yankee Stadium ③ ④ | 1 | The entrapment that occurred on 11/28/16 was the result of the top landing door restrictor needing adjusting. The top landing door restrictor was adjusted and the lower landing car door restrictor was also repaired; the elevator was tested and returned to service. |
| EL135 | 161 St-Yankee Stadium ③ ④ | 1 | The entrapment that occurred on 11/21/16 was the result of the upper landing door needing adjustments. The upper landing hoist way doors and interlocks were adjusted; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|---------------|------------------|------------------|---|
| EL136 | Pelham Pkwy 2 5 | 1 | The entrapment that occurred on 11/5/16 was the result of the lower landing hoist way release rollers needing replacement. The lower landing hoist way release rollers were replaced and adjusted, and the door restrictors were also repaired and adjusted; the elevator was tested and returned to service. |
| EL138 | Pelham Pkwy 2 5 | 1 | The entrapment that occurred on 12/29/16 was the result of the lower landing interlock not working correctly. The lower landing interlock was adjusted; the elevator was tested and returned to service. |
| EL192 | 233rd St 2 5 | 1 | The entrapment that occurred on 11/20/16 was the result of debris on the door tracks that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. |
| EL193 | 233rd St 2 5 | 1 | The entrapment that occurred on 12/25/16 was the result of debris at the upper landing door saddle that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. |
| EL195 | Hunts Point Av 6 | 2 | The entrapments that occurred on 11/23/16 and 12/8/16 were the result of the top door lock failure and power failure. The main breaker was reset and the door lock fault was also reset; the elevator was tested and returned to service. |
| EL197 | Hunts Point Av 6 | 1 | The entrapment that occurred on 12/12/16 was the result of the valve body not working correctly. The valve body screen was cleaned, soft starter wires were secured and additional hydraulic fluid was added; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|-----------------|-------------------------------------|------------------|---|
| BROOKLYN | | | |
| EL301 | Pacific St-Atlantic Av D N R | 1 | The cause of the entrapment occurred on 12/4/2016 could not be determined. After a thorough investigation, no contributing defects were found; the elevator was tested and returned to service. |
| EL302 | Pacific St-Atlantic Av D N R | 2 | The entrapment that occurred on 10/21/2016 was the result of the car guide shoes being out of alignment. The guide shoes were adjusted properly; the elevator was tested and returned to service. The entrapment that occurred on 11/27/2016 was the result of debris in the lower landing hatch door saddle. The debris was removed; the elevator was tested and returned to service. |
| EL304 | Atlantic Av 2 3 | 4 | The cause of the entrapment occurred on 11/11/2016 could not be determined. After a thorough investigation, no contributing defects were found; the elevator was tested and returned to service. The entrapment that occurred on 11/14/2016 was the result of defective proximity sensors in the shaftway. The sensors were replaced, relay "TC" was wired correctly, and toe guard was secured; the elevator was tested and returned to service. The entrapment that occurred on 11/28/2016 was the result of to a loose wire getting caught in the door operator cam. The wire was secured, the cam was adjusted, and the door linkage bearing was also replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/22/2016 was the result of a misaligned car door restrictor. The restrictor was adjusted; the elevator was tested and returned to service. |
| EL307 | Atlantic Av B Q | 2 | The entrapment that occurred on 10/22/2016 was the result of a dirty strainer on the valve body. The strainer was cleaned and as a precaution the door zone relay contacts were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 11/23/2016 was the result of the governor and plank switches tripping. The switches were reset; the elevator was tested and returned to service. |
| EL309 | Court St R | 1 | The entrapment that occurred on 11/5/2016 was the result of concrete debris in door saddle. The debris was removed; the elevator was tested and returned to service. |
| EL312 | Clark St 2 3 | 1 | The entrapment that occurred on 10/13/2016 was the result of a defective hoist motor tach wheel. The wheel was replaced and a bent door restrictor, from FDNY releasing passengers, was repaired; the elevator was tested and returned to service. |
| EL320 | Church Av 2 5 | 1 | The entrapment that occurred on 10/11/2016 was the result of the upper landing door keeper arm being bent. The arm was repaired; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|---------------|-----------------------|------------------|---|
| EL323 | Crown Hts-Utica Av ③④ | 1 | The cause of the entrapment that occurred on 12/6/2016 could not be determined. The elevator was tested and returned to service. |
| EL341 | Euclid Av ①③ | 1 | The entrapment that occurred on 11/22/2016 was the result of worn lower landing hoist way door rollers. All worn rollers were replaced, and doors were adjusted; the elevator was tested and returned to service. |
| EL376 | Bay Parkway ④ | 1 | The entrapment that occurred on 11/10/2016 was the result of bottom door lock clipped. The door lock was repaired; the elevator was tested and returned to service. |
| EL391 | Marcy Av ①③⑤ | 5 | The entrapment that occurred on 12/8/2016 was the result of dirty upper landing interlock and a misaligned MO roller. The contacts were cleaned, the roller was aligned; the elevator was tested and returned to service. The entrapment that occurred on 12/11/2016 was the result of a broken door operator belt on the lower landing caused by a jammed door restrictor. The belt was replaced, and the door restrictor was adjusted; the elevator was tested and return to service. The entrapment that occurred on 12/13/2016 was the result of a misaligned lower landing release roller. The roller was aligned; the elevator was tested and returned to service. The entrapment that occurred on 12/22/2016 was the result of lack of tension on the lower hatch door closer. Additional tension was added; the elevator was tested and returned to service. The entrapment that occurred on 12/28/2016 was the result of debris in the car door tracks. The debris was removed; the elevator was tested and returned to service. |
| EL392 | Marcy Av ①③⑤ | 1 | The entrapment that occurred on 12/11/2016 was the result of a misaligned car door gate switch. The switch was adjusted; the elevator was tested and returned to service. |
| EL393 | Flushing Av ①③ | 2 | The entrapment that occurred on 12/17/2016 was the result of low oil in the tank. The piston seal was replaced, and the oil was replenished; the elevator was tested and returned to service. The entrapment that occurred on 12/26/2016 was the result of a defective lower landing hoist way door keeper. The keeper was replaced and the door clutch and restrictor were also adjusted; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|---------------|--|------------------|--|
| EL395 | Flushing Av J M | 3 | The entrapment that occurred on 11/18/2016 was the result of multiple worn door parts. The following items were replaced: lower landing interlock box and keeper assembly, clutch assembly, car door hangers, and top of car guide shoes. In addition the top of car steadying plates were secured; the elevator was tested and returned to service. The entrapment that occurred on 11/19/2016 was the result of the UP being miss adjusted on the valve body. The UP was adjusted and Rescuvator batteries were replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/28/2016 was the result of a misaligned glass switch and upper landing release rollers. Both the glass switch and the release rollers were adjusted; the elevator was tested and returned to service. |
| EL396 | Myrtle-Wyckoff Avs L M | 1 | The entrapment that occurred on 12/10/2016 was the result of the front door operator fault tripped. The fault was reset; the elevator was tested and returned to service. |
| EL398 | Myrtle-Wyckoff Avs M | 2 | The entrapment that occurred on 12/5/2016 was the result of a bent door restrictor rod. The rod was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/6/2016 was the result of a worn door restrictor plate. The plate was replaced; the elevator was tested and returned to service. |
| EL701 | Coney Island-Stillwell Av D F N Q | 1 | The entrapment that occurred on 11/14/2016 was the result of an open glass panel switch. All glass switches were opened, cleaned and adjusted; the Elevator was tested and returned to service |
| EL708 | Jay St A G F R | 3 | The entrapment that occurred on 10/4/2016 was the result of "UC" contact failure. The contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 10/16/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/19/2016 was the result of a miss-aligned door clutch. The clutch was adjusted; the elevator was tested and returned of service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
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| MANHATTAN | | | |
| EL104 | 191 St ① | 4 | The entrapment that occurred on 10/30/16 was the result of the interlocks and gate switch not working correctly. The interlock and gate switch contacts were cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/7/16 was the result of defective hoist motor brushes. The hoist motor brushes were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/29/16 was the result of a defective SCR drive board relay. The relay "RUN" was replaced, the car door restrictor was repaired and adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/27/16 could not be determined. The elevator was tested and returned to service. |
| EL106 | 191 St ① | 3 | The entrapment that occurred on 10/26/16 was the result of defective relays in the SCR hoist motor drive board. The "R", "RUN" relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/24/16 was the result of a defective emergency escape hatch switch on top of the elevator. The escape hatch switch was repaired, the car door contacts were replaced and connections to the safety edge were secured; the elevator was tested and returned to service. The entrapment that occurred on 12/7/16 was the result of the door not opening. The fault could not be duplicated and the cause was not determined. The elevator was tested and returned to service. |
| EL107 | 181 St ① | 4 | The entrapment that occurred on 10/7/16 was the result of the lower landing release rollers not aligning correctly with the car door clutch assembly. The release rollers were adjusted; the elevator was tested and returned to service. The two entrapments that occurred on 11/28/16 and 11/29/16 were the result of the overload tripping. The door linkages being worn caused the brakes to set causing the overload to trip. The door linkages were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/8/16 was the result of the motor overload being activated and a defective controller relay. The overload was reset and the safety relay "SAFB2" was replaced; the elevator was tested and returned to service. |
| EL112 | 168 St ① | 1 | The entrapment that occurred on 12/13/16 was the result of a defective door operator power supply. The door operator power supply, door operator board and door restrictor were replaced and adjusted; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|---------------|-----------------|------------------|---|
| EL116 | 190 St A | 9 | <p>The two entrapments that occurred on 10/10/16 and 10/11/16 were the result of the hoist motor drive board not working correctly. The relays "RUN", "MT" and SAFB2 on the SCR drive board and controller were replaced, the SWE0 drive board was also replaced; the elevator was tested and returned to service. The three entrapments that occurred on 10/13/16, 10/13/16 and 10/25/16 were related to doors not working correctly. The center parting doors at the top landing were aligned and adjusted, the interlocks and release rollers were replaced and adjusted , the door operator chain and belt was adjusted, the door zone relay was also replaced; the elevator was tested and returned to service. The three entrapments that occurred on 10/14/16, 10/20/16 and 10/21/16 were the result of a defective controller board. The " HC-TAB-INT board was replaced, the brake switches were adjusted and the tach wheel was replaced, the selector tape magnets were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 10/26/16 was the result of a loose wire on a safety relay on the controller. The loose wire on the "SAFB2 relay was secured, various controller relays were replaced and the tach motor and wheel were also replaced; the elevator was tested and returned to service.</p> |
| EL118 | 181 St A | 1 | <p>The entrapment that occurred on 10/15/16 was the result of the brakes not operating correctly due to defective brake relays. Brake relay " BKM1" was replaced as well as auxiliary contacts to brake relays "BKM1 and BKM2", the tach motor wheel was also replaced; the elevator was tested and returned to service.</p> |
| EL120 | 190 St A | 7 | <p>The two entrapments that occurred on 10/13/16 and 10/13/16 were the result of door trouble at both landings. The doors at the lower landing were adjusted, the door tensioning device was replaced at the top landing and the interlocks were also cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/27/16 was the result of blown fuse "F4C # 3 and 4" on the controller. The fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/3/16 was the result of the selector tape switch not allowing the elevator to operate correctly. The selector tape was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 11/9/16 was the result of a loose wire on the safety circuit terminal #82. The wire was secured; the elevator was tested and returned to service. The two entrapments that occurred on 12/11/16 and 12/12/16 were the result of the elevator not running correctly. The hoist motor field relay and speed relay contacts were replaced and adjusted, the upper and lower landing interlocks were also cleaned and adjusted; the elevator was tested and returned to service.</p> |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|---------------|-----------------------|------------------|--|
| EL124 | 175 St A | 3 | The entrapment that occurred on 11/18/16 was the result of the car responding to calls slowly. The down auxiliary timer was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/28/16 was the result of the hatch and car door contacts not working correctly. The contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 11/29/16 was the result of the valve body not operating correctly. The valve body was adjusted; the elevator was tested and returned to service. |
| EL125 | 125 St 4 5 6 | 2 | The entrapment that occurred on 12/1/16 was the result of debris (screw) not allowing the door to operate correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/2/16 was the result of the car door restrictor being out of adjustment. The car door restrictor was adjusted; the elevator was tested and returned to service. |
| EL142 | 125 St A B C D | 4 | The entrapment that occurred on 10/31/16 was the result of the door operator cams being out of adjustment. The door operator cam was adjusted at the top landing and the safety edge was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/8/16 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 12/19/16 was the result of the car door restrictor being out of adjustment at the lower landing. The car door restrictor was adjusted and the linkages were lubricated; the elevator was tested and returned to service. The entrapment that occurred on 12/26/16 was the result of debris on the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. |
| EL144 | 125 St A B C D | 1 | The entrapment that occurred on 11/6/16 was the result of the lower landing fast speed door and track being damaged in the shaft way. The door track and fast speed door were replaced and adjusted; the elevator was tested and returned to service. |
| EL145 | 96 St 2 3 1 | 2 | The entrapment that occurred on 11/23/16 was the result of the top door lock failure and a loose wire on the car station stop switch. The loose wire was secured, the top and lower landing car and hatch saddles were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 12/2/16 was the result of debris in the saddle and the door restrictor needing adjustment. The debris was removed and the door restrictors at both landings were adjusted; the elevator was tested and returned to service. |

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| Borough/ Unit | Location | # of Entrapments | Comments |
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| EL146 | 96 St ②③① | 2 | The entrapment that occurred on 12/7/16 was the result of the top door lock failure and lower landing gate switch. The debris was cleaned from the saddle and the lower landing gate switch contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/16/16 was the result of the release rollers being out of adjustment. The upper and lower landing release rollers were adjusted, the interlocks were inspected and the lower landing door restrictor was adjusted; the elevator was tested and returned to service. |
| EL148 | Inwood-207 St ① | 2 | The entrapment that occurred on 12/21/16 was the result of the car gate switch not working correctly. The gate switch and interlock at the top landing were cleaned and adjusted, The release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/31/16 was the result of the lower landing interlock not working correctly. The lower landing interlock was adjusted: the elevator was tested and returned to service. |
| EL178 | Dyckman St ① | 2 | The entrapment that occurred on 10/3/16 was the result of the governor switch tripped. The switch was reset, the top of car escape hatch was secured and tightened a loose ribbon cable on the controller; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/14/16 was the result of a defective car gate switch. The car gate switch was replaced; the elevator was tested and returned to service. |
| EL180 | 135 St ②③ | 3 | The cause of the entrapment that occurred on 12/5/16 was the result of a defective controller fuse and doors needing adjustment. The controller fuse was replaced, the slow speed doors were replaced and the car door restrictors were repaired; the elevator was tested and returned to service. The entrapment that occurred on 12/6/16 was the result of the door operator cams needing adjustment and various relays needing replacement. The door operator cams were adjusted, various door related relays were replaced on the controller; the elevator was tested and returned to service. The entrapment that occurred on 12/8/16 was the result of the car overshooting the top landing. The elevator valve body was adjusted; the elevator was tested and returned to service. |
| EL201 | 51 St ⑥ | 1 | The entrapment that occurred on 12/26/16 was the result of defective rail guide rollers at the bottom of the elevator cab. The rail guide rollers were replaced and adjusted; the elevator was tested and returned to service. |
| EL205 | Grand Central-42 St ④⑤⑥ | 1 | The entrapment that occurred on 10/8/16 was the result of the lower landing door interlock needing replacement. The lower landing interlock was replaced and adjusted; the elevator was tested and returned to service. |

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| Borough/ Unit | Location | # of Entrapments | Comments |
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| EL209 | 34 St-Herald Sq B D F M | 1 | The entrapment that occurred on 12/19/16 was the result of a defective fireman service switch and the lower landing door restrictor not working correctly at the lower landing. The fireman service switch was replaced and the lower landing door restrictor was adjusted; the elevator was tested and returned to service. |
| EL213 | 34 St-Herald Sq B D F M N Q R | 3 | The two entrapments that occurred on 11/6/16 and 11/7/16 were the result of debris in the door tracks that prevented the doors from opening correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 11/19/16 was the result of the doors not opening. The car door restrictor was repaired and adjusted; the elevator was tested and returned to service. |
| EL214 | 34 St-Penn Station 1 | 1 | The entrapment that occurred on 12/14/16 was the result of a defective sump pump that allowed the pit to overflow with water. The pit was pumped out and the sump pump was replaced; the elevator was tested and returned to service. |
| EL218 | 14 St-Union Sq L | 1 | The cause of the entrapment that occurred on 11/11/16 was not determined; the elevator was tested and returned to service. |
| EL221 | 14 St/8 Av A C E L | 2 | The entrapment that occurred on 11/1/16 was the result of the oil reservoir being low on oil. The hydraulic oil was added; the elevator was tested and returned to service. The entrapment that occurred on 12/3/16 was the result of the door closing tensioning device not working correctly. The door closing tensioning device was replaced and adjusted; the elevator was tested and returned to service. |
| EL223 | 14 St A C E | 1 | The entrapment that occurred on 10/15/16 was the result of defective rail guide shoes. The rail guide shoes were replaced; the elevator was tested and returned to service. |
| EL225 | 34 St-Penn Station C E | 4 | The entrapment that occurred on 10/23/16 was the result of loose hardware on the door interlocks at the upper landing. The hardware was secured and the door guide shoes were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/6/16 was the result of the upper landing release rollers being out of adjustment. The upper landing release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/7/16 was the result of a defective up direction "U1" relay. The relay was replaced and the up direction valve body screen was also replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/13/16 was the result of the valve body limit timer fault. The fault was reset and the interlocks at the top and bottom landings were cleaned; the elevator was tested and returned to service. |

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| Borough/ Unit | Location | # of Entrapments | Comments |
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| EL226 | 34 St-Penn Station C E | 3 | The entrapment that occurred on 11/6/16 was the result of the top rail guide roller being defective and door release roller at top landing needing adjusting. The top rail guide roller was replaced, the top release roller was replaced and adjusted and the car door operator stop roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/12/16 was the result of the upper landing fast speed door needing adjusting. The upper landing fast speed door and release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/24/16 was the result of the lower landing car doors were binding. The lower landing hangar rollers were replaced and the gap between the doors was adjusted, the car gate switch was also replaced; the elevator was tested and returned to service. |
| EL230 | Times Sq-42 St N O R | 1 | The entrapment that occurred on 11/26/16 was the result of a defective pump motor. The pump motor was replaced; the elevator was tested and returned to service. |
| EL232 | Times Sq-42 St 1 2 3 7 | 1 | The entrapment that occurred on 11/1/16 was the result of a defective controller relay and the door operator needing adjustments. The controller relay"3S" was replaced, the door operator chain was adjusted, and the door operator cams were adjusted; the elevator was tested and returned to service. |
| EL234 | 47-50 Sts-Rockefeller Center B D F M | 1 | The entrapment that occurred on 11/4/16 was the result of the doors being out of adjustment. The door buck was straightened, the door was aligned, the interlocks were adjusted; the elevator was tested and returned to service |
| EL238 | 66 St-Lincoln Center 1 | 1 | The entrapment that occurred on 12/17/16 was the result of the hydraulic reservoir being low on fluid. The hydraulic oil was added; the elevator was tested and returned to service. |
| EL239 | 72 St 1 2 3 | 1 | The entrapment that occurred on 11/1/16 was the result of the doors not closing properly, as noted by our remote monitoring system. The door stop roller was adjusted and secured; the elevator was tested and returned to service. |
| EL244 | Grand Central-42 St 7 | 1 | The entrapment that occurred on 12/17/16 was the result of defective door tensioning device and the hydraulic reservoir needing oil. The door tensioning device was adjusted and the hydraulic fluid was added to the reservoir; the elevator was tested and returned to service. |
| EL245 | Lexington Av-53 St E M | 1 | The entrapment that occurred on 12/30/16 was the result of the slack cable safety switch being activated and leaks on the Victaulic couplings of the hydraulic oil line. The Victaulic couplings were replaced and the slack cable switch was reset; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
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| EL278 | 59th St-Columbus Circle A B C D 1 | 2 | The entrapment that occurred on 11/23/16 was the result of a defective door operator belt. The door operator belt was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/17/16 was the result of defective car door restrictor. The car door restrictor was replaced; the elevator was tested and returned to service. |
| EL279 | 59th St-Columbus Circle A B C D 1 | 1 | The entrapment that occurred on 12/18/16 was the result of the slack rope cable switch tripped and the down level relay being defective. The slack rope switch was reset, the down level relay was replaced; the elevator was tested and returned to service. |
| EL281 | 57 St-7 Av N Q R | 1 | The entrapment that occurred on 12/23/16 was the result of a defective door operator fuse that did not allow the doors to work correctly. The fuse was replaced; the elevator was tested and returned to service. |
| EL325 | Canal St 6 | 1 | The entrapment that occurred on 10/15/2016 was the result of a broken steadying plate on top of the car. The steadying plate was secured; the elevator was tested and returned to service. |
| EL331 | Bleecker St D F B M 6 | 1 | The entrapment that occurred on 12/28/2016 was the result of a defective "H" relay. The relay was replaced; the elevator was tested and returned to service. |
| EL336 | Chambers St 1 2 3 | 1 | The entrapment that occurred on 10/18/2016 was the result of the Rescuvator not holding a charge. The rescuvator was replaced; the elevator was tested and returned to service. |
| EL403 | Roosevelt Island F | 1 | The entrapment that occurred on 10/7/2016 was the result of a broken selector tape. The tape was replaced; the elevator was tested and returned to service. |
| EL602 | 34 St-Hudson Yards 7 | 2 | The entrapment that occurred on 12/6/16 was the result of the car gate switch not working correctly. The car gate switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/16/16 was the result of the governor slack cable switch getting activated. The governor rope was shortened and adjusted; the elevator was tested and returned to service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
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| EL710 | Bowling Green ④⑤ | 8 | The entrapment that occurred on 10/27/2016 was the result of the door operator pivots binding. The pivot points were lubricated; the elevator was tested and returned to service. The entrapment that occurred on 10/30/2016 was the result of the car gate switch held open fault. The interlock contacts were cleaned and eccentric rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/18/2016 was the result of loose wires on the UPS and debris in door saddles. The wires were tightened and the saddles were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 11/19/2016 was the result of worn leveling tape guides. The guides were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/9/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/12/2016 was the result of a miss-aligned intermediate level door interlock. The lock was adjusted; the elevator tested and returned to service. The entrapment that occurred on 12/27/2016 was the result of a stuck lower landing door restrictor. The restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/28/2016 was the result of a defective hoist way high speed door eccentric roller. The roller was replaced; the elevator was tested and returned to service. |
| EL716 | Fulton St ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲ | 1 | The entrapment that occurred on 12/9/2016 was the result of hydraulic oil overheating. The circuit breaker for oil cooler was tripped as was the F20 fuse. The fuse was replaced, the circuit breaker was reset, and the oil was allowed to cool; the elevator was tested and returned to service. |
| EL720 | Fulton St ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲ | 1 | The cause of the entrapment that occurred on 10/26/2016 could not be determined. The elevator was tested and returned to customer service. |

2016 4TH QUARTER ENTRAPMENT FINDINGS

| Borough/ Unit | Location | # of Entrapments | Comments |
|----------------------|---|-------------------------|--|
| QUEENS | | | |
| EL413 | Jamaica Center E J Z | 3 | The cause of the entrapment that occurred on 11/14/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/23/2016 was the result of a defective "H" relay. The relay was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/25/2016 could not be determined. The elevator was tested and returned to service. |
| EL414 | Flushing-Main St 7 | 2 | The entrapment that occurred on 10/29/2016 was the result of dirty contacts on the in-car stop switch. The contacts were cleaned and debris removed from car door tracks; the elevator was tested and returned to service. The entrapment that occurred on 12/16/2016 was the result of debris (screw) wedges in upper door saddle preventing doors from opening. The debris was removed; the elevator was tested and returned to service. |
| EL420 | 74 St-Broadway 7 | 2 | The entrapment that occurred on 11/29/2016 was the result of a customer entering an elevator which was out of service for repair. The customer was immediately released; the elevator was returned to service after repair. The entrapment that occurred on 12/9/2016 was the result of a pen cap wedged under the car door. The pen cap was removed; the elevator was tested and returned to service. |
| EL421 | Jackson Hts-Roosevelt Av E F M R | 1 | The cause of the entrapment that occurred on 11/11/2016 could not be determined. The elevator was tested and returned to service. |
| EL425 | Junction Blvd 7 | 2 | The entrapment that occurred on 10/7/2016 was the result of a bottle cap under the car door. The bottle cap was removed; the elevator was tested and returned to customer service. The entrapment that occurred on 12/22/2016 was the result of the hydraulic oil being overheated. The oil cooler was turned on and the oil was allowed to cool; the elevator was tested and returned to service. |
| EL426 | Junction Blvd 7 | 2 | The entrapment that occurred on 10/30/2016 was the result of a blown door operator fuse. The fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 10/31/2016 was the result of a blown F9 fuse. The fuse was replaced; the elevator was tested and returned to customer service. |
| EL431 | Jamaica-179 St F | 1 | The entrapment that occurred on 10/1/2016 was the result of a door operator fault. The fault was reset; the elevator was tested and returned to service. |
| EL432 | Jamaica-179 St F | 1 | The entrapment that occurred on 12/24/2016 was the result of defective lower landing door keeper. The keeper was replaced; the elevator was tested and returned to service. |

| 2016 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES | | | | | |
|---|--------------------|---------------------------------------|-----------------------|--|---------------------------|
| New Equip # | Old Equip # | Station Name: | Station / Line | # of Inspections (10/01/16 to 12/31/16) | # of Tours OOO |
| EL200X | EL200X | 34 St - Herald Square | 6th Avenue | 276 | 72 |
| EL203X | EL203X | Lexington Av - 53 St | Queens Blvd | 276 | 179 |
| EL207X | EL207X | 50 Street | 8th Avenue | 276 | 3 |
| EL208X | EL208X | 50 Street | 8th Avenue | 276 | 21 |
| EL231X | EL231X | Times Square - 42 St | Broadway/7th Ave | 276 | 2 |
| EL268X | EL268X | 49th Street (Uptown) | Broadway | 276 | 16 |
| EL276X | EL276X | 59 St - Columbus Circle | 8th Avenue | 276 | 0 |
| EL279X | | 28th Street Park Avenue | Lexington Avenue | 276 | 37 |
| EL287X | Elev # TE46 | 42nd St - Bryant Park | 6th Avenue | 276 | 2 |
| EL288X | Elev # ELP6 | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 0 |
| EL289X | Elev # ELP7 | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 0 |
| EL290X | Lift | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 83 |
| EL291X | | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 42 |
| EL292X | | 42nd Street - Bryant Park | 6th Avenue | 276 | 0 |
| EL294X | | 42nd Street - Bryant Park | 6th Avenue | 276 | 2 |
| EL295X | | 42nd Street - Bryant Park | 6th Avenue | 276 | 0 |
| EL300X | EL300X | Atlantic Avenue | LIRR | 276 | 1 |
| EL327X | | Jay Street Metrotech | 4th Avenue | 276 | 2 |
| EL415X | EL415X | 61 St - Woodside | Flushing | 276 | 4 |
| EL416X | EL416X | 61 St - Woodside | Flushing | 276 | 237 |
| EL417X | EL417X | 61 St - Woodside | Flushing | 276 | 3 |
| EL418X | EL418X | 61 St - Woodside | Flushing | 276 | 1 |
| EL419X | EL419X | 61 St - Woodside | Flushing | 276 | 0 |
| EL445X | EL445X | Court Square | Flushing | 276 | 7 |
| EL448X | PE11 | Sutphin Blvd - Archer Av JFK | ARC | 276 | 0 |
| EL449X | EL449X | Sutphin Blvd - Archer Av JFK | ARC | 276 | 0 |
| EL450X | EL450X | Sutphin Blvd - Archer Av JFK | ARC | 276 | 1 |
| EL490X | Elec # EL1 | Howard Beach - JFK Airport | Rockaway | 276 | 3 |
| EL491X | EL2 | Howard Beach - JFK Airport | Rockaway | 276 | 7 |
| EL492X | EL300X | Howard Beach - JFK Airport | Rockaway | 276 | 16 |
| EL493X | EL4 | Howard Beach - JFK Airport | Rockaway | 276 | 1 |
| EL494X | EL5 | Howard Beach - JFK Airport | Rockaway | 276 | 0 |

| 2016 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES | | | | | |
|---|--------------------|----------------------------|-----------------------|--|---------------------------|
| New Equip # | Old Equip # | Station Name: | Station / Line | # of Inspections (10/01/16 to 12/31/16) | # of Tours OOO |
| EL495X | EL6 | Howard Beach - JFK Airport | Rockaway | 276 | 0 |
| EL700X | | ATLANTIC AVE/BARCLAY CTR | FLATBUSH | 276 | 91 |
| EL717X | | Fulton Street | | 276 | 8 |
| EL718X | | Fulton Street | | 276 | 17 |
| EL726X | | Fulton Street | | 276 | 0 |
| EL727X | | Fulton Street | | 276 | 0 |
| EL728X | | Fulton Street | Nassau Loop BMT | 276 | 5 |
| EL729X | | Fulton Street | | 276 | 0 |
| EL733X | | Fulton Street | LEX AVENUE | 276 | 0 |
| EL737X | | ATLANTIC AVE/BARCLAY CTR | FLATBUSH | 276 | 0 |
| ES250X | ES250X | 59 St - Columbus Circle | 8th Avenue | 276 | 16 |
| ES251X | ES251X | 59 St - Columbus Circle | 8th Avenue | 276 | 26 |
| ES253X | ES253X | Lexington Av - 53 St | Queens Blvd | 276 | 275 |
| ES254X | ES254X | Lexington Av - 53 St | Queens Blvd | 276 | 124 |
| ES257X | ES257X | 14 St - Union Square | Lexington Avenue | 276 | 225 |
| ES258X | ES258X | 14 St - Union Square | Lexington Avenue | 276 | 28 |
| ES261X | ES261X | Times Square - 42 St | Broadway / 7th Avenue | 276 | 25 |
| ES262X | ES262X | Times Square - 42 St | Broadway / 7th Avenue | 276 | 22 |
| ES263X | ES263X | 50 Street | 8th Avenue | 276 | 0 |
| ES264X | ES264X | 50 Street | 8th Avenue | 276 | 2 |
| ES265X | ES002X | Court Square | Crosstown | 276 | 18 |
| ES266X | ES001X | Court Square | Crosstown | 276 | 3 |
| ES267X | ES267X | Times Square - 42 St | Broadway / 7th Avenue | 276 | 4 |
| ES268X | ES268X | Times Square - 42 St | Broadway / 7th Avenue | 276 | 16 |
| ES358X | | ATLANTIC AVE/BARCLAY CTR | | 276 | 29 |
| ES359X | | ATLANTIC AVE/BARCLAY CTR | | 276 | 14 |
| ES360X | | Fulton Street | | 276 | 259 |
| ES361X | | Fulton Street | | 276 | 7 |
| ES362X | | Fulton Street | | 276 | 1 |
| ES363X | | Fulton Street | | 276 | 5 |
| ES365X | | Fulton Street | | 276 | 13 |
| ES366X | | Fulton Street | | 276 | 19 |

| 2016 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES | | | | | |
|---|--------------------|---------------------------------------|-----------------------|--|---------------------------|
| New Equip # | Old Equip # | Station Name: | Station / Line | # of Inspections (10/01/16 to 12/31/16) | # of Tours OOO |
| ES376X | ES376X | Fulton Street | Nassau Loop BMT | 276 | 1 |
| ES377X | ES377X | Fulton Street | Nassau Loop BMT | 276 | 1 |
| ES378X | ES378X | Wall St | Clark Street | 276 | 0 |
| ES379X | ES379X | Wall St | Clark Street | 276 | 2 |
| ES380X | | Cortlandt St | Broadway | 276 | 3 |
| ES383X | | Fulton Street | | 276 | 95 |
| ES432X | ES008X | Sutphin Blvd - Archer Av JFK | ARC | 276 | 0 |
| ES433X | ES009X | Sutphin Blvd - Archer Av JFK | ARC | 276 | 0 |
| ES457X | | Court Square | Flushing | 276 | 0 |
| ES461X | ES461X | Court Square | Flushing | 276 | 48 |
| ES462X | ES462X | Court Square | Flushing | 276 | 29 |
| ES496X | ES1 | Howard Beach - JFK Airport | Rockaway | 276 | 0 |
| ES497X | ES2 | Howard Beach - JFK Airport | Rockaway | 276 | 56 |
| ES498X | ES3 | Howard Beach - JFK Airport | Rockaway | 276 | 99 |
| ES499X | ES4 | Howard Beach - JFK Airport | Rockaway | 276 | 1 |
| ES600X | ES1708X | Lexington Av - 53 St | Queens Blvd | 276 | 95 |
| ES606X | | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 33 |
| ES607X | | 42nd St - Port Authority Bus Terminal | 8th Avenue | 276 | 27 |
| ES608X | | Grand Central - 42nd St | Lexington | 276 | 1 |
| ES609X | | Grand Central - 42nd St | Lexington | 276 | 0 |
| ES610X | | Grand Central - 42nd St | Lexington | 276 | 0 |
| 85 | | GRAND TOTALS | | 23,460 | 2,485 |

Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FOURTH QUARTER 2016

The following is a comparison of the key indicators for the fourth quarter of 2016 as compared to the same period in 2015:

- Summonses received in the fourth quarter increased by 15.17% (from 35,643 in 2015 to 41,049 in 2016).
- TAB received 23,484 payments in 2016, a 7.32% increase from the 21,883 received in 2015. Direct payments increased by 7.94% (21,613 to 23,328) from the fourth quarter of 2015 and payments received from state tax refunds decreased 42.22% from 270 to 156.
- Overall total revenue for the fourth quarter totaled \$2,220,809, a 13.78% increase from the 2015 fourth quarter revenue of \$1,951,878. Receipts from direct payments increased by 12.57% to \$2,254,932 in 2016 as compared to \$2,003,149 in the fourth quarter of 2015. The \$12,569 in fourth quarter receipts from state tax refunds relating to outstanding judgments from prior years, represented a 52.69% decrease from fourth quarter state tax refunds of \$26,566 in 2015.
- Expenses increased by 17.35% (\$1,467,735 compared to \$1,722,440) from the fourth quarter of 2015.
- TAB revenue exceeded expenses by \$498,369 compared to \$484,143 for the fourth quarter of 2015.

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FOURTH QUARTER 2016

| INDICATOR | 4th QTR 2016 | 4th QTR 2015 | ANNUAL TOTALS | |
|-----------------------------|-----------------|-----------------|---------------|---------------|
| | | | Y-T-D 2016 | Y-T-D 2015 |
| ISSUANCE DATA | | | | |
| Violations Received | 41,049 | 35,643 | 154,676 | 139,764 |
| PAYMENT DATA | | | | |
| Number of Payments | 23,484 | 21,883 | 94,946 | 90,636 |
| Regular | 23,328 | 21,613 | 88,991 | 82,922 |
| State Tax Refund | 156 | 270 | 5,955 | 7,714 |
| Amount Paid | \$2,267,501 | \$2,029,715 | \$9,284,468 | \$8,716,638 |
| Regular | \$2,254,932 | \$2,003,149 | \$8,520,639 | \$7,728,829 |
| State Tax Refund | \$12,569 | \$26,566 | \$763,829 | \$987,809 |
| Average Payment | \$96.56 | \$92.75 | \$97.79 | \$96.17 |
| Yield per NOV | \$55.24 | \$56.95 | \$60.03 | \$62.37 |
| REVENUE/EXPENSE DATA | | | | |
| Revenue | \$2,220,809 | \$1,951,878 | \$9,236,964 | \$8,602,635 |
| Expenses | \$1,722,440 | \$1,467,735 | \$6,798,453 | \$6,047,569 |
| ADJUDICATIONS | | | | |
| Total Cases Adjudicated | 7,658 | 6,632 | 26,305 | 25,054 |
| Admin Dismissals | 751 | 331 | 2,402 | 1,546 |
| Hearings | 6,907 | 6,301 | 23,903 | 23,508 |

N.B.: On April 30, 2016, the Transit Adjudication Bureau (TAB) transitioned to a new database system, TABIS, which replaced the prior vendor-supplied system. In connection with the transition, certain adjustments to data have been made to ensure comparability of data between pre- and post-transition periods. Specifically, for "Violations Received," the 2015 and 2016 issuance data required revision to reflect the number of violations received in 4th Quarter 2015 (and YTD 2015, 2016) as measured by the date when the summons was received at TAB, versus the date of offense recorded in the summons, as had been previously reported using the prior data base. In addition, an adjustment was made to the previously reported "Expense" data for the third quarter of 2016.

Metropolitan Transportation Authority

New York City Transit Workforce
As of December 31, 2016

February 21, 2017



EEO Fourth Quarter 2016 Executive Summary

- ❑ NYCT overall workforce is currently comprised of 50,357 employees; of which 9,070 (18%) are Females, 38,544 (77%) are Minorities and 157 (0.31%) are Veterans.*
- ❑ NYCT hired 4,421 employees; of which 1,126 (25%) were Females, 3,670 (83%) were Minorities and 123 (3%) were Veterans.
- ❑ NYCT handled a total of 375 EEO complaints; of which 235 were internal and 140 were external.
- ❑ NYCT handled a total of 225 Title VI complaints.

*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO Fourth Quarter 2016 Executive Summary

The table below is a snapshot as of December 31, 2016 of NYCT numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

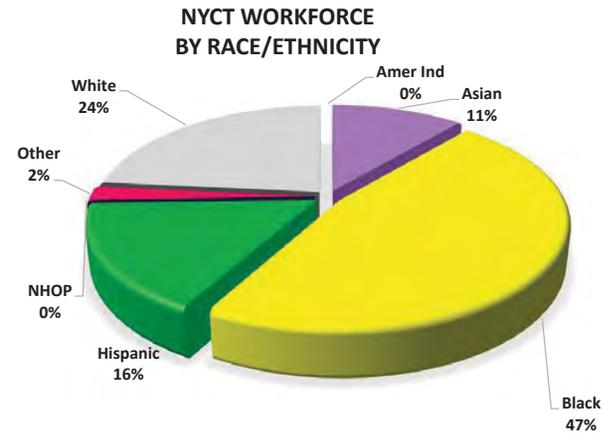
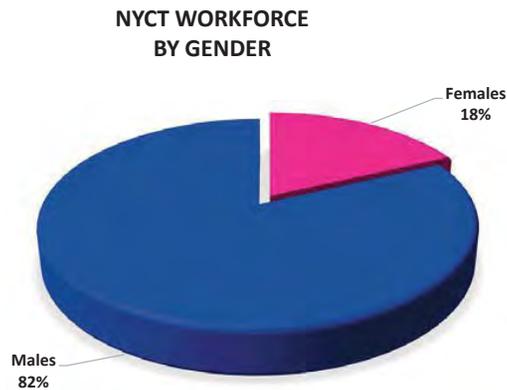
| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | Non-Minorities | | Minorities | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPI | | OTHER | | VETERANS | |
|----------------------------|--------------------|----------------------|-----|----------------|-----|------------|-----|--------|-----|-----------|-----|--------|-----|-------|----|-------|----|-------|----|----------|-------|
| | | # | % | # | % | # | % | # | # | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 7,955 | 1,328 | 17% | 2583 | 32% | 5372 | 68% | 2,935 | 37% | 992 | 12% | 1,140 | 14% | 24 | 0% | 2 | 2% | 279 | 4% | 16 | 0% |
| Professionals | 2,730 | 979 | 36% | 795 | 29% | 1935 | 71% | 865 | 32% | 266 | 10% | 712 | 26% | 2 | 0% | 0 | 0% | 90 | 3% | 7 | 0% |
| Technicians | 295 | 145 | 49% | 66 | 22% | 229 | 78% | 145 | 49% | 34 | 12% | 40 | 14% | 1 | 0% | 0 | 0% | 9 | 3% | 1 | 0% |
| Protective Services | 358 | 80 | 22% | 50 | 14% | 308 | 86% | 208 | 58% | 68 | 19% | 26 | 7% | 0 | 0% | 1 | 0% | 5 | 1% | 3 | 1% |
| Paraprofessionals | 52 | 29 | 56% | 8 | 15% | 44 | 85% | 26 | 50% | 11 | 21% | 5 | 10% | 0 | 0% | 0 | 0% | 2 | 4% | 0 | 0% |
| Administrative Support | 4,364 | 1,856 | 43% | 479 | 11% | 3885 | 89% | 2,383 | 55% | 618 | 14% | 778 | 18% | 10 | 0% | 4 | 0% | 92 | 2% | 40 | 1% |
| Skilled Craft | 14,710 | 864 | 6% | 4896 | 33% | 9814 | 67% | 5,583 | 38% | 1,822 | 12% | 2,053 | 14% | 29 | 0% | 6 | 0% | 321 | 2% | 40 | 0% |
| Service Maintenance | 19,893 | 3,789 | 19% | 2936 | 15% | 16957 | 85% | 11,241 | 57% | 4,328 | 22% | 979 | 5% | 26 | 0% | 8 | 0% | 375 | 2% | 50 | 0% |
| Total | 50,357 | 9,070 | 18% | 11,813 | 23% | 38,544 | 77% | 23,386 | 46% | 8,139 | 16% | 5,733 | 11% | 92 | 0% | 21 | 0% | 1,173 | 2% | 157 | 0.31% |

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



NYCT Workforce as of December 31, 2016

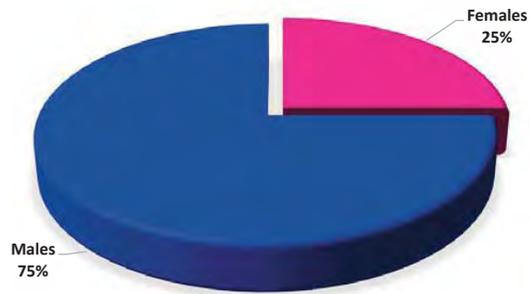


- NYCT workforce consist of 50,357 employees.
18% Females, 77% Minorities and 0.31% Veterans.
- The percentage of Females employed has remained constant since the prior quarter.
- The overall composition of NYCT workforce did not change as it relates to Race and Ethnicity since the prior quarter.

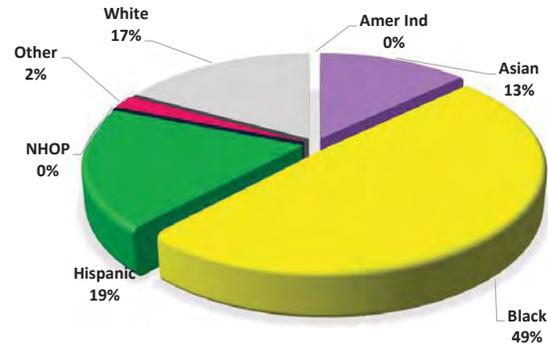


NYCT Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 31, 2016

NYCT NEW HIRES
BY GENDER



NYCT NEW HIRES
BY RACE/ETHNICITY

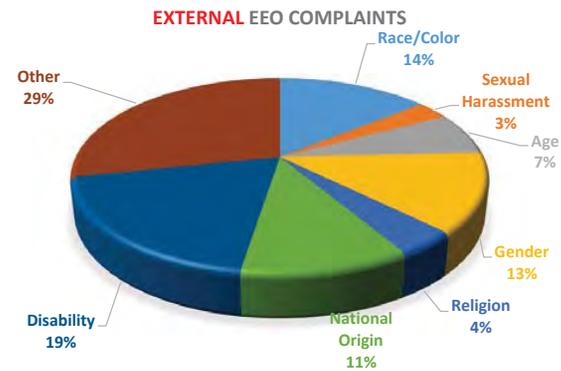
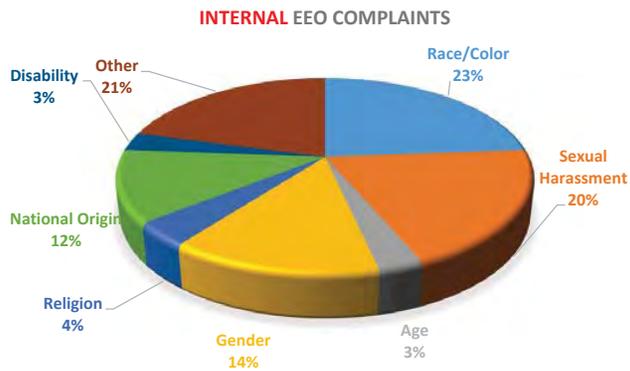


NYCT hired 4,421 Employees and 123 Veterans

- 25 % Females of which 0.7% were Veterans.
- 83 % Minorities of which 2.9% were Veterans.
- 2.8 % Veterans overall were hired.



NYCT Internal/External EEO Complaints January 1, 2016 to December 31, 2016

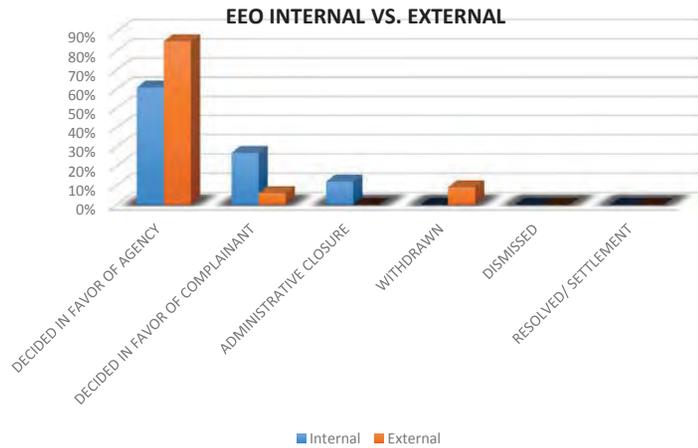
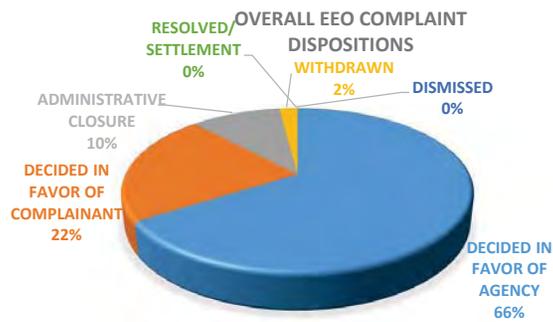


- ❑ NYCT handled 375 EEO complaints, citing **631** separate allegations.
- ❑ **235** filed Internal
- ❑ **140** filed External
- ❑ The most frequently cited bases Internally was Race/Color and Externally was Disability.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.

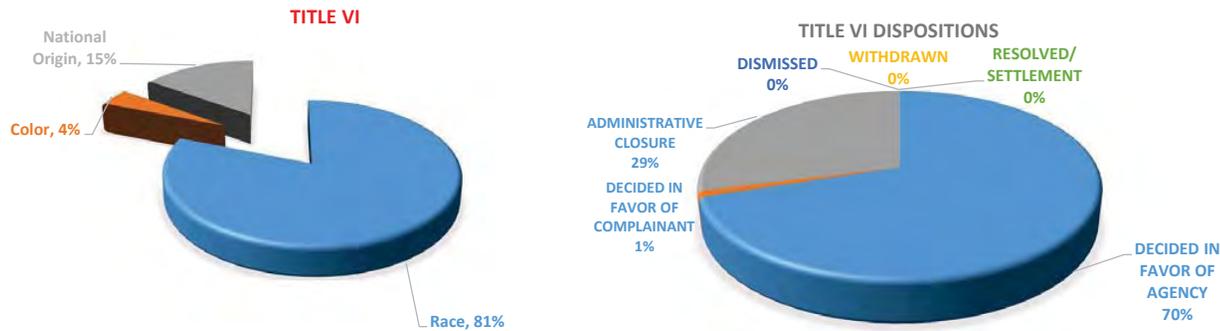
NYCT EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016



- ❑ NYCT handled 375 EEO complaints, citing 631 separate allegations.
- ❑ 66% decided in Favor of the Agency.
- ❑ 22% decided in Favor of the Complainant.
- ❑ 10% were Administrative Closures.



NYCT Title VI Discrimination Complaints and Dispositions January 1, 2016 to December 31, 2016



NYCT handled **225** Title VI Complaints, citing **231** separate allegations.

- 70% decided in Favor of the Agency
- 1% decided in Favor of the Complainant
- 29% were Administrative Closures



Metropolitan Transportation Authority
New York City Transit

Darryl Irick
Strategies to Improve Workforce, Business
and Service

February 21, 2017



President's Message To The Board

I. Message From Acting President Darryl Irick

- ❑ Commitment to non-discrimination
- ❑ Emphasis on Excellence, Equity and Inclusion
- ❑ Workforce reflecting the communities we serve
- ❑ Agency core values
 - Respect
 - Diversity
 - Inclusion
- ❑ Importance of managing differences in today's workplace
- ❑ Diversity as a core competency for management team



2016 Key Accomplishments

II. New York City Transit's 2016 Key Accomplishments and Efforts

- Over 120 veterans hired.
- 3,000 applicants at September skilled-trade Open House
- Efforts to increase business opportunities for minority, female and veteran-owned businesses include participate in:
 - Circle of Sisters Forum
 - MWBE Forum
 - Veterans in Economic Transition Conference.



2017 Initiatives

III. New York City Transit's 2017 Key Workforce, Business and Service Initiatives

- ❑ "Virtual" Open House for certain hard to fill skilled-trade positions
- ❑ MTA-wide effort to develop Transgender Workplace Experience Guidelines
- ❑ All-Agency EEO Reporting Project, including process for gathering veteran and disability information on employees and applicants
- ❑ Increased business opportunities for minorities, women and veteran owned businesses
 - Circle of Sisters
 - MWBE Forum
 - Quarterly information sessions for newly certified MWBE firms.



Thank you!!

Questions



Metropolitan Transportation Authority

MTA Bus Company Workforce
As of December 30, 2016

February 21, 2017



EEO Fourth Quarter 2016 Executive Summary

- ❑ MTA Bus Company's overall workforce is currently comprised of **4,020** employees; of which **505 (13%)** are Females,* **3,027 (75%)** are Minorities and **33 (1%)** are Veterans.*
- ❑ MTA Bus Company hired **422** employees; of which **72 (17%)** were Females, **379 (90%)** were Minorities and **7 (2%)** were Veterans.
- ❑ MTA Bus Company handled a total of **7** EEO complaints; of which **1** was internal and **6** were external.
- ❑ MTA Bus Company handled a total of **23** Title VI complaints.

*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO Fourth Quarter 2016 Executive Summary

The table below is a snapshot as of December 30, 2016 of MTA Bus Company's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

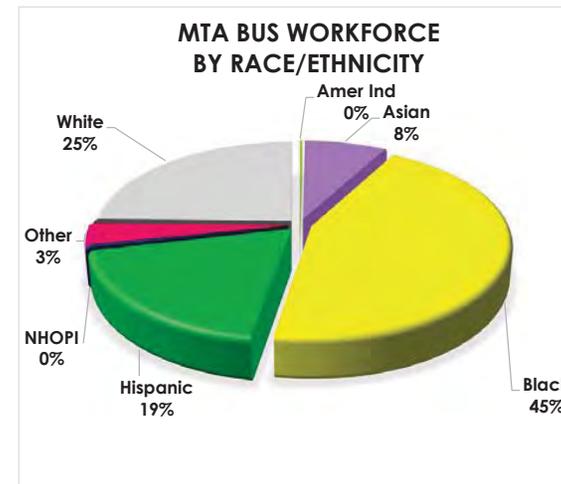
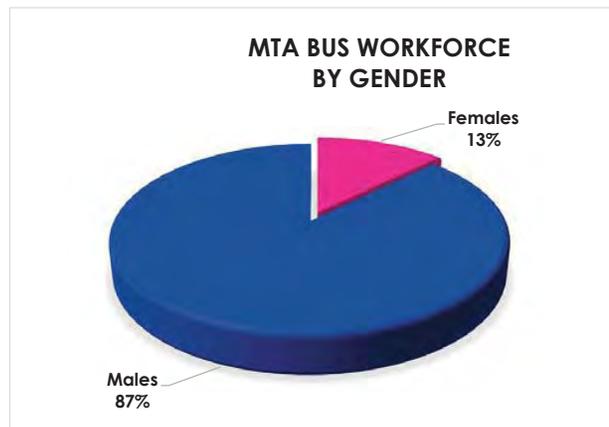
| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | Non-Minorities | | Minorities | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPI | | OTHER | | VETERANS | |
|---------------------------------------|--------------------|----------------------|-----|----------------|-----|------------|------|--------|-----|-----------|-----|--------|-----|-------|----|-------|----|-------|-----|----------|----|
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 622 | 69 | 11% | 260 | 42% | 362 | 58% | 196 | 32% | 90 | 14% | 53 | 9% | 1 | 0% | 0 | 0% | 22 | 4% | 10 | 2% |
| Professionals | 99 | 43 | 43% | 29 | 29% | 70 | 71% | 29 | 29% | 16 | 16% | 18 | 18% | 0 | 0% | 0 | 0% | 7 | 7% | 2 | 2% |
| Technicians | 20 | 13 | 65% | 12 | 60% | 8 | 40% | 3 | 15% | 2 | 10% | 2 | 10% | 0 | 0% | 0 | 0% | 1 | 5% | 0 | 0% |
| Protective Services | 5 | 1 | 20% | 0 | 0% | 5 | 100% | 3 | 60% | 1 | 20% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 20% | 0 | 0% |
| Paraprofessionals | 0 | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Administrative Support | 100 | 40 | 40% | 38 | 38% | 62 | 62% | 32 | 32% | 13 | 13% | 8 | 8% | 0 | 0% | 0 | 0% | 9 | 9% | 0 | 0% |
| Skilled Craft | 609 | 3 | 0% | 214 | 35% | 395 | 62% | 191 | 31% | 87 | 14% | 75 | 12% | 1 | 0% | 9 | 1% | 32 | 5% | 7 | 1% |
| Service Maintenance | 2565 | 336 | 13% | 439 | 17% | 2125 | 83% | 1344 | 52% | 544 | 21% | 154 | 6% | 7 | 0% | 6 | 0% | 71 | 3% | 14 | 1% |
| Total | 4020 | 505 | 13% | 992 | 25% | 3027 | 75% | 1798 | 45% | 753 | 19% | 310 | 8% | 9 | 0% | 15 | 0% | 143 | 4% | 33 | 1% |

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



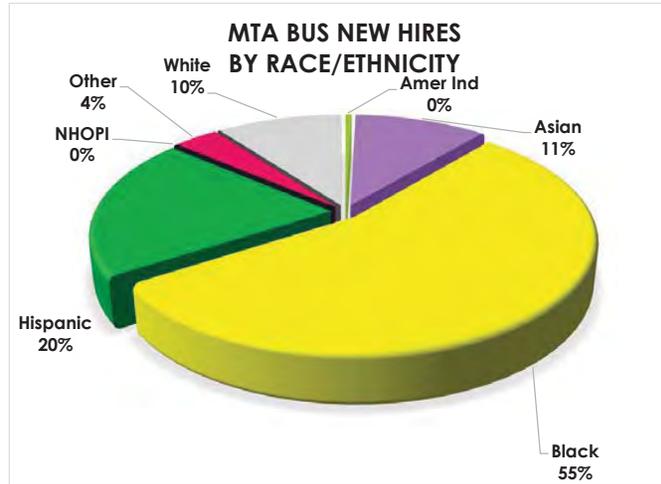
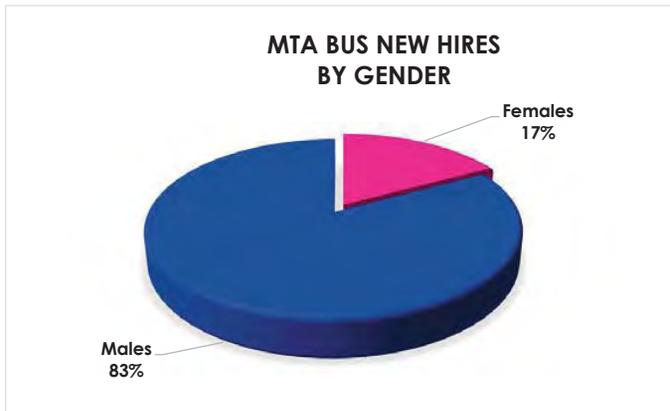
MTA Bus Workforce as of December 30, 2016



- ❑ MTA Bus' workforce consist of **4,020** employees.
- ❑ **13%** Females, **75%** Minorities and **1%** Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The overall composition of MTA Bus' minority workforce decreased by 4% as it relates to Race and Ethnicity since the prior quarter.



MTA Bus New Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 31, 2016

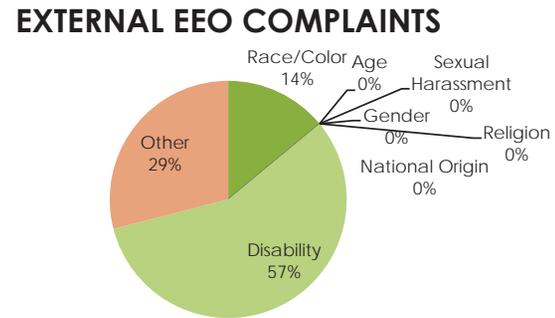
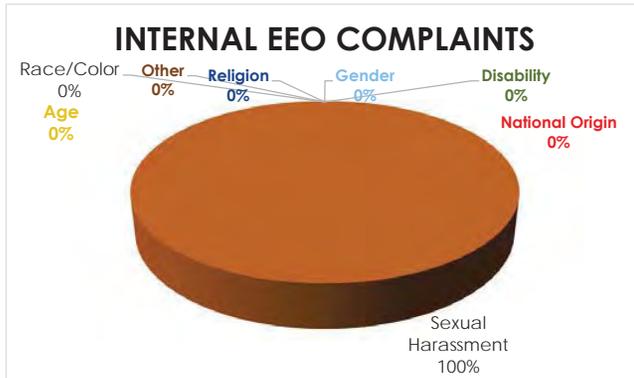


MTA Bus hired **422** Employees and **7** Veterans.

- 17% Females of which none were Veterans.
- 90% Minorities of which 1.6% were Veterans.
- 2% Veterans overall were hired.



MTA Bus Internal/External EEO Complaints January 1, 2016 to December 31, 2016

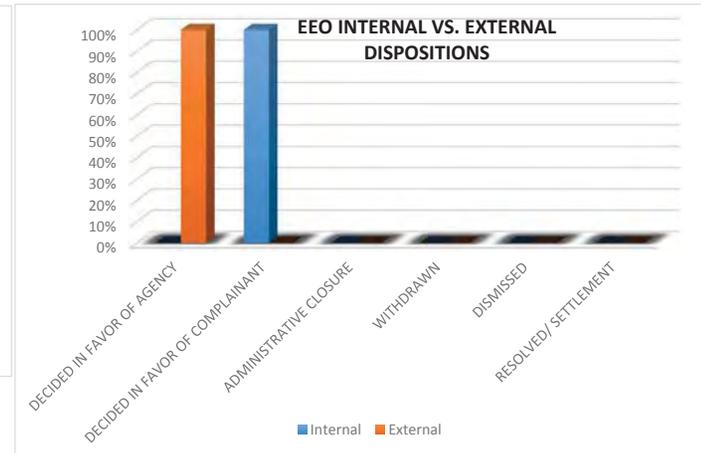


- ❑ MTA Bus handled 7 EEO complaints, citing **8** allegations.
- ❑ **1** filed Internal
- ❑ **7** filed External
- ❑ **The most frequently cited complaint was Disability.**

These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)



MTA Bus EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016

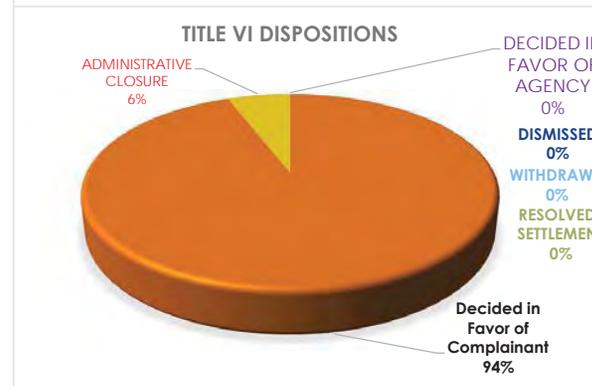
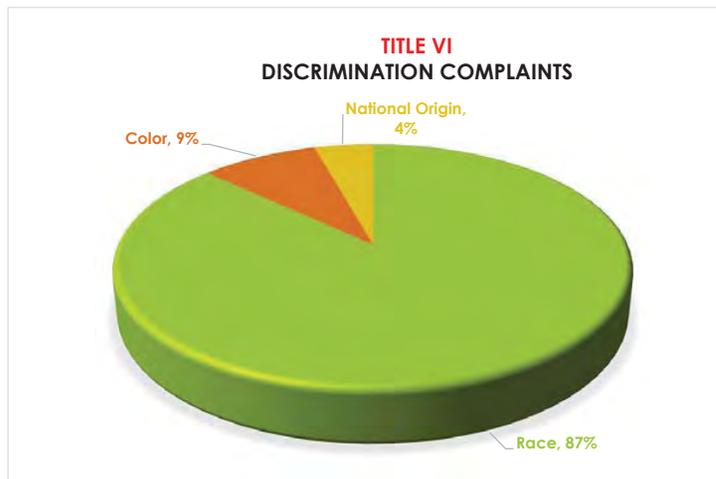


MTA Bus handled **2** EEO complaints, citing **2** separate allegations.

- 50% decided in Favor of the Agency.
- 50% decided in Favor of the Complainant.
- 0% were Administrative Closures.



MTA Bus Title VI Discrimination Complaints and Dispositions January 1, 2016 to December 31, 2016



Agency's Name handled **17** Title VI Complaints, citing **17** separate allegations.

- ❑ 0 decided in Favor of the Agency
- ❑ **94%** decided in Favor of the Complainant
- ❑ **6%** were Administrative Closures



Metropolitan Transportation Authority
MTA Bus Company

Stephen A. Vidal
Strategies to Improve Workforce, Business
and Service

February 21, 2017



President's Message To The Board

I. Message From MTA Bus' President

- At MTA Bus Operations, our three-pronged approach to diversity includes management awareness, public outreach and workforce development. This year, my senior leadership team and I will continue our work in each of these areas in order to ensure the equitable representation and advancement of protected group members at all levels of employment, the utilization of female-owned, minority-owned, veteran-owned or disadvantaged businesses in contracts and procurements, the equitable distribution of transit service and benefits, as well as, the non-discriminatory impact of agency decisions and activities.
- Members of the leadership team will conduct various management training sessions in the areas of ethics, respectful workplaces, and effective recruitment strategies among other topics in order to better inform our managers and supervisors.
- The MTA Bus senior leadership team will continue to work to promote other diversity initiatives throughout MTA Bus Company in order to reinforce our commitment to diversity within the workforce.



2016 Key Accomplishments

II. MTA Bus' 2016 Key Accomplishments or Best Practices

- ❑ Tailored recruitment efforts and key outreach accomplishments to attract and increase a qualified group of minority applicants. Minority groups represented 90% of our new hires.
- ❑ Increased recruitment efforts and participation at Veteran job fairs.
- ❑ Ensured that internal applicants for promotional opportunities that are not selected, meet individually with Human Resources in order to discuss developmental needs and consider training options for continued growth and development, in consideration for future opportunities.
- ❑ Utilized an all-agency contract with a not-for-profit agency that provides differently abled persons with employment opportunities within MTA Bus company.



2017 Initiatives

III. MTA Bus' 2017 Key Workforce, Business and Service Initiatives

- ❑ Identify departments, occupational titles, and job categories experiencing under-representation and implement strategic recruitment initiatives. Results will be reported at mid year and year end.
- ❑ Hire Director of EEO Outreach, Training and Diversity by the end of first quarter.
- ❑ Work in conjunction with MTA HQ, DDCR & NYCT to increase the number of competitive women and/or minority small business owner bids from MWBE vendors for MTA Bus Contracts.
- ❑ Work with our Human Resources Department to review and update the self-identification process for veterans and differently abled persons who are applicants and employees. Results will be reported at mid year and year end.



Thank you!!

Questions



MTACC MONTHLY PROJECT STATUS REPORTS:

- **7 LINE EXTENSION**
- **SECOND AVENUE SUBWAY**

7 Line Extension Active Construction Contracts

Report to the Transit Committee - February 2017

data thru January 2017; \$s in million

| | Budget | Expenditures |
|--|-------------------|-------------------|
| Final Design | \$ 121.2 | 120.5 |
| Construction | 1,913.7 | 1,865.9 |
| Construction Management | 56.4 | 53.1 |
| Subway Project Reserve | 9.5 | - |
| Total of HYDC-Funded Subway Work | \$ 2,100.8 | \$ 2,039.4 |
| HYDC-Funded Non-Subway Work [†] | 266.0 | 250.3 |
| Total of HYDC-Funded Subway and Non-Subway Work | \$ 2,366.8 | \$ 2,289.7 |
| MTA-Funded PE/EIS Work and Other | 53.1 | 53.0 |
| Total | \$ 2,419.9 | \$ 2,342.7 |

| | Schedule |
|---------------------------------------|----------------|
| Project Design Start | September-2002 |
| Project Design Completion | March-2011 |
| Project Construction Start | December-2007 |
| Systems Testing and Integration Start | October-2013 |
| Revenue Service Date | September-2015 |

| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs)* | Remaining Contingency | Expenditures | Actual/ Forecast Award Date | Planned Completion at Award | Forecast Substantial Completion |
|--|----------------------------------|---|--------------------------|---------------|-----------------------------------|-----------------------------------|---------------------------------------|
| Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i> | \$98.1 | \$92.8 | \$5.3 | \$60.4 | Sep-2012 | Apr-2016 | TBD |

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

† Non-subway work includes design, construction management, and construction tasks.

†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

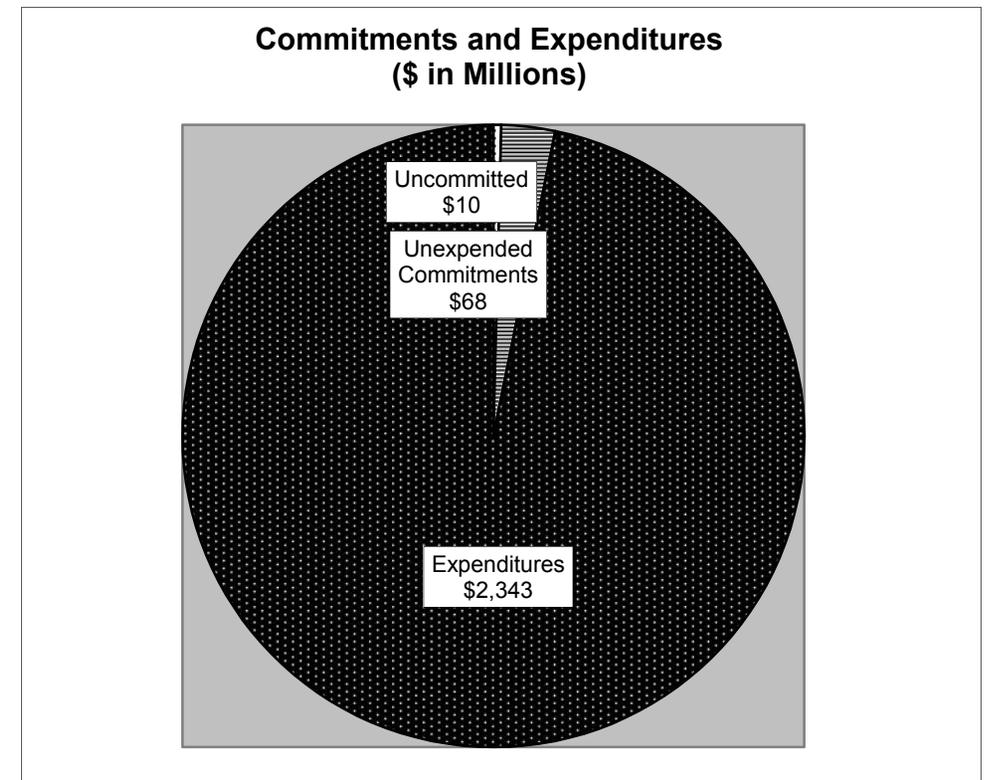
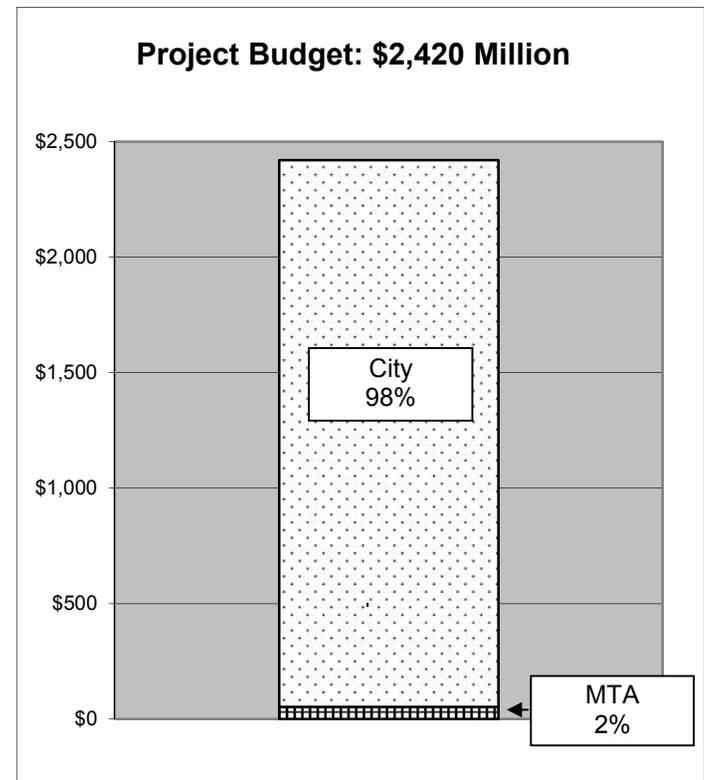
7 Line Extension Status

Report to the Transit Committee - February 2017

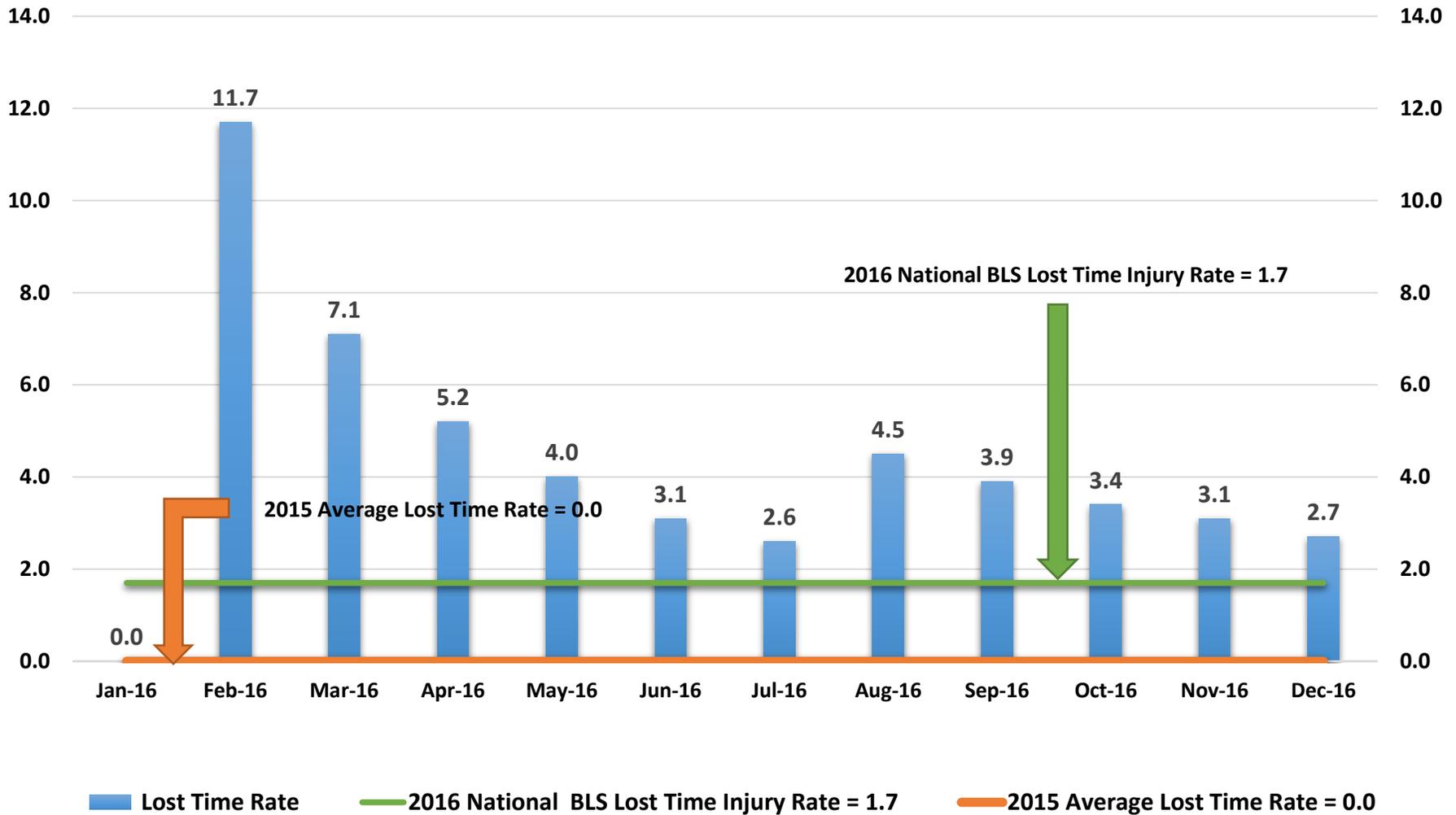
data thru January 2017

| MTA Capital Program \$ in Millions | Funding Sources | | | | Status of Commitments | | |
|---------------------------------------|-----------------|---------------|-----------------|------------------------|-----------------------|--------------|-----------------|
| | Budgeted | MTA Funds* | City Funds | City Funds Received | Committed | Uncommitted | Expended |
| 2000-2004 | \$ 53 | \$ 53 | \$ - | \$ - | \$ 53 | \$ 0 | \$ 53 |
| 2005-2009 | <u>2,367</u> | <u>-</u> | <u>2,367</u> | <u>2,357</u> | <u>2,357</u> | <u>9</u> | <u>2,290</u> |
| Total Authorized | \$ 2,420 | \$ 53 | \$ 2,367 | \$ 2,357 | \$ 2,410 | \$ 10 | \$ 2,343 |

* MTA funding was for preliminary engineering and environmental review work.



7 Line Annual Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - February 2017

data thru January 2017; \$s in million

| | Budget | Expenditures |
|-------------------------|-------------------|-------------------|
| Construction | \$ 3,379.0 | \$ 3,170.1 |
| Design | \$ 520.0 | 509.8 |
| Construction Management | \$ 270.5 | 240.4 |
| Real Estate | \$ 281.5 | 241.1 |
| Total | \$ 4,451.0 | \$ 4,161.4 |

| | Schedule |
|----------------------------|---------------|
| Project Design Start | December-2001 |
| Project Design Completion | February-2011 |
| Project Construction Start | March-2007 |
| Revenue Service Date | December-2016 |

| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved + Pending AWOs)* | Remaining Contingency | Expenditures | Re-Baseline Award Date | Actual/ Forecast Award Date | Planned Completion at Award | Forecast Substantial Completion |
|--|----------------------------------|---|--------------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|---------------------------------------|
| 63rd St Station Upgrade <i>Judlau Contracting</i> | \$210.1 | \$210.0 | \$0.1 | \$204.6 | Jul-2010 | Jan-2011 | May-2014 | Dec-2017 |
| Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i> | \$298.9 | \$290.5 | \$8.4 | \$273.3 | Mar-2011 | Jan-2012 | Aug-2016 | Dec-2017 |
| 96th St Station Finishes <i>EE Cruz & Tully, JV</i> | \$387.7 | \$387.6 | \$0.1 | \$367.2 | Mar-2011 | Jun-2012 | Dec-2015 | Dec-2017 |
| 72nd St Station Finishes <i>Judlau Contracting</i> | \$329.1 | \$324.8 | \$4.3 | \$300.8 | Nov-2012 | Feb-2013 | Nov-2015 | Dec-2017 |
| 86th St Station Finishes <i>Schiavone - Picone, JV</i> | \$244.7 | \$244.2 | \$0.4 | \$226.2 | Oct-2013 | Jun-2013 | May-2016 | Dec-2017 |

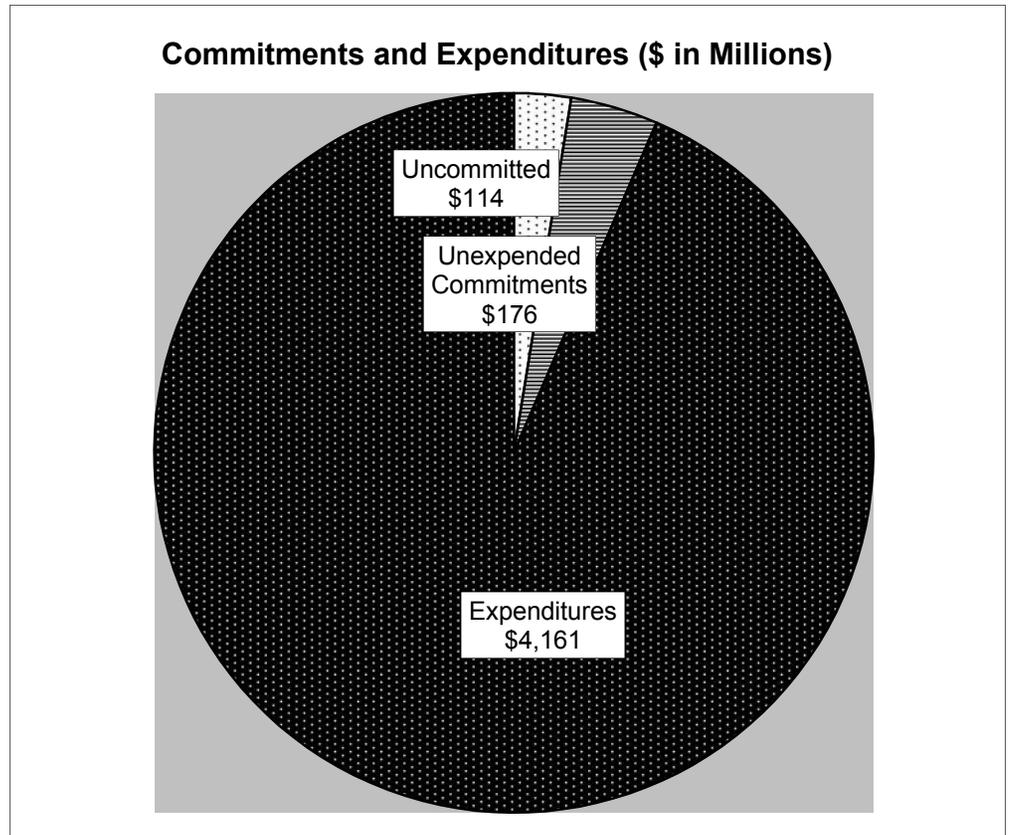
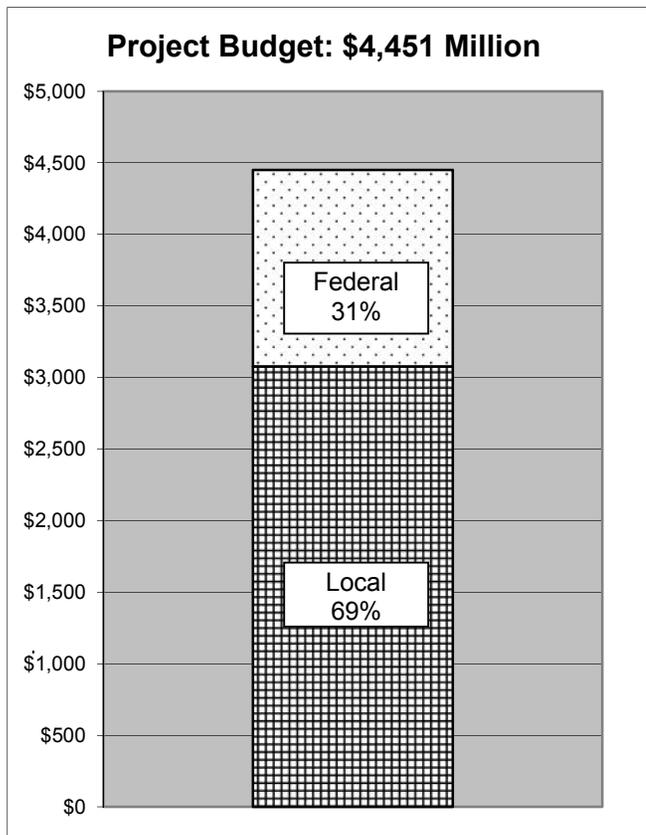
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - February 2017

data thru January 2017

| MTA Capital Program \$ in Millions | Funding Sources | | | Status of Commitments | | | |
|---------------------------------------|-----------------|------------------|--------------------|-----------------------|-----------------|---------------|-----------------|
| | Budgeted | Local Funding | Federal Funding | Federal Received | Committed | Uncommitted | Expended |
| 2000-2004 | \$ 1,050 | \$ 724 | \$ 326 | \$ 326 | \$ 1,049 | \$ 1 | \$ 1,045 |
| 2005-2009 | 1,914 | 866 | 1,048 | 1,048 | 1,881 | 32 | 1,829 |
| 2010-2014 | 1,487 | 1,487 | - | - | 1,406 | 81 | 1,288 |
| Total | \$ 4,451 | \$ 3,077 | \$ 1,374 | \$ 1,374 | \$ 4,337 | \$ 114 | \$ 4,161 |



SAS Annual Cumulative Profile of Lost Time Injury Rates

