



# Transit & Bus Committee Meeting

## February 2017

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### **Committee Members**

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerdler

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  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  and  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  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 ,  and  lines. Mr. Gerber then submitted written observations on the  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  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  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 45<sup>th</sup> and 53<sup>rd</sup> 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 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 81<sup>st</sup> 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 81<sup>st</sup> 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

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### **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, 1<sup>st</sup> Qtr, 2017  
Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2017  
NYCT & MTA Bus EEO & Diversity Report, 1<sup>st</sup> 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, 2<sup>nd</sup> Qtr, 2017  
Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2017  
NYCT & MTA Bus EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2017

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
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, 3<sup>rd</sup> Qtr, 2017  
Transit Adjudication Bureau Report, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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

NYC 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

NYC 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, 3<sup>rd</sup> 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

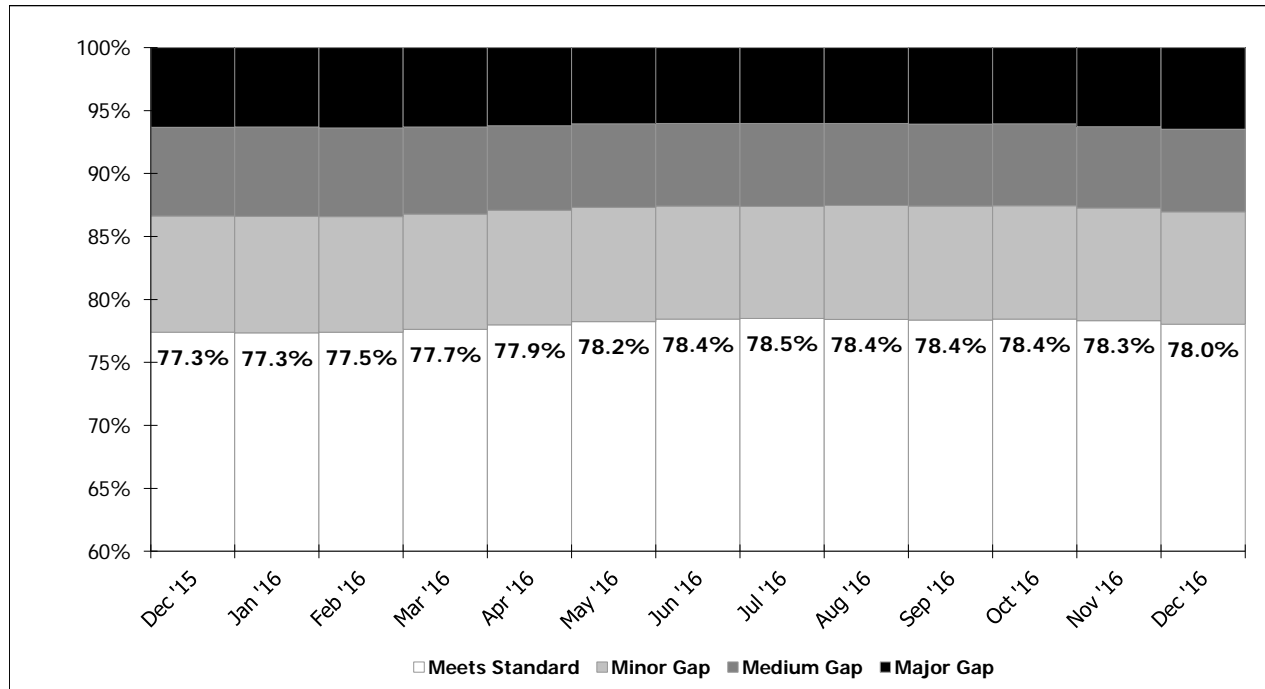
The Committee will be provided with the work plan for 2018 and will be asked to approve its use for the year.

# 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
<b>System Weekday Wait Assessment (Charts 1-2)</b>				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%
<b>System Weekend Wait Assessment (Chart 3)</b>				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%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	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%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	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%
<b>Mean Distance Between Failures (Charts 10-11)</b>	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%
<b>System Weekday Service-KPI (Charts 12-13)</b>	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%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.7%	91.6%	+0.1%
<b>Staten Island Railway</b>						
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 <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<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)

Jan '16 - Dec '16					Jan '15 - Dec '15				
Line	Meets	Headways			Meets	Headways			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
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)

Jan '16 - Dec '16					Jan '15 - Dec '15				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
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%

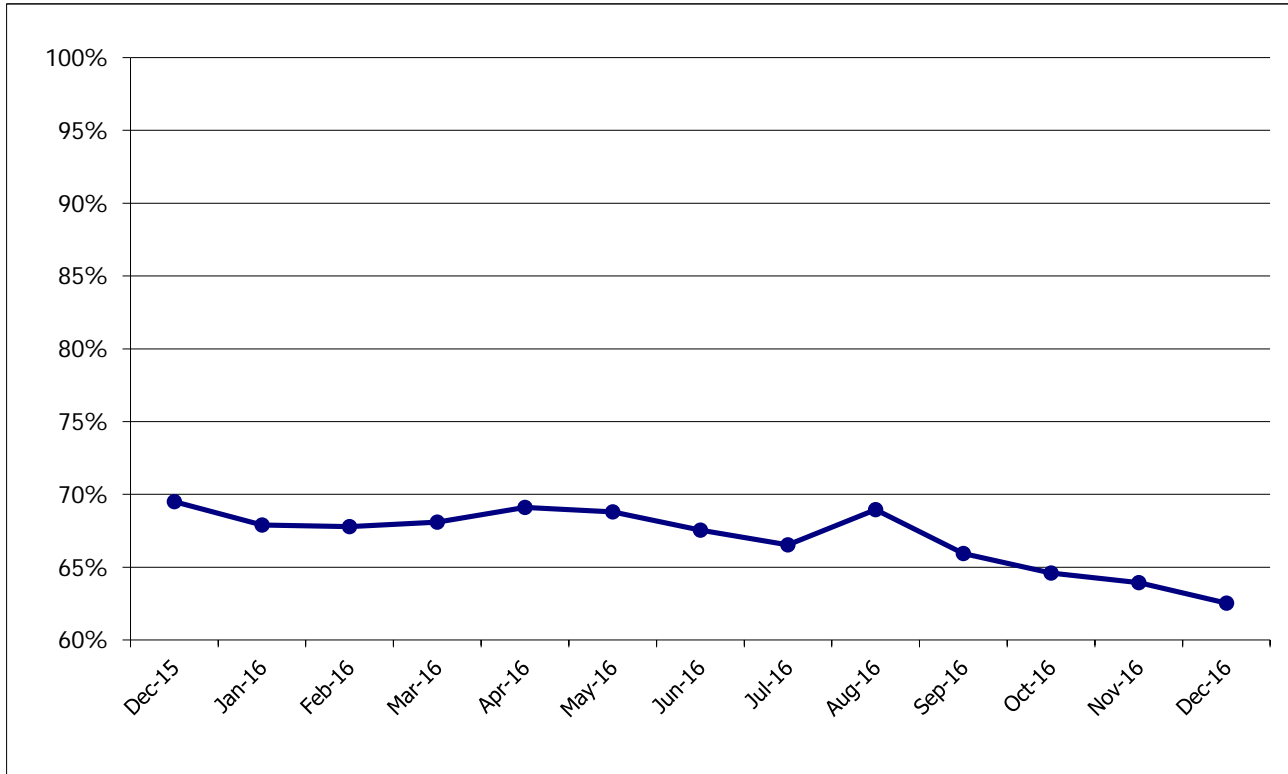
Minor Gap: from 25% to 50% over scheduled headway

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

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

## Headway Definitions

## 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%
<b>Subdivision A</b>	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%
<b>Subdivision B</b>	70.4%	72.9%	-2.5%
<b>Systemwide</b>	<b>66.8%</b>	<b>69.6%</b>	<b>-2.8%</b>

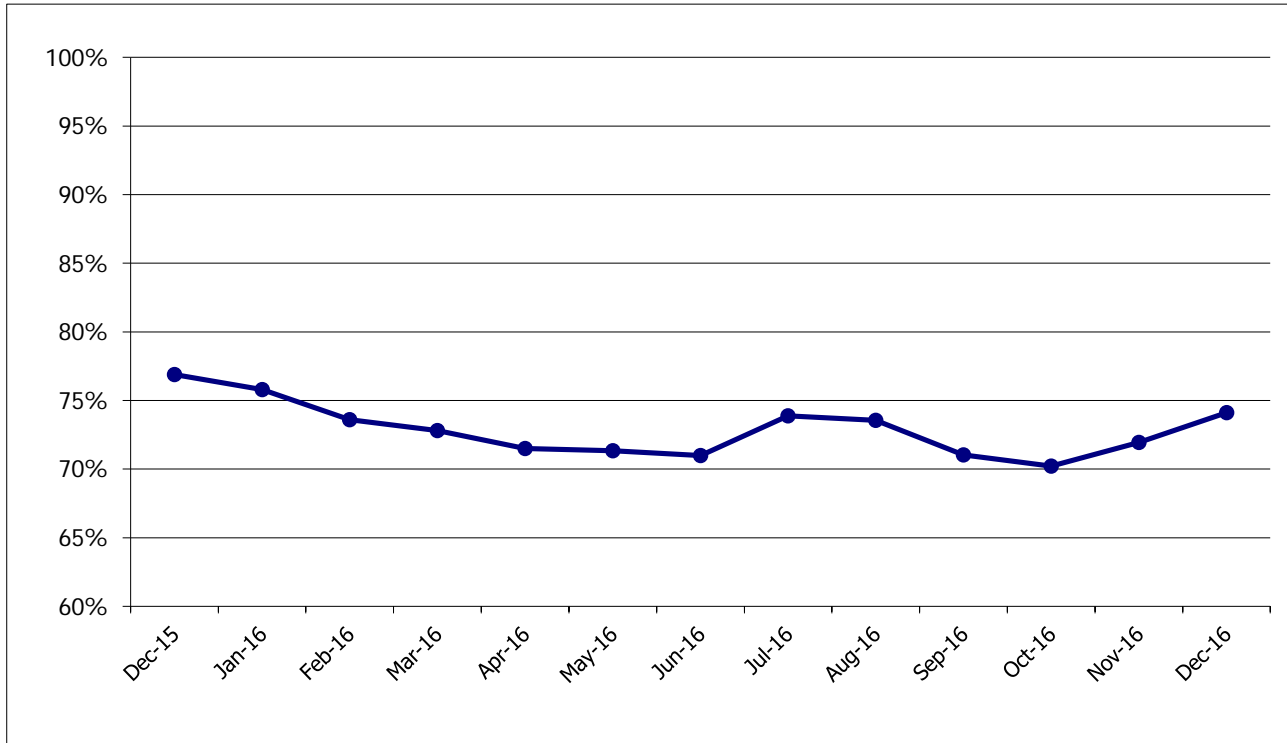
W line service began in November 2016, and data is being collected, but it will not be reported separately until 12 months of data are available.

# **Subway Weekday Trains Delayed Monthly (24 hours)**

<b><u>Categories</u></b>	<b><u>December 2016 Trains Delayed</u></b>
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
<b>Total Trains Delayed *</b>	<b>63,000</b>

\* 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%
<b>Subdivision A</b>	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%
<b>Subdivision B</b>	74.4%	76.1%	-1.7%
<b>Systemwide</b>	<b>72.6%</b>	<b>74.4%</b>	<b>-1.8%</b>

**Chart 8**

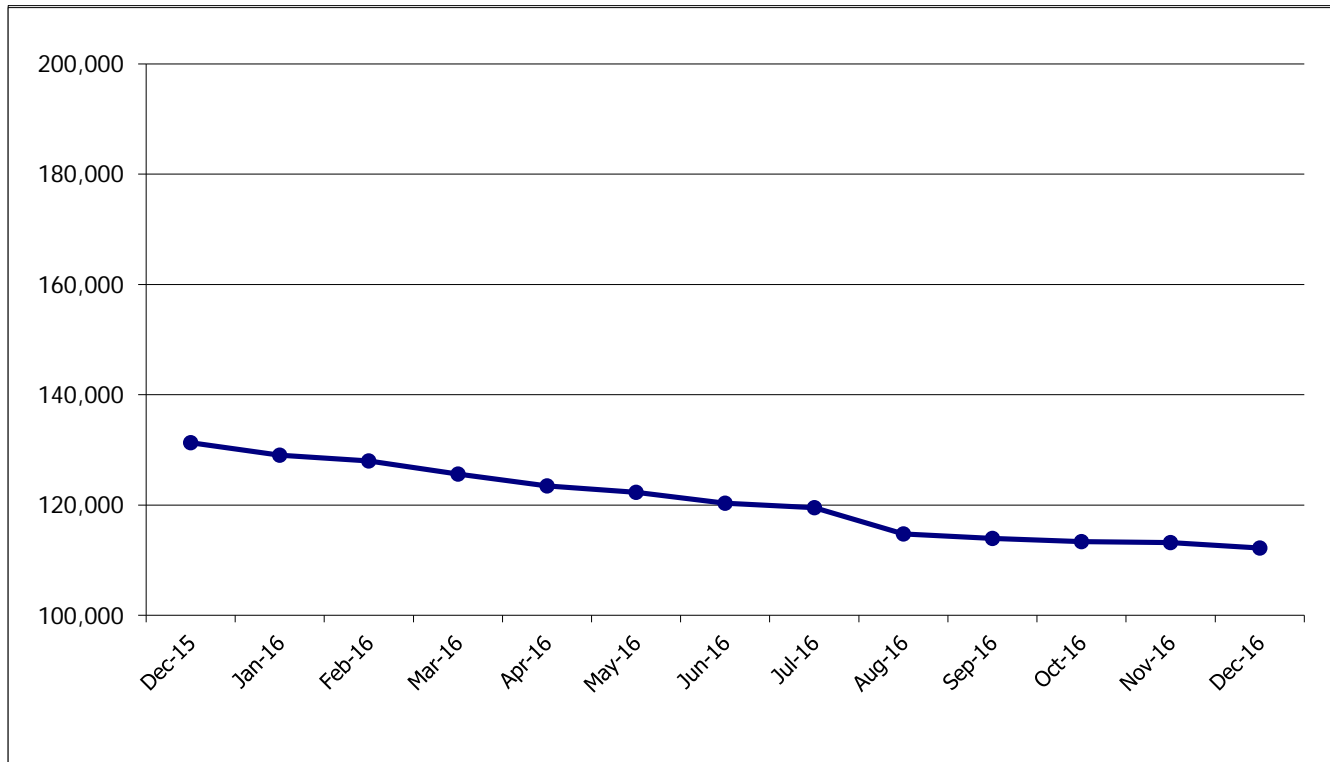


# **Subway Weekend Trains Delayed** **Monthly** **(24 hours)**

<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
<b>Total Trains Delayed *</b>	<b>14,329</b>

\* 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

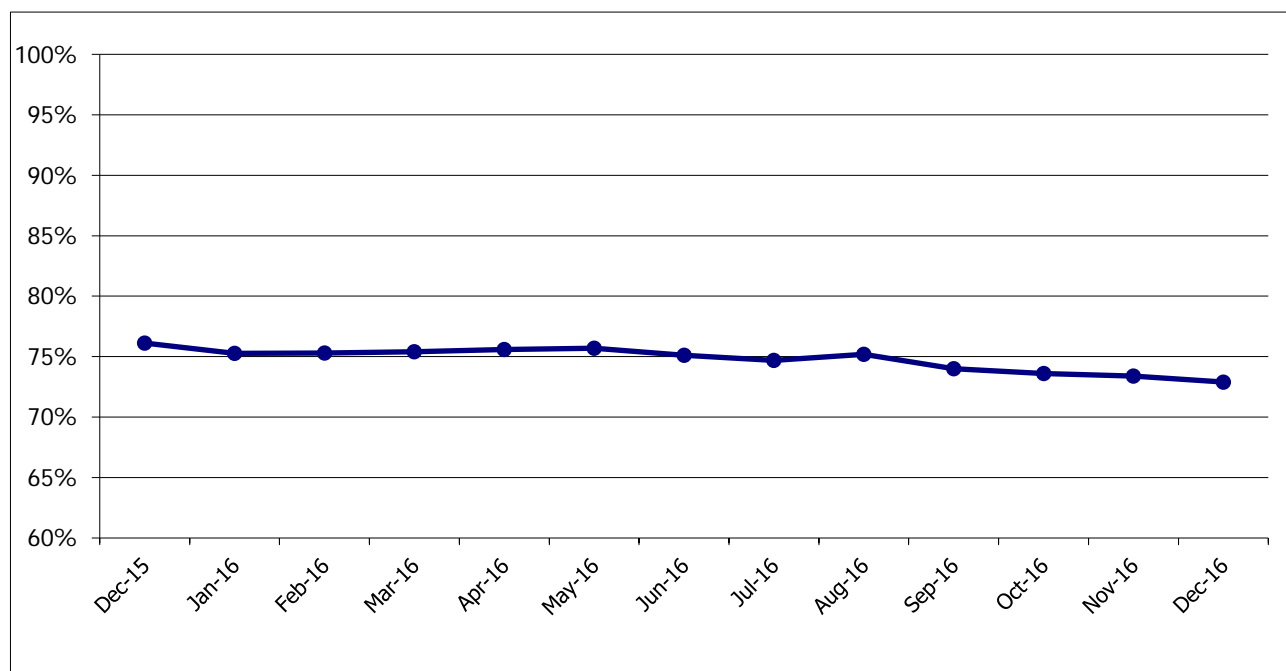
### Discussion of Results

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%
<b>FLEET</b>	<b>6,418</b>	<b>112,208</b>	<b>131,325</b>	<b>-14.6%</b>

## 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%

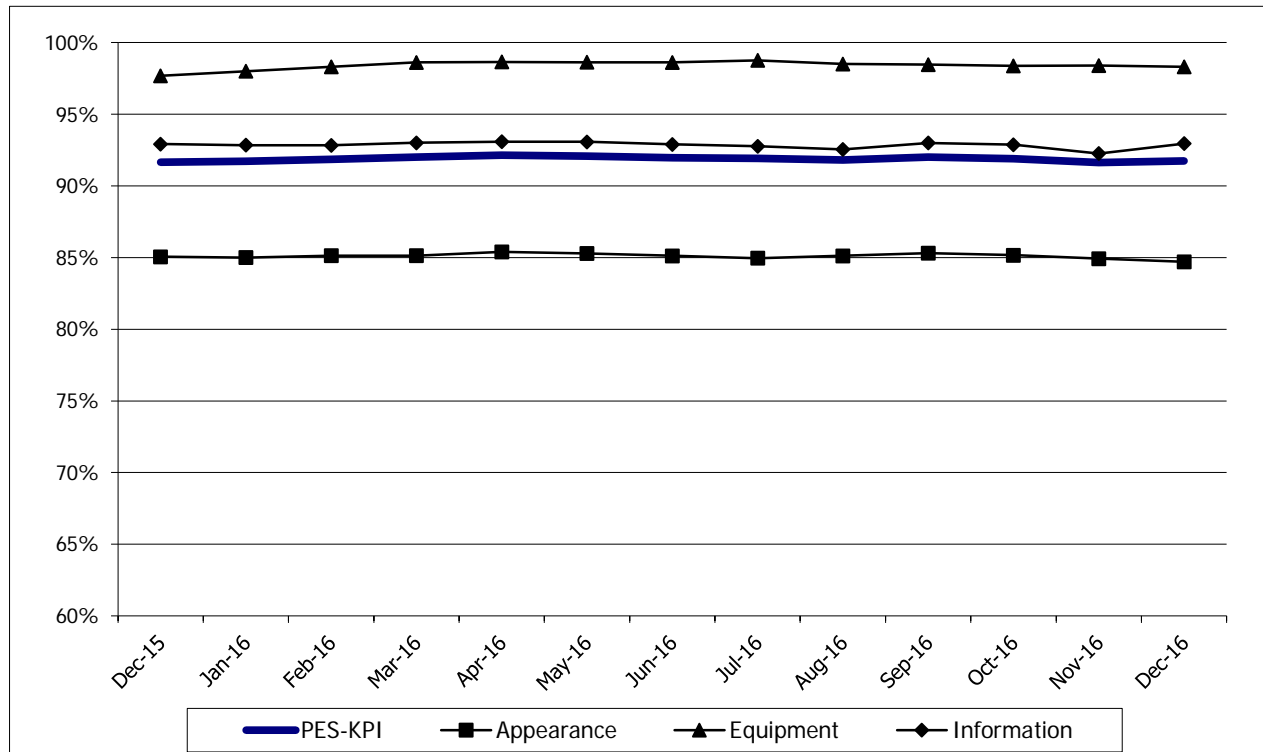
**Chart 12**

## 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%
<b>Subdivision A</b>	<b>70.3%</b>	<b>72.1%</b>	<b>-1.8%</b>
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%
<b>Subdivision B</b>	<b>76.9%</b>	<b>78.9%</b>	<b>-2.0%</b>
<b>Systemwide</b>	<b>74.4%</b>	<b>76.0%</b>	<b>-1.6%</b>

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%
<b>Subdivision A</b>	<b>95.3%</b>	<b>94.0%</b>	<b>97.5%</b>	<b>94.4%</b>	<b>95.1%</b>	<b>94.7%</b>	<b>97.0%</b>	<b>93.7%</b>	<b>+0.2%</b>
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%
<b>Subdivision B</b>	<b>95.5%</b>	<b>92.8%</b>	<b>98.0%</b>	<b>95.8%</b>	<b>94.8%</b>	<b>92.5%</b>	<b>96.6%</b>	<b>95.6%</b>	<b>+0.7%</b>
<b>Systemwide</b>	<b>95.4%</b>	<b>93.3%</b>	<b>97.8%</b>	<b>95.3%</b>	<b>95.0%</b>	<b>93.3%</b>	<b>96.7%</b>	<b>94.9%</b>	<b>+0.4%</b>

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.

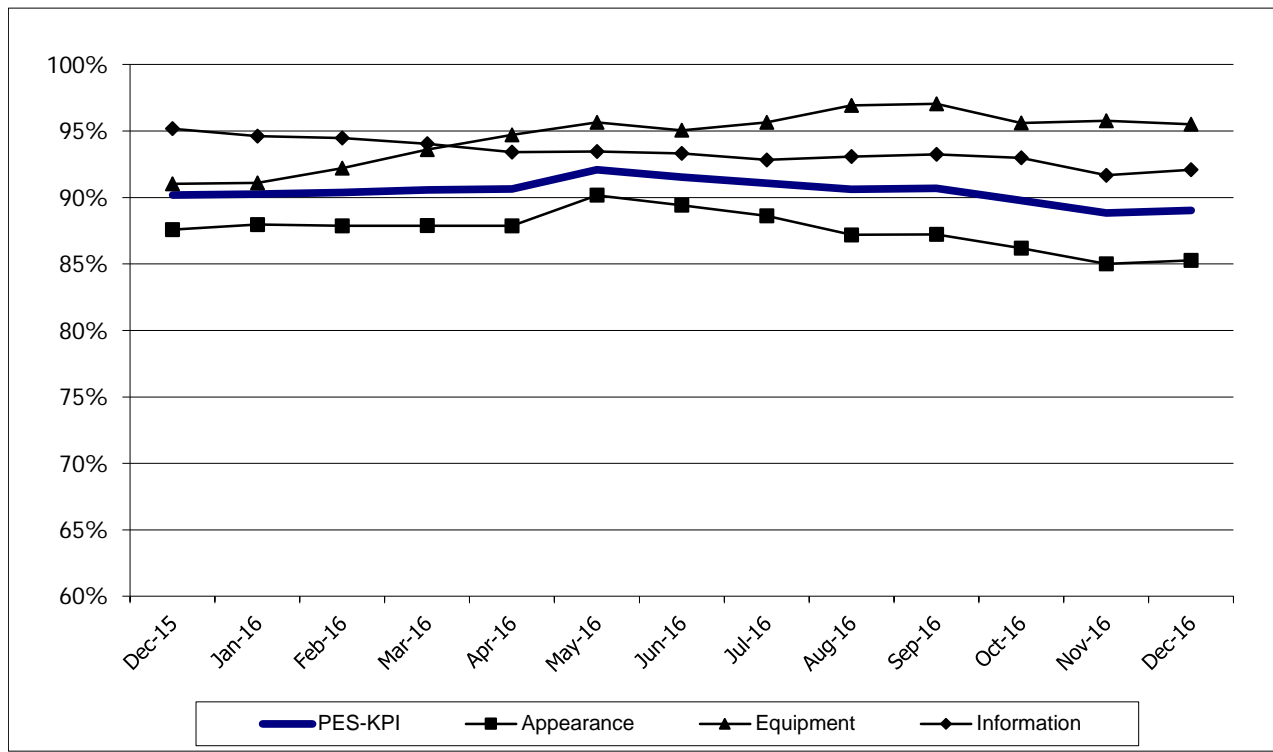
## Subway PES-KPI - Stations

### 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

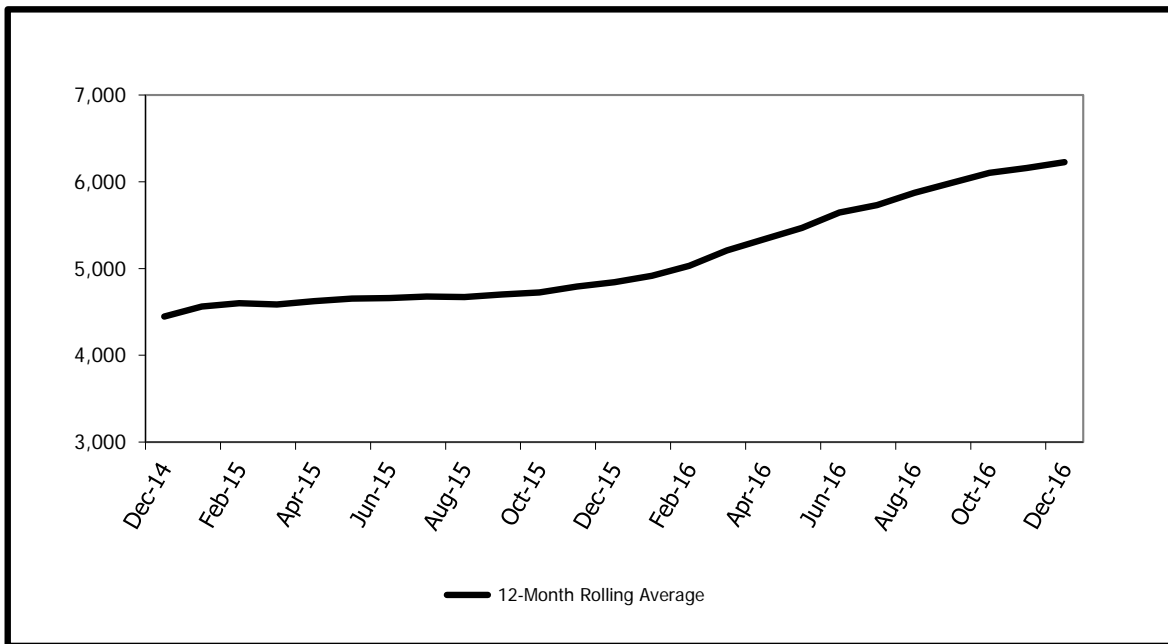
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Jan '16 - Dec '16	89.0%	85.3%	95.5%	92.1%
Jan '15 - Dec '15	90.2%	87.6%	91.0%	95.2%
% Difference:	-1.2%	-2.3%	+4.5%	-3.1%

# 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

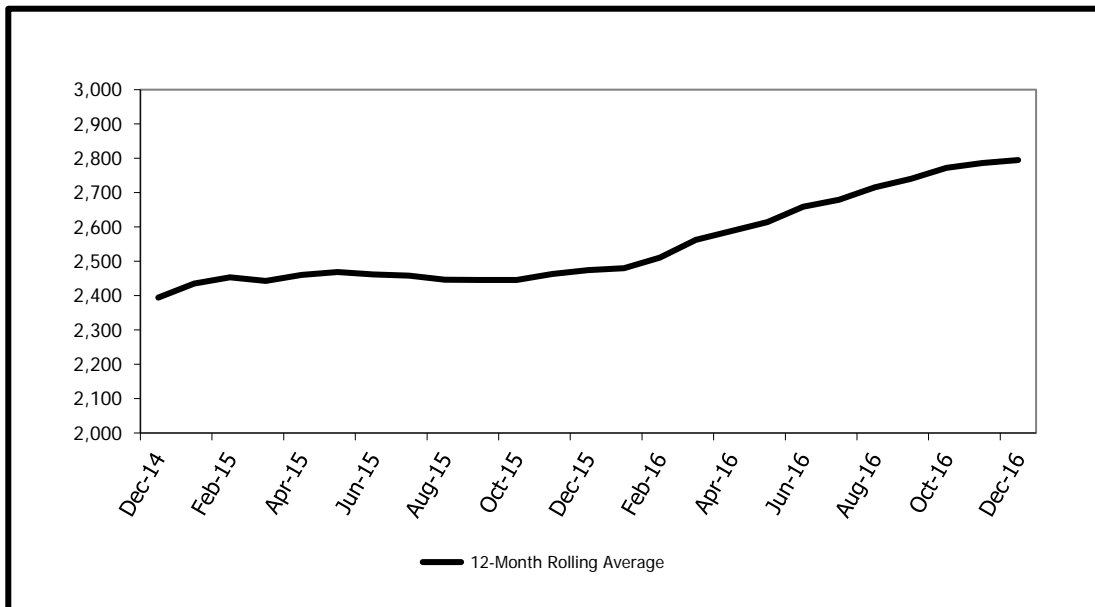
### Annual Results

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

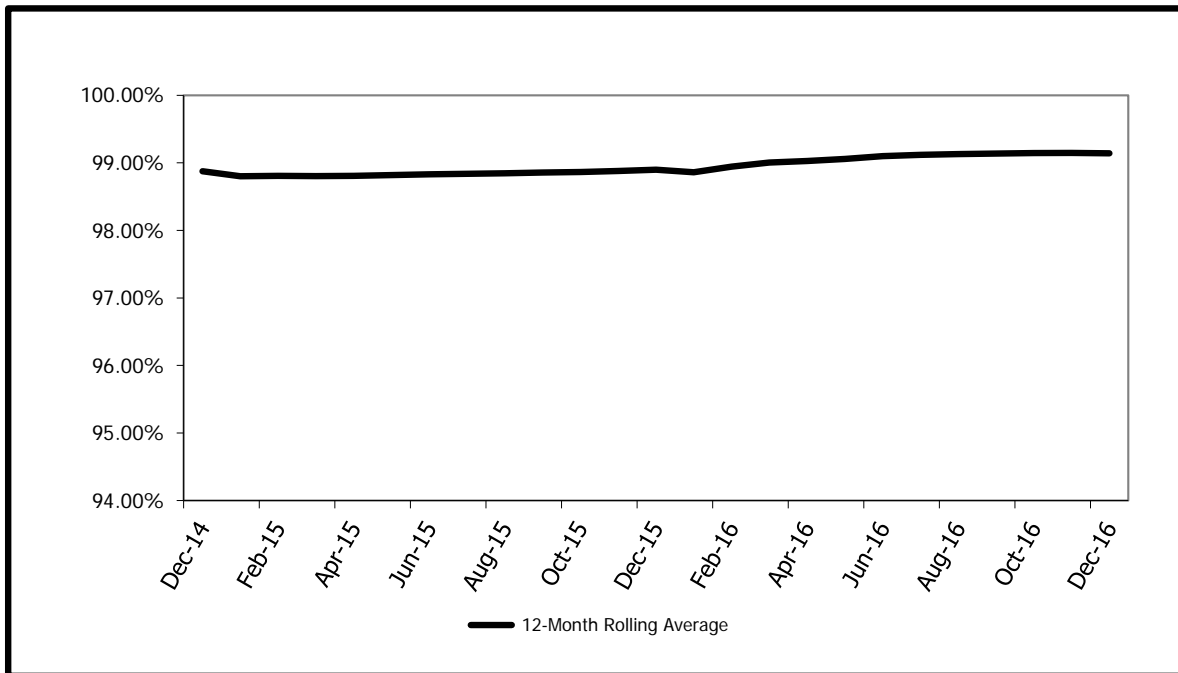
2016 YTD: 2,795  
2015 Actual: 2,474

\* "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

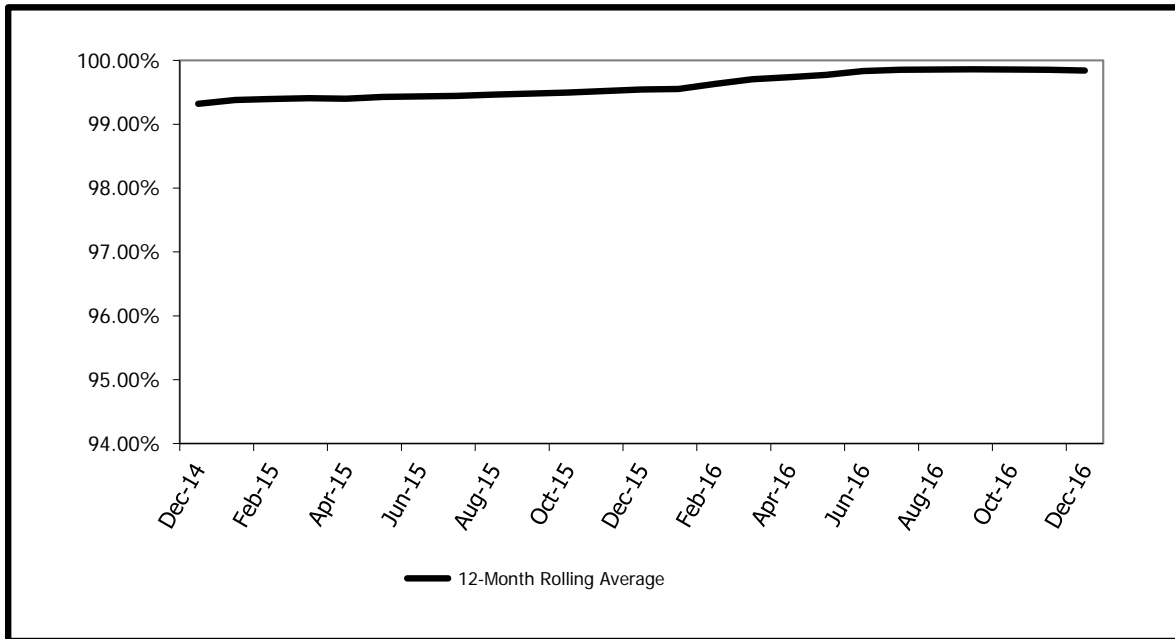
2016 YTD: 99.14%

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%

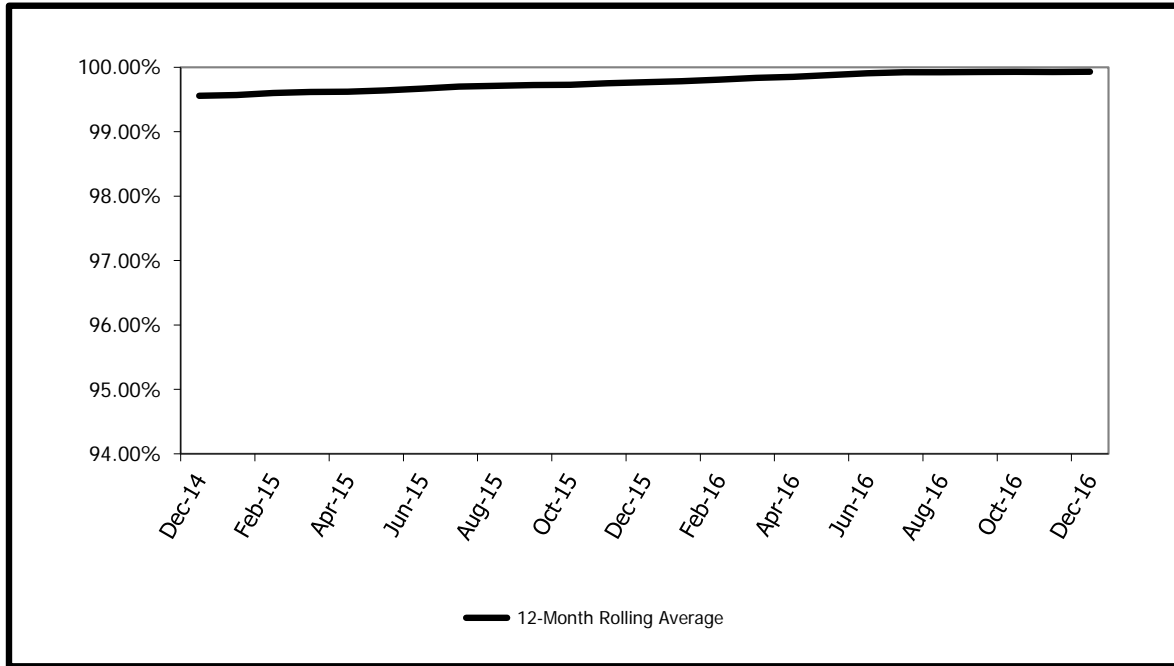
### Annual Results

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
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.64	2.62	2.52
Subway Collisions <sup>2,3</sup>	1	0	0
Subway Derailments <sup>2,3</sup>	2	2	4
Subway Fires <sup>2</sup>	949	1,049	957
<b>Buses</b>			
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

<sup>1</sup> 12-Month Average data from December through November.

<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>3</sup> Data from February through January.

Leading Indicators				
Subways	January	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
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%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	10,531	10,531	49,814	21.1%
<b>Station -- Emergency Communication</b>				
Help Point Installations	9	9	92	9.8%
Buses	January	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
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.



Police Department  
City of New York

MTA Report

**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%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>209</u></b>	<b><u>212</u></b>	<b><u>-3</u></b>	<b><u>-1.4%</u></b>

*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%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>209</u></b>	<b><u>212</u></b>	<b><u>-3</u></b>	<b><u>-1.4%</u></b>

*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**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
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**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
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%

**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
<b>Murder</b>	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>Rape</b>	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0
<b>Robbery</b>	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	41	35
<b>Assault</b>	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	39
<b>Burglary</b>	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	4	2
<b>GL</b>	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	130	133
<b>TOTAL MAJOR FELONIES</b>	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	151	212	209
<b>Major Fel Per Day</b>	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**

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

### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	2	-2	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	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	
				\$	%	\$	%
<b>Total Farebox Revenue</b>	4,455.3	4,412.3	4,408.7	(46.5)	-1.0%	(3.6)	-0.1%
<b>Nonreimb. Exp. before Dep./OPEB</b>	7,580.5	7,791.8	7,762.1	(181.6)	-2.4%	29.6	0.4%
<b>Net Cash Deficit*</b>	(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 3<sup>rd</sup> and 4<sup>th</sup> 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%
<b>Total - NYCT</b>	<b>4,455.3</b>	<b>4,412.3</b>	<b>4,408.7</b>	<b>(46.5)</b>	<b>(1.0%)</b>	<b>(3.6)</b>	<b>(0.1%)</b>
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 3<sup>rd</sup> and 4<sup>th</sup> 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%				
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 Actual	Budget		Estimate	
				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%)
<b>Total - NYCT</b>	<b>2,472.4</b>	<b>2,413.6</b>	<b>2,404.1</b>	<b>(68.3)</b>	<b>(2.8%)</b>	<b>(9.5)</b>	<b>(0.4%)</b>
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 2016	Change		2015	Preliminary 2016	Change	
			Amount	Percent			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%
<b>TOTAL - NYCT</b>	<b>7,749</b>	<b>7,722</b>	<b>-27</b>	<b>-0.3%</b>	<b>8,250</b>	<b>7,970</b>	<b>-281</b>	<b>-3.4%</b>
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>

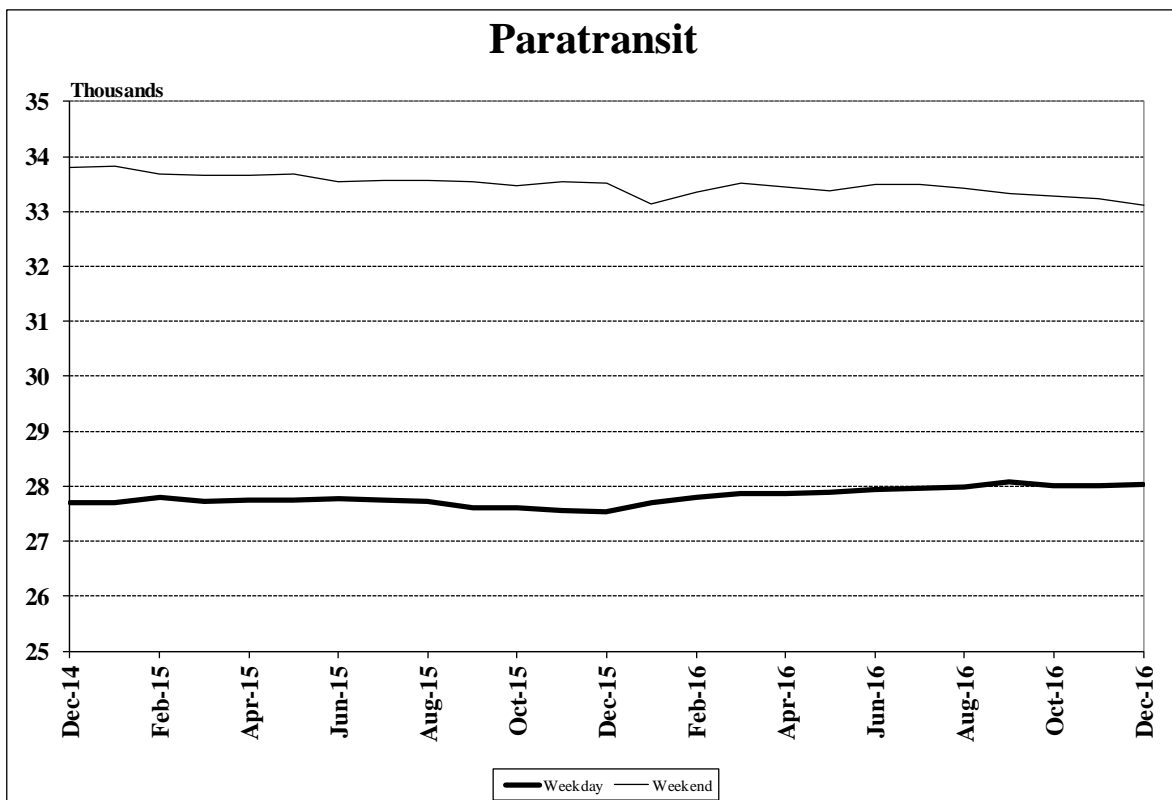
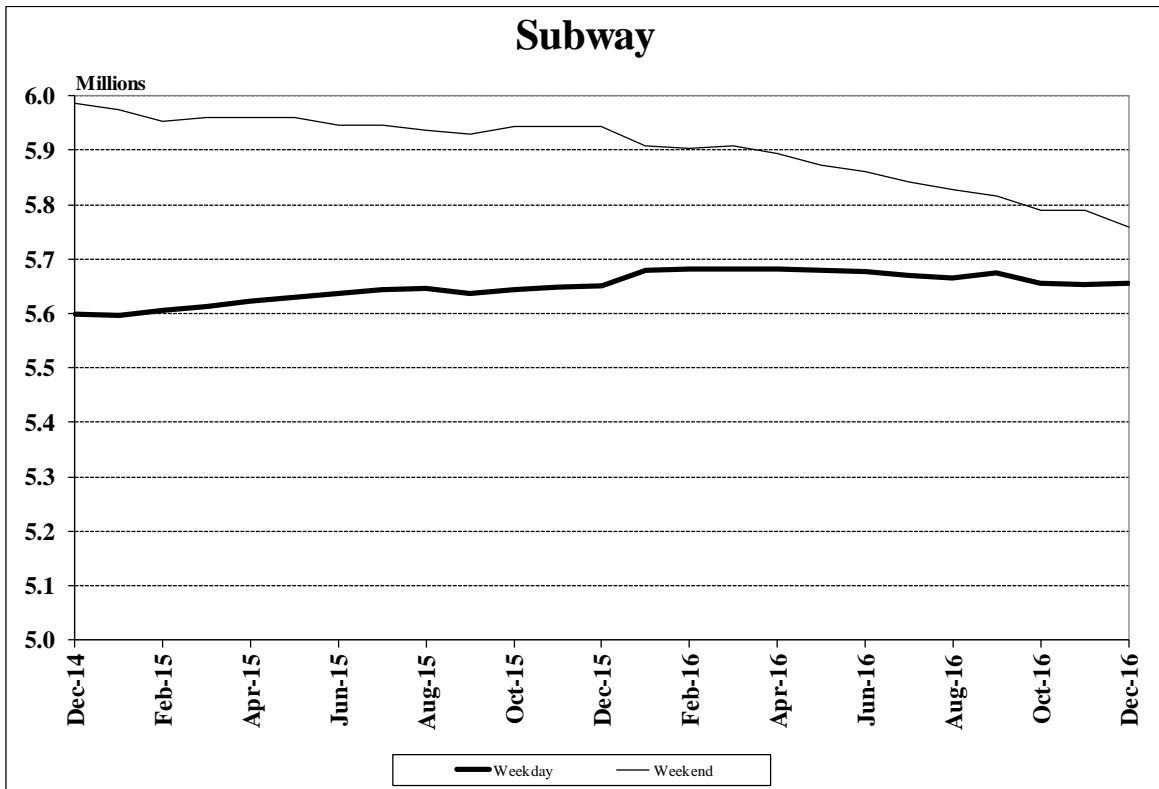
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- 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.



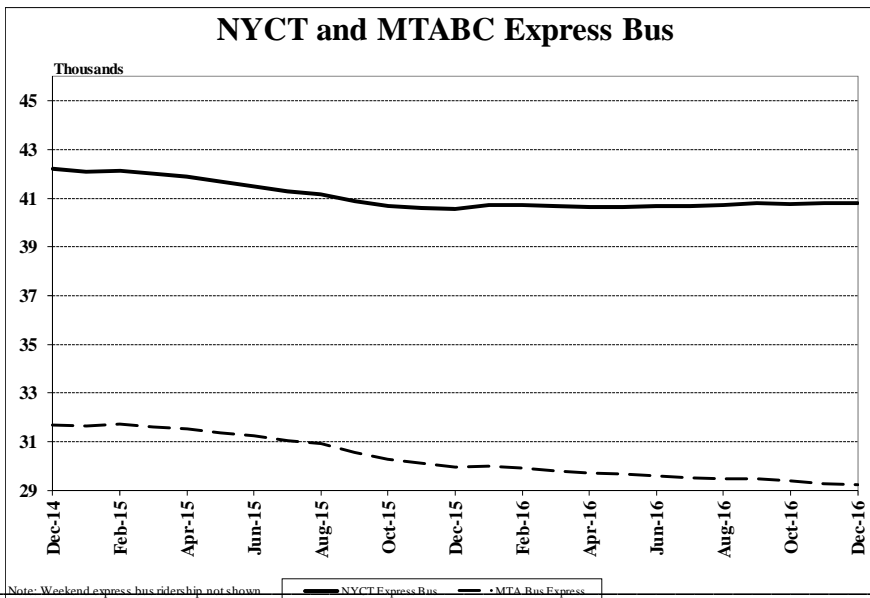
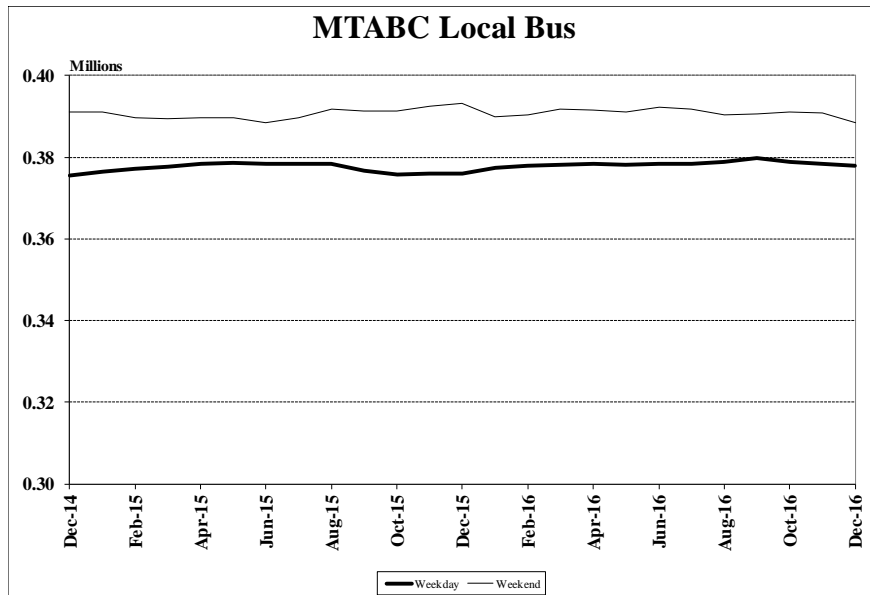
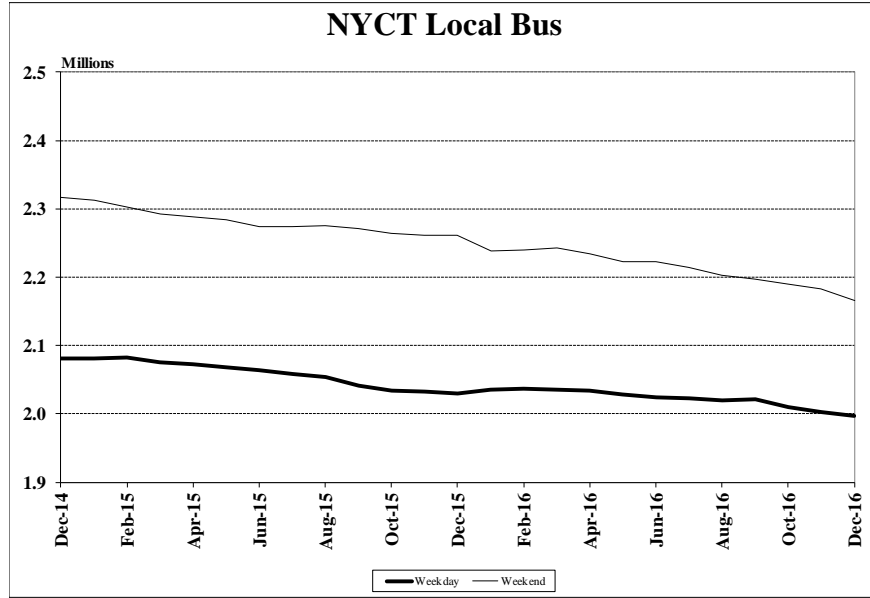
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## 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.

<b>Ridership on Transit Services in the New York Area</b> (thousands)			
<b>Transit Service</b>	<b>2015</b>	<b>Preliminary 2016</b>	<b>Percent Change</b>
<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%

<b>MTA Bridges and Tunnels</b> (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)**

<b>NON-REIMBURSABLE</b>	<b>December 2016 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Actual*</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b><u>Budget</u></b>	<b><u>Estimate</u></b>	<b><u>Actual*</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>
<b>Revenue</b>							
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	-
<b>Total Farebox Revenue</b>	<b>4,455.253</b>	<b>4,412.284</b>	<b>4,408.710</b>	<b>(46.543)</b>	<b>(1.0)</b>	<b>(3.574)</b>	<b>(0.1)</b>
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	-
<b>Total Revenue</b>	<b>4,890.954</b>	<b>4,849.270</b>	<b>4,833.886</b>	<b>(57.068)</b>	<b>(1.2)</b>	<b>(15.384)</b>	<b>(0.3)</b>
<b>Expenses</b>							
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
<b>Total Labor Expenses</b>	<b>5,832.434</b>	<b>6,107.100</b>	<b>6,100.811</b>	<b>(268.377)</b>	<b>(4.6)</b>	<b>6.289</b>	<b>0.1</b>
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)
<b>Total Non-Labor Expenses</b>	<b>1,748.082</b>	<b>1,684.687</b>	<b>1,661.330</b>	<b>86.752</b>	<b>5.0</b>	<b>23.357</b>	<b>1.4</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adjs.</b>	<b>7,580.516</b>	<b>7,791.787</b>	<b>7,762.141</b>	<b>(181.625)</b>	<b>(2.4)</b>	<b>29.646</b>	<b>0.4</b>
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	-
<b>Total Expenses</b>	<b>10,949.571</b>	<b>10,608.426</b>	<b>10,589.668</b>	<b>359.903</b>	<b>3.3</b>	<b>18.758</b>	<b>0.2</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(6,058.617)</b>	<b>(5,759.156)</b>	<b>(5,755.782)</b>	<b>302.835</b>	<b>5.0</b>	<b>3.374</b>	<b>0.1</b>

\*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	Final	Actual*	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	\$	\$	\$	\$		\$	
<b>Revenue</b>							
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
<b>Total Revenue</b>	<b>1,161.078</b>	<b>1,202.050</b>	<b>1,215.872</b>	<b>54.794</b>	<b>4.7</b>	<b>13.822</b>	<b>1.1</b>
<b>Expenses</b>							
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)
<b>Total Labor Expenses</b>	<b>1,059.328</b>	<b>1,074.926</b>	<b>1,100.069</b>	<b>(40.741)</b>	<b>(3.8)</b>	<b>(25.143)</b>	<b>(2.3)</b>
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)
<b>Total Non-Labor Expenses</b>	<b>101.750</b>	<b>127.124</b>	<b>115.803</b>	<b>(14.053)</b>	<b>(13.8)</b>	<b>11.321</b>	<b>8.9</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses</b>	<b>1,161.078</b>	<b>1,202.050</b>	<b>1,215.872</b>	<b>(54.794)</b>	<b>(4.7)</b>	<b>(13.822)</b>	<b>(1.1)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>

\*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)**

<b>NON-REIMBURSABLE &amp; REIMBURSABLE</b>	<b>December 2016 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted Budget</u> \$	<u>Final Estimate</u> \$	<u>Actual*</u> \$	<u>Adopted Budget</u> \$	<u>%</u>	<u>Final Estimate</u> \$	<u>%</u>
<b>Revenue</b>							
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	-
<b>Total Farebox Revenue</b>	<b>4,455.253</b>	<b>4,412.284</b>	<b>4,408.710</b>	<b>(46.543)</b>	<b>(1.0)</b>	<b>(3.574)</b>	<b>(0.1)</b>
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
<b>Total Revenue</b>	<b>6,052.032</b>	<b>6,051.320</b>	<b>6,049.758</b>	<b>(2.274)</b>	<b>(0.0)</b>	<b>(1.562)</b>	<b>(0.0)</b>
<b>Expenses</b>							
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	-
<b>Total Labor Expenses</b>	<b>6,891.762</b>	<b>7,182.026</b>	<b>7,200.880</b>	<b>(309.118)</b>	<b>(4.5)</b>	<b>(18.854)</b>	<b>(0.3)</b>
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)
<b>Total Non-Labor Expenses</b>	<b>1,849.832</b>	<b>1,811.811</b>	<b>1,777.133</b>	<b>72.699</b>	<b>3.9</b>	<b>34.678</b>	<b>1.9</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expense Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenses Before GASB Adj.s.</b>	<b>8,741.594</b>	<b>8,993.837</b>	<b>8,978.013</b>	<b>(236.419)</b>	<b>(2.7)</b>	<b>15.824</b>	<b>0.2</b>
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	-
<b>Total Expenses</b>	<b>12,110.649</b>	<b>11,810.476</b>	<b>11,805.540</b>	<b>305.109</b>	<b>2.5</b>	<b>4.936</b>	<b>0.0</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(6,058.617)</b>	<b>(5,759.156)</b>	<b>(5,755.782)</b>	<b>302.835</b>	<b>5.0</b>	<b>3.374</b>	<b>0.1</b>

\*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)**

<b><u>Generic Revenue or Expense Category</u></b>	<b><u>Nonreimb or Reimb</u></b>	<b><u>YEAR TO DATE</u></b>		
		<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>
		<b><u>\$</u></b>	<b><u>%</u></b>	
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)**

<b><u>Generic Revenue or Expense Category</u></b>	<b><u>Nonreimb or Reimb</u></b>	<b><u>YEAR TO DATE</u></b>		
		<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>
		<b><u>\$</u></b>	<b><u>%</u></b>	
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)**

<b><u>Generic Revenue or Expense Category</u></b>	<b><u>Nonreimb or Reimb</u></b>	<b><u>YEAR TO DATE</u></b>		
		<b><u>Favorable (Unfavorable) Variance</u></b>		<b><u>Reason for Variance</u></b>
		<b><u>\$</u></b>	<b><u>%</u></b>	
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		\$	%	\$	%
<b>Receipts</b>							
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)
<b>Total Receipts</b>	<b>5,941.558</b>	<b>5,898.039</b>	<b>5,813.322</b>	<b>(128.236)</b>	<b>(2.2)</b>	<b>(84.717)</b>	<b>(1.4)</b>
<b>Expenditures</b>							
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	-
<b>Total Labor Expenditures</b>	<b>6,817.509</b>	<b>6,919.769</b>	<b>6,953.722</b>	<b>(136.213)</b>	<b>(2.0)</b>	<b>(33.953)</b>	<b>(0.5)</b>
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)
<b>Total Non-Labor Expenditures</b>	<b>1,816.802</b>	<b>1,766.364</b>	<b>1,768.479</b>	<b>48.323</b>	<b>2.7</b>	<b>(2.115)</b>	<b>(0.1)</b>
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>8,634.311</b>	<b>8,686.133</b>	<b>8,722.201</b>	<b>(87.890)</b>	<b>(1.0)</b>	<b>(36.068)</b>	<b>(0.4)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(2,692.753)</b>	<b>(2,788.094)</b>	<b>(2,908.879)</b>	<b>(216.126)</b>	<b>(8.0)</b>	<b>(120.785)</b>	<b>(4.3)</b>

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)**

<b>Operating Receipts or Disbursements</b>	<b>YEAR TO DATE</b>		
	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)**

	<b>December 2016 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
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)
<b>Total Receipts</b>	<b>(110.474)</b>	<b>(153.281)</b>	<b>(236.436)</b>	<b>(125.962)</b>	<b>114.0</b>	<b>(83.155)</b>	<b>(54.3)</b>
<b>Expenditures</b>							
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	-
<b>Total Labor Expenditures</b>	<b>74.253</b>	<b>262.257</b>	<b>247.158</b>	<b>172.905</b>	<b>232.9</b>	<b>(15.099)</b>	<b>(5.8)</b>
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)	-
<b>Total Non-Labor Expenditures</b>	<b>33.030</b>	<b>45.447</b>	<b>8.654</b>	<b>(24.376)</b>	<b>(73.8)</b>	<b>(36.793)</b>	<b>(81.0)</b>
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>0.000</b>	<b>-</b>
<b>Total Expenditures Before GASB Adjs.</b>	<b>107.283</b>	<b>307.704</b>	<b>255.812</b>	<b>148.529</b>	<b>138.4</b>	<b>(51.892)</b>	<b>(16.9)</b>
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	-
<b>Total Expenditures</b>	<b>3,476.338</b>	<b>3,124.343</b>	<b>3,083.339</b>	<b>(392.999)</b>	<b>(11.3)</b>	<b>(41.004)</b>	<b>(1.3)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>3,365.864</b>	<b>2,971.062</b>	<b>2,846.903</b>	<b>(518.961)</b>	<b>(15.4)</b>	<b>(124.159)</b>	<b>(4.2)</b>

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 Budget	Final Estimate	Actual	Adopted Budget Variance	Budget Percent	Final Estimate Variance	Estimate Percent
<b>Administration</b>							
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%
Materiel	289	290	272	17	5.9%	18	6.2%
Controller	128	128	128	-	0.0%	-	0.0%
<b>Total Administration</b>	<b>1,467</b>	<b>1,481</b>	<b>1,433</b>	<b>34</b>	<b>2.3%</b>	<b>48</b>	<b>3.2%</b>
<b>Operations</b>							
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%
<b>Subtotal- Subways</b>	<b>11,053</b>	<b>11,376</b>	<b>11,561</b>	<b>(508)</b>	<b>-4.6%</b>	<b>(185)</b>	<b>-1.6%</b>
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%	-	-
<b>Total Operations</b>	<b>23,376</b>	<b>23,614</b>	<b>23,672</b>	<b>(296)</b>	<b>-1.3%</b>	<b>(58)</b>	<b>-0.2%</b>
<b>Maintenance</b>							
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%
<b>Subtotal- Subways</b>	<b>17,201</b>	<b>17,534</b>	<b>17,107</b>	<b>94</b>	<b>0.5%</b>	<b>427</b>	<b>2.4%</b>
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%
<b>Total Maintenance</b>	<b>21,749</b>	<b>21,793</b>	<b>21,445</b>	<b>304</b>	<b>1.4%</b>	<b>348</b>	<b>1.6%</b>
<b>Engineering/Capital</b>							
Capital Program Management							
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,358</b>	<b>1,398</b>	<b>(40)</b>	<b>-2.9%</b>	<b>(40)</b>	<b>-2.9%</b>
<b>Public Safety</b>							
Security	651	662	663	(12)	-1.8%	(1)	-0.2%
<b>Total Public Safety</b>	<b>651</b>	<b>662</b>	<b>663</b>	<b>(12)</b>	<b>-1.8%</b>	<b>(1)</b>	<b>-0.2%</b>
<b>Baseline Total Positions</b>	<b>48,601</b>	<b>48,908</b>	<b>48,611</b>	<b>(10)</b>	<b>0.0%</b>	<b>297</b>	<b>0.6%</b>
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%
<b>Total Full-Time</b>	<b>48,397</b>	<b>48,695</b>	<b>48,355</b>	<b>42</b>	<b>0.1%</b>	<b>340</b>	<b>0.7%</b>
<b>Total Full-Time Equivalents</b>	<b>204</b>	<b>213</b>	<b>256</b>	<b>(52)</b>	<b>-25.5%</b>	<b>(43)</b>	<b>-20.2%</b>

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

	December 31, 2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Percent	Final Estimate Variance	Percent
<b>Administration:</b>							
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%
<b>Total Administration</b>	<b>1,467</b>	<b>1,481</b>	<b>1,433</b>	<b>34</b>	<b>2.4%</b>	<b>48</b>	<b>3.3%</b>
<b>Operations</b>							
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%
<b>Total Operations</b>	<b>23,376</b>	<b>23,614</b>	<b>23,672</b>	<b>(296)</b>	<b>-1.3%</b>	<b>(58)</b>	<b>-0.2%</b>
<b>Maintenance</b>							
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%
<b>Total Maintenance</b>	<b>21,749</b>	<b>21,793</b>	<b>21,446</b>	<b>303</b>	<b>1.4%</b>	<b>347</b>	<b>1.6%</b>
<b>Engineering/Capital</b>							
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%
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,358</b>	<b>1,398</b>	<b>(40)</b>	<b>-2.9%</b>	<b>(40)</b>	<b>-2.9%</b>
<b>Public Safety</b>							
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%
<b>Total Public Safety</b>	<b>651</b>	<b>662</b>	<b>663</b>	<b>(12)</b>	<b>-1.9%</b>	<b>(1)</b>	<b>-0.2%</b>
<b>Total Positions</b>							
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%
<b>Total Positions</b>	<b>48,601</b>	<b>48,908</b>	<b>48,611</b>	<b>(10)</b>	<b>0.0%</b>	<b>297</b>	<b>0.6%</b>

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

	2016				2016			
	Adopted vs. Actuals		Final Estimate vs. Actuals		Adopted vs. Actuals		Final Estimate vs. Actuals	
	Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	4,053,893	\$128.211	4,151,183	\$131.529	4,080,774	\$129.850	(26,881)	\$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)	\$6.046
							-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)	(\$14.696)
							-6.4%	-10.9%
<u>Unscheduled Maintenance</u>	-	\$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)	(\$1.754)
							0.0%	-7.4%
<u>Weather Emergencies</u>	523,133	\$17.349	739,771	\$24.933	624,799	\$21.268	(101,666)	\$3.665
							-22.6%	14.7%
<u>Safety/Security/Law Enforcement</u>	134,875	\$3.901	128,419	\$3.708	129,200	\$3.575	5,675	\$0.133
							8.4%	3.6%
<u>Other</u>	159,576	\$4.799	156,706	\$4.711	132,815	\$4.632	26,761	\$0.079
							3.5%	1.7%
<b>Sub-Total</b>	<b>13,162,186</b>	<b>\$431.696</b>	<b>13,879,683</b>	<b>\$457.128</b>	<b>14,062,790</b>	<b>\$461.976</b>	<b>(900,604)</b>	<b>(\$4.848)</b>
							-7.0%	-1.1%
<b>REIMBURSABLE OVERTIME</b>	2,909,194	\$98.347	4,050,175	\$138.746	4,385,998	\$153.059	(1,476,804)	(\$14.313)
							-55.6%	-10.3%
<b>TOTAL NR &amp; R OVERTIME</b>	<b>16,071,380</b>	<b>\$530.043</b>	<b>17,929,859</b>	<b>\$595.874</b>	<b>18,448,789</b>	<b>\$615.035</b>	<b>(2,377,409)</b>	<b>(\$19.161)</b>
							-16.0%	-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)	
	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>			
<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%	
<b>Sub-Total</b>	<b>(183,107)</b>	<b>(\$4.848)</b>	
	0.0%	-1.1%	
<b>REIMBURSABLE OVERTIME</b>	(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%	
<b>TOTAL OVERTIME</b>	<b>(518,930)</b>	<b>(\$19.161)</b>	
	0.0%	-3.2%	

<sup>1</sup> 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**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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)**

<b>NON-REIMBURSABLE</b>	<b>December 2016 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>Final</b>	<b>Preliminary</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
	<b><u>Budget</u></b>	<b><u>Estimate</u></b>	<b><u>Actual</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>	<b><u>\$</u></b>	<b><u>%</u></b>
<b>Revenue</b>							
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	-
<b>Total Revenue</b>	<b>\$9.303</b>	<b>\$9.002</b>	<b>\$9.027</b>	<b>(\$0.276)</b>	<b>(3.0)</b>	<b>\$0.025</b>	<b>0.3</b>
<b>Expenses</b>							
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
<b>Total Labor Expenses</b>	<b>\$39.324</b>	<b>\$40.900</b>	<b>\$38.434</b>	<b>\$0.890</b>	<b>2.3</b>	<b>\$2.466</b>	<b>6.0</b>
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)	*
<b>Total Non-Labor Expenses</b>	<b>\$28.904</b>	<b>\$23.116</b>	<b>\$22.274</b>	<b>\$6.630</b>	<b>22.9</b>	<b>\$0.842</b>	<b>3.6</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$68.228</b>	<b>\$64.016</b>	<b>\$60.708</b>	<b>\$7.520</b>	<b>11.0</b>	<b>\$3.308</b>	<b>5.2</b>
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	-
<b>Total Expenses</b>	<b>\$78.828</b>	<b>\$79.316</b>	<b>\$76.461</b>	<b>\$2.367</b>	<b>3.0</b>	<b>\$2.855</b>	<b>3.7</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$69.525)</b>	<b>(\$70.314)</b>	<b>(\$67.434)</b>	<b>\$2.091</b>	<b>3.0</b>	<b>\$2.880</b>	<b>4.1</b>

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)**

<b>REIMBURSABLE</b>	<b>December 2016 Year-to-Date</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
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)
<b>Total Revenue</b>	<b>\$6.871</b>	<b>\$4.996</b>	<b>\$4.534</b>	<b>(\$2.337)</b>	<b>(34.0)</b>	<b>(\$0.462)</b>	<b>(9.2)</b>
<b>Expenses</b>							
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)
<b>Total Labor Expenses</b>	<b>\$5.371</b>	<b>\$3.996</b>	<b>\$4.396</b>	<b>\$0.975</b>	<b>18.2</b>	<b>(\$0.400)</b>	<b>(10.0)</b>
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	-
<b>Total Non-Labor Expenses</b>	<b>\$1.500</b>	<b>\$1.000</b>	<b>\$0.138</b>	<b>\$1.362</b>	<b>90.8</b>	<b>\$0.862</b>	<b>86.2</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$6.871</b>	<b>\$4.996</b>	<b>\$4.534</b>	<b>\$2.337</b>	<b>34.0</b>	<b>\$0.462</b>	<b>9.2</b>
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	-
<b>Total Expenses</b>	<b>\$6.871</b>	<b>\$4.996</b>	<b>\$4.534</b>	<b>\$2.337</b>	<b>34.0</b>	<b>\$0.462</b>	<b>9.2</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

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)**

<div style="border: 1px solid black; padding: 2px; text-align: center;">NON-REIMBURSABLE/ REIMBURSABLE</div>	December 2016 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
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)
<b>Total Revenue</b>	<b>\$16.174</b>	<b>\$13.998</b>	<b>\$13.561</b>	<b>(\$2.613)</b>	<b>(16.2)</b>	<b>(\$0.437)</b>	<b>(3.1)</b>
<b>Expenses</b>							
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)	-
<b>Total Labor Expenses</b>	<b>\$44.695</b>	<b>\$44.896</b>	<b>\$42.830</b>	<b>\$1.865</b>	<b>4.2</b>	<b>\$2.066</b>	<b>4.6</b>
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)	*
<b>Total Non-Labor Expenses</b>	<b>\$30.404</b>	<b>\$24.116</b>	<b>\$22.412</b>	<b>\$7.992</b>	<b>26.3</b>	<b>\$1.704</b>	<b>7.1</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$75.099</b>	<b>\$69.012</b>	<b>\$65.242</b>	<b>\$9.857</b>	<b>13.1</b>	<b>\$3.770</b>	<b>5.5</b>
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	-
<b>Total Expenses</b>	<b>\$85.699</b>	<b>\$84.312</b>	<b>\$80.995</b>	<b>\$4.704</b>	<b>5.5</b>	<b>\$3.317</b>	<b>3.9</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$69.525)</b>	<b>(\$70.314)</b>	<b>(\$67.434)</b>	<b>\$2.091</b>	<b>3.0</b>	<b>\$2.880</b>	<b>4.1</b>

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)**

	<u>December 2016 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
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)
<b>Total Receipts</b>	<b>\$16.174</b>	<b>\$16.058</b>	<b>\$12.961</b>	<b>(\$3.213)</b>	<b>(19.9)</b>	<b>(\$3.097)</b>	<b>(19.3)</b>
<b>Expenditures</b>							
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	-
<b>Total Labor Expenditures</b>	<b>\$44.695</b>	<b>\$51.221</b>	<b>\$52.660</b>	<b>(\$7.965)</b>	<b>(17.8)</b>	<b>(\$1.439)</b>	<b>(2.8)</b>
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)	*
<b>Total Non-Labor Expenditures</b>	<b>\$30.404</b>	<b>\$25.684</b>	<b>\$17.581</b>	<b>\$12.823</b>	<b>42.2</b>	<b>\$8.103</b>	<b>31.5</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$75.099</b>	<b>\$76.905</b>	<b>\$70.241</b>	<b>\$4.858</b>	<b>6.5</b>	<b>\$6.664</b>	<b>8.7</b>
<b>Operating Cash Deficit</b>	<b>(\$58.925)</b>	<b>(\$60.847)</b>	<b>(\$57.280)</b>	<b>\$1.645</b>	<b>2.8</b>	<b>\$3.567</b>	<b>5.9</b>

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)**

	<u>December 2016 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
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)	*
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$2.060</b>	<b>(\$0.600)</b>	<b>(\$0.600)</b>	-	<b>(\$2.660)</b>	<b>*</b>
<b>Expenditures</b>							
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	-
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$6.325)</b>	<b>(\$9.829)</b>	<b>(\$9.829)</b>	-	<b>(\$3.504)</b>	<b>(55.4)</b>
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	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$1.568)</b>	<b>\$4.831</b>	<b>\$4.831</b>	-	<b>\$6.399</b>	<b>*</b>
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	-
<b>Total Expenditures Before Depreciation</b>	<b>\$0.000</b>	<b>(\$7.893)</b>	<b>(\$4.998)</b>	<b>(\$4.998)</b>	-	<b>\$2.895</b>	<b>36.7</b>
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	-
<b>Total Expenditures</b>	<b>\$10.600</b>	<b>\$7.407</b>	<b>\$10.755</b>	<b>\$0.155</b>	<b>1.5</b>	<b>\$3.348</b>	<b>45.2</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$10.600</b>	<b>\$9.467</b>	<b>\$10.155</b>	<b>(\$0.445)</b>	<b>(4.2)</b>	<b>\$0.688</b>	<b>7.3</b>

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
		\$	%	
<b><u>ACCRUAL</u></b>				
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
<b><u>CASH</u></b>				
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**

	December 31, 2016			Favorable/(Unfavorable) Variance			
	<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>
<b>Administration</b>							
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
<b>Total Administration</b>	<b>29</b>	<b>29</b>	<b>20</b>	<b>9</b>	<b>31.0</b>	<b>9</b>	<b>31.0</b>
<b>Operations</b>							
Transportation	107	107	111	(4)	(3.7)	(4)	(3.7)
<b>Total Operations</b>	<b>107</b>	<b>107</b>	<b>111</b>	<b>(4)</b>	<b>(3.7)</b>	<b>(4)</b>	<b>(3.7)</b>
<b>Maintenance</b>							
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)
<b>Total Maintenance</b>	<b>166</b>	<b>168</b>	<b>161</b>	<b>5</b>	<b>3.0</b>	<b>7</b>	<b>4.2</b>
<b>Engineering/Capital</b>							
Capital Project Support	26	14	5	21	0.0	9	0.0
<b>Public Safety</b>							
Total Public Safety	0	0	0	0	0.0	0	0.0
<b>Grand Total</b>	<b>328</b>	<b>318</b>	<b>297</b>	<b>31</b>	<b>9.5</b>	<b>21</b>	<b>6.6</b>
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
<b>Administration</b>							
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
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>20</b>	<b>9</b>	<b>31.0</b>	<b>8</b>	<b>28.6</b>
<b>Operations</b>							
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)
<b>Total Operations</b>	<b>107</b>	<b>107</b>	<b>111</b>	<b>(4)</b>	<b>(3.7)</b>	<b>(4)</b>	<b>(3.7)</b>
<b>Maintenance</b>							
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
<b>Total Maintenance</b>	<b>166</b>	<b>168</b>	<b>161</b>	<b>5</b>	<b>3.0</b>	<b>7</b>	<b>4.2</b>
<b>Engineering/Capital Projects</b>							
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
<b>Total Engineering/Capital</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>21</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>
<b>Public Safety</b>							
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
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
<b>Total Positions</b>							
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
<b>Total Positions</b>	<b>328</b>	<b>318</b>	<b>297</b>	<b>31</b>	<b>9.5</b>	<b>21</b>	<b>6.6</b>

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

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

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

	Month of December				Explanation
	2015	2016	Variance		
			Amount	Percent	
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
	12-Month Rolling Average				
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)**

<b>REIMBURSABLE</b>								
	<b>2016</b>			<b>Favorable/(Unfavorable) Variance</b>				
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>Adopted Budget</b>		<b>Final Estimate</b>		
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>	
<b>Revenue</b>								
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Other Operating Revenue								
Capital and Other Reimbursements	6.039	6.039	4.258	(1.781)	(29.5)	(1.781)	(29.5)	
<b>Total Revenue</b>	<b>\$ 6.039</b>	<b>\$ 6.039</b>	<b>\$ 4.258</b>	<b>\$ (1.781)</b>	<b>(29.5)</b>	<b>\$ (1.781)</b>	<b>(29.5)</b>	
<b>Expenses</b>								
<b><u>Labor:</u></b>								
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	-	-	-	-	-	-	-	
<b>Total Labor Expenses</b>	<b>\$ 4.965</b>	<b>\$ 4.965</b>	<b>\$ 4.144</b>	<b>\$ 0.821</b>	<b>16.5</b>	<b>\$ 0.821</b>	<b>16.5</b>	
<b><u>Non-Labor:</u></b>								
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	-	-	-	-	-	-	-	
<b>Total Non-Labor Expenses</b>	<b>\$ 1.074</b>	<b>\$ 1.074</b>	<b>\$ 0.114</b>	<b>\$ 0.960</b>	<b>89.4</b>	<b>\$ 0.960</b>	<b>89.4</b>	
<b><u>Other Expense Adjustments:</u></b>								
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
<b>Total Other Expense Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Expenses Before Depreciation</b>	<b>\$ 6.039</b>	<b>\$ 6.039</b>	<b>\$ 4.258</b>	<b>\$ 1.781</b>	<b>29.5</b>	<b>\$ 1.781</b>	<b>29.5</b>	
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
OPEB Obligation	-	-	-	-	-	-	-	
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	
Environmental Remediation	-	-	-	-	-	-	-	
<b>Total Expenses</b>	<b>\$ 6.039</b>	<b>\$ 6.039</b>	<b>\$ 4.258</b>	<b>\$ 1.781</b>	<b>29.5</b>	<b>\$ 1.781</b>	<b>29.5</b>	
<b>Net Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	

\*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	
				\$	%	\$	%
<b>Revenue</b>							
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)
<b>Total Revenue</b>	<b>\$ 241.234</b>	<b>\$ 240.908</b>	<b>\$ 239.481</b>	<b>\$ (1.753)</b>	<b>(0.7)</b>	<b>\$ (1.427)</b>	<b>(0.6)</b>
<b>Expenses</b>							
<u><b>Labor:</b></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	-
<b>Total Labor Expenses</b>	<b>502.282</b>	<b>517.312</b>	<b>529.138</b>	<b>(26.856)</b>	<b>(5.3)</b>	<b>(11.826)</b>	<b>(2.3)</b>
<u><b>Non-Labor:</b></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
<b>Total Non-Labor Expenses</b>	<b>176.153</b>	<b>171.440</b>	<b>162.859</b>	<b>13.294</b>	<b>7.5</b>	<b>8.581</b>	<b>5.0</b>
<u><b>Other Expense Adjustments:</b></u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses Before Depreciation and GASB Adj.</b>	<b>\$ 678.435</b>	<b>\$ 688.751</b>	<b>\$ 691.997</b>	<b>\$ (13.562)</b>	<b>(2.0)</b>	<b>\$ (3.246)</b>	<b>(0.5)</b>
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	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 820.821</b>	<b>\$ 871.337</b>	<b>\$ 837.875</b>	<b>\$ (17.054)</b>	<b>(2.1)</b>	<b>\$ 33.462</b>	<b>3.8</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (579.587)</b>	<b>\$ (630.429)</b>	<b>\$ (598.394)</b>	<b>\$ (18.807)</b>	<b>(3.2)</b>	<b>\$ 32.035</b>	<b>5.1</b>

\*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	
				\$	%	\$	%
<b>Receipts</b>							
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)
<b>Total Receipts</b>	<b>\$ 244.422</b>	<b>\$ 245.096</b>	<b>\$ 238.058</b>	<b>\$ (6.364)</b>	<b>(2.6)</b>	<b>\$ (7.038)</b>	<b>(2.9)</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
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	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 499.492</b>	<b>\$ 518.421</b>	<b>\$ 519.450</b>	<b>\$ (19.958)</b>	<b>(4.0)</b>	<b>\$ (1.029)</b>	<b>(0.2)</b>
<b><u>Non-Labor:</u></b>							
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
<b>Total Non-Labor Expenditures</b>	<b>\$ 172.154</b>	<b>\$ 181.841</b>	<b>\$ 149.699</b>	<b>\$ 22.455</b>	<b>13.0</b>	<b>\$ 32.142</b>	<b>17.7</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expenditure Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$ 671.645</b>	<b>\$ 700.262</b>	<b>\$ 669.149</b>	<b>\$ 2.496</b>	<b>0.4</b>	<b>\$ 31.113</b>	<b>4.4</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
<b>Total Expenditures</b>	<b>\$ 671.645</b>	<b>\$ 700.262</b>	<b>\$ 669.149</b>	<b>\$ 2.496</b>	<b>0.4</b>	<b>\$ 31.113</b>	<b>4.4</b>
<b>Baseline Cash Deficit</b>	<b>\$ (427.223)</b>	<b>\$ (455.166)</b>	<b>\$ (431.091)</b>	<b>\$ (3.868)</b>	<b>(0.9)</b>	<b>\$ 24.075</b>	<b>5.3</b>

\*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	
				\$	%	\$	%
<b>Receipts</b>							
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)
<b>Total Receipts</b>	<b>\$ 3.188</b>	<b>\$ 4.188</b>	<b>\$ (1.423)</b>	<b>\$ (4.611)</b>	<b>*</b>	<b>\$ (5.611)</b>	<b>*</b>
<b>Expenditures</b>							
<u><b>Labor:</b></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)	-
<b>Total Labor Expenditures</b>	<b>\$ 2.790</b>	<b>\$ (1.109)</b>	<b>\$ 9.688</b>	<b>\$ 6.898</b>	<b>*</b>	<b>\$ 10.797</b>	<b>*</b>
<u><b>Non-Labor:</b></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)	*
<b>Total Non-Labor Expenditures</b>	<b>\$ 4.000</b>	<b>\$ (10.401)</b>	<b>\$ 13.160</b>	<b>\$ 9.160</b>	<b>*</b>	<b>\$ 23.561</b>	<b>*</b>
<u><b>Other Expenditure Adjustments:</b></u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expenditure Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$ 9.978</b>	<b>\$ (7.322)</b>	<b>\$ 21.425</b>	<b>\$ 11.447</b>	<b>*</b>	<b>\$ 28.747</b>	<b>*</b>
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	-	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$ 152.364</b>	<b>\$ 175.264</b>	<b>\$ 167.303</b>	<b>\$ 14.939</b>	<b>9.8</b>	<b>\$ (7.961)</b>	<b>(4.5)</b>

\*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)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2016 Adopted Budget	2016 Final Estimate	Preliminary Actual	2016 Adopted Budget		2016 Final Estimate	
	\$			\$	%	\$	%
<b><u>Farebox Revenue</u></b>							
Fixed Route	\$ 214.471	\$ 214.145	\$ 213.304	\$ (1.167)	(0.5)	\$ (0.841)	(0.4)
<b>Total Farebox Revenue</b>	<b>\$214.471</b>	<b>\$214.145</b>	<b>\$213.304</b>	<b>(\$1.167)</b>	<b>(0.5)</b>	<b>(\$0.841)</b>	<b>(0.4)</b>
<b><u>Ridership</u></b>							
Fixed Route	127.401	126.111	125.617	(1.784)	(1.4)	(0.494)	(0.4)
<b>Total Ridership</b>	<b>127.401</b>	<b>126.111</b>	<b>125.617</b>	<b>(1.784)</b>	<b>(1.4)</b>	<b>(0.494)</b>	<b>(0.4)</b>

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

<b>FUNCTION/DEPARTMENT</b>	<b>Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<b>Administration</b>				
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	
<b>Total Administration</b>	<b>154</b>	<b>112</b>	<b>42</b>	Vacancies to be filled
<b>Operations</b>				
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)	
<b>Total Operations</b>	<b>2,484</b>	<b>2,516</b>	<b>(32)</b>	
<b>Maintenance</b>				
Buses	757	749	8	
Maintenance Support/CMF	219	207	12	
Facilities	77	66	11	
Supply Logistics	95	89	6	
<b>Total Maintenance</b>	<b>1,148</b>	<b>1,111</b>	<b>37</b>	Vacancies to be filled
Capital Program Management	37	26	11	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>26</b>	<b>11</b>	Vacancies to be filled
Security	22	19	3	
<b>Total Public Safety</b>	<b>22</b>	<b>19</b>	<b>3</b>	
<b>Total Positions</b>	<b>3,845</b>	<b>3,784</b>	<b>61</b>	
Non-Reimbursable	3,805	3,748	57	
Reimbursable	40	36	4	
<b>Total Full-Time</b>	<b>3,830</b>	<b>3,770</b>	<b>60</b>	
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
<b>Administration</b>				
Managers/Supervisors	63	46	17	
Professional, Technical, Clerical	73	66	7	
Operational Hourlies	18	-	18	
<b>Total Administration</b>	<b>154</b>	<b>112</b>	<b>42</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	303	307	(4)	
Professional, Technical, Clerical	51	50	1	
Operational Hourlies	2,130	2,159	(29)	
<b>Total Operations</b>	<b>2,484</b>	<b>2,516</b>	<b>(32)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	225	222	3	
Professional, Technical, Clerical	26	22	4	
Operational Hourlies	897	867	30	
<b>Total Maintenance</b>	<b>1,148</b>	<b>1,111</b>	<b>37</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>26</b>	<b>11</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>22</b>	<b>19</b>	<b>3</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	629	604	25	
Professional, Technical, Clerical	171	154	17	
Operational Hourlies	3,045	3,026	19	
<b>Total Baseline Positions</b>	<b>3,845</b>	<b>3,784</b>	<b>61</b>	



**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      \$		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<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)	(\$1.682)
<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%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>1,213,873</b>	<b>\$53.039</b>	<b>1,257,461</b>	<b>\$54.783</b>	<b>1,247,249</b>	<b>\$58.839</b>	<b>(33,376) -2.7%</b>	<b>(\$5.801) -10.9%</b>	<b>10,212 0.8%</b>	<b>(\$4.057) -7.4%</b>
<b>REIMBURSABLE OVERTIME <sup>1</sup></b>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
<b>TOTAL OVERTIME</b>	<b>1,213,873</b>	<b>\$53.039</b>	<b>1,257,461</b>	<b>\$54.783</b>	<b>1,247,249</b>	<b>\$58.839</b>	<b>(33,376)</b>	<b>(\$5.801)</b>	<b>10,212 0.8%</b>	<b>(\$4.057) -7.4%</b>

<sup>1</sup> 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)	
		Hours	\$
		Explanations	
<u>Scheduled Service</u>	50,793	(\$1.601)	Increased Running Time/Traffic
	8.0%	-6.1%	
<u>Unscheduled Service</u>	10,649	\$0.723	
	7.4%	11.1%	
<u>Programmatic/Routine Maintenance</u>	(24,360)	(2.374)	
	-10.5%	-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)	(\$1.682)	Vacancies and absence coverage due to poor availability.
	0.0%	0.0%	
<u>Weather Emergencies</u>	28,854	\$0.957	Less than anticipated weather related events.
	0.0%	0.0%	
<u>Safety/Security/Law Enforcement</u>	1,335	\$0.060	
	50.6%	46.9%	
<u>Other</u>	732	(\$0.140)	
	19.2%	-44.4%	
Total Unscheduled	10,212	(\$4.057)	
	0.8%	-7.4%	
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>10,212</b>	<b>(\$4.057)</b>	
	<b>0.8%</b>	<b>-7.4%</b>	
<b>REIMBURSABLE OVERTIME <sup>1</sup></b>	-	\$0.000	
<b>TOTAL OVERTIME</b>	<b>10,212</b>	<b>(\$4.057)</b>	
	<b>0.8%</b>	<b>-7.4%</b>	

<sup>1</sup> 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**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 Routine Maintenance 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>
<b>Design Starts</b>	\$188.1	\$136.6	73
<b>Design Completions</b>	\$249.7	\$194.6	78
<b>Construction Awards</b>	\$4,429.4	\$2,883.8	65
<b>Substantial Completions</b>	\$2,513.4	\$2,080.1	83
<b>Closeouts</b>	\$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 47<sup>th</sup>-50<sup>th</sup> Streets on the 6<sup>th</sup> Avenue **B D F M** Line and to 50<sup>th</sup> Street on the 8<sup>th</sup> 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)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
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 (8<sup>th</sup> Avenue Line) and York Street (6<sup>th</sup> 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-7<sup>th</sup> Avenue Line, one for steel repair and abutments at LaSalle – 133<sup>rd</sup> Street and the other for repairs at 122<sup>nd</sup> Street & 135<sup>th</sup> 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 Sct.	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

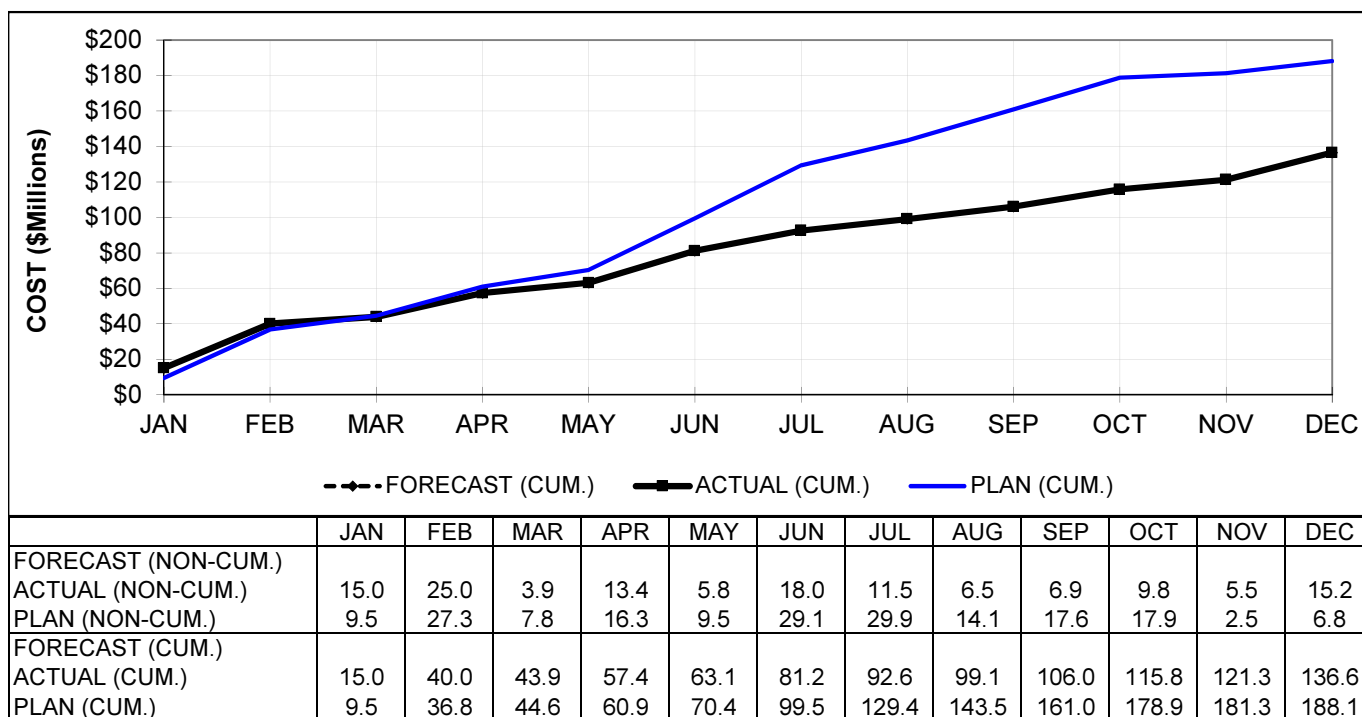
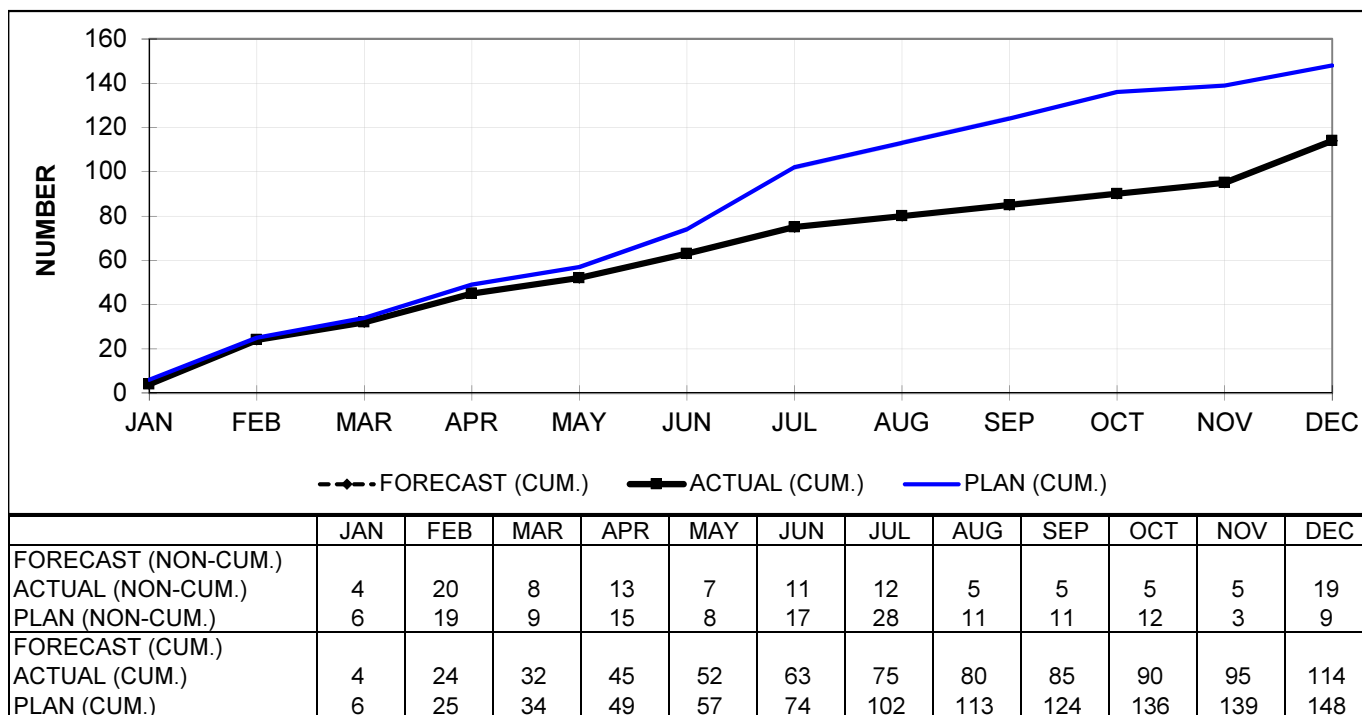
	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$136.6	114	72.6	77.0
Design Completions	249.7	152	194.6	86	77.9	56.6
Construction Awards	4,429.4	171	2,883.8	116	65.1	67.8
Substantial Completions	2,513.4	166	2,080.1	115	82.8	69.3
Closeouts	6,039.3	206	1,007.9	118	16.7	57.3

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



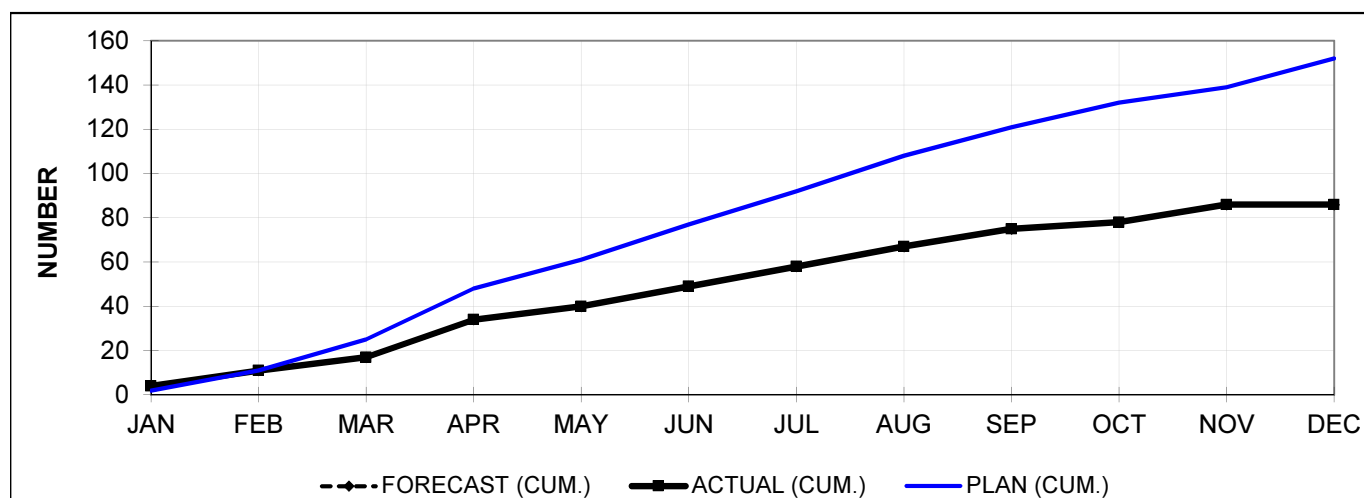
## 2016 Design Starts Charts

As of December 2016

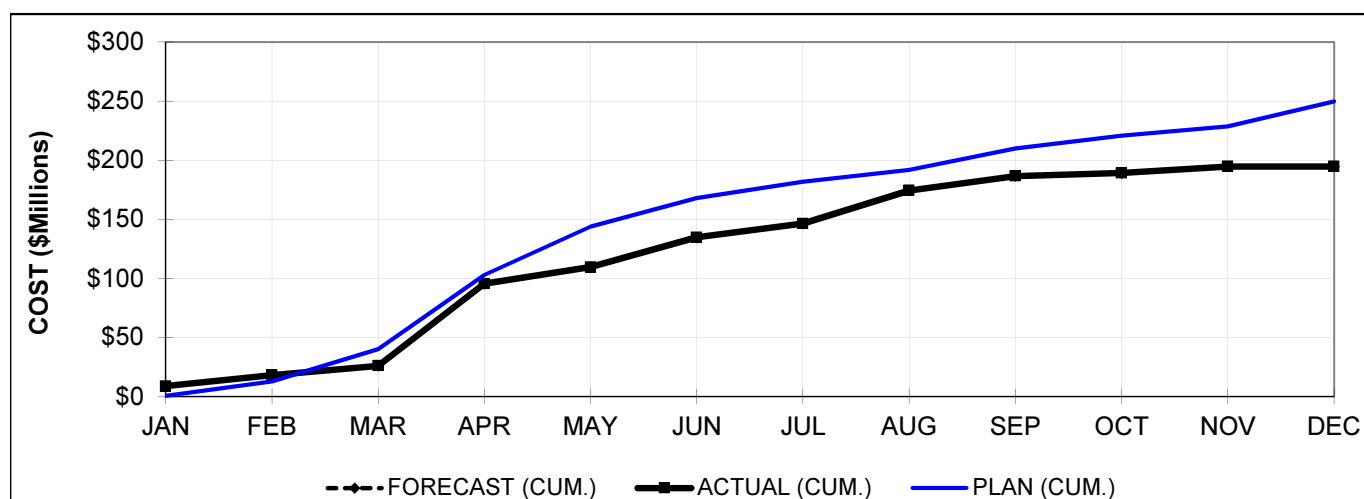


## 2016 Design Completions Charts

As of December 2016



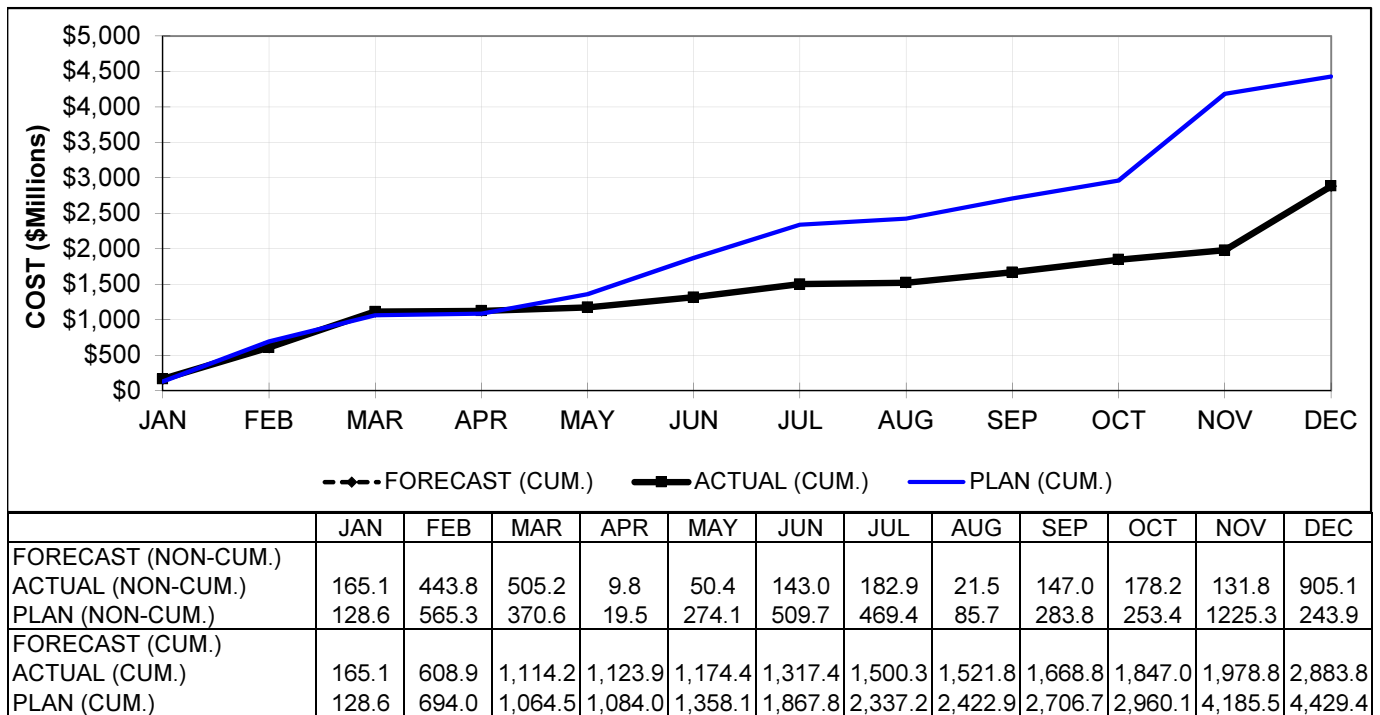
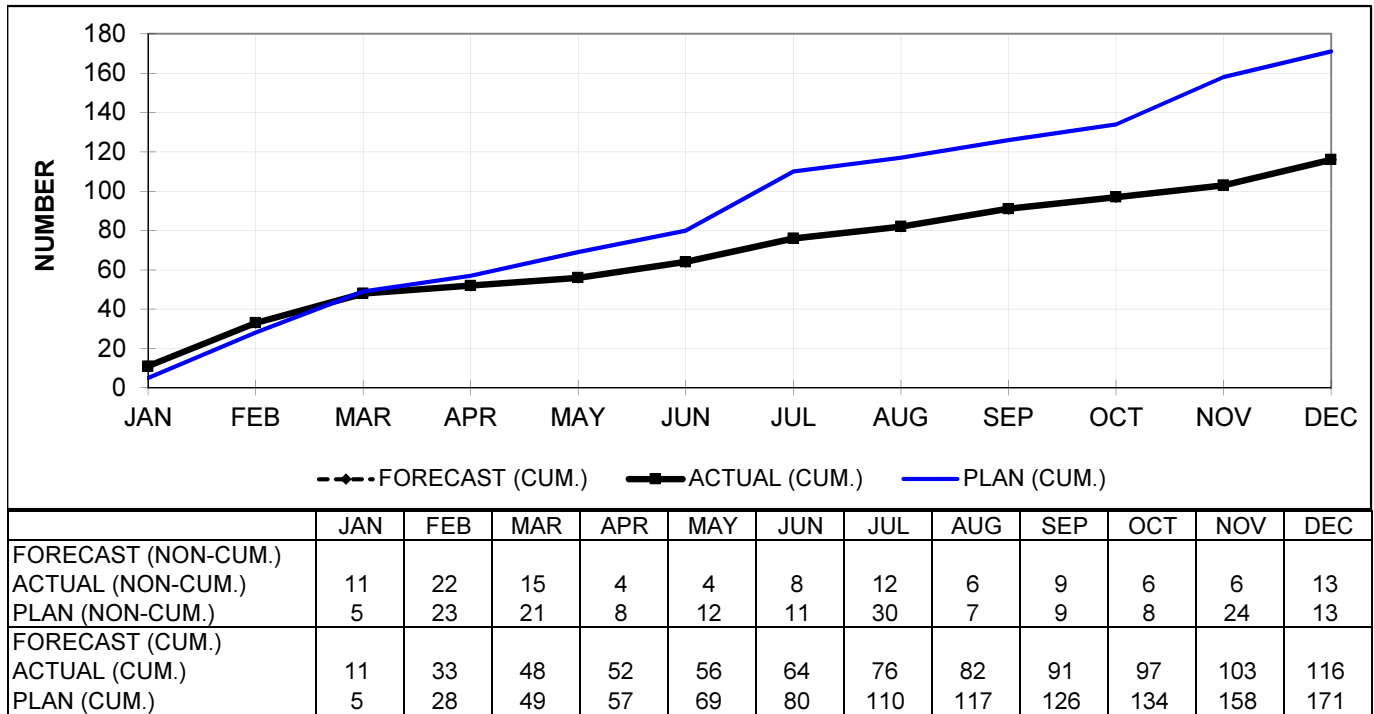
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	4	7	6	17	6	9	9	9	8	3	8	0
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)												
ACTUAL (CUM.)	4	11	17	34	40	49	58	67	75	78	86	86
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
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.)												
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

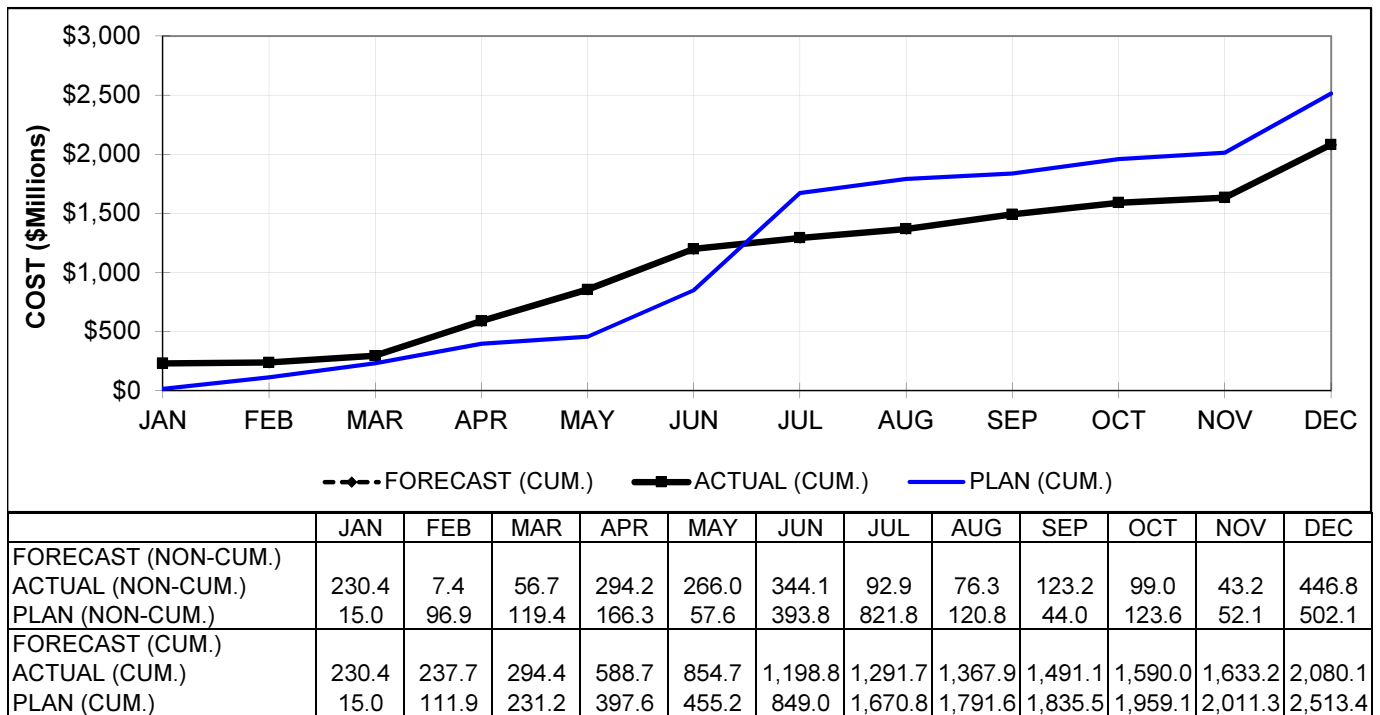
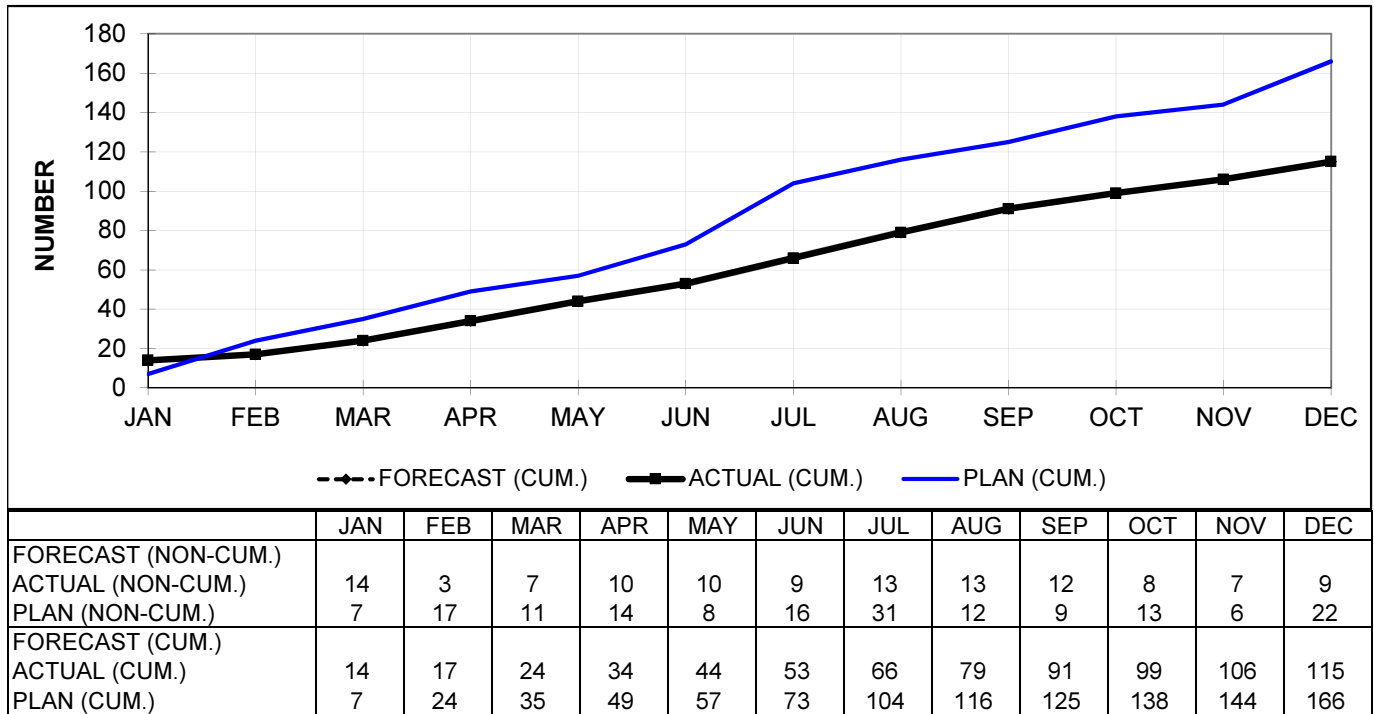
## 2016 Awards Charts

As of December 2016



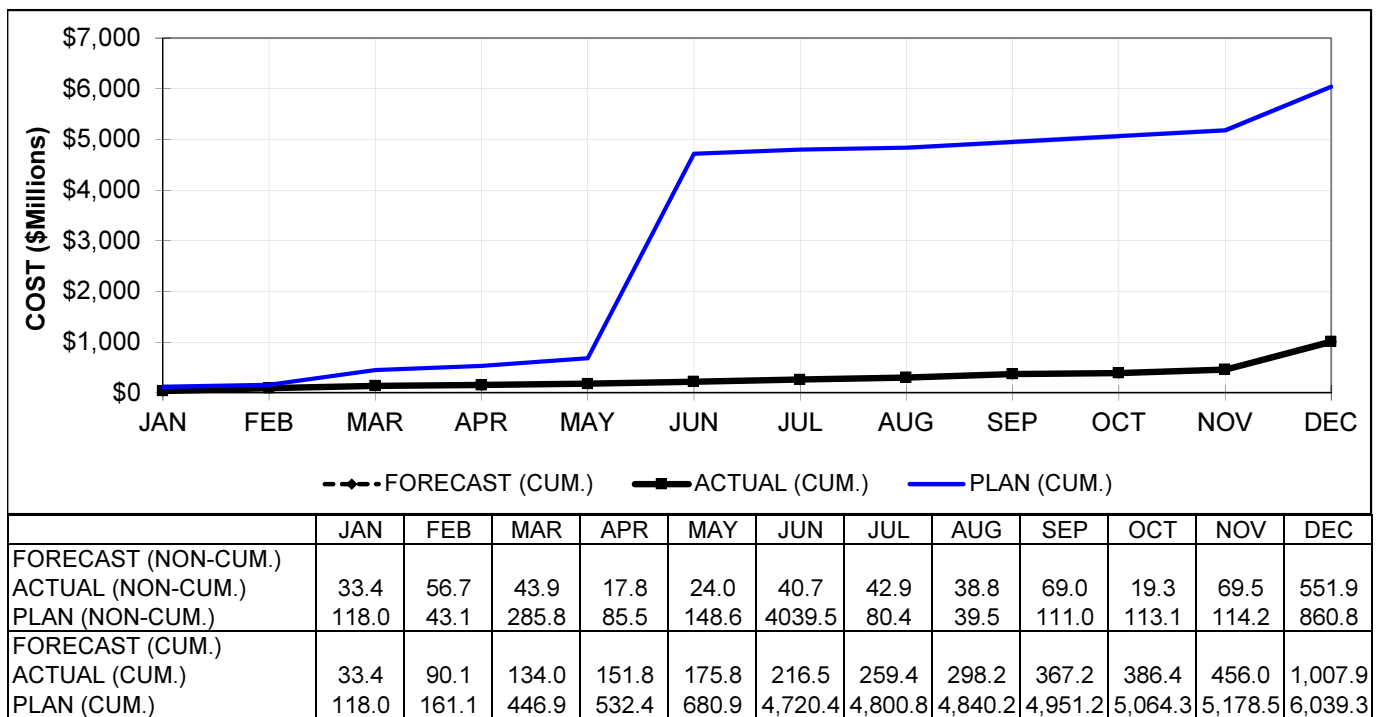
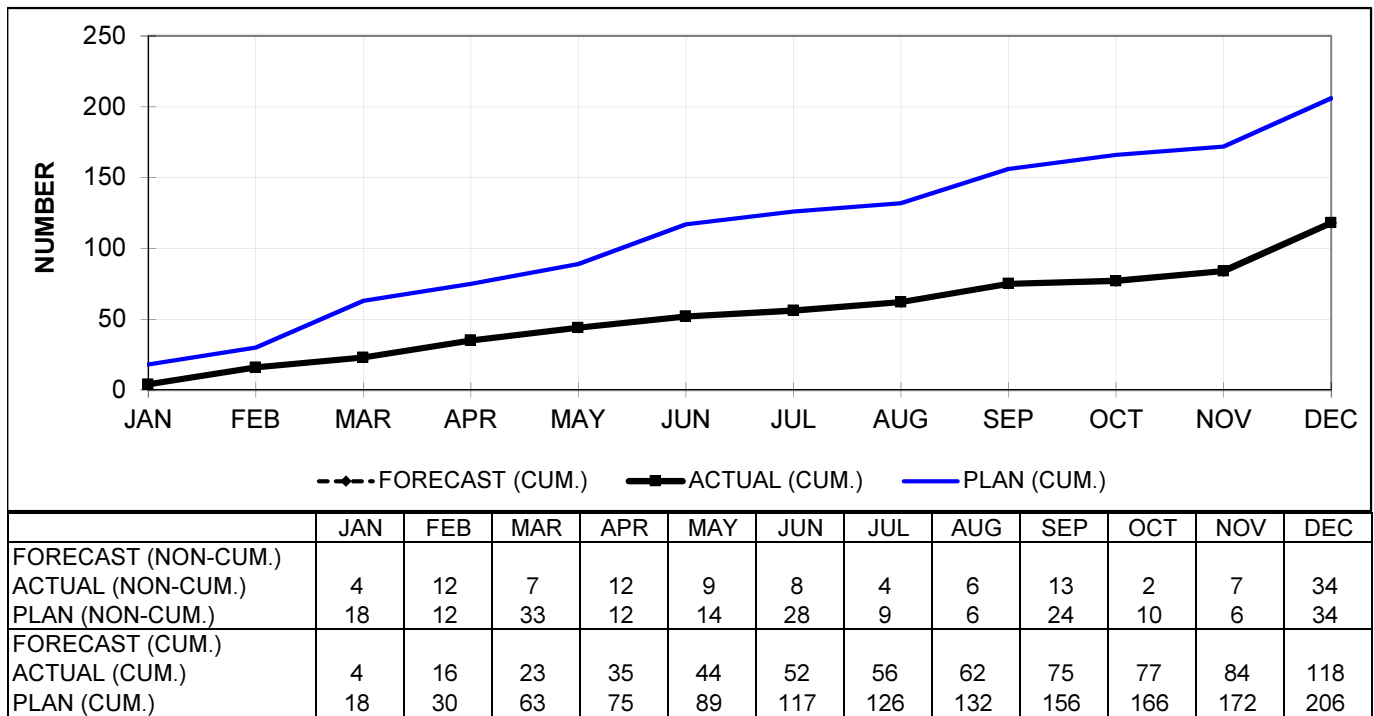
## 2016 Substantial Completions Charts

As of December 2016



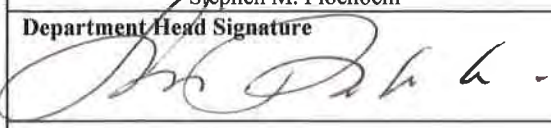
## 2016 Closeouts Charts

As of December 2016



### PROCUREMENTS

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

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

February 10, 2017			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	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:**

**Procurements Requiring Two-Thirds Vote:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 9.0 M
• <b>Kawasaki Rail Car, Inc.</b> \$ 9.0 M		

**Schedules Requiring Majority Vote:**

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.8 M
• <b>Ericsson, Inc.</b> \$ 1.8 M		
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 10.8 M</b>

**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**

<b>NYC Transit proposes to award Competitive procurements in the following categories: NONE</b>			
<b>MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE</b>			
<b>MTA Bus Company proposes to award Competitive procurements in the following categories: NONE</b>			
<b>MTA Bus Company proposes to award Ratifications in the following categories: NONE</b>			
<b>NYC Transit proposes to award Ratifications in the following categories:</b>			
<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions	2	\$	1.7 M
	<b>SUBTOTAL</b>		<b>1.7 M</b>
<b>MTA Capital Construction proposes to award Ratifications in the following categories:</b>			
<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions	1	\$	4.5 M
	<b>SUBTOTAL</b>		<b>4.5 M</b>
	<b>TOTAL</b>		<b>17.0 M</b>
<p><b>COMPETITIVE BIDDING REQUIREMENTS:</b> 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.</p> <p><b>BUDGET IMPACT:</b> The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.</p> <p><b>RECOMMENDATION:</b> That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)</p>			



## **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.

**FEBRUARY 2017**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Noncompetitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

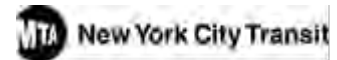
- |  |                           |                                      |
|--|---------------------------|--------------------------------------|
| 1. <b>Kawasaki Rail Car, Inc.</b><br><b>Sole Source–Three-year omnibus</b>               | <b>\$9,000,000 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Purchase of inventory and non-inventory replacement truck components and car body parts. |                           |                                      |

**Procurements Requiring Majority Vote:**

**H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- |  |                           |                                      |
|--|---------------------------|--------------------------------------|
| 2. <b>Ericsson, Inc.</b><br><b>Contract# W-32314/99F7546.9</b>   | <b>\$1,829,481 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| Modification to the contract for maintenance support services for the Asynchronous Network Maintenance Management Systems for the Fiber-Optic Network, in order to extend the contract term. |                           |                                      |

**Schedule A: Noncompetitive Purchases and Public Work Contracts****Item Number: 1**

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

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

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

Item Number: 2

<b>Vendor Name (Location)</b> Ericsson, Inc. (Plano, Texas)	<b>Contract Number</b> W-32314/99F7546	<b>AWO/Mod.#:</b> 9
<b>Description</b> Support Services for the Network Maintenance Management System for the Asynchronous Fiber-Optic Network	<b>Original Amount:</b>	\$ 9,545,400
<b>Contract Term (including Options, if any)</b> May 15, 1999–March 31, 2017	<b>Prior Modifications:</b>	\$ 7,347,473
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	<b>Current Amount:</b>	\$ 16,892,873
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This request:</b>	\$ 1,829,481 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	10.8%
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Subways, Wynton Habersham	<b>% of Modifications (including This Request) to Original Amount:</b>	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.)

<b>Siemens Industry, Inc.</b>		<b><u>Staff Summary Attached</u></b>
1. Contract# C-52127.3	<b>\$800,000</b>	↓
2. Contract# C-52127.28	<b>\$850,000</b>	↓
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.		

**Item Number: 1–2**

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

<b>Contract Number</b> C-52127	<b>AWO/Mod. #</b> 3 and 28
<b>Original Amount:</b>	\$ 28,777,000
<b>Prior Modifications:</b>	\$ 2,228,598
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 31,005,598
<b>This Request:</b> Mod 3: \$800,000 Mod 28: \$850,000	\$ 1,650,000
<b>% of This Request to Current Amount:</b>	5.3%
<b>% of Modifications (including This Request) to Original Amount:</b>	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><b>1. Hill International, Inc.</b></p> <p><b>LiRo Engineering, Inc.</b></p> <p><b>Henningson, Durham &amp; Richardson</b></p> <p><b>Architecture and Engineering, P.C. JV</b></p> <p><b>Contract# CM-1311.17</b></p> | <p><b>\$4,536,327</b></p> | <p><b><u>Staff Summary Attached</u></b></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.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

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

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

**J 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.

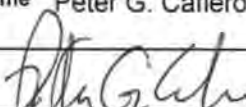
**Budget Impact**

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

<b>Subject</b>	Request to hold a public hearing on the permanent closure of two street stairs at Broad Street <b>J Z</b> station
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Peter G. Cafiero
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	David Haase

<b>Date</b>	January 26, 2017
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Acting President	2/5	X		
2	Interim Exec. Dir.	2/15	X		
3	Board			X	

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

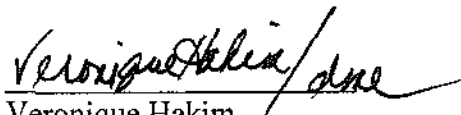
## **Implementation Date**

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:

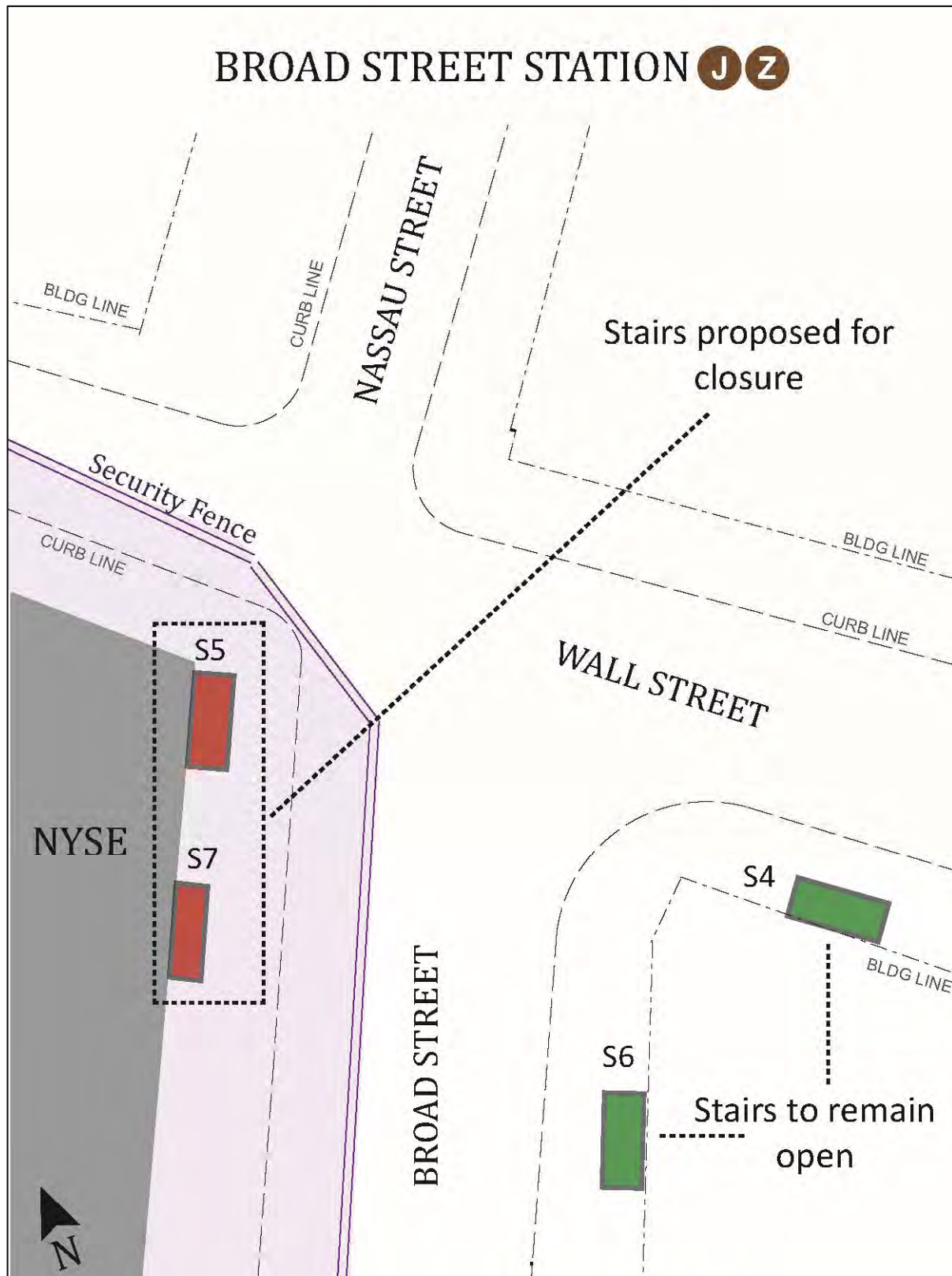


Darryl Irick  
Acting President



Veronique Hakim  
Interim Executive Director

Attachment 1



# Report



## **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.*

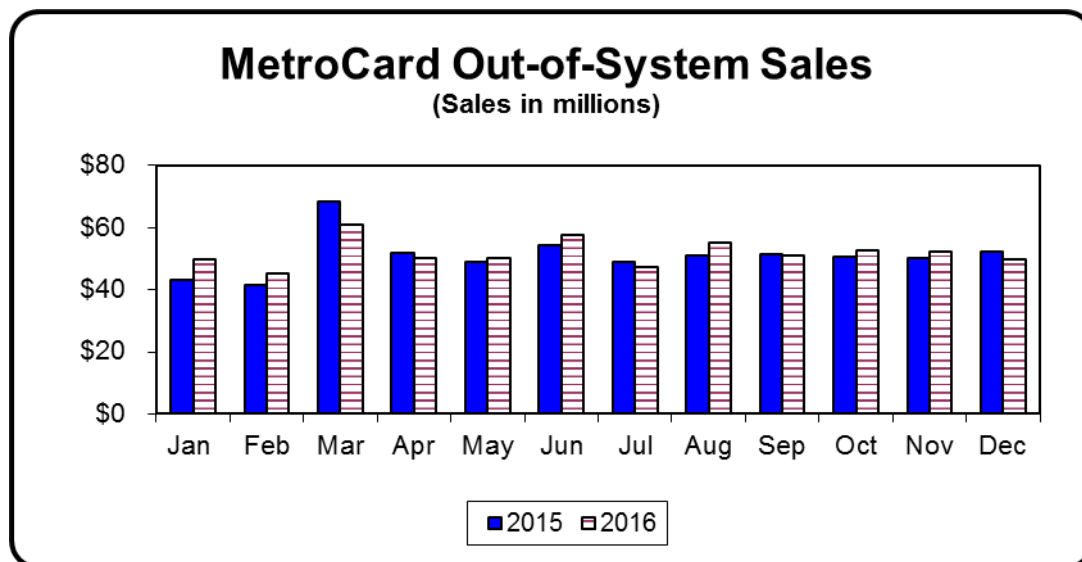
### **Balance-Protection Program**

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**

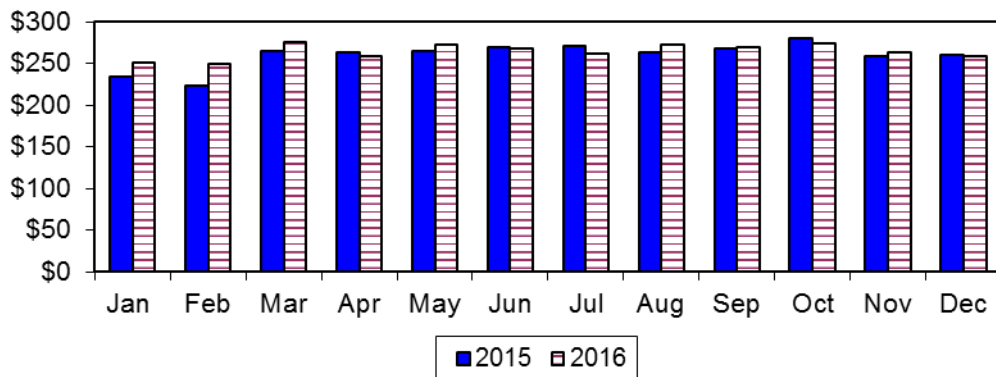
In December 2016, the EasyPay Xpress Unlimited program enrollment totaled 20,824 accounts. During this month, active Xpress Unlimited customers accounted for approximately 890,000 subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 47 trips per month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

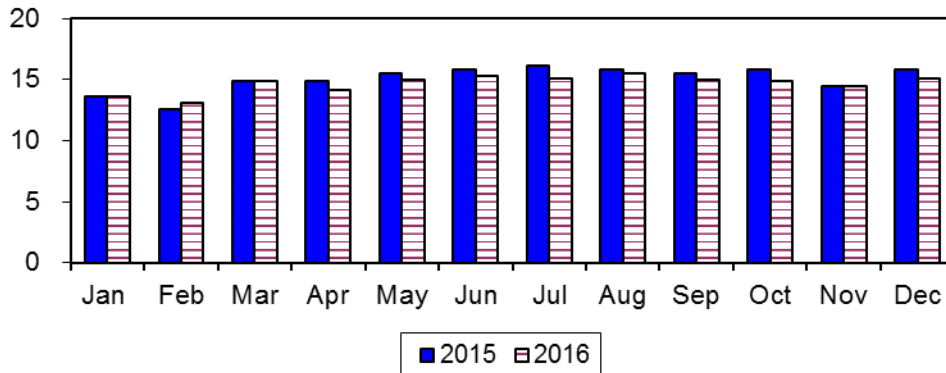
## Vending Machine Sales

(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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>										
	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)
<b>Technical Adjustments:</b>										
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	\$ .000	(73)	(\$22.409)	(73)	(\$32.074)	(73)	(\$37.480)	(70)	(\$23.647)
<b>MTA Plan Adjustments:</b>										
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	\$ .001	39	\$132.427	39	\$171.411	39	\$178.047	39	\$178.493
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>										
	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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>										
	5,235	\$0.000	5,314	\$0.000	4,963	\$0.000	4,871	\$0.000	4,537	\$0.000
<b>Technical Adjustments:</b>										
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
<b>MTA Plan Adjustments:</b>										
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
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>										
	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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>48,908</b>	<b>(\$2,788.095)</b>	<b>49,245</b>	<b>(\$2,973.050)</b>	<b>48,756</b>	<b>(\$3,150.855)</b>	<b>48,666</b>	<b>(\$3,396.380)</b>	<b>48,411</b>	<b>(\$3,698.381)</b>
<b>Technical Adjustments:</b>										
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
Other Non-Reimbursable Expenditures	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)
<b>MTA Plan Adjustments:</b>										
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
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>48,908</b>	<b>\$ (2,788.094)</b>	<b>49,310</b>	<b>\$ (2,863.977)</b>	<b>48,772</b>	<b>\$ (3,011.522)</b>	<b>48,681</b>	<b>\$ (3,255.743)</b>	<b>48,412</b>	<b>\$ (3,543.421)</b>

**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
<b>Non-Reimbursable</b>					
<b>Operating Revenue</b>					
<u>Farebox Revenue:</u>					
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
<u>Other Operating Revenue:</u>					
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
<b>Total Revenues</b>	<b>\$4,849.270</b>	<b>\$5,025.037</b>	<b>\$5,110.600</b>	<b>\$5,150.964</b>	<b>\$5,200.524</b>
<b>Operating Expense</b>					
<u>Labor:</u>					
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)
<b>Total Labor Expenses</b>	<b>\$6,107.100</b>	<b>\$6,289.540</b>	<b>\$6,470.445</b>	<b>\$6,661.394</b>	<b>\$6,879.832</b>
<u>Non-Labor:</u>					
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
<b>Total Non-Labor Expenses</b>	<b>\$1,684.687</b>	<b>\$1,851.530</b>	<b>\$1,842.474</b>	<b>\$1,912.806</b>	<b>\$2,031.181</b>
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$7,791.787</b>	<b>\$8,141.070</b>	<b>\$8,312.918</b>	<b>\$8,574.200</b>	<b>\$8,911.013</b>
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
<b>Total Expenses</b>	<b>\$10,608.426</b>	<b>\$11,124.224</b>	<b>\$11,396.585</b>	<b>\$11,779.448</b>	<b>\$12,224.432</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,759.156)</b>	<b>(\$6,099.186)</b>	<b>(\$6,285.985)</b>	<b>(\$6,628.484)</b>	<b>(\$7,023.908)</b>

**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
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
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
<b>Total Revenues</b>	<b>\$1,202.050</b>	<b>\$1,250.500</b>	<b>\$1,182.629</b>	<b>\$1,184.625</b>	<b>\$1,146.820</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
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
<b>Total Labor Expenses</b>	<b>\$1,074.926</b>	<b>\$1,139.248</b>	<b>\$1,089.376</b>	<b>\$1,091.724</b>	<b>\$1,054.570</b>
<b><u>Non-Labor:</u></b>					
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)
<b>Total Non-Labor Expenses</b>	<b>\$127.124</b>	<b>\$111.252</b>	<b>\$93.252</b>	<b>\$92.901</b>	<b>\$92.250</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,202.050</b>	<b>\$1,250.500</b>	<b>\$1,182.629</b>	<b>\$1,184.625</b>	<b>\$1,146.820</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**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
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
<i><u>Farebox Revenue:</u></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><u>Other Operating Revenue:</u></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
<b>Total Revenues</b>	<b>\$6,051.321</b>	<b>\$6,275.537</b>	<b>\$6,293.229</b>	<b>\$6,335.589</b>	<b>\$6,347.344</b>
<b>Operating Expense</b>					
<i><u>Labor:</u></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
<b>Total Labor Expenses</b>	<b>\$7,182.027</b>	<b>\$7,428.788</b>	<b>\$7,559.821</b>	<b>\$7,753.118</b>	<b>\$7,934.402</b>
<i><u>Non-Labor:</u></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	<u>77.640</u>	<u>77.859</u>	<u>79.559</u>	<u>81.133</u>	<u>82.846</u>
<b>Total Non-Labor Expenses</b>	<b>\$1,811.811</b>	<b>\$1,962.782</b>	<b>\$1,935.726</b>	<b>\$2,005.707</b>	<b>\$2,123.431</b>
<i><u>Other Expense Adjustments:</u></i>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$8,993.838</b>	<b>\$9,391.570</b>	<b>\$9,495.547</b>	<b>\$9,758.825</b>	<b>\$10,057.833</b>
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
<b>Total Expenses</b>	<b>\$11,810.477</b>	<b>\$12,374.724</b>	<b>\$12,579.214</b>	<b>\$12,964.073</b>	<b>\$13,371.252</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,759.156)</b>	<b>(\$6,099.186)</b>	<b>(\$6,285.985)</b>	<b>(\$6,628.484)</b>	<b>(\$7,023.908)</b>



**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
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$4,412.484	\$4,569.982	\$4,629.111	\$4,644.056	\$4,669.485
<u>Other Operating Revenue:</u>					
Fare Reimbursement	99.016	39.016	84.016	84.016	84.016
Paratransit Reimbursement	183.189	194.407	202.509	218.355	236.081
Other	53.004	56.299	70.979	76.765	79.257
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
<b>Total Receipts</b>	<b>\$5,898.040</b>	<b>\$6,223.263</b>	<b>\$6,181.516</b>	<b>\$6,206.872</b>	<b>\$6,222.587</b>
<b>Expenditures</b>					
<u>Labor:</u>					
Payroll	\$3,589.612	\$3,781.662	\$3,833.569	\$3,904.456	\$3,960.598
Overtime	595.874	552.031	552.698	559.803	567.708
Total Salaries & Wages	\$4,185.486	\$4,333.693	\$4,386.267	\$4,464.259	\$4,528.306
Health and Welfare	854.792	936.002	972.799	1,039.820	1,108.693
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	469.686	475.253	475.909	484.586	492.541
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
<b>Subtotal Labor Expenditures</b>	<b>\$6,919.768</b>	<b>\$7,161.425</b>	<b>\$7,292.492</b>	<b>\$7,489.078</b>	<b>\$7,674.934</b>
<u>Non-Labor:</u>					
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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$1,766.365</b>	<b>\$1,925.817</b>	<b>\$1,900.546</b>	<b>\$1,973.536</b>	<b>\$2,091.074</b>
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$8,686.133</b>	<b>\$9,087.242</b>	<b>\$9,193.038</b>	<b>\$9,462.615</b>	<b>\$9,766.008</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$2,788.093)</b>	<b>(\$2,863.979)</b>	<b>(\$3,011.522)</b>	<b>(\$3,255.743)</b>	<b>(\$3,543.421)</b>

**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
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<u>Other Operating Revenue:</u>					
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	(117.056)	(120.568)	(124.185)	(127.911)	(131.748)
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
<b>Total Receipts</b>	<b>(\$153.283)</b>	<b>(\$52.274)</b>	<b>(\$111.713)</b>	<b>(\$128.717)</b>	<b>(\$124.757)</b>
<b>Expenditures</b>					
<u>Labor:</u>					
Payroll	\$35.124	\$30.648	\$31.545	\$32.112	\$32.071
Overtime	0.000	0.000	0.000	0.000	0.000
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	220.249	232.871	234.988	239.683	244.425
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
<b>Subtotal Labor Expenditures</b>	<b>\$262.259</b>	<b>\$267.363</b>	<b>\$267.329</b>	<b>\$264.039</b>	<b>\$259.468</b>
<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	0.925	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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$45.446</b>	<b>\$36.965</b>	<b>\$35.180</b>	<b>\$32.171</b>	<b>\$32.357</b>
<u>Other Expenditure Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$307.705</b>	<b>\$304.328</b>	<b>\$302.509</b>	<b>\$296.210</b>	<b>\$291.825</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$154.422</b>	<b>\$252.054</b>	<b>\$190.796</b>	<b>\$167.493</b>	<b>\$167.068</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$2,971.061</b>	<b>\$3,235.208</b>	<b>\$3,274.463</b>	<b>\$3,372.742</b>	<b>\$3,480.487</b>

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

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
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%
<b>Subtotal</b>	<b>13,347,840</b>	<b>\$443.570</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	3,156,230	\$108.461	
<b>TOTAL OVERTIME</b>	<b>16,504,071</b>	<b>\$552.031</b>	

No hours for PTEs are included.

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

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>

**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
<b>Total Ridership</b>	<b>2,413.564</b>	<b>2,422.697</b>	<b>2,434.811</b>	<b>2,442.179</b>	<b>2,454.875</b>

**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
<b>Total Revenue</b>	<b>\$4,338.784</b>	<b>\$4,496.282</b>	<b>\$4,555.411</b>	<b>\$4,570.356</b>	<b>\$4,595.785</b>

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan 2017 - 2020**

**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

<b>Function/Department</b>	<b>Final Estimate 2016</b>	<b>Adopted Budget 2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
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
<b>Total Administration</b>	<b>1,481</b>	<b>1,451</b>	<b>1,448</b>	<b>1,446</b>	<b>1,409</b>
<b>Operations</b>					
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>	<b>11,376</b>	<b>11,546</b>	<b>11,389</b>	<b>11,363</b>	<b>11,239</b>
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
<b>Total Operations</b>	<b>23,614</b>	<b>23,940</b>	<b>23,743</b>	<b>23,716</b>	<b>23,585</b>
<b>Maintenance</b>					
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>	<b>17,534</b>	<b>17,645</b>	<b>17,270</b>	<b>17,108</b>	<b>17,042</b>
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)
<b>Total Maintenance</b>	<b>21,793</b>	<b>21,888</b>	<b>21,550</b>	<b>21,488</b>	<b>21,462</b>
<b>Engineering/Capital</b>					
Capital Program Management	1,358	1,358	1,358	1,358	1,283
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,283</b>
<b>Public Safety</b>					
Security	662	673	673	673	673
<b>Total Public Safety</b>	<b>662</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>
<b>Total Positions</b>	<b>48,908</b>	<b>49,310</b>	<b>48,772</b>	<b>48,681</b>	<b>48,412</b>
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**

	Final Estimate 2016	Adopted Budget 2017	2018	2019	2020
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	536	516	515	513	494
Professional/Technical/Clerical	916	906	904	904	886
Operational Hourlies	29	29	29	29	29
<b>Total Administration Headcount</b>	<b>1,481</b>	<b>1,451</b>	<b>1,448</b>	<b>1,446</b>	<b>1,409</b>
<b>Operations</b>					
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
<b>Total Operations Headcount</b>	<b>23,614</b>	<b>23,940</b>	<b>23,743</b>	<b>23,716</b>	<b>23,585</b>
<b>Maintenance</b>					
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
<b>Total Maintenance Headcount</b>	<b>21,793</b>	<b>21,888</b>	<b>21,550</b>	<b>21,488</b>	<b>21,462</b>
<b>Engineering / Capital</b>					
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
<b>Total Engineering Headcount</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,283</b>
<b>Public Safety</b>					
Managers/Supervisors	288	295	295	295	295
Professional, Technical, Clerical	38	42	42	42	42
Operational Hourlies	336	336	336	336	336
<b>Total Public Safety Headcount</b>	<b>662</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>
<b>Total Positions</b>					
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
<b>Total Positions</b>	<b>48,908</b>	<b>49,310</b>	<b>48,772</b>	<b>48,681</b>	<b>48,412</b>

**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
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
<u>Farebox Revenue</u>													
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
<u>Other Operating Revenue</u>													
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
<b>Total Revenues</b>	<b>\$393.691</b>	<b>\$370.485</b>	<b>\$437.445</b>	<b>\$407.455</b>	<b>\$438.953</b>	<b>\$429.862</b>	<b>\$408.828</b>	<b>\$420.632</b>	<b>\$421.779</b>	<b>\$449.587</b>	<b>\$417.882</b>	<b>\$428.438</b>	<b>\$5,025.037</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
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)
<b>Total Labor Expenses</b>	<b>\$537.183</b>	<b>\$513.324</b>	<b>\$524.500</b>	<b>\$470.927</b>	<b>\$538.146</b>	<b>\$524.842</b>	<b>\$535.913</b>	<b>\$536.317</b>	<b>\$488.338</b>	<b>\$522.135</b>	<b>\$550.080</b>	<b>\$547.835</b>	<b>\$6,289.540</b>
<b>Non-Labor:</b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$148.667</b>	<b>\$149.002</b>	<b>\$154.538</b>	<b>\$154.018</b>	<b>\$155.179</b>	<b>\$158.808</b>	<b>\$155.024</b>	<b>\$151.560</b>	<b>\$148.196</b>	<b>\$152.775</b>	<b>\$158.629</b>	<b>\$165.134</b>	<b>\$1,851.530</b>
<b>Other Expense Adjustments:</b>													
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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$685.850</b>	<b>\$662.326</b>	<b>\$679.038</b>	<b>\$624.944</b>	<b>\$693.325</b>	<b>\$683.650</b>	<b>\$690.936</b>	<b>\$687.878</b>	<b>\$636.534</b>	<b>\$674.910</b>	<b>\$708.709</b>	<b>\$712.969</b>	<b>\$8,141.070</b>
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
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$821.709</b>	<b>\$799.336</b>	<b>\$1,118.473</b>	<b>\$764.257</b>	<b>\$833.789</b>	<b>\$1,136.626</b>	<b>\$843.792</b>	<b>\$841.884</b>	<b>\$1,092.965</b>	<b>\$831.219</b>	<b>\$866.170</b>	<b>\$1,174.004</b>	<b>\$11,124.224</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$428.018)</b>	<b>(\$428.851)</b>	<b>(\$681.028)</b>	<b>(\$356.802)</b>	<b>(\$394.836)</b>	<b>(\$706.764)</b>	<b>(\$434.964)</b>	<b>(\$421.252)</b>	<b>(\$671.185)</b>	<b>(\$381.633)</b>	<b>(\$448.287)</b>	<b>(\$745.566)</b>	<b>(\$6,099.186)</b>

**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
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
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
<b>Total Revenues</b>	<b>\$93.137</b>	<b>\$88.872</b>	<b>\$104.324</b>	<b>\$141.498</b>	<b>\$96.289</b>	<b>\$95.723</b>	<b>\$95.092</b>	<b>\$99.098</b>	<b>\$146.693</b>	<b>\$102.625</b>	<b>\$92.661</b>	<b>\$94.491</b>	<b>\$1,250.500</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
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
<b>Total Labor Expenses</b>	<b>\$84.276</b>	<b>\$79.629</b>	<b>\$96.806</b>	<b>\$132.060</b>	<b>\$86.774</b>	<b>\$86.000</b>	<b>\$85.715</b>	<b>\$89.349</b>	<b>\$137.222</b>	<b>\$93.156</b>	<b>\$83.584</b>	<b>\$84.677</b>	<b>\$1,139.248</b>
<b>Non-Labor:</b>													
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)
<b>Total Non-Labor Expenses</b>	<b>\$8.861</b>	<b>\$9.243</b>	<b>\$7.518</b>	<b>\$9.437</b>	<b>\$9.515</b>	<b>\$9.723</b>	<b>\$9.377</b>	<b>\$9.748</b>	<b>\$9.470</b>	<b>\$9.469</b>	<b>\$9.077</b>	<b>\$9.814</b>	<b>\$111.252</b>
<b>Other Expense Adjustments:</b>													
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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$93.137</b>	<b>\$88.872</b>	<b>\$104.324</b>	<b>\$141.498</b>	<b>\$96.289</b>	<b>\$95.723</b>	<b>\$95.092</b>	<b>\$99.098</b>	<b>\$146.693</b>	<b>\$102.625</b>	<b>\$92.661</b>	<b>\$94.491</b>	<b>\$1,250.500</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**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
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
<u>Farebox Revenue</u>													
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
<u>Other Operating Revenue</u>													
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
<b>Total Revenues</b>	<b>\$486.828</b>	<b>\$459.357</b>	<b>\$541.768</b>	<b>\$548.953</b>	<b>\$535.241</b>	<b>\$525.585</b>	<b>\$503.919</b>	<b>\$519.730</b>	<b>\$568.472</b>	<b>\$552.211</b>	<b>\$510.543</b>	<b>\$522.929</b>	<b>\$6,275.537</b>
<b>Operating Expenses</b>													
<u>Labor:</u>													
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
<b>Total Labor Expenses</b>	<b>\$621.459</b>	<b>\$592.953</b>	<b>\$621.306</b>	<b>\$602.987</b>	<b>\$624.920</b>	<b>\$610.842</b>	<b>\$621.627</b>	<b>\$625.666</b>	<b>\$625.561</b>	<b>\$615.291</b>	<b>\$633.664</b>	<b>\$632.512</b>	<b>\$7,428.788</b>
<u>Non-Labor:</u>													
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
<b>Total Non-Labor Expenses</b>	<b>\$157.528</b>	<b>\$158.244</b>	<b>\$162.056</b>	<b>\$163.455</b>	<b>\$164.694</b>	<b>\$168.531</b>	<b>\$164.401</b>	<b>\$161.309</b>	<b>\$157.666</b>	<b>\$162.244</b>	<b>\$167.706</b>	<b>\$174.948</b>	<b>\$1,962.782</b>
<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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$778.987</b>	<b>\$751.197</b>	<b>\$783.362</b>	<b>\$766.442</b>	<b>\$789.614</b>	<b>\$779.372</b>	<b>\$786.028</b>	<b>\$786.975</b>	<b>\$783.227</b>	<b>\$777.535</b>	<b>\$801.370</b>	<b>\$807.460</b>	<b>\$9,391.570</b>
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
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$914.846</b>	<b>\$888.208</b>	<b>\$1,222.796</b>	<b>\$905.755</b>	<b>\$930.078</b>	<b>\$1,232.349</b>	<b>\$938.883</b>	<b>\$940.982</b>	<b>\$1,239.657</b>	<b>\$933.844</b>	<b>\$958.831</b>	<b>\$1,268.495</b>	<b>\$12,374.724</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$428.018)</b>	<b>(\$428.851)</b>	<b>(\$681.028)</b>	<b>(\$356.802)</b>	<b>(\$394.836)</b>	<b>(\$706.764)</b>	<b>(\$434.964)</b>	<b>(\$421.252)</b>	<b>(\$671.185)</b>	<b>(\$381.633)</b>	<b>(\$448.287)</b>	<b>(\$745.566)</b>	<b>(\$6,099.186)</b>

**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
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
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>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<u>3.942</u>	<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
<b>Total Receipts</b>	<b>\$447.861</b>	<b>\$429.780</b>	<b>\$544.898</b>	<b>\$534.688</b>	<b>\$489.697</b>	<b>\$528.796</b>	<b>\$509.178</b>	<b>\$546.754</b>	<b>\$560.703</b>	<b>\$540.395</b>	<b>\$542.943</b>	<b>\$547.569</b>	<b>\$6,223.263</b>
<b>Expenditures</b>													
<i>Labor:</i>													
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
<b>Subtotal Labor Expenditures</b>	<b>\$566.556</b>	<b>\$572.230</b>	<b>\$589.642</b>	<b>\$544.710</b>	<b>\$585.489</b>	<b>\$707.100</b>	<b>\$563.571</b>	<b>\$581.338</b>	<b>\$579.949</b>	<b>\$557.235</b>	<b>\$749.193</b>	<b>\$564.412</b>	<b>\$7,161.425</b>
<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	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	9.641	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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$166.115</b>	<b>\$162.548</b>	<b>\$152.914</b>	<b>\$167.456</b>	<b>\$155.715</b>	<b>\$158.370</b>	<b>\$167.166</b>	<b>\$151.866</b>	<b>\$152.779</b>	<b>\$157.494</b>	<b>\$158.121</b>	<b>\$175.273</b>	<b>\$1,925.817</b>
<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
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$732.671</b>	<b>\$734.779</b>	<b>\$742.556</b>	<b>\$712.166</b>	<b>\$741.203</b>	<b>\$865.470</b>	<b>\$730.737</b>	<b>\$733.204</b>	<b>\$732.728</b>	<b>\$714.729</b>	<b>\$907.314</b>	<b>\$739.685</b>	<b>\$9,087.242</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$284.810)</b>	<b>(\$304.999)</b>	<b>(\$197.658)</b>	<b>(\$177.479)</b>	<b>(\$251.506)</b>	<b>(\$336.674)</b>	<b>(\$221.559)</b>	<b>(\$186.450)</b>	<b>(\$172.025)</b>	<b>(\$174.333)</b>	<b>(\$364.371)</b>	<b>(\$192.116)</b>	<b>(\$2,863.979)</b>

**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
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
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
Other Operating Revenue:													
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
<b>Total Receipts</b>	<b>(\$38.967)</b>	<b>(\$29.577)</b>	<b>\$3.130</b>	<b>(\$14.265)</b>	<b>(\$45.544)</b>	<b>\$3.211</b>	<b>\$5.259</b>	<b>\$27.024</b>	<b>(\$7.769)</b>	<b>(\$11.816)</b>	<b>\$32.400</b>	<b>\$24.640</b>	<b>(\$52.274)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
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
<b>Subtotal Labor Expenditures</b>	<b>\$54.903</b>	<b>\$20.723</b>	<b>\$31.664</b>	<b>\$58.277</b>	<b>\$39.432</b>	<b>(\$96.259)</b>	<b>\$58.056</b>	<b>\$44.329</b>	<b>\$45.612</b>	<b>\$58.056</b>	<b>(\$115.529)</b>	<b>\$68.100</b>	<b>\$267.363</b>
<b>Non-Labor:</b>													
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)
<b>Subtotal Non-Labor Expenditures</b>	<b>(\$8.587)</b>	<b>(\$4.304)</b>	<b>\$9.142</b>	<b>(\$4.001)</b>	<b>\$8.979</b>	<b>\$10.161</b>	<b>(\$2.765)</b>	<b>\$9.443</b>	<b>\$4.887</b>	<b>\$4.750</b>	<b>\$9.585</b>	<b>(\$0.325)</b>	<b>\$36.965</b>
<b>Other Expenditure Adjustments:</b>													
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
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$46.316</b>	<b>\$16.419</b>	<b>\$40.806</b>	<b>\$54.276</b>	<b>\$48.411</b>	<b>(\$86.098)</b>	<b>\$55.291</b>	<b>\$53.772</b>	<b>\$50.499</b>	<b>\$62.806</b>	<b>(\$105.944)</b>	<b>\$67.775</b>	<b>\$304.328</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$7.349</b>	<b>(\$13.158)</b>	<b>\$43.936</b>	<b>\$40.011</b>	<b>\$2.867</b>	<b>(\$82.887)</b>	<b>\$60.550</b>	<b>\$80.796</b>	<b>\$42.730</b>	<b>\$50.990</b>	<b>(\$73.544)</b>	<b>\$92.415</b>	<b>\$252.054</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$143.207</b>	<b>\$123.852</b>	<b>\$483.370</b>	<b>\$179.324</b>	<b>\$143.331</b>	<b>\$370.090</b>	<b>\$213.405</b>	<b>\$234.802</b>	<b>\$499.161</b>	<b>\$207.299</b>	<b>\$83.916</b>	<b>\$553.450</b>	<b>\$3,235.208</b>

**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
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**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
<b>Subtotal</b>	<b>\$42.560</b>	<b>\$38.960</b>	<b>\$40.955</b>	<b>\$29.007</b>	<b>\$37.592</b>	<b>\$37.833</b>	<b>\$35.562</b>	<b>\$36.625</b>	<b>\$29.035</b>	<b>\$37.140</b>	<b>\$36.501</b>	<b>\$41.802</b>	<b>\$443.570</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$6.590</b>	<b>\$6.452</b>	<b>\$6.533</b>	<b>\$20.898</b>	<b>\$6.518</b>	<b>\$6.503</b>	<b>\$6.933</b>	<b>\$6.958</b>	<b>\$21.093</b>	<b>\$6.690</b>	<b>\$6.635</b>	<b>\$6.659</b>	<b>\$108.461</b>
<b>TOTAL OVERTIME</b>	<b>\$49.149</b>	<b>\$45.412</b>	<b>\$47.487</b>	<b>\$49.905</b>	<b>\$44.110</b>	<b>\$44.336</b>	<b>\$42.495</b>	<b>\$43.583</b>	<b>\$50.127</b>	<b>\$43.830</b>	<b>\$43.137</b>	<b>\$48.461</b>	<b>\$552.031</b>

**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
<b><u>RIDERSHIP</u></b>													
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
<b>Total Ridership</b>	<b>194.540</b>	<b>182.661</b>	<b>217.632</b>	<b>195.832</b>	<b>214.702</b>	<b>206.125</b>	<b>191.309</b>	<b>197.075</b>	<b>199.577</b>	<b>218.023</b>	<b>201.048</b>	<b>204.174</b>	<b>2,422.697</b>
<b><u>FAREBOX REVENUE</u></b> <b><u>(Excluding fare media liability)</u></b>													
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
<b>Total Farebox Revenue</b>	<b>\$348.944</b>	<b>\$326.272</b>	<b>\$390.717</b>	<b>\$363.601</b>	<b>\$392.530</b>	<b>\$386.239</b>	<b>\$369.160</b>	<b>\$381.395</b>	<b>\$378.000</b>	<b>\$403.208</b>	<b>\$372.416</b>	<b>\$383.800</b>	<b>\$4,496.282</b>

Master Page # 146 of 314 - New York City Transit and Bus Committee Meeting 2/21/2017

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	EOY
<b>Administration:</b>													
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
<b>Total Administration</b>	<b>1,485</b>	<b>1,475</b>	<b>1,465</b>	<b>1,454</b>	<b>1,454</b>	<b>1,454</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>
<b>Operations:</b>													
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
<b>SubTotal Subways</b>	<b>11,500</b>	<b>11,500</b>	<b>11,514</b>	<b>11,514</b>	<b>11,485</b>	<b>11,534</b>	<b>11,523</b>	<b>11,523</b>	<b>11,557</b>	<b>11,539</b>	<b>11,537</b>	<b>11,531</b>	<b>11,546</b>
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
<b>Total Operations</b>	<b>23,829</b>	<b>23,829</b>	<b>23,843</b>	<b>23,848</b>	<b>23,867</b>	<b>23,916</b>	<b>23,875</b>	<b>23,875</b>	<b>23,999</b>	<b>23,933</b>	<b>23,931</b>	<b>23,925</b>	<b>23,940</b>
<b>Maintenance:</b>													
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
<b>Subtotal Subways</b>	<b>17,580</b>	<b>17,600</b>	<b>17,613</b>	<b>17,750</b>	<b>17,759</b>	<b>17,760</b>	<b>17,751</b>	<b>17,750</b>	<b>17,751</b>	<b>17,741</b>	<b>17,648</b>	<b>17,648</b>	<b>17,645</b>
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)
<b>Total Maintenance</b>	<b>21,799</b>	<b>21,819</b>	<b>21,833</b>	<b>21,970</b>	<b>21,979</b>	<b>21,983</b>	<b>21,973</b>	<b>21,972</b>	<b>21,976</b>	<b>21,966</b>	<b>21,873</b>	<b>21,874</b>	<b>21,888</b>
<b>Engineering:</b>													
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
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>
<b>Public Safety:</b>													
Security	673	673	673	673	673	673	673	673	673	673	673	673	673
<b>Total Public Safety</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>
<b>Total Positions</b>	<b>49,144</b>	<b>49,154</b>	<b>49,172</b>	<b>49,303</b>	<b>49,331</b>	<b>49,384</b>	<b>49,330</b>	<b>49,329</b>	<b>49,457</b>	<b>49,381</b>	<b>49,286</b>	<b>49,281</b>	<b>49,310</b>
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
<b>Administration</b>												
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
<b>Total Administration Headcount</b>	<b>1,485</b>	<b>1,475</b>	<b>1,465</b>	<b>1,454</b>	<b>1,454</b>	<b>1,454</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>	<b>1,451</b>
<b>Operations</b>												
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
<b>Total Operations Headcount</b>	<b>23,829</b>	<b>23,829</b>	<b>23,843</b>	<b>23,848</b>	<b>23,867</b>	<b>23,916</b>	<b>23,875</b>	<b>23,875</b>	<b>23,999</b>	<b>23,933</b>	<b>23,931</b>	<b>23,940</b>
<b>Maintenance</b>												
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
<b>Total Maintenance Headcount</b>	<b>21,799</b>	<b>21,819</b>	<b>21,833</b>	<b>21,970</b>	<b>21,979</b>	<b>21,983</b>	<b>21,973</b>	<b>21,972</b>	<b>21,976</b>	<b>21,966</b>	<b>21,873</b>	<b>21,888</b>
<b>Engineering / Capital</b>												
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
<b>Total Engineering Headcount</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>	<b>1,358</b>
<b>Public Safety</b>												
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
<b>Total Public Safety Headcount</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>	<b>673</b>
<b>Total Positions</b>												
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
<b>Total Positions</b>	<b>49,144</b>	<b>49,154</b>	<b>49,172</b>	<b>49,303</b>	<b>49,331</b>	<b>49,384</b>	<b>49,330</b>	<b>49,329</b>	<b>49,457</b>	<b>49,381</b>	<b>49,286</b>	<b>49,310</b>

**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

<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>304</b>	<b>(\$70.314)</b>	<b>304</b>	<b>(\$78.212)</b>	<b>305</b>	<b>(\$58.020)</b>	<b>305</b>	<b>(\$58.583)</b>	<b>305</b>	<b>(\$60.155)</b>
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**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

2017 Fare/Toll Increase	-		0.231		0.290		0.291		0.293	
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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	\$0.226	0	\$0.287	0	\$0.290	0	\$0.291
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<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>304</b>	<b>(\$70.314)</b>	<b>304</b>	<b>(\$77.986)</b>	<b>305</b>	<b>(\$57.733)</b>	<b>305</b>	<b>(\$58.293)</b>	<b>305</b>	<b>(\$59.864)</b>
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**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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>318</b>	<b>(\$60.938)</b>	<b>318</b>	<b>(\$62.912)</b>	<b>319</b>	<b>(\$42.725)</b>	<b>305</b>	<b>(\$43.302)</b>	<b>305</b>	<b>(\$44.888)</b>
<b>Technical Adjustments:</b>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
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	\$0.226	0	\$0.287	0	\$0.290	0	\$0.291
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>318</b>	<b>(\$60.938)</b>	<b>318</b>	<b>(\$62.686)</b>	<b>319</b>	<b>(\$42.438)</b>	<b>305</b>	<b>(\$43.012)</b>	<b>305</b>	<b>(\$44.597)</b>

**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
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
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
<b>Total Revenues</b>	<b>\$9.002</b>	<b>\$9.299</b>	<b>\$9.428</b>	<b>\$9.474</b>	<b>\$9.545</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
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
<b>Total Labor Expenses</b>	<b>\$40.900</b>	<b>\$41.666</b>	<b>\$40.707</b>	<b>\$41.523</b>	<b>\$42.737</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$23.116</b>	<b>\$30.319</b>	<b>\$11.154</b>	<b>\$10.944</b>	<b>\$11.372</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$64.016</b>	<b>\$71.985</b>	<b>\$51.861</b>	<b>\$52.467</b>	<b>\$54.109</b>
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
<b>Total Expenses</b>	<b>\$79.316</b>	<b>\$87.285</b>	<b>\$67.161</b>	<b>\$67.767</b>	<b>\$69.409</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$70.314)</b>	<b>(\$77.986)</b>	<b>(\$57.733)</b>	<b>(\$58.293)</b>	<b>(\$59.864)</b>

**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
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
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
<b>Total Revenues</b>	<b>\$4.996</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
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
<b>Total Labor Expenses</b>	<b>\$3.996</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$1.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$4.996</b>	<b>\$2.510</b>	<b>\$2.010</b>	<b>\$2.010</b>	<b>\$0.900</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**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
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
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
<b>Total Revenues</b>	<b>\$13.998</b>	<b>\$11.809</b>	<b>\$11.438</b>	<b>\$11.484</b>	<b>\$10.445</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
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
<b>Total Labor Expenses</b>	<b>\$44.896</b>	<b>\$44.176</b>	<b>\$42.717</b>	<b>\$43.533</b>	<b>\$43.637</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$24.116</b>	<b>\$30.319</b>	<b>\$11.154</b>	<b>\$10.944</b>	<b>\$11.372</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$69.012</b>	<b>\$74.495</b>	<b>\$53.871</b>	<b>\$54.477</b>	<b>\$55.009</b>
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
<b>Total Expenses</b>	<b>\$84.312</b>	<b>\$89.795</b>	<b>\$69.171</b>	<b>\$69.777</b>	<b>\$70.309</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$70.314)</b>	<b>(\$77.986)</b>	<b>(\$57.733)</b>	<b>(\$58.293)</b>	<b>(\$59.864)</b>

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

	Final Estimate 2016	Adopted Budget 2017	2018	2019	2020
<b><u>Cash Receipts and Expenditures</u></b>					
<b>Receipts</b>					
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
<b>Total Receipts</b>	<b>\$16.058</b>	<b>\$11.809</b>	<b>\$11.438</b>	<b>\$11.485</b>	<b>\$10.444</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
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
<b>Subtotal Labor Expenditures</b>	<b>\$51.312</b>	<b>\$44.176</b>	<b>\$42.722</b>	<b>\$43.553</b>	<b>\$43.669</b>
<b><u>Non-Labor:</u></b>					
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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$25.684</b>	<b>\$30.319</b>	<b>\$11.154</b>	<b>\$10.944</b>	<b>\$11.372</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$76.996</b>	<b>\$74.495</b>	<b>\$53.876</b>	<b>\$54.497</b>	<b>\$55.041</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$60.938)</b>	<b>(\$62.686)</b>	<b>(\$42.438)</b>	<b>(\$43.012)</b>	<b>(\$44.597)</b>

**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
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
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
<b>Total Receipts</b>	<b>\$2.060</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(\$0.001)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
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
<b>Subtotal Labor Expenditures</b>	<b>(\$6.416)</b>	<b>\$0.000</b>	<b>(\$0.005)</b>	<b>(\$0.020)</b>	<b>(\$0.032)</b>
<b><u>Non-Labor:</u></b>					
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
<b>Subtotal Non-Labor Expenditures</b>	<b>(\$1.568)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$7.984)</b>	<b>\$0.000</b>	<b>(\$0.005)</b>	<b>(\$0.020)</b>	<b>(\$0.032)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$5.924)</b>	<b>\$0.000</b>	<b>(\$0.005)</b>	<b>(\$0.019)</b>	<b>(\$0.033)</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$9.376</b>	<b>\$15.300</b>	<b>\$15.295</b>	<b>\$15.281</b>	<b>\$15.267</b>



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

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>

**RIDERSHIP**

Fixed Route	4.570	4.590	4.615	4.629	4.655
<b>Total Ridership</b>	<b>4.570</b>	<b>4.590</b>	<b>4.615</b>	<b>4.629</b>	<b>4.655</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$6.574	\$6.849	\$6.955	\$6.978	\$7.025
<b>Farebox Revenue</b>	<b>\$6.574</b>	<b>\$6.849</b>	<b>\$6.955</b>	<b>\$6.978</b>	<b>\$7.025</b>

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

<b>FUNCTION/DEPARTMENT</b>	<b>Final Estimate 2016</b>	<b>Adopted Budget 2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
Executive	13	13	13	13	13
General Office	10	10	10	10	10
Purchasing/Stores	6	6	6	6	6
<b>Total Administration</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>Operations</b>					
Transportation	107	107	107	107	107
<b>Maintenance</b>					
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
<b>Total Maintenance</b>	<b>168</b>	<b>168</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering/Capital</b>					
Capital Project Support	14	14	14	-	-
<b>Public Safety</b>					
Total Public Safety	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>318</b>	<b>318</b>	<b>319</b>	<b>305</b>	<b>305</b>
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
<b>Administration</b>					
Managers/Supervisors	17	17	17	17	17
Professional/Technical/Clerical	12	12	12	12	12
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>Operations</b>					
Managers/Supervisors	5	5	5	5	5
Professional/Technical/Clerical	3	3	3	3	3
Operational Hourlies	99	99	99	99	99
<b>Total Operations Headcount</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>
<b>Maintenance</b>					
Managers/Supervisors	13	13	13	13	13
Professional/Technical/Clerical	6	6	6	6	6
Operational Hourlies	149	149	150	150	150
<b>Total Maintenance Headcount</b>	<b>168</b>	<b>168</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	3	3	3	0	0
Professional/Technical/Clerical	2	2	2	0	0
Operational Hourlies	9	9	9	0	0
<b>Total Engineering Headcount</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	38	38	38	35	35
Professional, Technical, Clerical	23	23	23	21	21
Operational Hourlies	257	257	258	249	249
<b>Total Positions</b>	<b>318</b>	<b>318</b>	<b>319</b>	<b>305</b>	<b>305</b>

**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
<b><u>Non-Reimbursable</u></b>													
<b>Operating Revenue</b>													
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
<b>Total Revenues</b>	<b>\$0.779</b>	<b>\$0.662</b>	<b>\$0.847</b>	<b>\$0.712</b>	<b>\$0.845</b>	<b>\$0.812</b>	<b>\$0.643</b>	<b>\$0.675</b>	<b>\$0.808</b>	<b>\$0.904</b>	<b>\$0.826</b>	<b>\$0.786</b>	<b>\$9.299</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
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)
<b>Total Labor Expenses</b>	<b>\$3.698</b>	<b>\$3.376</b>	<b>\$3.454</b>	<b>\$3.316</b>	<b>\$3.484</b>	<b>\$3.396</b>	<b>\$3.497</b>	<b>\$3.525</b>	<b>\$3.441</b>	<b>\$3.481</b>	<b>\$3.543</b>	<b>\$3.454</b>	<b>\$41.666</b>
<b><u>Non-Labor:</u></b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$30.319</b>
<b><u>Other Expense Adjustments:</u></b>													
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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$6.225</b>	<b>\$5.903</b>	<b>\$5.981</b>	<b>\$5.843</b>	<b>\$6.010</b>	<b>\$5.922</b>	<b>\$6.024</b>	<b>\$6.052</b>	<b>\$5.968</b>	<b>\$6.007</b>	<b>\$6.069</b>	<b>\$5.981</b>	<b>\$71.985</b>
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
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$6.917</b>	<b>\$6.595</b>	<b>\$8.423</b>	<b>\$6.534</b>	<b>\$6.702</b>	<b>\$8.364</b>	<b>\$6.716</b>	<b>\$6.744</b>	<b>\$8.410</b>	<b>\$6.699</b>	<b>\$6.761</b>	<b>\$8.422</b>	<b>\$87.285</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6.137)</b>	<b>(\$5.933)</b>	<b>(\$7.576)</b>	<b>(\$5.823)</b>	<b>(\$5.857)</b>	<b>(\$7.552)</b>	<b>(\$6.073)</b>	<b>(\$6.068)</b>	<b>(\$7.601)</b>	<b>(\$5.794)</b>	<b>(\$5.935)</b>	<b>(\$7.636)</b>	<b>(\$77.986)</b>

**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
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
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
<b>Total Revenues</b>	<b>\$0.207</b>	<b>\$0.201</b>	<b>\$0.213</b>	<b>\$0.206</b>	<b>\$0.208</b>	<b>\$0.209</b>	<b>\$0.206</b>	<b>\$0.214</b>	<b>\$0.211</b>	<b>\$0.212</b>	<b>\$0.208</b>	<b>\$0.214</b>	<b>\$2.510</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
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
<b>Total Labor Expenses</b>	<b>\$0.207</b>	<b>\$0.201</b>	<b>\$0.213</b>	<b>\$0.206</b>	<b>\$0.208</b>	<b>\$0.209</b>	<b>\$0.206</b>	<b>\$0.214</b>	<b>\$0.211</b>	<b>\$0.212</b>	<b>\$0.208</b>	<b>\$0.214</b>	<b>\$2.510</b>
<b>Non-Labor:</b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>													
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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$0.207</b>	<b>\$0.201</b>	<b>\$0.213</b>	<b>\$0.206</b>	<b>\$0.208</b>	<b>\$0.209</b>	<b>\$0.206</b>	<b>\$0.214</b>	<b>\$0.211</b>	<b>\$0.212</b>	<b>\$0.208</b>	<b>\$0.214</b>	<b>\$2.510</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**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
<b><u>Non-Reimbursable / Reimbursable</u></b>													
<b>Operating Revenue</b>													
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
<b>Total Revenues</b>	<b>\$0.986</b>	<b>\$0.863</b>	<b>\$1.060</b>	<b>\$0.918</b>	<b>\$1.053</b>	<b>\$1.021</b>	<b>\$0.848</b>	<b>\$0.889</b>	<b>\$1.019</b>	<b>\$1.116</b>	<b>\$1.035</b>	<b>\$1.000</b>	<b>\$11.809</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
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
<b>Total Labor Expenses</b>	<b>\$3.905</b>	<b>\$3.578</b>	<b>\$3.668</b>	<b>\$3.523</b>	<b>\$3.692</b>	<b>\$3.605</b>	<b>\$3.703</b>	<b>\$3.739</b>	<b>\$3.653</b>	<b>\$3.692</b>	<b>\$3.751</b>	<b>\$3.668</b>	<b>\$44.176</b>
<b><u>Non-Labor:</u></b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$30.319</b>
<b><u>Other Expense Adjustments:</u></b>													
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
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$6.432</b>	<b>\$6.104</b>	<b>\$6.194</b>	<b>\$6.049</b>	<b>\$6.218</b>	<b>\$6.132</b>	<b>\$6.230</b>	<b>\$6.266</b>	<b>\$6.179</b>	<b>\$6.219</b>	<b>\$6.278</b>	<b>\$6.194</b>	<b>\$74.495</b>
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
<b>Total Expenses After Non-Cash Liability Adjts.</b>	<b>\$7.123</b>	<b>\$6.796</b>	<b>\$8.636</b>	<b>\$6.741</b>	<b>\$6.910</b>	<b>\$8.573</b>	<b>\$6.921</b>	<b>\$6.958</b>	<b>\$8.621</b>	<b>\$6.911</b>	<b>\$6.969</b>	<b>\$8.636</b>	<b>\$89.795</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6.137)</b>	<b>(\$5.933)</b>	<b>(\$7.576)</b>	<b>(\$5.823)</b>	<b>(\$5.857)</b>	<b>(\$7.552)</b>	<b>(\$6.073)</b>	<b>(\$6.068)</b>	<b>(\$7.601)</b>	<b>(\$5.794)</b>	<b>(\$5.935)</b>	<b>(\$7.636)</b>	<b>(\$77.986)</b>

**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
<b><u>Cash Receipts and Expenditures</u></b>													
<b>Receipts</b>													
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
<b>Total Receipts</b>	<b>\$0.986</b>	<b>\$0.863</b>	<b>\$1.060</b>	<b>\$0.918</b>	<b>\$1.053</b>	<b>\$1.021</b>	<b>\$0.848</b>	<b>\$0.889</b>	<b>\$1.019</b>	<b>\$1.116</b>	<b>\$1.035</b>	<b>\$1.000</b>	<b>\$11.809</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
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
<b>Subtotal Labor Expenditures</b>	<b>\$3.905</b>	<b>\$3.578</b>	<b>\$3.668</b>	<b>\$3.523</b>	<b>\$3.692</b>	<b>\$3.605</b>	<b>\$3.703</b>	<b>\$3.739</b>	<b>\$3.653</b>	<b>\$3.692</b>	<b>\$3.751</b>	<b>\$3.668</b>	<b>\$44.176</b>
<b><u>Non-Labor:</u></b>													
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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$2.527</b>	<b>\$30.319</b>
<b><u>Other Expenditure Adjustments:</u></b>													
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
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$6.432</b>	<b>\$6.104</b>	<b>\$6.194</b>	<b>\$6.049</b>	<b>\$6.218</b>	<b>\$6.132</b>	<b>\$6.230</b>	<b>\$6.266</b>	<b>\$6.179</b>	<b>\$6.219</b>	<b>\$6.278</b>	<b>\$6.194</b>	<b>\$74.495</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5.446)</b>	<b>(\$5.241)</b>	<b>(\$5.134)</b>	<b>(\$5.131)</b>	<b>(\$5.165)</b>	<b>(\$5.111)</b>	<b>(\$5.381)</b>	<b>(\$5.377)</b>	<b>(\$5.160)</b>	<b>(\$5.103)</b>	<b>(\$5.243)</b>	<b>(\$5.194)</b>	<b>(\$62.686)</b>

**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
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
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
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>													
<b><u>Labor:</u></b>													
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
<b>Subtotal Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>													
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
<b>Subtotal Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expenditure Adjustments:</u></b>													
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
<b>Subtotal Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$0.692</b>	<b>\$0.692</b>	<b>\$2.442</b>	<b>\$0.692</b>	<b>\$0.692</b>	<b>\$2.442</b>	<b>\$0.692</b>	<b>\$0.692</b>	<b>\$2.442</b>	<b>\$0.692</b>	<b>\$0.692</b>	<b>\$2.442</b>	<b>\$15.300</b>



**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
<b><u>RIDERSHIP</u></b>													
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
<b>Total Ridership</b>	<b>0.386</b>	<b>0.333</b>	<b>0.420</b>	<b>0.351</b>	<b>0.411</b>	<b>0.398</b>	<b>0.326</b>	<b>0.349</b>	<b>0.394</b>	<b>0.437</b>	<b>0.400</b>	<b>0.385</b>	<b>4.590</b>
<b><u>FAREBOX REVENUE</u></b>													
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
<b>Total Farebox Revenue</b>	<b>\$0.521</b>	<b>\$0.474</b>	<b>\$0.591</b>	<b>\$0.537</b>	<b>\$0.596</b>	<b>\$0.609</b>	<b>\$0.561</b>	<b>\$0.607</b>	<b>\$0.589</b>	<b>\$0.625</b>	<b>\$0.578</b>	<b>\$0.562</b>	<b>\$6.849</b>



**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
<b>Administration</b>												
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
<b>Total Administration Headcount</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>Operations</b>												
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
<b>Total Operations Headcount</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>
<b>Maintenance</b>												
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
<b>Total Maintenance Headcount</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>	<b>168</b>
<b>Engineering / Capital</b>												
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
<b>Total Engineering Headcount</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>Public Safety</b>												
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
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>												
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
<b>Total Positions</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>	<b>318</b>

**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)
<b>Technical Adjustments:</b>										
Contract Agreements				(\$1.170)		(\$1.479)		(\$1.533)		(\$.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	\$ .000	0	(\$11.113)	0	(\$10.371)	0	(\$9.659)	0	(\$8.606)
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase				\$5.266		\$6.695		\$6.707		\$6.735
MTA Re-estimates:										
Procurement Consolidation			1	\$ .087	1	\$ .119	1	\$ .120	1	\$ .123
Procurement Consolidation (Contract)				(\$ .087)		(\$ .119)		(\$ .120)		(\$ .123)
Fuel Re-estimates				(\$ .410)		(\$ .294)		(\$ .106)		(\$ .235)
Sub-Total MTA Plan Adjustments	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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>40</b>	<b>\$0.000</b>	<b>40</b>	<b>\$0.000</b>	<b>40</b>	<b>\$0.000</b>	<b>40</b>	<b>\$0.000</b>	<b>40</b>	<b>\$0.000</b>
<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
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>40</b>	<b>\$ -</b>	<b>40</b>	<b>\$ -</b>	<b>40</b>	<b>\$ -</b>	<b>40</b>	<b>\$ -</b>	<b>40</b>	<b>\$ -</b>

**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
<b>2016 November Financial Plan: Net Surplus/(Deficit)</b>	<b>3,845</b>	<b>(\$455.165)</b>	<b>3,940</b>	<b>(\$463.523)</b>	<b>3,921</b>	<b>(\$485.087)</b>	<b>3,944</b>	<b>(\$489.309)</b>	<b>3,934</b>	<b>(\$494.573)</b>
<b>Technical Adjustments:</b>										
Contract Agreements				(\$1.170)		(\$1.479)		(\$1.533)		(\$.066)
Medical Rebid Savings				\$1.071		\$1.791		\$2.557		\$2.144
Sub-Total Technical Adjustments	0	\$ .000	0	(\$ .099)	0	\$ .312	0	\$1.024	0	\$2.078
<b>MTA Plan Adjustments:</b>										
2017 Fare/Toll Increase				5.266		6.695		6.707		6.735
MTA Re-estimates:										
Procurement Consolidation			1	\$ .087	1	\$ .119	1	\$ .120	1	\$ .123
Procurement Consolidation (Contract)				(\$ .087)		(\$ .119)		(\$ .120)		(\$ .123)
Fuel Re-estimates				(\$ .410)		(\$ .294)		(\$ .106)		(\$ .235)
Other:										
Sub-Total MTA Plan Adjustments	0	\$ .000	1	\$4.856	1	\$6.401	1	\$6.601	1	\$6.500
<b>2017 February Financial Plan: Net Surplus/(Deficit)</b>	<b>3,845</b>	<b>\$ (455.165)</b>	<b>3,939</b>	<b>\$ (458.766)</b>	<b>3,920</b>	<b>\$ (478.374)</b>	<b>3,943</b>	<b>\$ (481.684)</b>	<b>3,933</b>	<b>\$ (485.995)</b>



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

<b>NON-REIMBURSABLE</b>	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Operating Revenue</b>					
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	-	-	-	-	-
<b>Total Revenue</b>	<b>\$234.869</b>	<b>\$240.946</b>	<b>\$243.631</b>	<b>\$244.213</b>	<b>\$245.312</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
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	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$512.347</b>	<b>\$536.357</b>	<b>\$550.557</b>	<b>\$564.386</b>	<b>\$570.619</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$170.366</b>	<b>\$190.409</b>	<b>\$198.727</b>	<b>\$191.085</b>	<b>\$190.051</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$682.712</b>	<b>\$726.767</b>	<b>\$749.283</b>	<b>\$755.471</b>	<b>\$760.670</b>
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	-	-	-	-	-
<b>Total Expenses</b>	<b>\$865.298</b>	<b>\$924.118</b>	<b>\$946.674</b>	<b>\$951.562</b>	<b>\$952.461</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$630.429)</b>	<b>(\$683.172)</b>	<b>(\$703.043)</b>	<b>(\$707.349)</b>	<b>(\$707.149)</b>

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

<b>REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
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
<b>Total Revenue</b>	<b>\$6.039</b>	<b>\$5.857</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
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	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$4.965</b>	<b>\$4.767</b>	<b>\$4.855</b>	<b>\$4.803</b>	<b>\$4.748</b>
<b><u>Non-Labor:</u></b>					
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	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$1.074</b>	<b>\$1.090</b>	<b>\$1.105</b>	<b>\$1.122</b>	<b>\$1.123</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$6.039</b>	<b>\$5.857</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$6.039</b>	<b>\$5.857</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Revenue</b>					
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
<b>Total Revenue</b>	<b>\$240.908</b>	<b>\$246.803</b>	<b>\$249.591</b>	<b>\$250.138</b>	<b>\$251.183</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
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	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$517.312</b>	<b>\$541.124</b>	<b>\$555.411</b>	<b>\$569.189</b>	<b>\$575.367</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$171.440</b>	<b>\$191.499</b>	<b>\$199.832</b>	<b>\$192.207</b>	<b>\$191.174</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$688.752</b>	<b>\$732.623</b>	<b>\$755.243</b>	<b>\$761.396</b>	<b>\$766.540</b>
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	-	-	-	-	-
<b>Total Expenses</b>	<b>\$871.338</b>	<b>\$929.975</b>	<b>\$952.634</b>	<b>\$957.487</b>	<b>\$958.331</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$630.429)</b>	<b>(\$683.172)</b>	<b>(\$703.043)</b>	<b>(\$707.349)</b>	<b>(\$707.149)</b>

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

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
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
<b>Total Receipts</b>	<b>\$245.096</b>	<b>\$251.994</b>	<b>\$254.875</b>	<b>\$258.788</b>	<b>\$259.892</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
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	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$518.421</b>	<b>\$523.322</b>	<b>\$537.553</b>	<b>\$555.311</b>	<b>\$561.760</b>
<b><u>Non-Labor:</u></b>					
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
<b>Total Non-Labor Expenses</b>	<b>\$181.841</b>	<b>\$187.438</b>	<b>\$195.695</b>	<b>\$185.161</b>	<b>\$184.127</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$700.262</b>	<b>\$710.760</b>	<b>\$733.249</b>	<b>\$740.472</b>	<b>\$745.886</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$455.165)</b>	<b>(\$458.766)</b>	<b>(\$478.374)</b>	<b>(\$481.684)</b>	<b>(\$485.995)</b>

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

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Receipts</b>					
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
<b>Total Receipts</b>	<b>\$4.188</b>	<b>\$5.191</b>	<b>\$5.284</b>	<b>\$8.650</b>	<b>\$8.709</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
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	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$1.109)</b>	<b>\$17.803</b>	<b>\$17.858</b>	<b>\$13.878</b>	<b>\$13.607</b>
<b><u>Non-Labor:</u></b>					
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	-
<b>Total Non-Labor Expenses</b>	<b>(\$10.401)</b>	<b>\$4.061</b>	<b>\$4.136</b>	<b>\$7.046</b>	<b>\$7.047</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$7.322)</b>	<b>\$27.055</b>	<b>\$27.278</b>	<b>\$29.574</b>	<b>\$29.363</b>
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	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$175.264</b>	<b>\$224.406</b>	<b>\$224.669</b>	<b>\$225.665</b>	<b>\$221.154</b>

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

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<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 <sup>1</sup></u>	3,802	0.316	1%
Subtotal	<b>1,272,565</b>	<b>\$55.441</b>	100%
<b>REIMBURSABLE OVERTIME</b>	0	-	
<b>TOTAL OVERTIME</b>	<b>1,272,565</b>	<b>\$55.441</b>	

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

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

<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
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**RIDERSHIP**

Fixed Route	126.111	125.606	125.875	126.086	126.558
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<b>Baseline Total Ridership</b>	<b>126.111</b>	<b>125.606</b>	<b>125.875</b>	<b>126.086</b>	<b>126.558</b>
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**FAREBOX REVENUE**

Fixed Route	\$214.145	\$219.857	\$222.160	\$222.563	\$223.480
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<b>Baseline Total Revenue</b>	<b>\$214.145</b>	<b>\$219.857</b>	<b>\$222.160</b>	<b>\$222.563</b>	<b>\$223.480</b>
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**MTA BUS COMPANY**  
**February Financial Plan 2017 - 2020**  
**Total Positions by Function & Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2016 Final Estimate</b>	<b>2017 Adopted Budget</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Administration</b>					
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
<b>Total Administration</b>	<b>154</b>	<b>163</b>	<b>162</b>	<b>180</b>	<b>180</b>
<b>Operations</b>					
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
<b>Total Operations</b>	<b>2,484</b>	<b>2,543</b>	<b>2,543</b>	<b>2,543</b>	<b>2,543</b>
<b>Maintenance</b>					
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
<b>Total Maintenance</b>	<b>1,148</b>	<b>1,174</b>	<b>1,156</b>	<b>1,161</b>	<b>1,151</b>
<b>Engineering/Capital</b>					
Capital Program Management	37	37	37	37	37
<b>Public Safety</b>					
Office of the Senior Vice President	22	22	22	22	22
<b>Total Positions</b>	<b>3,845</b>	<b>3,939</b>	<b>3,920</b>	<b>3,943</b>	<b>3,933</b>
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
<b>Administration</b>						
	Managers/Supervisors	63	67	65	65	65
	Professional, Technical, Clerical	73	72	74	75	75
	Operational Hourlies	18	24	23	40	40
	<b>Total Administration</b>	154	163	162	180	180
<b>Operations</b>						
	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
	<b>Total Operations</b>	2,484	2,543	2,543	2,543	2,543
<b>Maintenance</b>						
	Managers/Supervisors	225	228	228	228	228
	Professional, Technical, Clerical	26	28	28	28	28
	Operational Hourlies	897	918	900	905	895
	<b>Total Maintenance</b>	1,148	1,174	1,156	1,161	1,151
<b>Engineering/Capital</b>						
	Managers/Supervisors	21	21	21	21	21
	Professional, Technical, Clerical	16	16	16	16	16
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	37	37	37	37	37
<b>Public Safety</b>						
	Managers/Supervisors	17	17	17	17	17
	Professional, Technical, Clerical	5	5	5	5	5
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	22	22	22	22	22
<b>Total Positions</b>						
	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
	<b>Total Baseline Positions</b>	3,845	3,939	3,920	3,943	3,933

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

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
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													-
<b>Total Revenue</b>	<b>\$19.333</b>	<b>\$17.982</b>	<b>\$21.064</b>	<b>\$19.352</b>	<b>\$21.003</b>	<b>\$20.723</b>	<b>\$20.080</b>	<b>\$21.318</b>	<b>\$19.864</b>	<b>\$20.852</b>	<b>\$19.676</b>	<b>\$19.698</b>	<b>\$240.946</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
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													-
<b>Total Labor Expenses</b>	<b>\$45.428</b>	<b>\$41.506</b>	<b>\$46.509</b>	<b>\$42.882</b>	<b>\$46.583</b>	<b>\$44.587</b>	<b>\$44.371</b>	<b>\$46.423</b>	<b>\$43.798</b>	<b>\$45.289</b>	<b>\$44.572</b>	<b>\$44.410</b>	<b>\$536.357</b>
<b>Non-Labor:</b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$16.066</b>	<b>\$14.635</b>	<b>\$16.543</b>	<b>\$15.112</b>	<b>\$16.543</b>	<b>\$15.907</b>	<b>\$15.748</b>	<b>\$16.543</b>	<b>\$15.589</b>	<b>\$16.066</b>	<b>\$15.907</b>	<b>\$15.748</b>	<b>\$190.409</b>
<b>Other Expenses Adjustments:</b>													
Other													-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$61.494</b>	<b>\$56.140</b>	<b>\$63.052</b>	<b>\$57.994</b>	<b>\$63.126</b>	<b>\$60.494</b>	<b>\$60.119</b>	<b>\$62.966</b>	<b>\$59.387</b>	<b>\$61.355</b>	<b>\$60.480</b>	<b>\$60.158</b>	<b>\$726.767</b>
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													-
<b>Total Expenses</b>	<b>\$78.146</b>	<b>\$71.308</b>	<b>\$80.199</b>	<b>\$73.657</b>	<b>\$80.273</b>	<b>\$76.981</b>	<b>\$76.441</b>	<b>\$80.113</b>	<b>\$75.545</b>	<b>\$78.007</b>	<b>\$76.967</b>	<b>\$76.480</b>	<b>\$924.118</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$58.812)</b>	<b>(\$53.327)</b>	<b>(\$59.135)</b>	<b>(\$54.305)</b>	<b>(\$59.270)</b>	<b>(\$56.258)</b>	<b>(\$56.361)</b>	<b>(\$58.795)</b>	<b>(\$55.681)</b>	<b>(\$57.155)</b>	<b>(\$57.291)</b>	<b>(\$56.782)</b>	<b>(\$683.172)</b>



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

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
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
<b>Total Revenue</b>	<b>\$19.828</b>	<b>\$18.432</b>	<b>\$21.573</b>	<b>\$19.817</b>	<b>\$21.512</b>	<b>\$21.212</b>	<b>\$20.565</b>	<b>\$21.827</b>	<b>\$20.343</b>	<b>\$21.347</b>	<b>\$20.165</b>	<b>\$20.183</b>	<b>\$246.803</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
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	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$45.830</b>	<b>\$41.872</b>	<b>\$46.923</b>	<b>\$43.260</b>	<b>\$46.997</b>	<b>\$44.985</b>	<b>\$44.765</b>	<b>\$46.837</b>	<b>\$44.189</b>	<b>\$45.691</b>	<b>\$44.971</b>	<b>\$44.804</b>	<b>\$541.124</b>
<b><u>Non-Labor:</u></b>													
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
<b>Total Non-Labor Expenses</b>	<b>\$16.158</b>	<b>\$14.718</b>	<b>\$16.638</b>	<b>\$15.198</b>	<b>\$16.638</b>	<b>\$15.998</b>	<b>\$15.838</b>	<b>\$16.638</b>	<b>\$15.678</b>	<b>\$16.158</b>	<b>\$15.998</b>	<b>\$15.838</b>	<b>\$191.499</b>
<b><u>Other Expenses Adjustments:</u></b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adj.</b>	<b>\$61.988</b>	<b>\$56.590</b>	<b>\$63.561</b>	<b>\$58.459</b>	<b>\$63.635</b>	<b>\$60.983</b>	<b>\$60.604</b>	<b>\$63.475</b>	<b>\$59.867</b>	<b>\$61.850</b>	<b>\$60.969</b>	<b>\$60.643</b>	<b>\$732.624</b>
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	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$78.640</b>	<b>\$71.759</b>	<b>\$80.708</b>	<b>\$74.121</b>	<b>\$80.782</b>	<b>\$77.470</b>	<b>\$76.926</b>	<b>\$80.622</b>	<b>\$76.024</b>	<b>\$78.502</b>	<b>\$77.456</b>	<b>\$76.965</b>	<b>\$929.975</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$58.812)</b>	<b>(\$53.327)</b>	<b>(\$59.135)</b>	<b>(\$54.305)</b>	<b>(\$59.270)</b>	<b>(\$56.258)</b>	<b>(\$56.361)</b>	<b>(\$58.795)</b>	<b>(\$55.681)</b>	<b>(\$57.155)</b>	<b>(\$57.291)</b>	<b>(\$56.782)</b>	<b>(\$683.172)</b>

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

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
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
<b>Total Receipts</b>	<b>\$20.232</b>	<b>\$19.039</b>	<b>\$21.910</b>	<b>\$20.356</b>	<b>\$21.849</b>	<b>\$21.639</b>	<b>\$21.014</b>	<b>\$22.164</b>	<b>\$20.815</b>	<b>\$21.751</b>	<b>\$20.592</b>	<b>\$20.632</b>	<b>\$251.994</b>
<b>Expenditures</b>													
<b>Labor:</b>													
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													-
<b>Total Labor Expenditures</b>	<b>\$41.720</b>	<b>\$41.414</b>	<b>\$54.310</b>	<b>\$41.585</b>	<b>\$41.670</b>	<b>\$41.281</b>	<b>\$41.467</b>	<b>\$52.237</b>	<b>\$43.283</b>	<b>\$41.582</b>	<b>\$41.267</b>	<b>\$41.506</b>	<b>\$523.322</b>
<b>Non-Labor:</b>													
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
<b>Total Non-Labor Expenditures</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$15.620</b>	<b>\$187.438</b>
<b>Other Expenditure Adjustments:</b>													
Other													-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$57.340</b>	<b>\$57.034</b>	<b>\$69.930</b>	<b>\$57.205</b>	<b>\$57.290</b>	<b>\$56.901</b>	<b>\$57.087</b>	<b>\$67.857</b>	<b>\$58.903</b>	<b>\$57.201</b>	<b>\$56.886</b>	<b>\$57.126</b>	<b>\$710.760</b>
<b>Net Cash Deficit</b>	<b>(\$37.108)</b>	<b>(\$37.995)</b>	<b>(\$48.020)</b>	<b>(\$36.849)</b>	<b>(\$35.441)</b>	<b>(\$35.262)</b>	<b>(\$36.073)</b>	<b>(\$45.693)</b>	<b>(\$38.088)</b>	<b>(\$35.450)</b>	<b>(\$36.294)</b>	<b>(\$36.494)</b>	<b>(\$458.766)</b>

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

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
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
<b>Total Receipts</b>	<b>\$0.404</b>	<b>\$0.607</b>	<b>\$0.337</b>	<b>\$0.540</b>	<b>\$0.337</b>	<b>\$0.427</b>	<b>\$0.449</b>	<b>\$0.337</b>	<b>\$0.472</b>	<b>\$0.404</b>	<b>\$0.427</b>	<b>\$0.449</b>	<b>\$5.191</b>
<b>Expenditures</b>													
<b>Labor:</b>													
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	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$4.110</b>	<b>\$0.458</b>	<b>(\$7.387)</b>	<b>\$1.675</b>	<b>\$5.327</b>	<b>\$3.704</b>	<b>\$3.298</b>	<b>(\$5.400)</b>	<b>\$0.906</b>	<b>\$4.110</b>	<b>\$3.704</b>	<b>\$3.298</b>	<b>\$17.803</b>
<b>Non-Labor:</b>													
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)
<b>Total Non-Labor Expenditures</b>	<b>\$0.538</b>	<b>(\$0.901)</b>	<b>\$1.018</b>	<b>(\$0.421)</b>	<b>\$1.018</b>	<b>\$0.378</b>	<b>\$0.218</b>	<b>\$1.018</b>	<b>\$0.058</b>	<b>\$0.538</b>	<b>\$0.378</b>	<b>\$0.218</b>	<b>\$4.061</b>
<b>Other Expenditures Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$5.053</b>	<b>\$0.164</b>	<b>(\$6.032)</b>	<b>\$1.793</b>	<b>\$6.682</b>	<b>\$4.509</b>	<b>\$3.966</b>	<b>(\$4.045)</b>	<b>\$1.436</b>	<b>\$5.053</b>	<b>\$4.509</b>	<b>\$3.966</b>	<b>\$27.055</b>
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	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$21.705</b>	<b>\$15.332</b>	<b>\$11.115</b>	<b>\$17.456</b>	<b>\$23.829</b>	<b>\$20.997</b>	<b>\$20.289</b>	<b>\$13.102</b>	<b>\$17.593</b>	<b>\$21.705</b>	<b>\$20.997</b>	<b>\$20.289</b>	<b>\$224.406</b>

**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
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>NON-REIMBURSABLE OVERTIME</b>													
<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
<b>Sub-Total</b>	<b>\$4.849</b>	<b>\$4.543</b>	<b>\$4.725</b>	<b>\$4.714</b>	<b>\$4.799</b>	<b>\$4.410</b>	<b>\$4.596</b>	<b>\$4.639</b>	<b>\$4.425</b>	<b>\$4.711</b>	<b>\$4.396</b>	<b>\$4.635</b>	<b>\$55.441</b>
<b>REIMBURSABLE OVERTIME</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$4.849</b>	<b>\$4.543</b>	<b>\$4.725</b>	<b>\$4.714</b>	<b>\$4.799</b>	<b>\$4.410</b>	<b>\$4.596</b>	<b>\$4.639</b>	<b>\$4.425</b>	<b>\$4.711</b>	<b>\$4.396</b>	<b>\$4.635</b>	<b>\$55.441</b>

**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
<b><u>RIDERSHIP</u></b>													
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
<b>Baseline Total Ridership</b>	<b>10.552</b>	<b>9.781</b>	<b>11.484</b>	<b>10.001</b>	<b>11.162</b>	<b>10.573</b>	<b>9.758</b>	<b>10.237</b>	<b>10.243</b>	<b>11.137</b>	<b>10.401</b>	<b>10.276</b>	<b>125.606</b>
<b><u>FAREBOX REVENUE</u></b>													
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	<b>219.857</b>
<b>Baseline Total Revenue</b>	<b>\$17.554</b>	<b>\$16.361</b>	<b>\$19.232</b>	<b>\$17.678</b>	<b>\$19.171</b>	<b>\$18.961</b>	<b>\$18.336</b>	<b>\$19.486</b>	<b>\$18.137</b>	<b>\$19.073</b>	<b>\$17.914</b>	<b>\$17.954</b>	<b>\$219.857</b>







**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
<b>Completed</b>	<b>52</b>	<b>34</b>	<b>86</b>	<b>30</b>
<b>In Construction</b>	<b>0</b>	<b>1</b>	<b>1</b>	
<b>In Design</b>	<b>2</b>	<b>11</b>	<b>13</b>	
<b>In Planning</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total by 2020</b>	<b>54</b>	<b>46</b>	<b>100</b>	<b>30</b>

- 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

**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	
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

## 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



## 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



# 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.
- \*\*\* 86<sup>th</sup> Street on R Line substitutes the 95<sup>th</sup> 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 <sup>nd</sup> 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 <sup>nd</sup> 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 <sup>th</sup> Street to 55 <sup>th</sup> Street.
Lefferts Blvd (A)	Nov. 2014	2 <sup>nd</sup> 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

# Report



## **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
<b>Stations</b>			
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
<b>Subway Cars</b>			
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%

<b>Stations</b>			
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%

<b>SIR Cars</b>			
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%

<b>SIR Stations</b>			
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	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	90	61	91	71	90	70	76	59
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
<i>See Chart 1</i>									
Cleanliness of Car Floors and Seats	% None	91	77	96	87	95	86	86	79
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
<i>See Chart 2</i>									
% 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
Automated Announcements		99	99	99	100
Conductor Announcements		81	80	81	74

Functioning Equipment					
% Cars with No Broken Door Panels	100	99	99	98	
Lighting Conditions in Cars <sup>1</sup>	99	100	99	99	
Climate Control Conditions in Cars <sup>2</sup>	90	97	98	95	

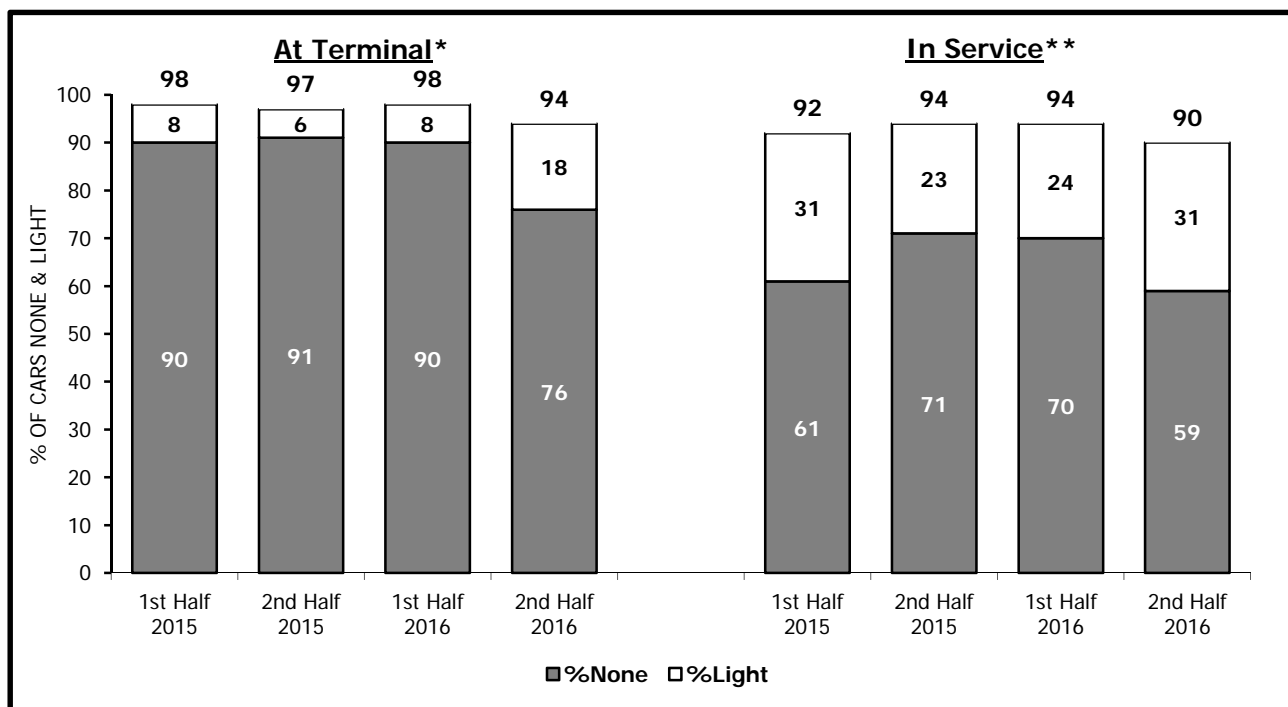
Operations				
% Conductors in Proper Uniform	100	100	100	100

<sup>1</sup>% cars with at least 90% of lights on.

<sup>2</sup>% cars with average interior temperature between 58°F and 78°F.

## 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

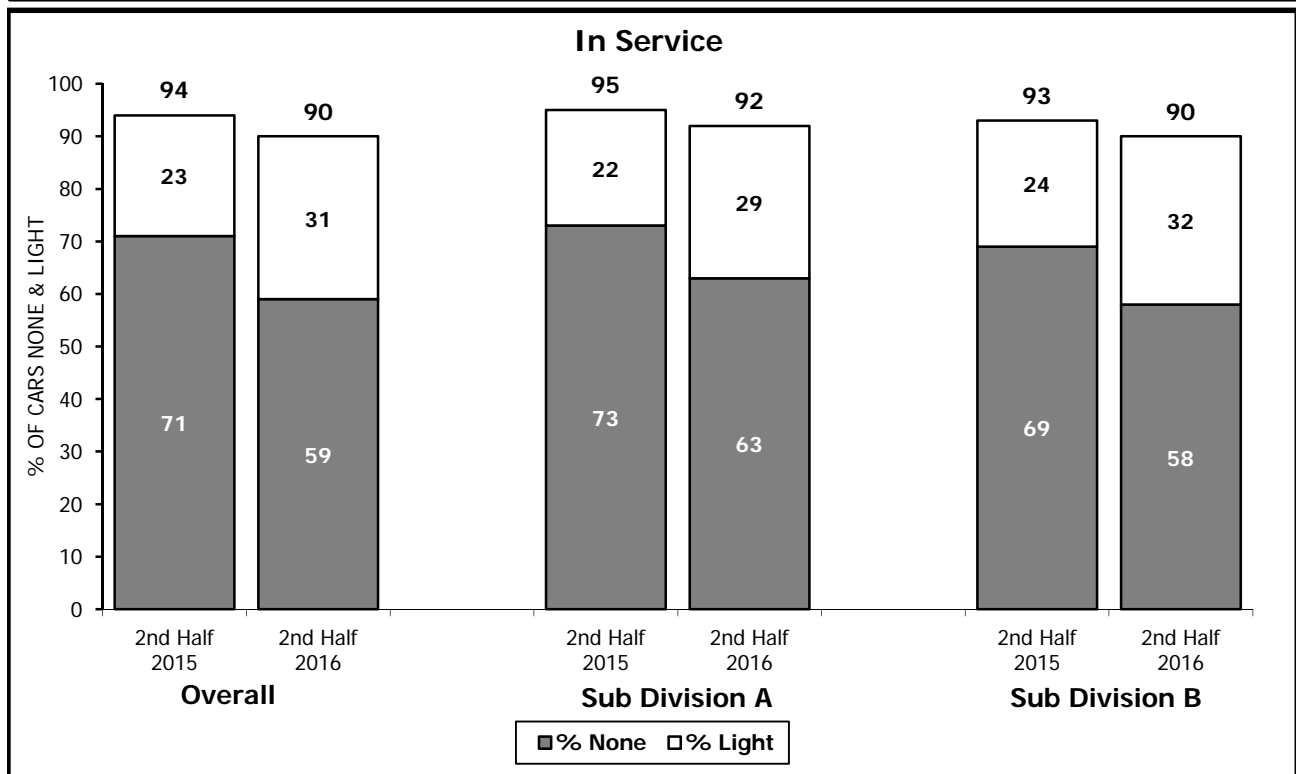
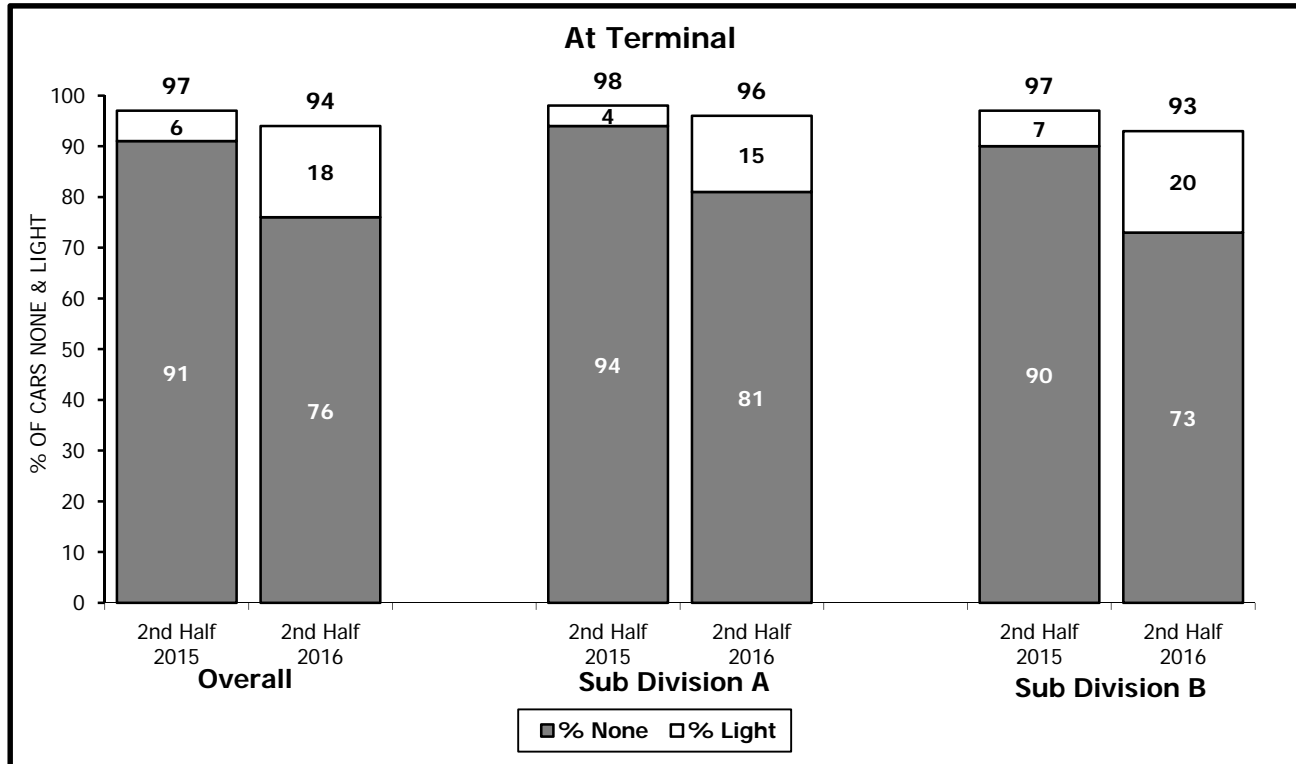
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	76%	18%	0%	6%	59%	31%	1%	9%
1st Half 2016	90%	8%	0%	2%	70%	24%	0%	6%
2nd Half 2015	91%	6%	0%	3%	71%	23%	0%	6%
1st Half 2015	90%	8%	0%	2%	61%	31%	0%	8%

**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

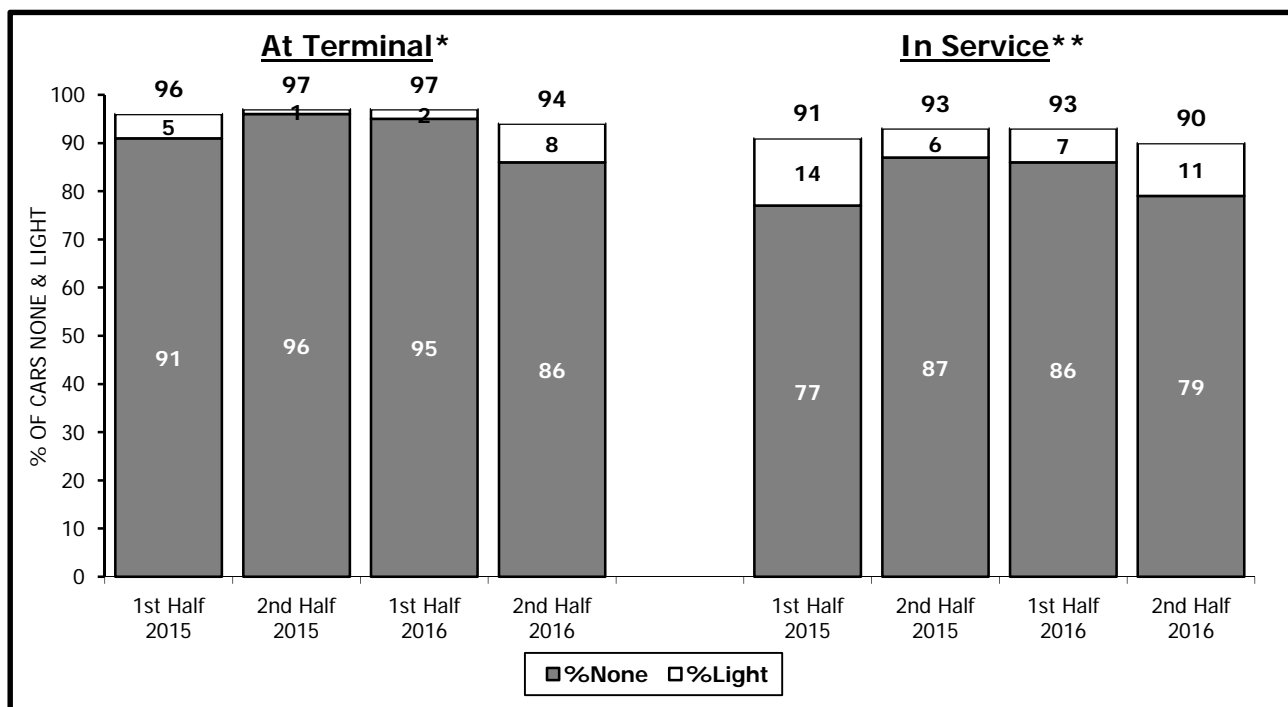
<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2015</u>	<u>2nd Half 2016</u>	<u>2nd Half 2015</u>	<u>2nd Half 2016</u>
<b>1</b>	98%	95%	97%	95%
<b>2</b>	99%	94%	94%	84%
<b>3</b>	93%	97%	96%	94%
<b>4</b>	98%	96%	91%	92%
<b>5</b>	99%	93%	93%	88%
<b>6</b>	97%	97%	96%	94%
<b>7</b>	99%	98%	99%	93%
<b>S 42nd St.</b>	-	-	97%	96%
<b>Sub Division A</b>	<b>98%</b>	<b>93%</b>	<b>95%</b>	<b>92%</b>
<b>A</b>	99%	92%	92%	96%
<b>B</b>	96%	91%	91%	85%
<b>C</b>	98%	92%	94%	90%
<b>D</b>	95%	94%	90%	87%
<b>E</b>	99%	95%	93%	90%
<b>F</b>	98%	89%	95%	87%
<b>S Fkln</b>	-	-	87%	91%
<b>G</b>	97%	91%	98%	94%
<b>J Z</b>	98%	90%	92%	88%
<b>L</b>	98%	94%	95%	92%
<b>M</b>	96%	96%	89%	94%
<b>N</b>	95%	96%	94%	85%
<b>Q</b>	96%	94%	85%	90%
<b>R</b>	97%	90%	96%	91%
<b>W</b>	N/A	96%	N/A	94%
<b>Sub Division B</b>	<b>97%</b>	<b>93%</b>	<b>93%</b>	<b>90%</b>
<b>Systemwide</b>	<b>97%</b>	<b>94%</b>	<b>94%</b>	<b>90%</b>

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

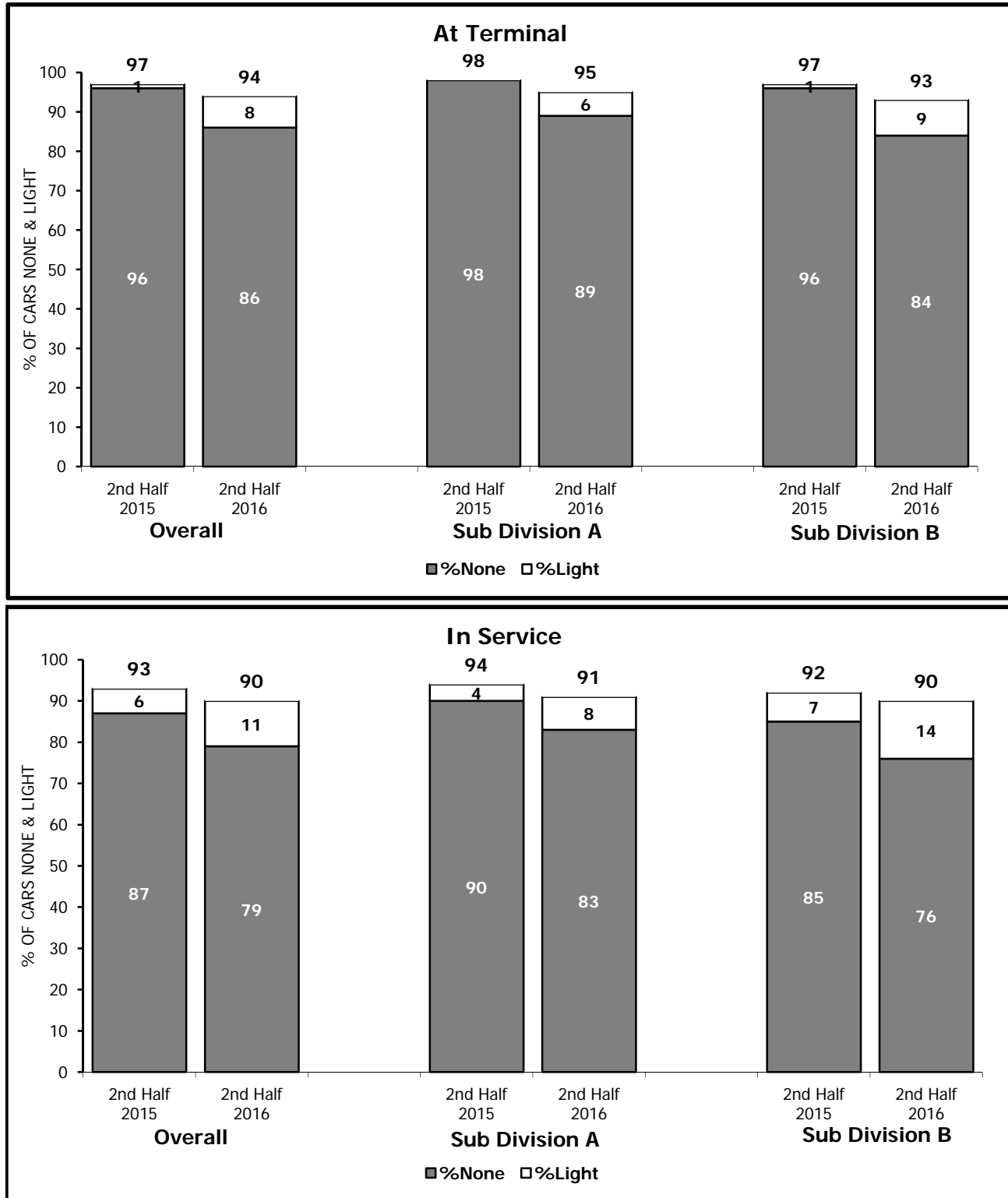
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2016	86%	8%	0%	6%	79%	11%	1%	9%
1st Half 2016	95%	2%	1%	2%	86%	7%	1%	6%
2nd Half 2015	96%	1%	0%	3%	87%	6%	1%	6%
1st Half 2015	91%	5%	2%	2%	77%	14%	1%	8%

**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

# 

## 

Line	at terminal*		in service	
	2nd Half 2015	2nd Half 2016	2nd Half 2015	2nd Half 2016
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%
S 42nd St.	-	-	97%	97%
Sub Division A	98%	95%	94%	91%
A	99%	93%	92%	94%
B	96%	91%	91%	85%
C	97%	94%	92%	91%
D	95%	94%	90%	86%
E	98%	95%	92%	90%
F	98%	90%	93%	86%
S Fkln	-	-	87%	91%
G	97%	92%	97%	95%
J Z	98%	91%	91%	87%
L	98%	93%	95%	93%
M	94%	96%	88%	94%
N	95%	95%	93%	86%
Q	96%	94%	85%	89%
R	96%	88%	95%	90%
W	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	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations		% None	1	2	1	4	2	4	2	5
Presence of Litter	<i>Includes Trackbed component</i>	% Light	66	59	63	60	59	63	69	51
See Chart 3		% Moderate	30	35	34	33	35	29	26	38
		% Heavy	3	4	2	3	4	4	3	6
	<i>Measured without Trackbed component</i>	% None	30	25	25	31	23	34	31	29
		% Light	51	50	54	48	54	45	53	40
See Chart 4		% 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	46
Degree of Dirtiness		% Light	46	37	44	32	44	27	39	29
See Chart 5		% 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	
Presence of Graffiti		% 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

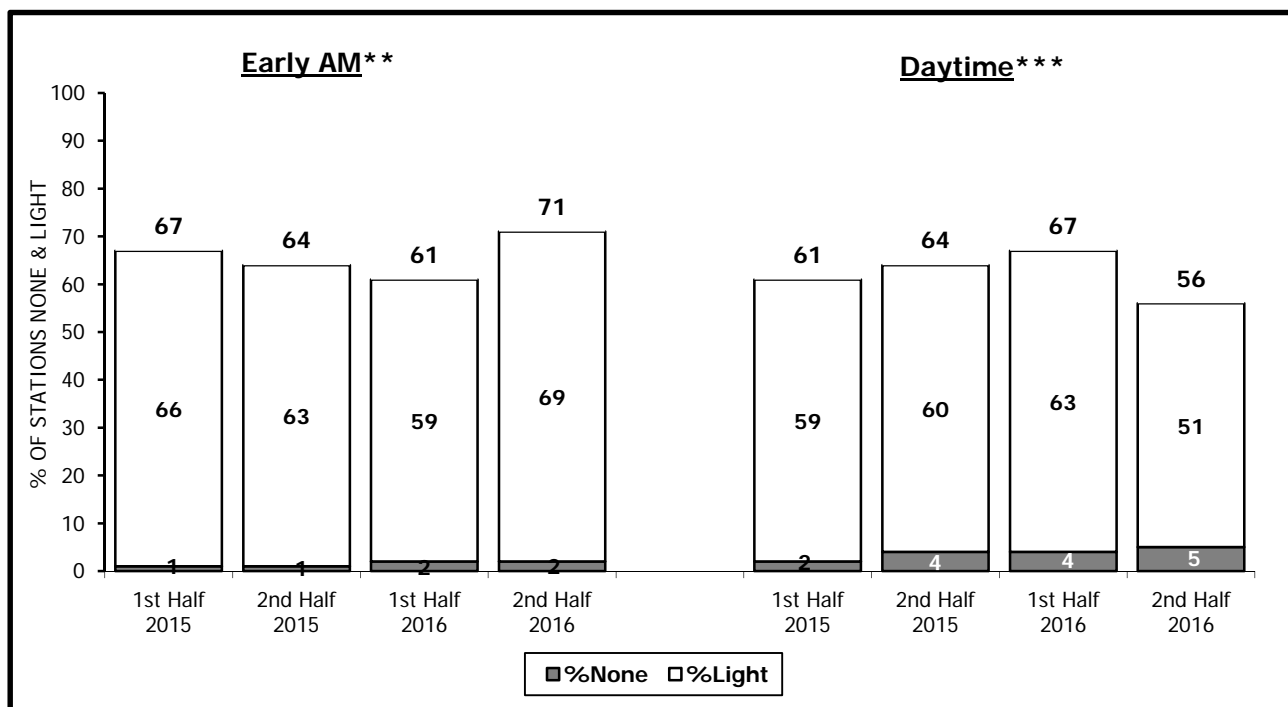
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	97	98	96

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

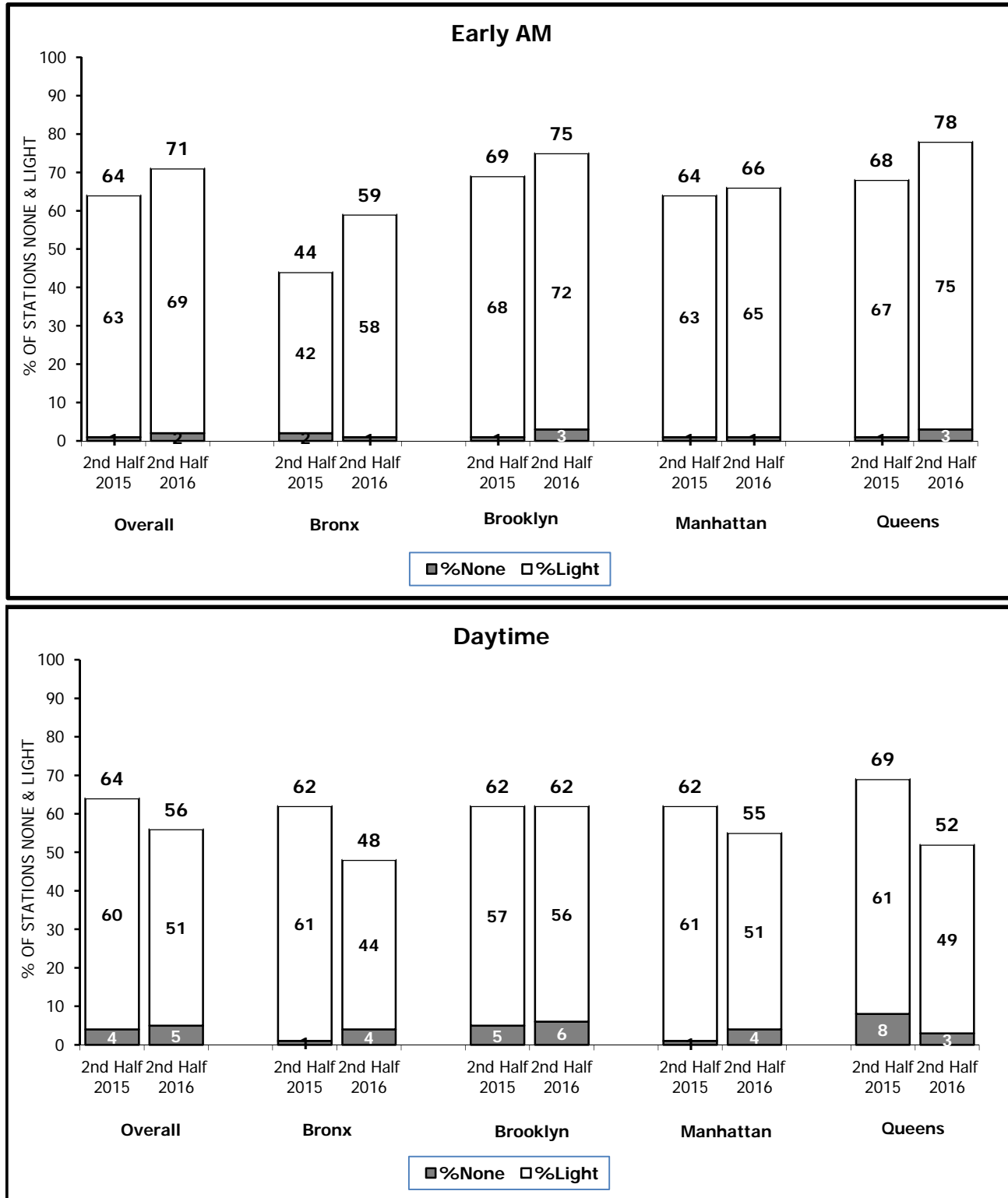
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2016	2%	69%	26%	3%	5%	51%	38%	6%
1st Half 2016	2%	59%	35%	4%	4%	63%	29%	4%
2nd Half 2015	1%	63%	34%	2%	4%	60%	33%	3%
1st Half 2015	1%	66%	30%	3%	2%	59%	35%	4%

**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

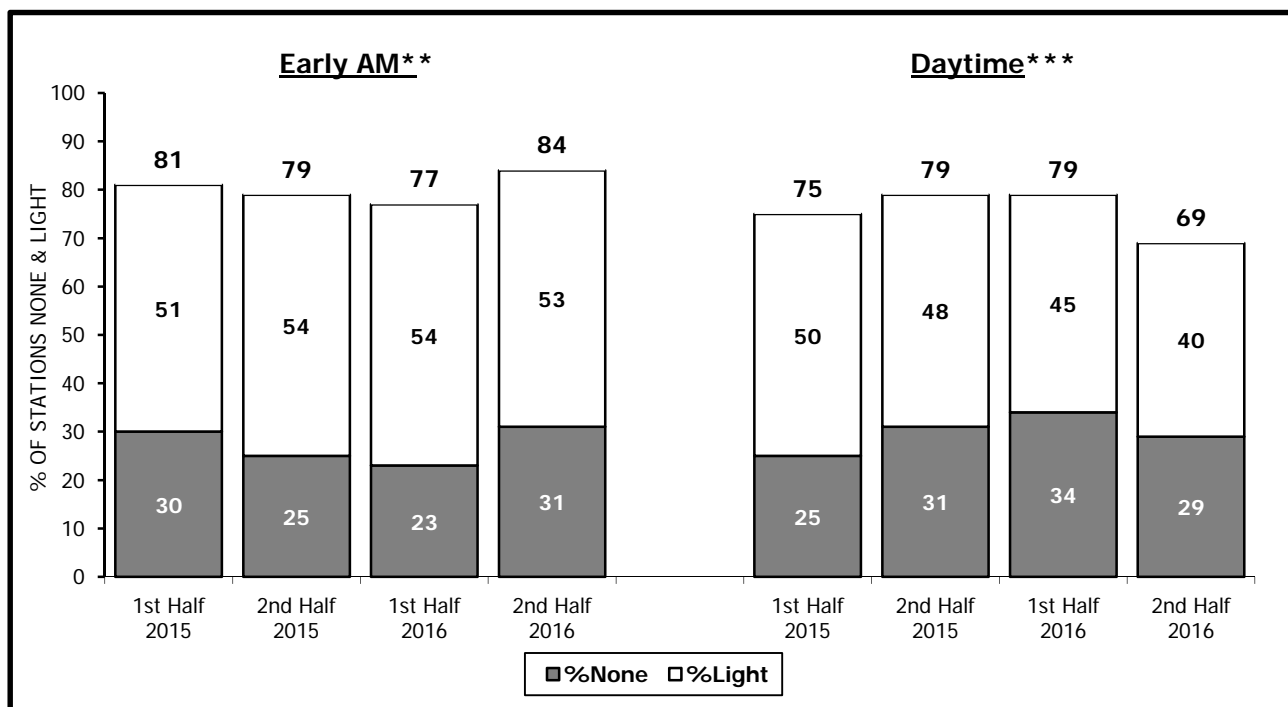
## Litter Conditions by Borough\* (includes Trackbed)



\* 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			
	<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	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%

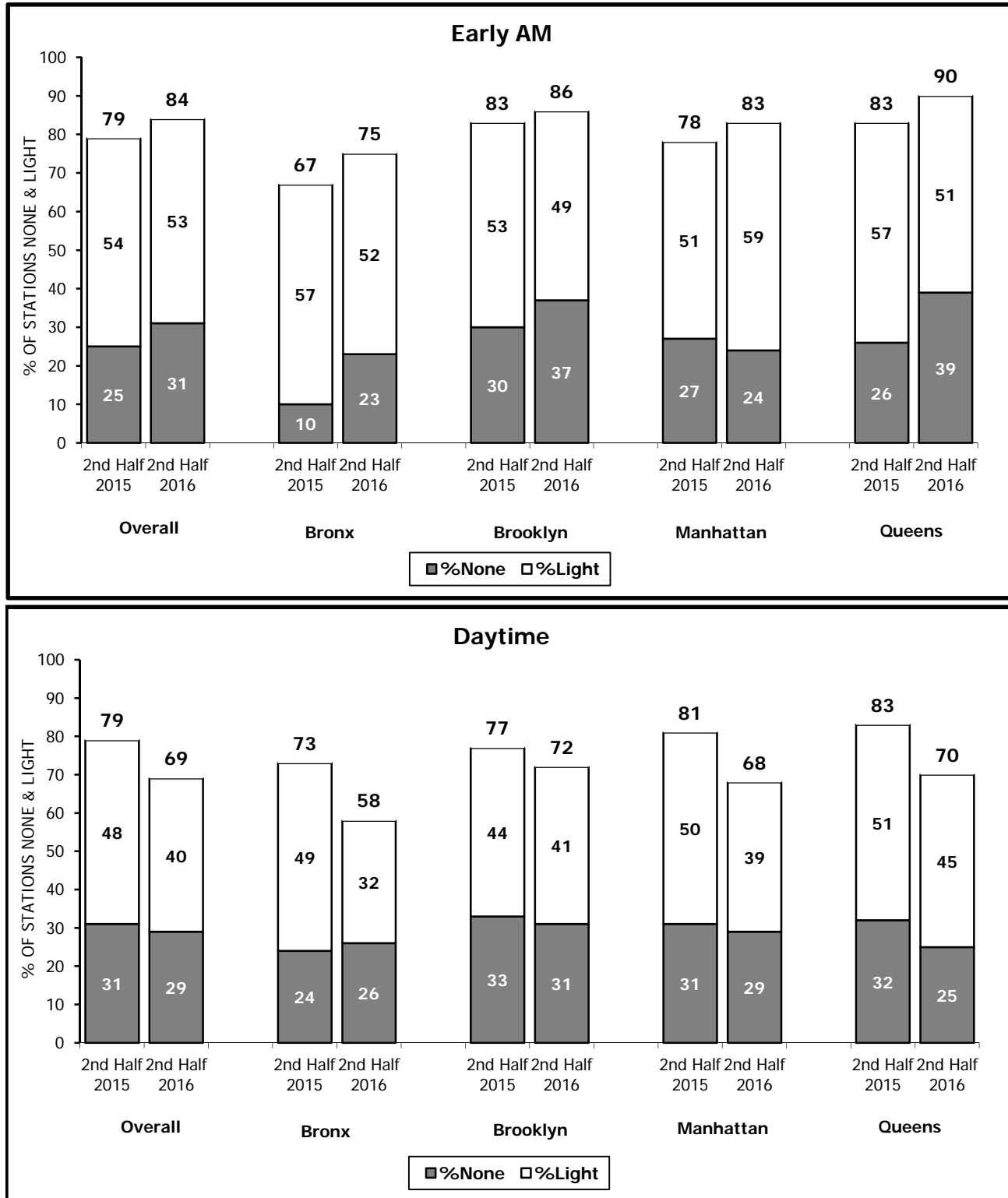
**Discussion of Results:** an increase/decrease of less than 3% is statistically unchanged.

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

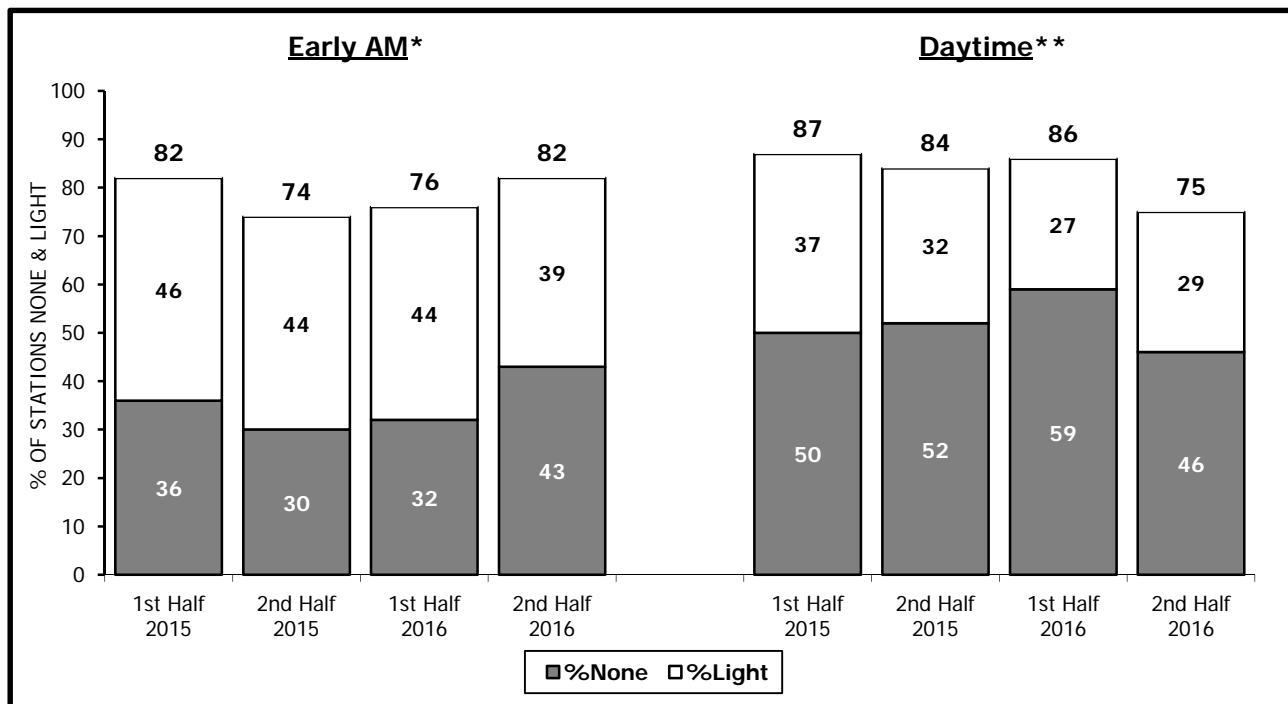
## Litter Conditions by Borough\* (without Trackbed)



\* 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

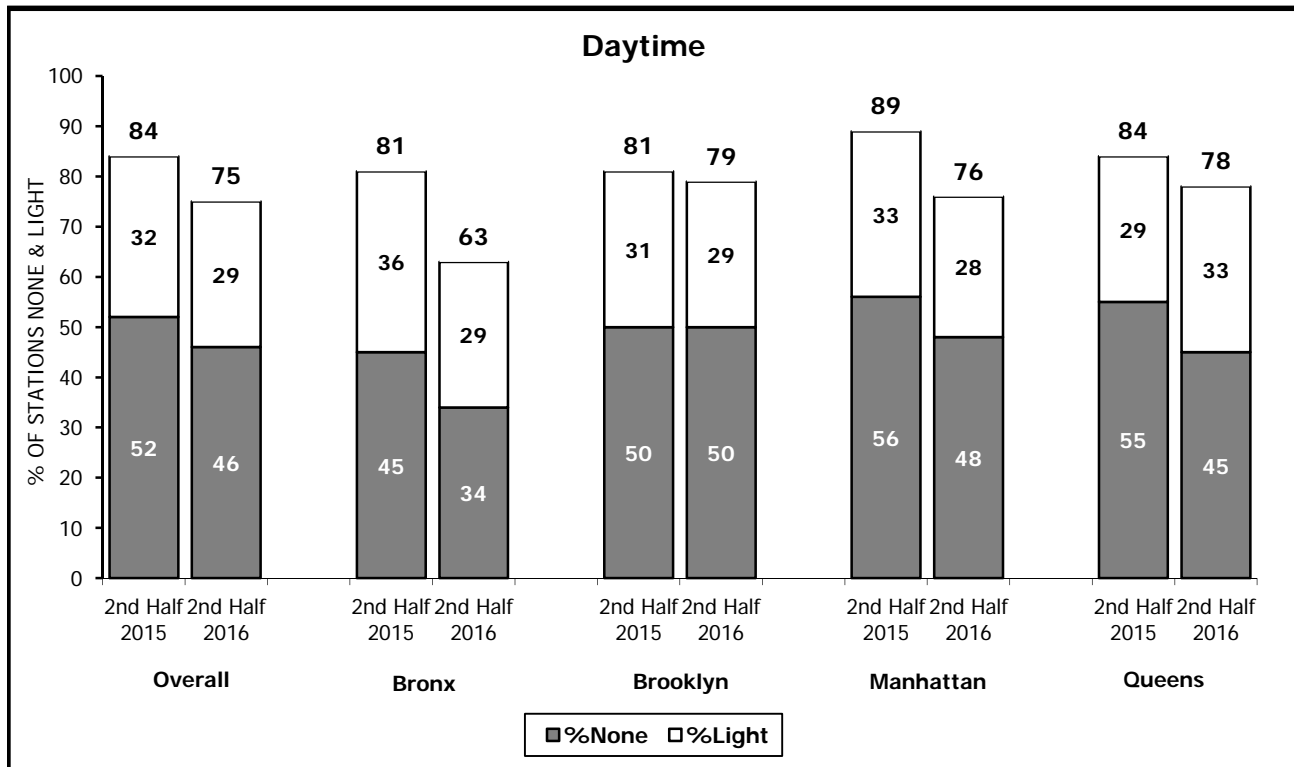
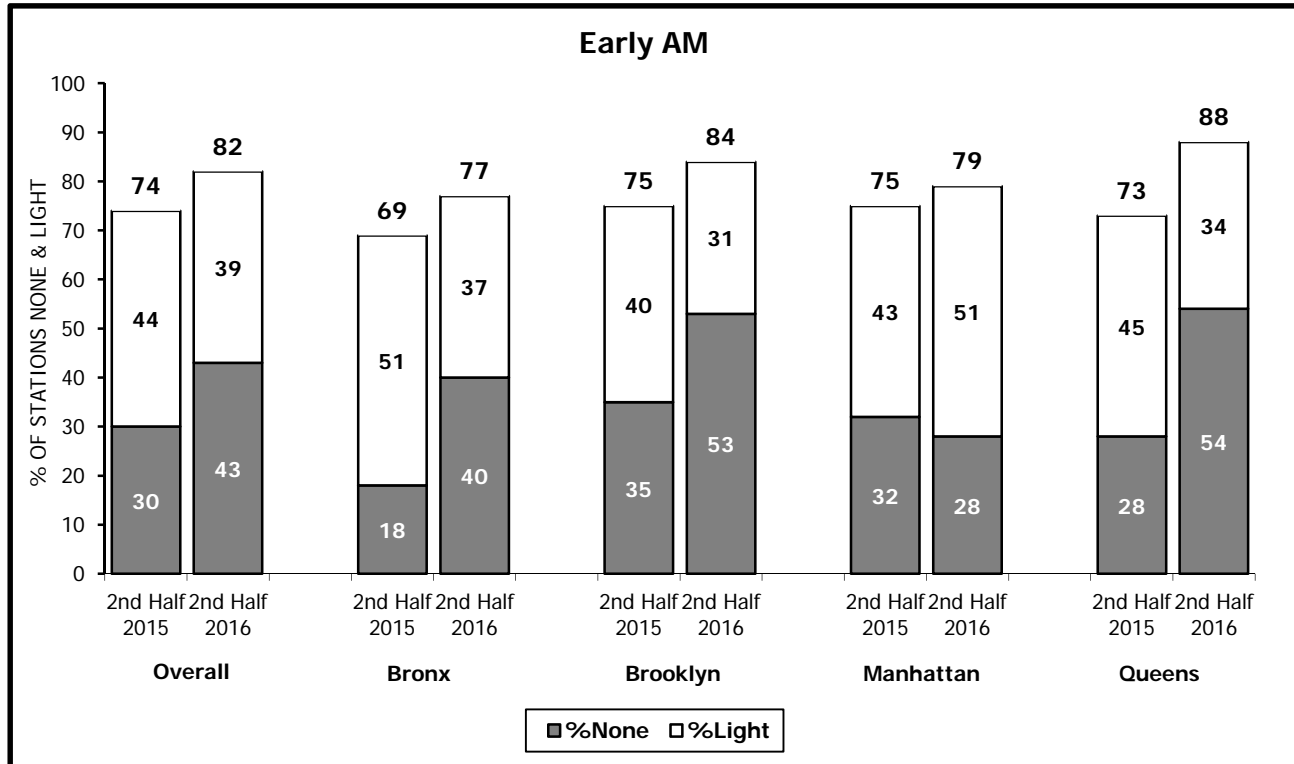
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2016	43%	39%	16%	2%	46%	29%	21%	4%
1st Half 2016	32%	44%	21%	3%	59%	27%	12%	2%
2nd Half 2015	30%	44%	24%	2%	52%	32%	15%	1%
1st Half 2015	36%	46%	16%	2%	50%	37%	11%	2%

**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	at terminal	in service	at terminal	in service	at terminal	in service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Cars	% None	93	80	93	84	90	73	77	63
Presence of Litter	% Light	5	14	6	10	6	22	16	27
See Chart 6	% Moderate	0	0	0	1	1	1	0	1
	% Heavy	2	6	1	5	3	4	7	9
Cleanliness of Car Floors and Seats	% None	95	85	99	94	92	87	84	79
Degree of Dirtiness	% Light	3	9	0	1	4	9	9	12
See Chart 7	% Moderate	0	0	0	0	1	0	0	0
	% Heavy	2	6	1	5	3	4	7	9
% 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 Scratchitied 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	

<b>Customer Information</b>				
% Cars with All System Maps Correct/Legible		99	99	99
% Cars with Public Address Announcements		89	92	81

<b>Functioning Equipment</b>				
% Cars with No Broken Door Panels		100	100	100
Lighting Conditions in Cars <sup>1</sup>		100	100	100
Climate Control Conditions in Cars <sup>2</sup>		78	86	88

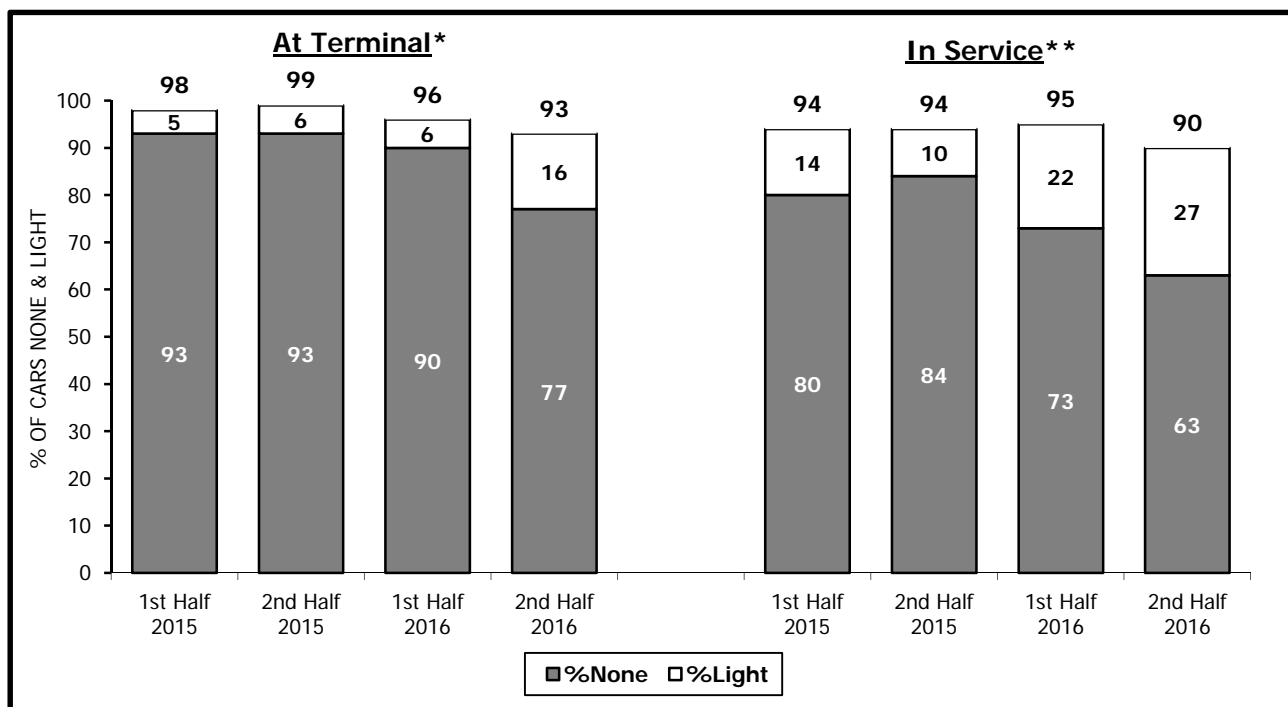
<b>Operations</b>				
% Conductors in Proper Uniform		100	100	100

<sup>1</sup> % cars with at least 90% of lights on.

<sup>2</sup> % 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

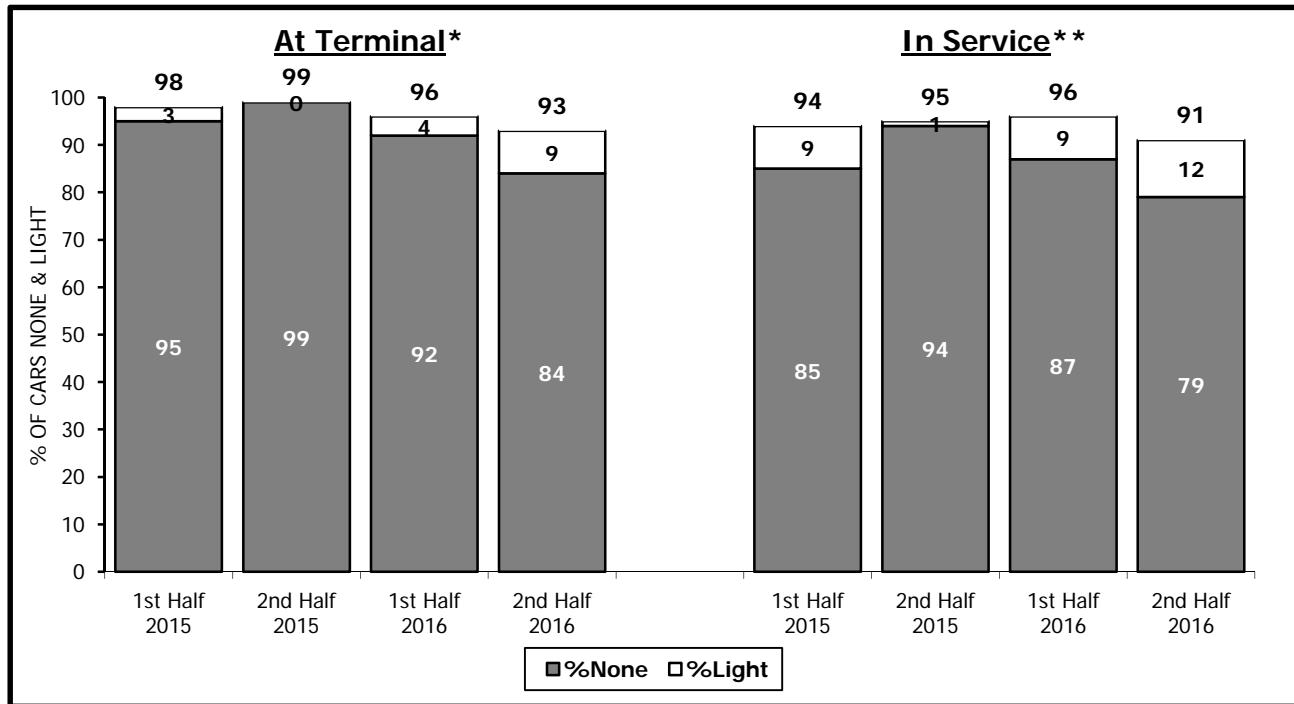
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	77%	16%	0%	7%	63%	27%	1%	9%
1st Half 2016	90%	6%	1%	3%	73%	22%	1%	4%
2nd Half 2015	93%	6%	0%	1%	84%	10%	1%	5%
1st Half 2015	93%	5%	0%	2%	80%	14%	0%	6%

**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			
	<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	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.

Cleanliness and Appearance			2015		2016	
			1st Half	2nd Half	1st Half	2nd Half
Litter Conditions in Stations		% None	16	7	15	14
<i>Presence of Litter</i>  <i>See Chart 8</i>	<b><i>Includes Trackbed component</i></b>	% Light	52	59	63	37
		% Moderate	27	31	18	30
		% Heavy	5	3	4	19
		% None	51	34	59	31
	<b><i>Measured without Trackbed component</i></b>	% Light	25	47	26	35
		% Moderate	21	18	12	18
		% Heavy	3	1	3	16
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
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

#### Customer Information

% Stations with Correct Customer Information Center (CIC)	95	93	97	95
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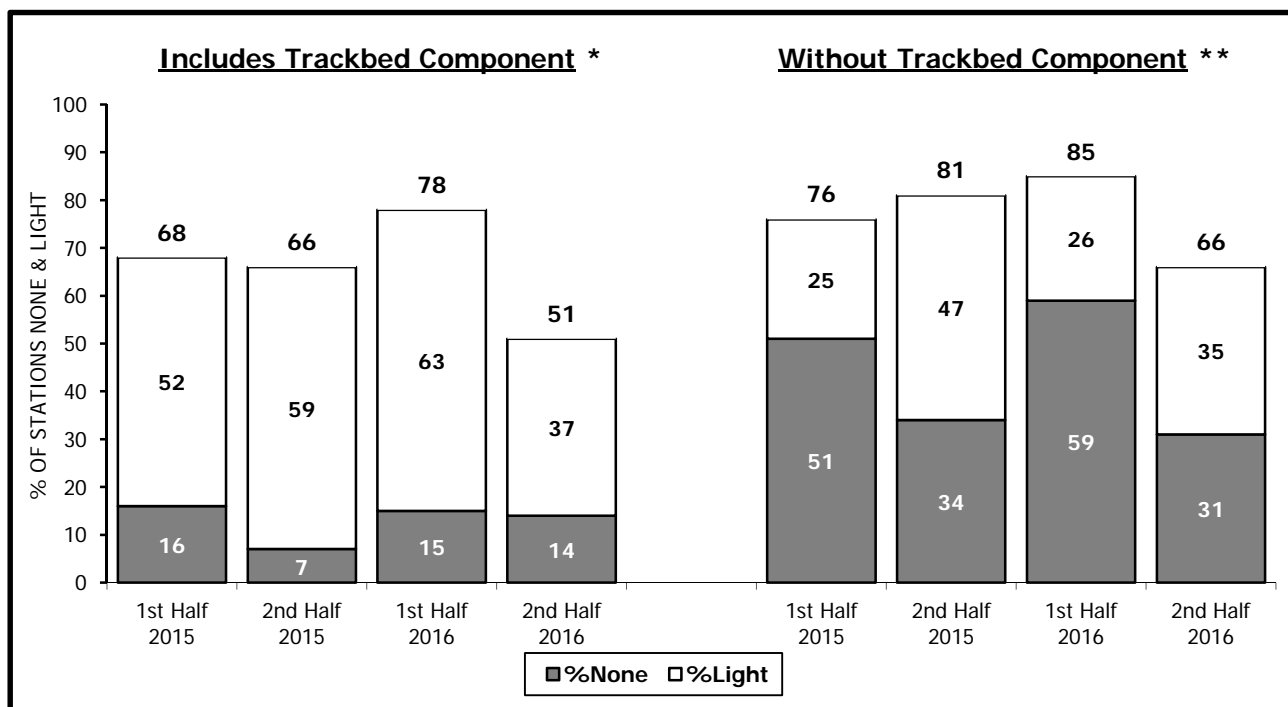
#### Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	100	99
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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

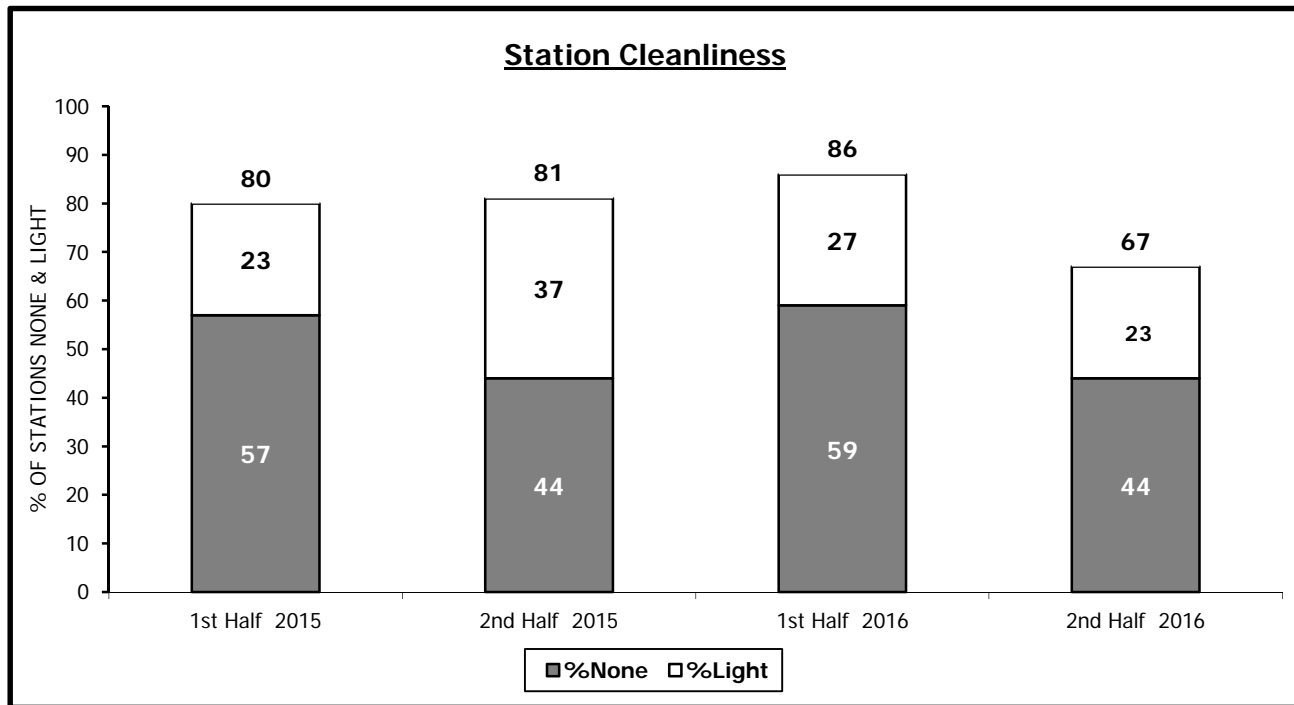
	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	14%	37%	30%	19%	31%	35%	18%	16%
1st Half 2016	15%	63%	18%	4%	59%	26%	12%	3%
2nd Half 2015	7%	59%	31%	3%	34%	47%	18%	1%
1st Half 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
<b>Local Buses</b>			
Buses Displaying a Correct/Legible Bus Map	82%	96%	+ 14%

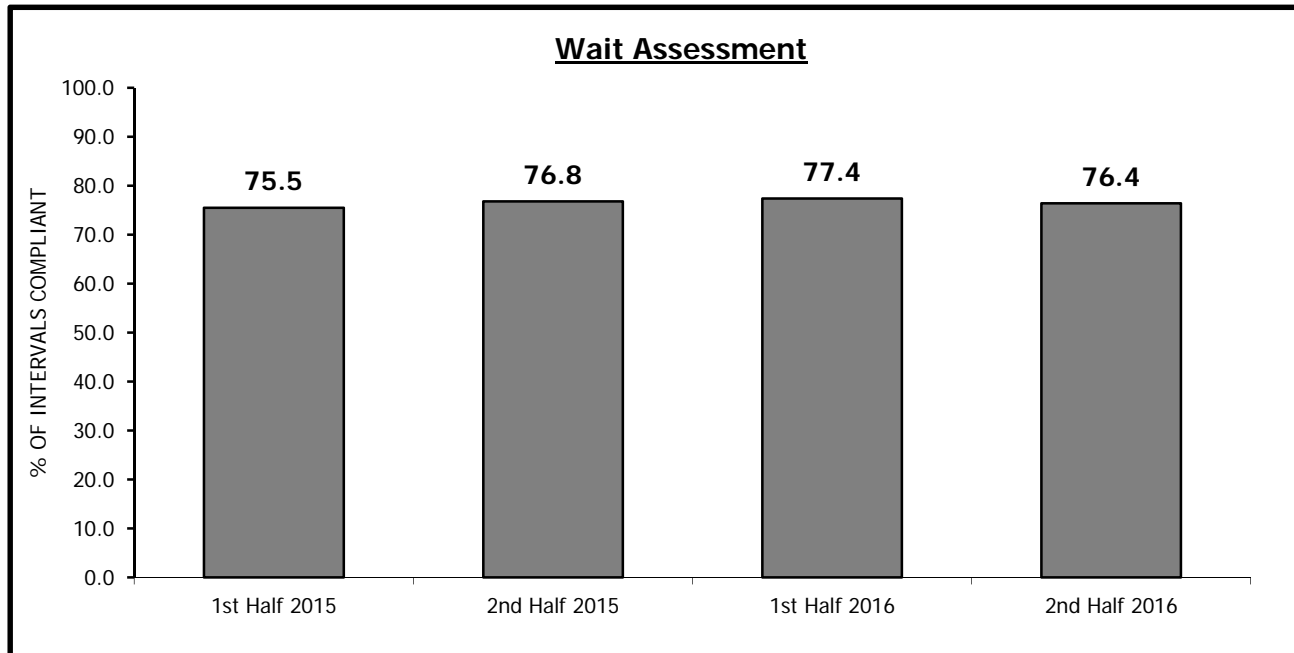
<b>Express Buses</b>			
Cleanliness Conditions on Express Buses (Before entering Service)	97%	100%	+ 3%
Operative Reclining Seats on Express Buses	95%	98%	+ 3%

### DECLINES

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

<b>Express Buses</b>			
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%

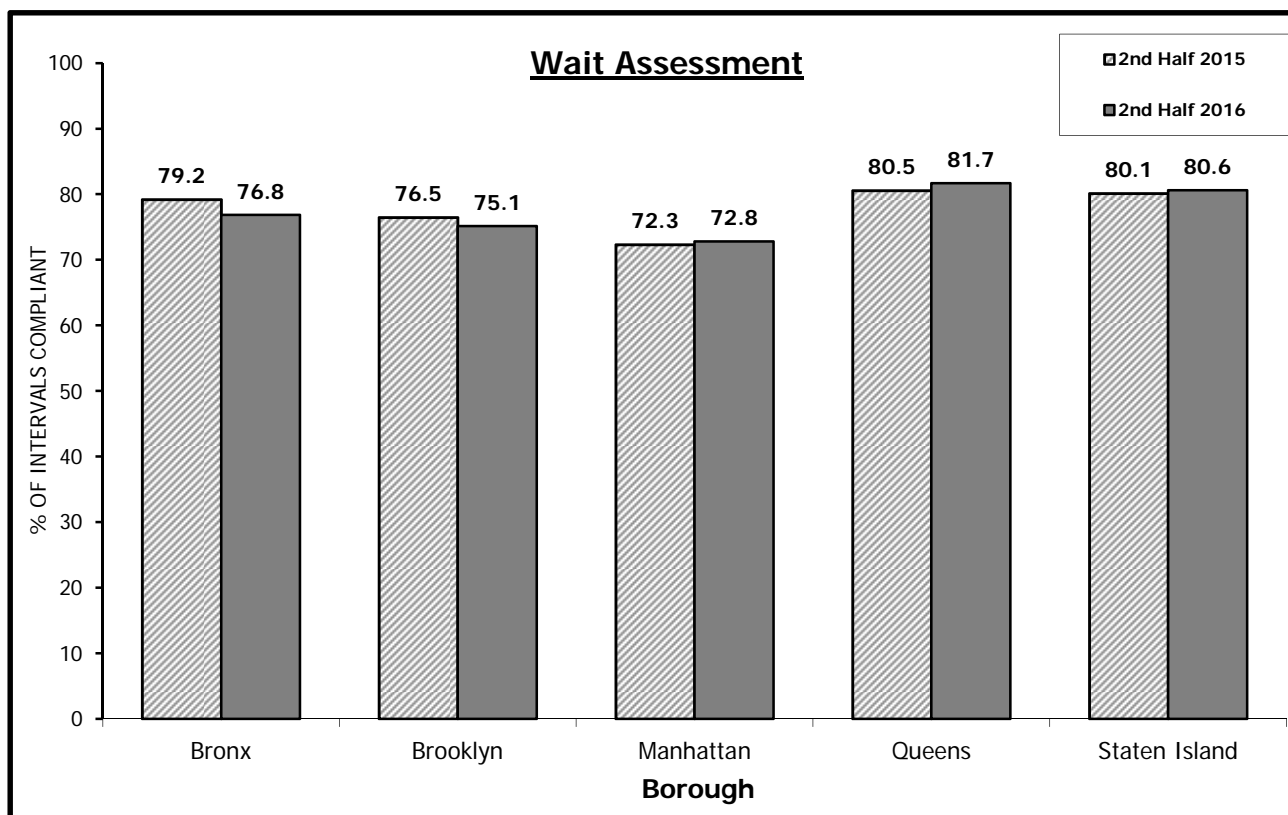
### Semi-Annual Results

Wait Assessment  
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

<b>Route</b>	<b>2015</b>		<b>2016</b>	
	<b><u>1st Half</u></b>	<b><u>2nd Half</u></b>	<b><u>1st Half</u></b>	<b><u>2nd Half</u></b>
<b>Bronx</b>	<b>77.2%</b>	<b>79.2%</b>	<b>78.8%</b>	<b>76.8%</b>
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 <sup>1</sup>	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%
<b>Manhattan</b>	<b>70.6%</b>	<b>72.3%</b>	<b>74.1%</b>	<b>72.8%</b>
M1 <sup>1</sup>	63.0%	65.6%	66.4%	66.1%
M2 <sup>2</sup>	67.8%	68.2%	69.1%	70.1%
M3	66.5%	65.2%	66.2%	69.4%
M4 <sup>1</sup>	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%

<sup>1</sup> 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)

<b>Route</b>	<b>2015</b>		<b>2016</b>	
	<b><u>1st Half</u></b>	<b><u>2nd Half</u></b>	<b><u>1st Half</u></b>	<b><u>2nd Half</u></b>
<b>Brooklyn</b>	<b>77.0%</b>	<b>76.5%</b>	<b>75.9%</b>	<b>75.1%</b>
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%
<b>Queens</b>	<b>78.9%</b>	<b>80.5%</b>	<b>82.5%</b>	<b>81.7%</b>
Q43 <sup>1</sup>	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 <sup>1</sup>	80.3%	81.3%	81.8%	83.0%
Q58 <sup>1</sup>	78.6%	77.1%	81.1%	78.3%
Q83 <sup>1</sup>	81.0%	83.5%	83.6%	83.6%
Q85 <sup>1</sup>	78.1%	79.1%	79.8%	79.1%
<b>Staten Island</b>	<b>80.1%</b>	<b>80.1%</b>	<b>79.9%</b>	<b>80.6%</b>
S44 <sup>1</sup>	80.6%	80.2%	77.3%	77.5%
S48 <sup>1</sup>	81.8%	80.8%	81.3%	79.4%
S53 <sup>1</sup>	87.7%	85.6%	87.2%	86.9%
S74 <sup>1</sup>	74.9%	75.2%	77.4%	79.3%
S76 <sup>1</sup>	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%

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

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

# 

## 

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	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	86	42	86	42	88	41	92	38
Presence of Litter	% Light	12	47	12	43	11	44	7	44
See Chart 1	% Moderate	0	1	0	1	0	2	0	2
	% Heavy	2	10	2	14	1	13	1	16
Exterior Dirt Condition of Buses	% None	96	89	98	93	98	92	100	92
Degree of Dirtiness	% 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
Degree of Dirtiness	% Light	9	12	15	12	10	10	6	14
See Chart 2	% Moderate	1	4	1	3	2	4	1	1
	% Heavy	2	10	2	14	1	14	1	16
% Buses with No Damaged Panels		95		97		98		98	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchitied 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 Map¹		83		82		91		96	
Functioning Equipment									
Climate Control Conditions in Buses¹		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	

<sup>1</sup> % 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.

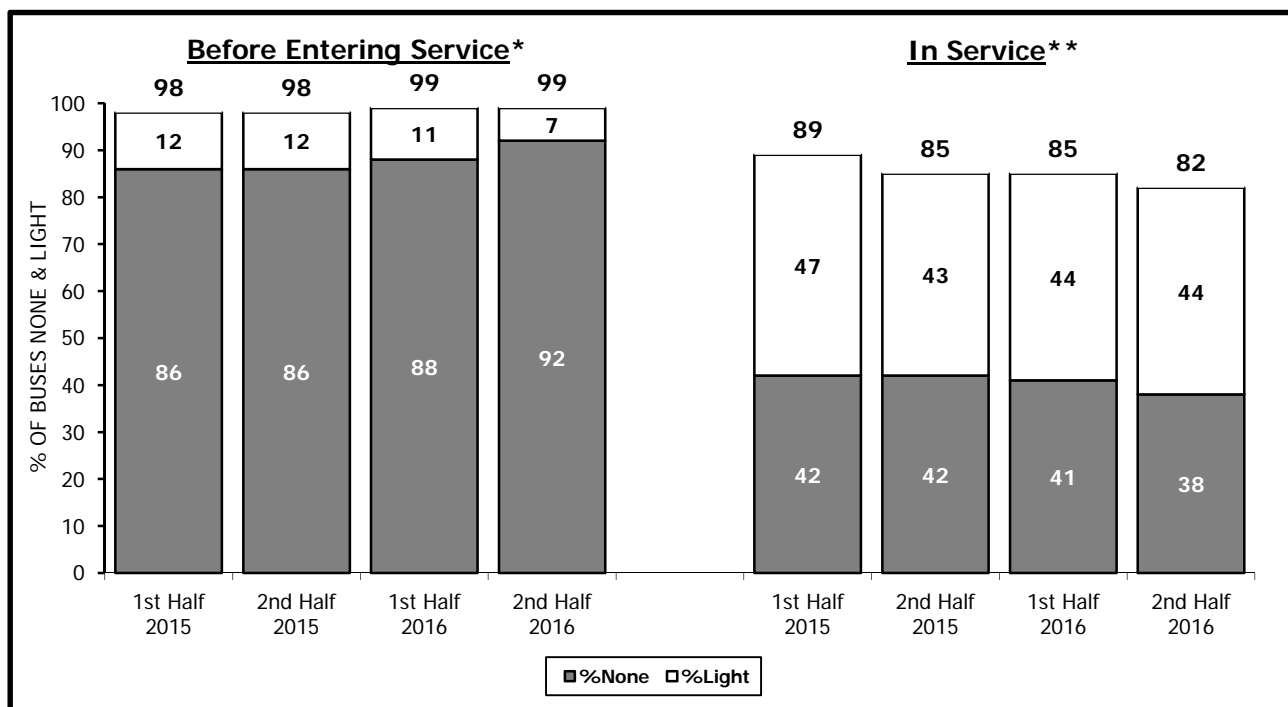
*Before Service* - Surveyed at the depot before going into service.

*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

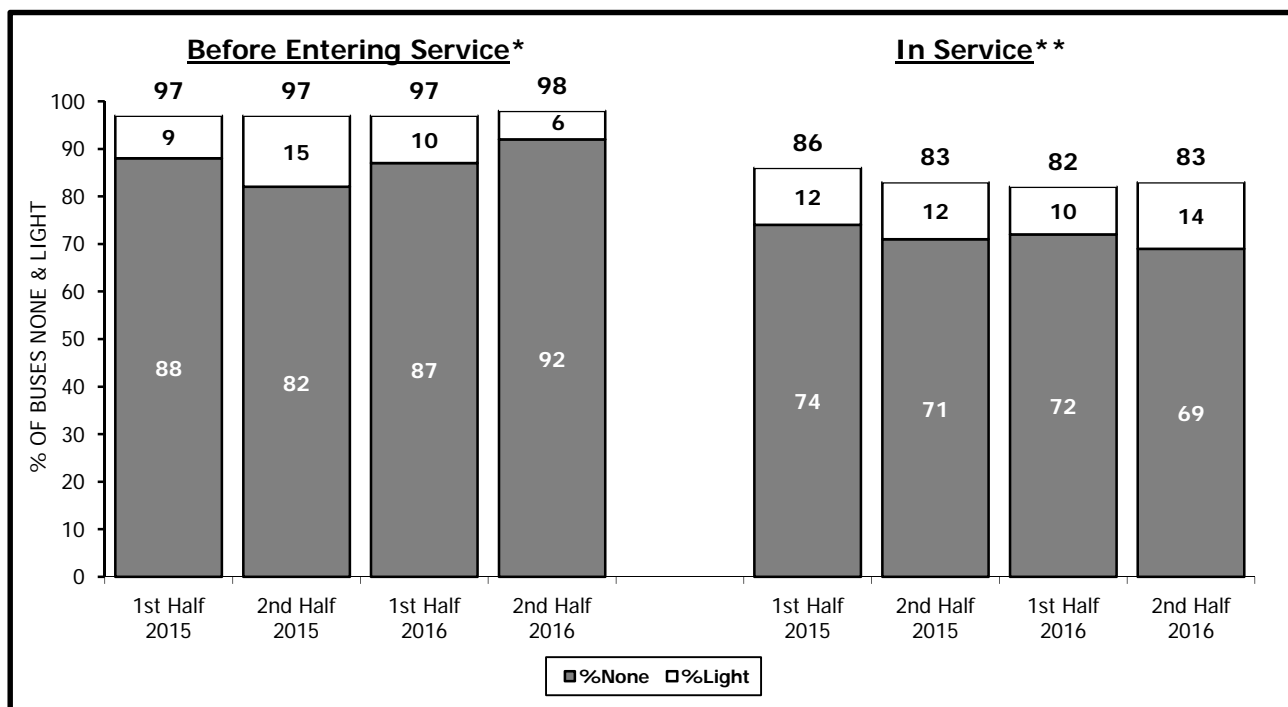
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	92%	7%	0%	1%	38%	44%	2%	16%
1st Half 2016	88%	11%	0%	1%	41%	44%	2%	13%
2nd Half 2015	86%	12%	0%	2%	42%	43%	1%	14%
1st Half 2015	86%	12%	0%	2%	42%	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	Before Service	In Service	Before Service	In Service	Before Service	In Service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Buses	% None	89	67	86	77	86	81	92	81
<i>Presence of Litter</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
<i>See Chart 3</i>									
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>	% 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
<i>See Chart 4</i>									
% 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

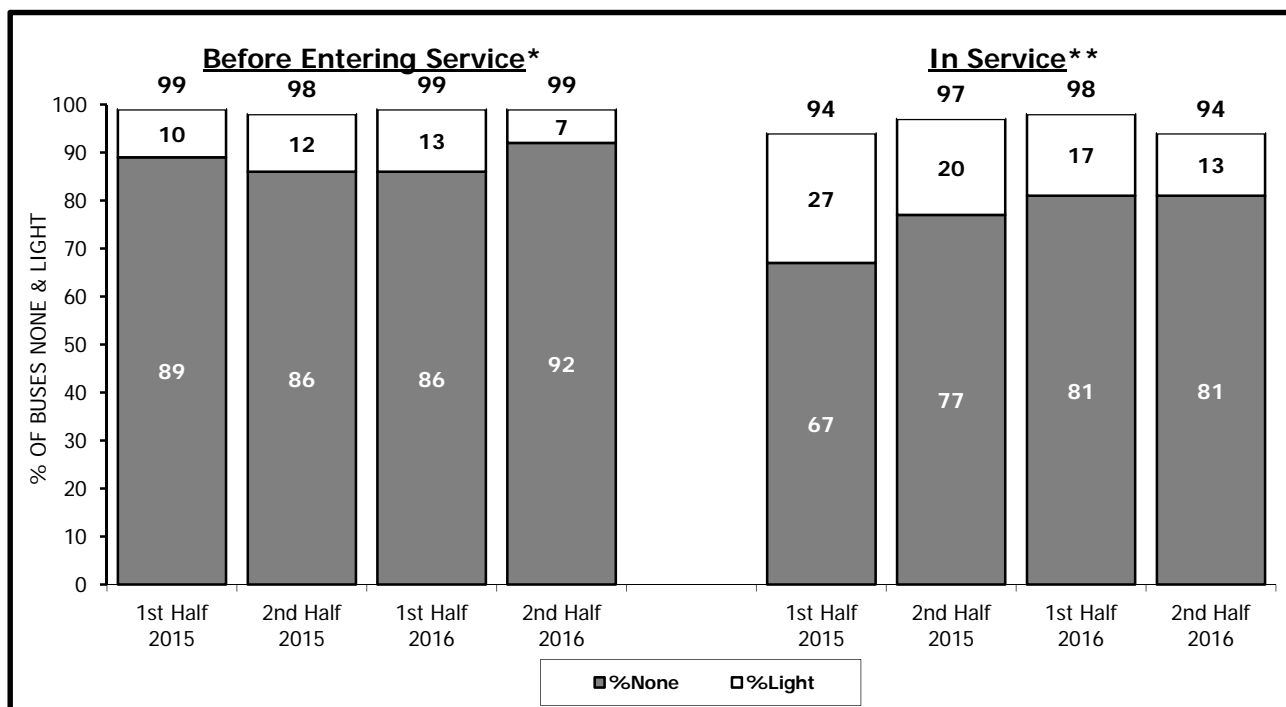
% of Operative Reading Lights on Buses	96	97	98	97
% of Operative Reclining Seats on Buses	95	95	96	98

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

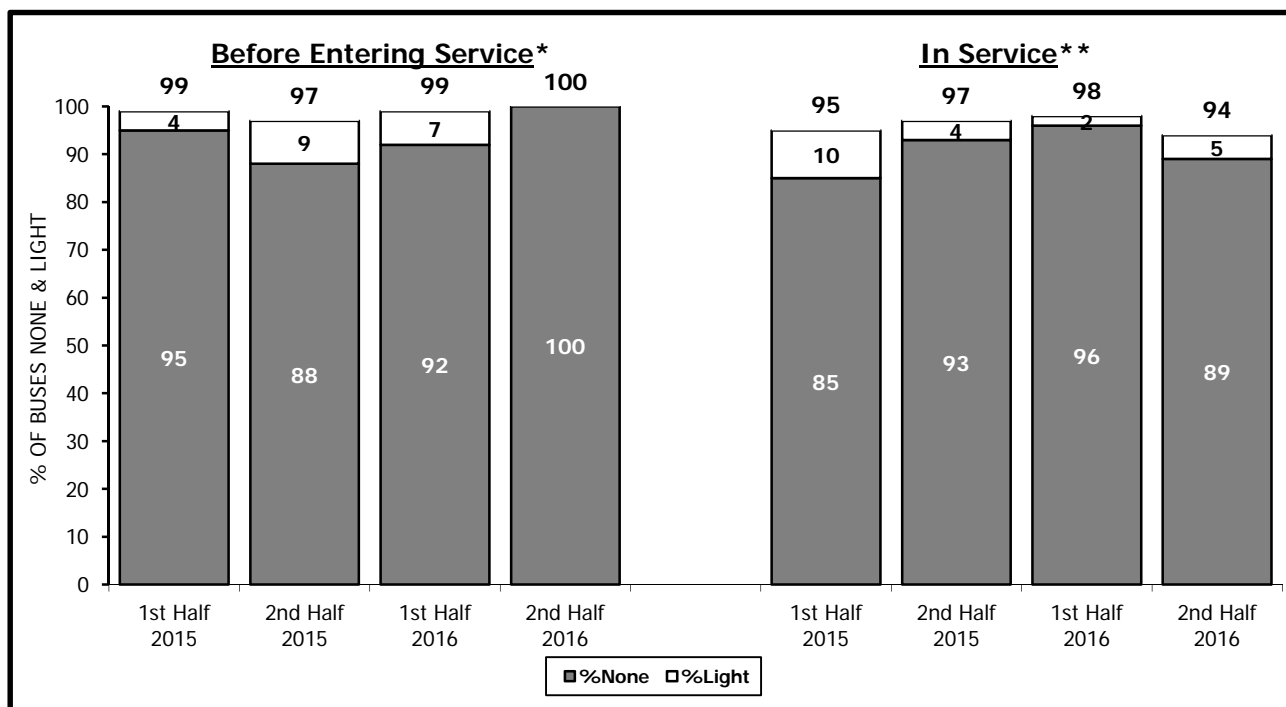
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	92%	7%	0%	1%	81%	13%	1%	5%
1st Half 2016	86%	13%	0%	1%	81%	17%	0%	2%
2nd Half 2015	86%	12%	0%	2%	77%	20%	0%	3%
1st Half 2015	89%	10%	0%	1%	67%	27%	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%
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## 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	Before Service	in Service	Before Service	in Service	Before Service	in Service
<b>Cleanliness and Appearance</b>									
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
	% Moderate	3	2	1	5	1	1	0	2
	% Heavy	4	8	1	8	1	4	1	4
<i>See Chart 1</i>									
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
	% Moderate	3	1	1	2	1	1	0	0
	% Heavy	4	6	1	7	1	6	1	4
<i>See Chart 2</i>									
% 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 <sup>1</sup>	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

<sup>1</sup> % 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.

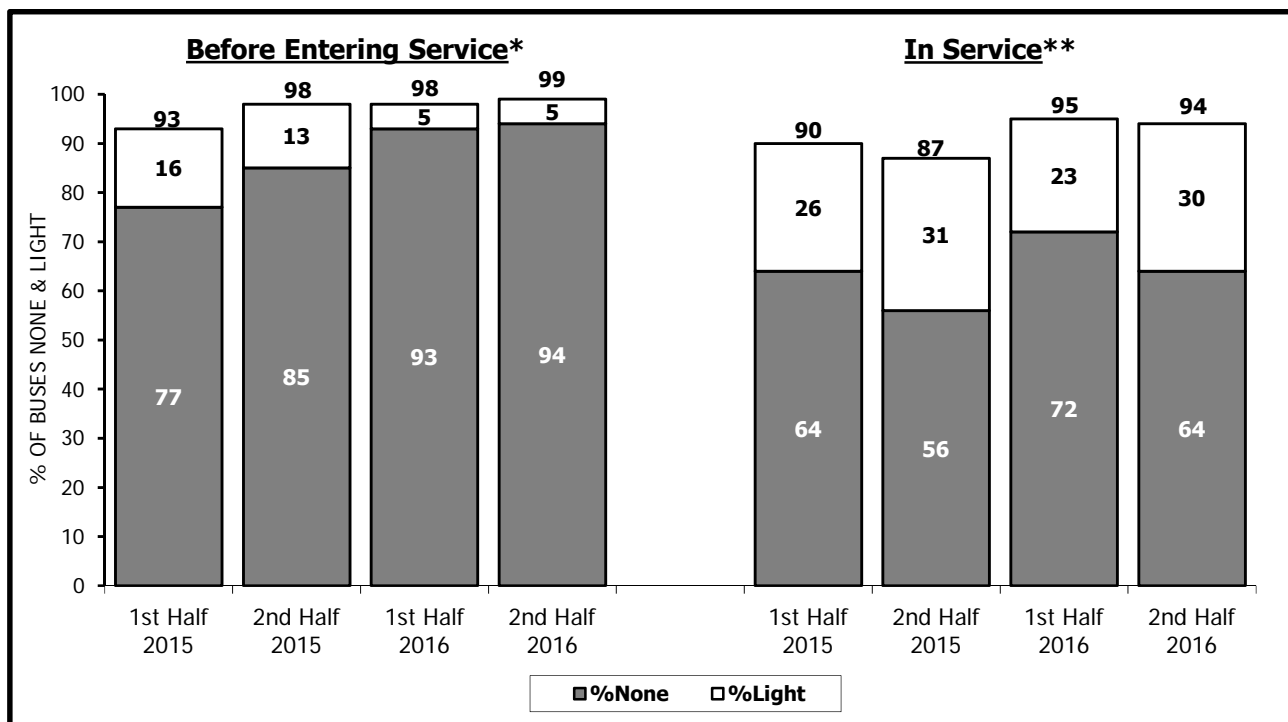
Before Service - Surveyed at the depot before going into service.

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

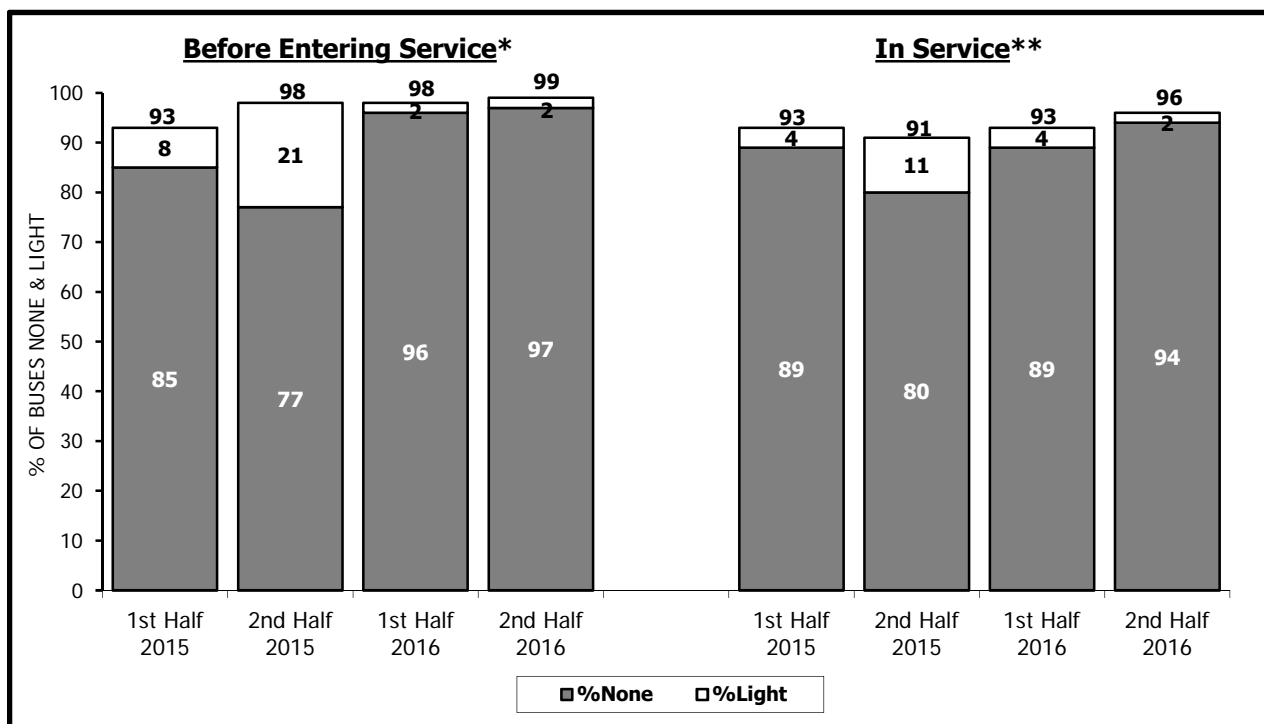
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2016	94%	5%	0%	1%	64%	30%	2%	4%
1st Half 2016	93%	5%	1%	1%	72%	23%	1%	4%
2nd Half 2015	85%	13%	1%	1%	56%	31%	5%	8%
1st Half 2015	77%	16%	3%	4%	64%	26%	2%	8%

**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			
	<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	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	Before Service	In Service	Before Service	In Service	Before Service	In Service
<b>Cleanliness and Appearance</b>									
Litter Conditions in Buses	% None	69	83	82	85	93	88	88	88
Presence of Litter	% Light	23	13	15	13	6	10	9	10
See Chart 3	% Moderate	3	1	1	1	1	1	0	1
	% Heavy	5	3	2	1	0	1	3	1
Exterior Dirt Condition of Buses	% None	71	89	77	95	96	99	98	100
Degree of Dirtiness	% 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
Degree of Dirtiness	% Light	2	1	18	6	2	1	1	2
See Chart 4	% Moderate	2	1	1	1	0	0	0	0
	% Heavy	5	3	2	1	1	0	3	1
% 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

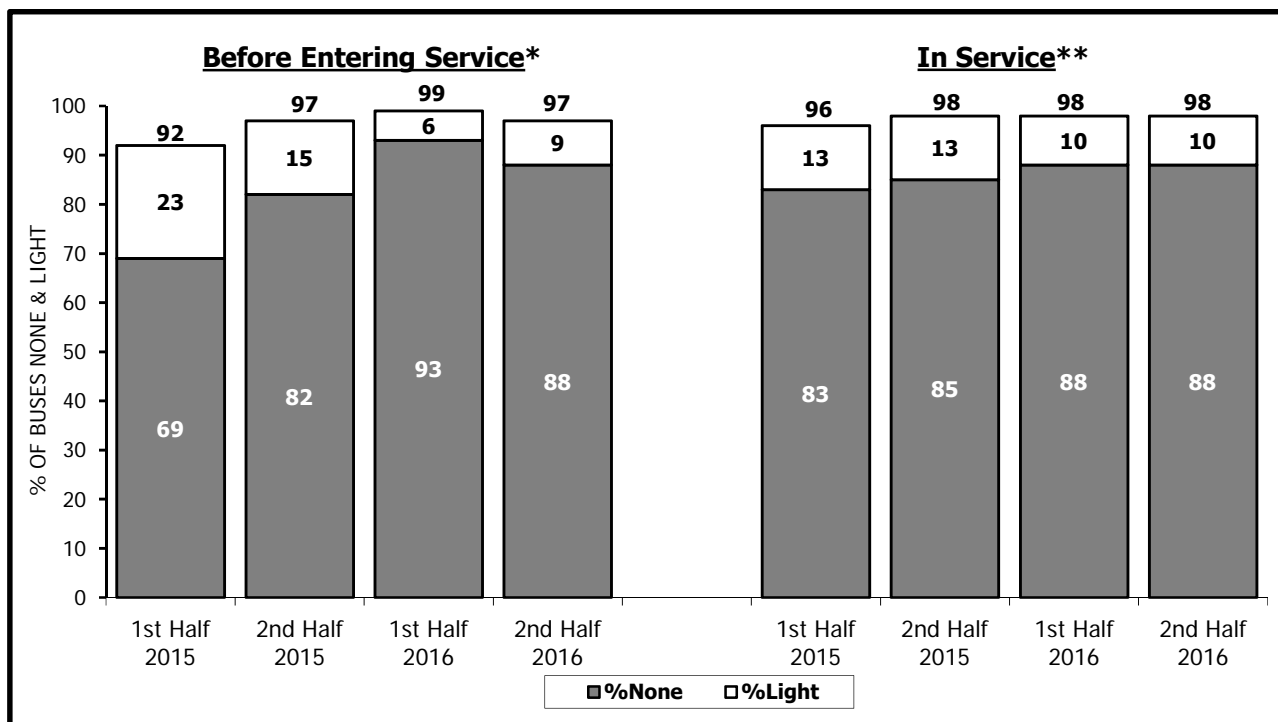
% of Operative Reading Lights on Buses	83	87	91	95
% of Operative Reclining Seats on Buses	92	92	93	93

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

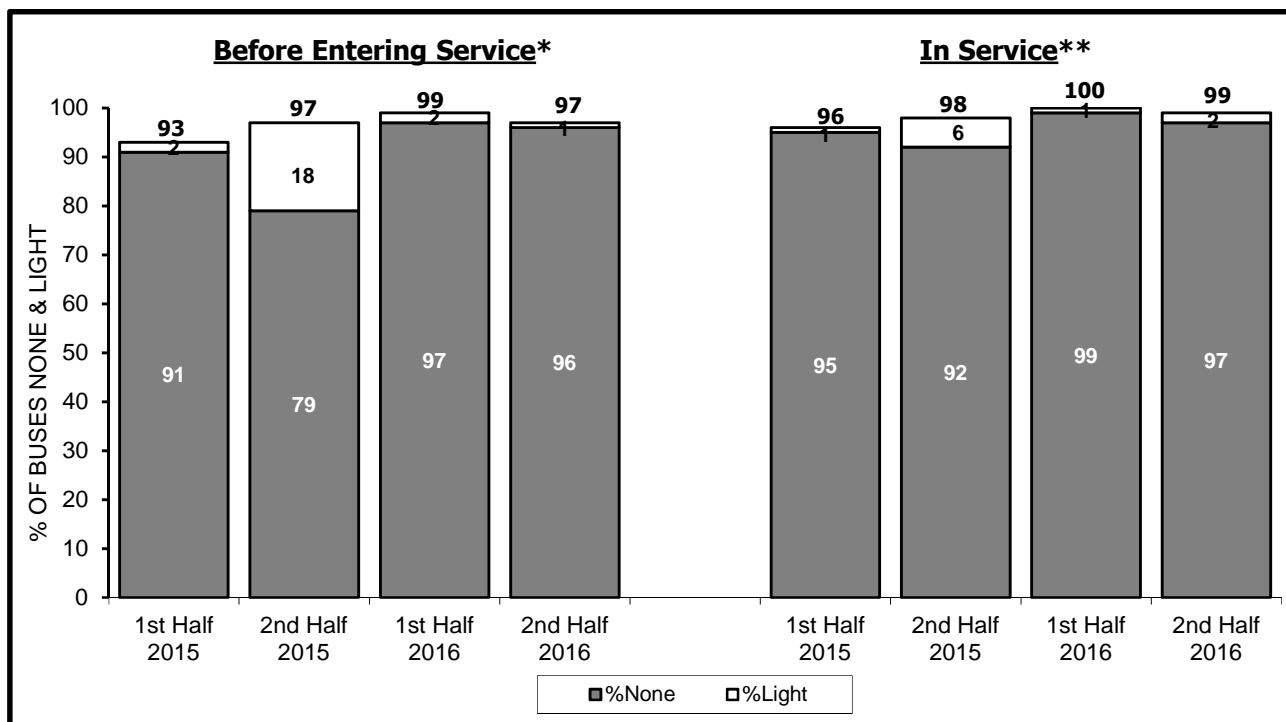
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2016	88%	9%	0%	3%	88%	10%	1%	1%
1st Half 2016	93%	6%	1%	0%	88%	10%	1%	1%
2nd Half 2015	82%	15%	1%	2%	85%	13%	1%	1%
1st Half 2015	69%	23%	3%	5%	83%	13%	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.

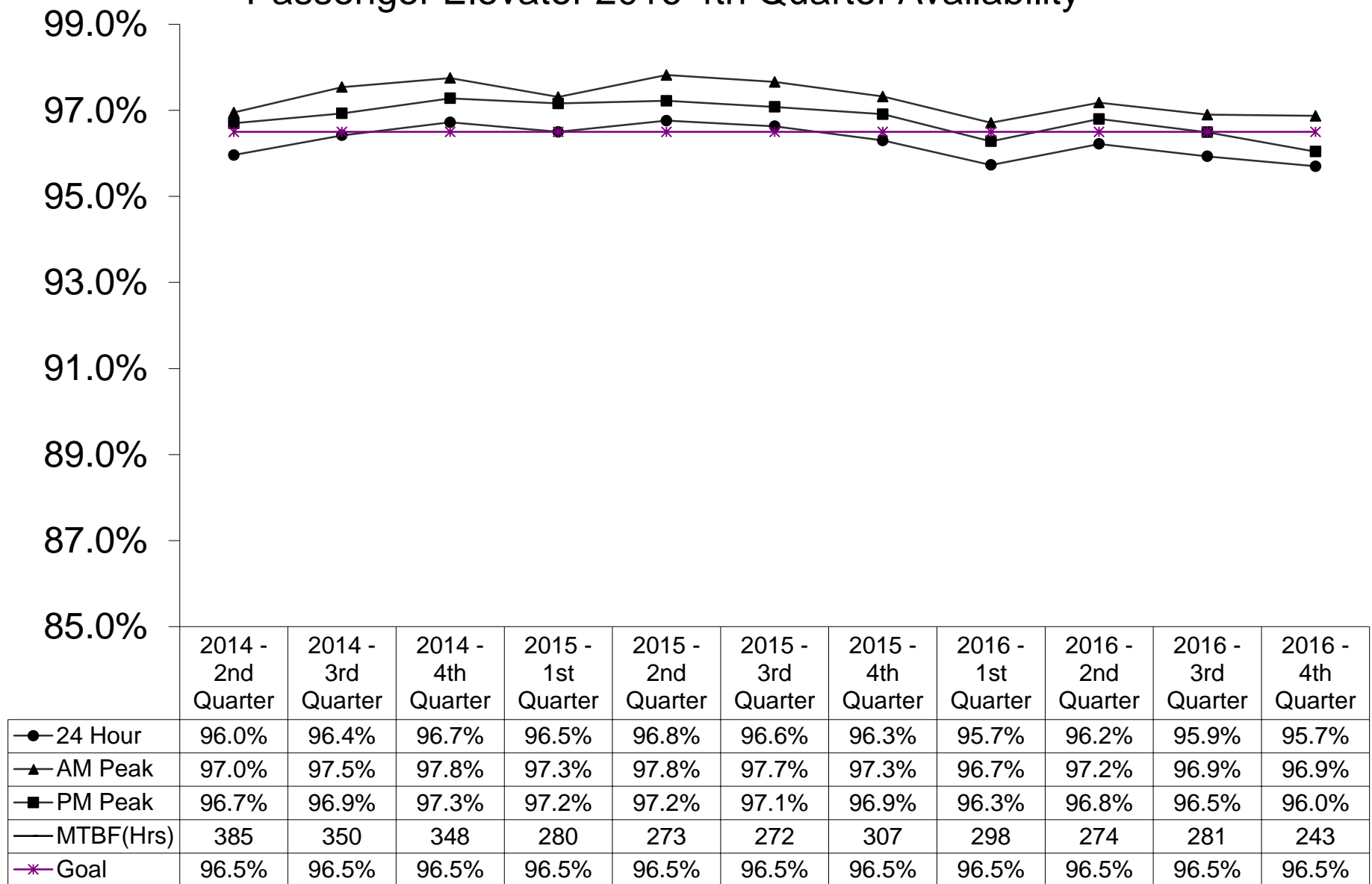
2nd Half 2016 vs. 2nd Half 2015: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2016 to the 2nd Half 2015.

# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

**MTA / New York City Transit**

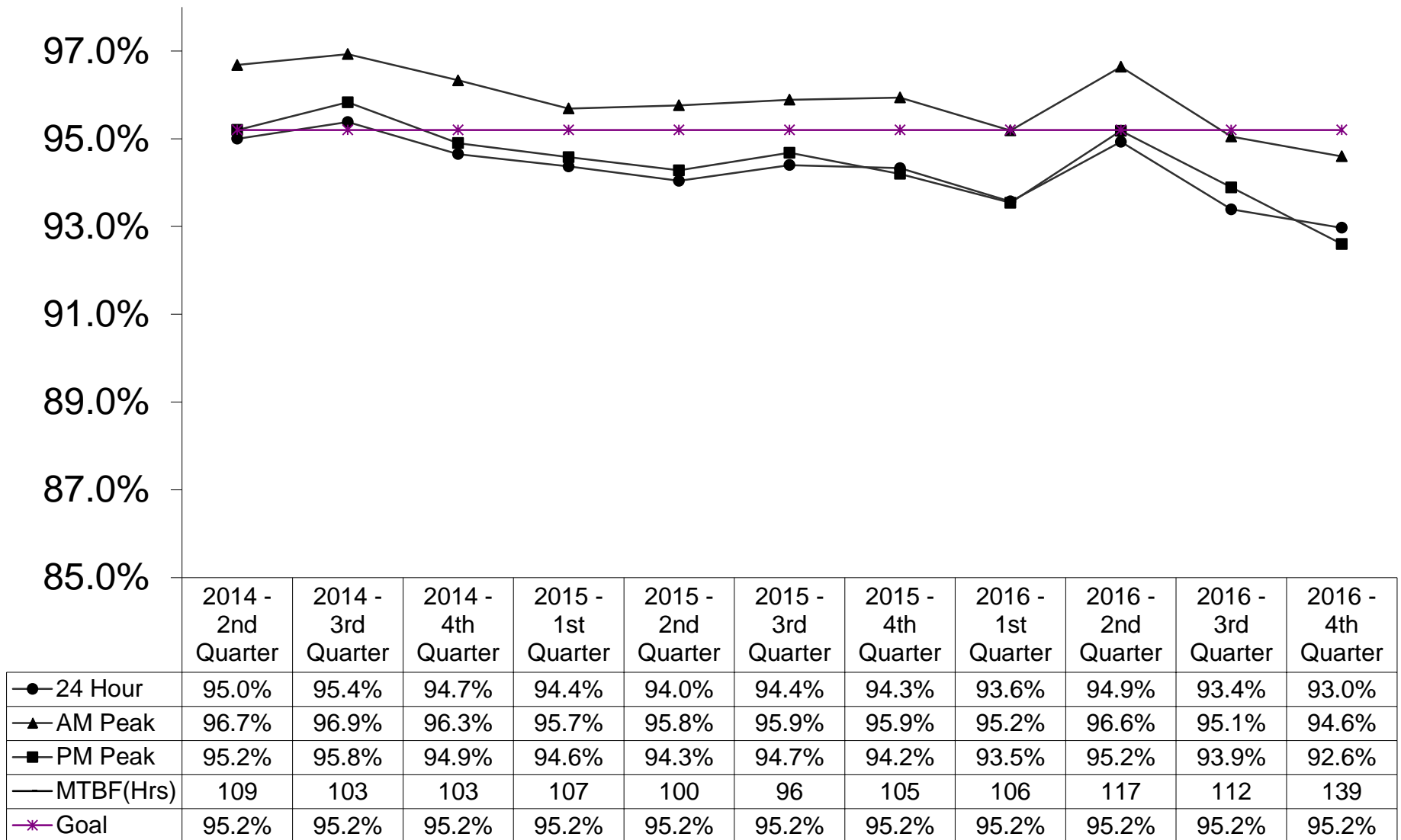
**Fourth Quarter - 2016**

## Passenger Elevator 2016 4th Quarter Availability



**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
<b>System</b>	<b>228</b>	<b>10.2</b>	<b>95.7%</b>	<b>96.9%</b>	<b>96.0%</b>	<b>3394</b>	<b>2337</b>	<b>1057</b>	<b>161</b>

### 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
<b>System</b>	<b>185</b>	<b>15.7</b>	<b>93.0%</b>	<b>94.6%</b>	<b>92.6%</b>	<b>6452</b>	<b>3985</b>	<b>2467</b>	<b>0</b>

**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								
		Age		2016 4th Quarter Availability			2015 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non 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	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	EL117	14	181 St <b>A</b>	71.9%	71.1%	73.6%	97.0%	39	34	5	0
2	EL119	31	181 St <b>A</b>	72.5%	71.2%	73.0%	61.7%	36	32	4	0
3	EL225	14	34 St-Penn Station <b>C E</b>	81.9%	83.6%	81.7%	96.3%	10	8	2	4
4	EL144	11	125 St <b>A B C D</b>	82.6%	84.5%	80.0%	98.5%	16	12	4	1
5	EL120	31	190 St <b>A</b>	84.2%	85.4%	83.4%	85.8%	37	33	4	7
6	EL336	7	Chambers St <b>1 2 3</b>	84.4%	84.1%	84.6%	98.4%	35	31	4	1
7	EL116	11	190 St <b>A</b>	84.6%	87.6%	82.8%	96.1%	23	19	4	9
8	EL601	1	34 St-Hudson Yards <b>7</b>	84.6%	86.3%	84.2%	92.9%	22	16	6	0
9	EL123	27	175 St <b>A</b>	89.2%	89.6%	90.8%	93.1%	13	8	5	0
10	EL245	11	Lexington Av-53 St <b>E M</b>	89.2%	91.6%	89.7%	93.8%	23	19	4	1
11	EL212	23	34 St-Herald Sq <b>N Q R</b>	89.2%	90.0%	90.2%	98.6%	6	3	3	0
12	EL232	10	Times Sq-42 St <b>1 2 3 7</b>	89.3%	90.4%	90.7%	94.5%	30	24	6	1
13	EL111	19	168 St <b>1</b>	90.3%	91.8%	90.6%	96.1%	16	13	3	0
14	EL113	18	168 St <b>1</b>	90.4%	91.4%	87.6%	97.6%	46	43	3	0
15	EL281	7	57 St-7 Av <b>N Q R</b>	90.7%	93.4%	87.5%	98.4%	44	36	8	1
16	EL330	4	Bleecker St <b>D F B M 6</b>	90.7%	92.0%	91.9%	98.3%	17	11	6	0
17	EL180	8	135 St <b>2 3</b>	91.7%	92.3%	92.3%	99.1%	17	14	3	3
18	EL220	16	14 St-Union Sq <b>N Q R</b>	91.7%	94.0%	92.4%	99.2%	13	8	5	0
19	EL230	13	Times Sq-42 St <b>N Q R</b>	91.8%	94.0%	93.0%	97.4%	14	10	4	1
20	EL229	13	Times Sq-42 St <b>N Q R</b>	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 <b>1</b>	92.0%	93.8%	92.8%	84.5%	15	11	4	0
23	EL142	11	125 St <b>A B C D</b>	92.1%	97.2%	89.6%	93.4%	33	28	5	4
24	EL221	14	14 St/8 Av <b>A C E L</b>	92.2%	92.8%	93.2%	98.3%	14	11	3	2
25	EL109	17	181 St <b>1</b>	92.7%	96.4%	92.5%	88.3%	34	28	6	0
26	EL602	1	34 St-Hudson Yards <b>7</b>	92.8%	94.4%	91.5%	97.8%	16	11	5	2
27	EL107	17	181 St <b>1</b>	92.8%	96.9%	94.4%	98.0%	37	34	3	4
28	EL721	3	Fulton St <b>A C J Z 2 3 4 5</b>	93.0%	93.0%	94.9%	98.2%	23	14	9	0
29	EL710	9	Bowling Green <b>4 5</b>	93.2%	96.2%	90.9%	98.2%	50	46	4	8
30	EL114	19	168 St <b>1</b>	93.7%	93.5%	95.2%	93.9%	40	37	3	0
31	EL732	9	Fulton St <b>2 3</b>	93.8%	94.9%	90.8%	86.0%	49	45	4	0
32	EL124	27	175 St <b>A</b>	93.9%	94.1%	95.5%	90.0%	14	11	3	3
33	EL105	14	191 St <b>1</b>	93.9%	93.7%	94.5%	97.9%	21	16	5	0
34	EL104	13	191 St <b>1</b>	94.1%	94.2%	94.6%	53.2%	30	27	3	4
35	EL402	27	Lexington Av-63 St <b>F</b>	94.3%	94.9%	95.9%	80.9%	28	22	6	0
36	EL148	17	Inwood-207 St <b>A</b>	94.8%	97.3%	93.3%	96.1%	21	15	6	2
37	EL178	3	Dyckman St <b>1</b>	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 <b>A</b>	95.0%	97.1%	94.4%	95.6%	19	12	7	1
40	EL224	14	8 Av <b>L</b>	95.4%	98.7%	97.2%	98.2%	17	10	7	0
41	EL328	4	Bleecker St <b>D F B M 6</b>	95.4%	97.9%	94.7%	96.5%	28	20	8	0
42	EL244	15	Grand Central-42 St <b>7</b>	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	
					Peak	Peak					
43	EL217	16	14 St-Union Sq <b>L N Q R</b>	95.6%	96.5%	93.8%	98.9%	31	28	3	0
44	EL110	17	181 St <b>1</b>	95.6%	95.1%	96.9%	98.2%	22	13	9	0
45	EL112	19	168 St <b>1</b>	95.7%	96.3%	93.4%	92.4%	24	21	3	1
46	EL143	11	125 St <b>A B C D</b>	95.7%	98.0%	96.2%	99.3%	13	10	3	0
47	EL403	27	Roosevelt Island <b>F</b>	95.8%	97.0%	96.4%	97.3%	15	10	5	1
48	EL210	23	34 St-Herald Sq <b>B D F M</b>	95.9%	96.9%	96.1%	98.8%	10	6	4	0
49	EL201	15	51 St <b>6</b>	96.0%	97.3%	97.0%	98.3%	25	16	9	1
50	EL125	0	125 St <b>4 5 6</b>	96.0%	99.4%	95.7%	97.8%	22	20	2	2
51	EL103	13	191 St <b>1</b>	96.0%	98.1%	95.7%	93.3%	23	20	3	0
52	EL228	14	34 St-Penn Station <b>C E</b>	96.1%	97.4%	94.5%	98.5%	11	7	4	0
53	EL214	13	34 St-Penn Station <b>1</b>	96.2%	96.7%	96.7%	99.2%	6	2	4	1
54	EL106	14	191 St <b>1</b>	96.5%	97.8%	96.6%	92.3%	15	10	5	3
55	EL234	7	47-50 Sts-Rockefeller Center <b>B D F M</b>	96.7%	98.9%	95.4%	98.0%	17	15	2	1
56	EL333	11	West 4 St <b>A B C D E F M</b>	96.7%	98.2%	97.6%	98.3%	15	10	5	0
57	EL331	4	Bleecker St <b>D F B M 6</b>	96.9%	100.0%	95.0%	99.4%	17	14	3	1
58	EL325	15	Canal St <b>6</b>	96.9%	98.8%	97.4%	98.6%	12	7	5	1
59	EL140	9	168 St <b>A C</b>	97.0%	97.5%	97.5%	95.6%	14	11	3	0
60	EL324	15	Canal St <b>6</b>	97.0%	97.8%	97.8%	97.6%	7	2	5	0
61	EL280	6	59th St-Columbus Circle <b>A B C D 1</b>	97.1%	100.0%	97.5%	97.1%	31	25	6	0
62	EL238	17	66 St-Lincoln Center <b>1</b>	97.1%	98.3%	93.7%	99.2%	13	11	2	1
63	EL720	2	Fulton St <b>A C J Z 2 3 4 5</b>	97.1%	99.1%	95.5%	98.3%	15	10	5	1
64	EL277	7	59th St-Columbus Circle <b>A B C D 1</b>	97.2%	98.6%	97.0%	89.3%	24	17	7	0
65	EL115	15	190 St <b>A</b>	97.3%	98.0%	98.9%	72.3%	12	6	6	0
66	EL237	17	66 St-Lincoln Center <b>1</b>	97.4%	100.0%	99.9%	96.6%	12	9	3	0
67	EL227	14	34 St-Penn Station <b>A</b>	97.4%	98.7%	97.7%	97.6%	17	10	7	0
68	EL181	8	135 St <b>2 3</b>	97.4%	97.9%	97.8%	98.9%	12	9	3	0
69	EL202	15	51 St <b>6</b>	97.5%	98.2%	97.9%	98.8%	19	11	8	0
70	EL719	3	Fulton St <b>A C J Z 2 3 4 5</b>	97.5%	99.3%	98.8%	97.1%	16	8	8	0
71	EL213	1	34 St-Herald Sq <b>B D F M N Q R</b>	97.6%	100.0%	97.7%	97.4%	16	10	6	3
72	EL278	7	59th St-Columbus Circle <b>A B C D 1</b>	97.6%	99.6%	98.6%	92.8%	11	5	6	2
73	EL206	26	Grand Central-42 St <b>4 5 6</b>	97.7%	99.4%	98.6%	98.6%	14	7	7	0
74	EL711	9	Bowling Green <b>4 5</b>	97.7%	100.0%	99.3%	98.4%	15	6	9	0
75	EL600	1	34 St-Hudson Yards <b>7</b>	97.8%	97.9%	98.5%	98.8%	9	2	7	0
76	EL723	3	Fulton St <b>2 3</b>	97.8%	100.0%	98.0%	97.6%	11	5	6	0
77	EL603	1	34 St-Hudson Yards <b>7</b>	97.8%	98.6%	98.9%	97.2%	12	7	5	0
78	EL239	13	72 St <b>1 2 3</b>	97.9%	98.8%	98.7%	99.1%	9	5	4	1
79	EL226	14	34 St-Penn Station <b>C E</b>	97.9%	98.4%	99.1%	98.2%	9	4	5	3
80	EL335	11	West 4 St <b>A B C D E F M</b>	97.9%	98.2%	98.9%	95.8%	12	8	4	0
81	EL139	9	168 St <b>1 A C</b>	97.9%	98.8%	98.6%	95.5%	9	6	3	0
82	EL205	26	Grand Central-42 St <b>4 5 6</b>	98.0%	100.0%	99.8%	98.6%	17	11	6	1
83	EL233	10	Times Sq-42 St <b>1 2 3</b>	98.1%	99.6%	97.9%	97.8%	6	2	4	0
84	EL223	14	14 St <b>A C E</b>	98.1%	98.8%	98.1%	98.6%	12	8	4	1
85	EL279	7	59th St-Columbus Circle <b>A B C D 1</b>	98.1%	99.4%	98.3%	98.6%	9	3	6	1
86	EL149	17	Inwood-207 St <b>A</b>	98.1%	100.0%	98.1%	94.5%	8	3	5	0
87	EL141	9	168 St <b>A C</b>	98.2%	98.7%	100.0%	98.7%	8	3	5	0
88	EL337	7	Chambers St <b>1 2 3</b>	98.2%	98.2%	98.8%	98.5%	6	5	1	0
89	EL209	23	34 St-Herald Sq <b>B D F M</b>	98.2%	99.7%	98.4%	98.4%	11	9	2	1

# Elevator and Escalator

## Quarterly Performance By Borough

### Fourth Quarter - 2016

Fourth Quarter 2016											
	Borough:		Manhattan								
		Age	Station	2016 4th Quarter Availability			2015 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
				Peak	Peak						
90	EL329	4	Bleecker St <b>D F B M 6</b>	98.2%	100.0%	99.2%	95.9%	10	3	7	0
91	EL240	13	72 St <b>1 2 3</b>	98.3%	99.5%	98.4%	93.2%	9	7	2	0
92	EL126	0	125 St <b>4 5 6</b>	98.4%	98.9%	99.3%	97.3%	13	11	2	0
93	EL716	2	Fulton St <b>A C J Z 2 3 4 5</b>	98.5%	99.8%	99.6%	98.6%	12	6	6	1
94	EL204	26	Grand Central-42 St <b>4 5 6 7 S</b>	98.6%	99.8%	100.0%	91.9%	9	3	6	0
95	EL236	7	47-50 Sts-Rockefeller Center <b>B D F M</b>	98.7%	99.8%	99.3%	98.5%	10	5	5	0
96	EL218	16	14 St-Union Sq <b>L</b>	98.7%	99.2%	100.0%	97.8%	8	2	6	1
97	EL338	7	Chambers St <b>1 2 3</b>	98.8%	99.6%	98.9%	99.0%	6	2	4	0
98	EL401	1	Lexington Av-63 St <b>F</b>	98.8%	100.0%	100.0%	97.7%	14	9	5	0
99	EL334	11	West 4 St <b>A B C D E F M</b>	98.8%	99.8%	100.0%	98.6%	9	3	6	0
100	EL215	17	34 St-Penn Station <b>2 3</b>	98.9%	99.0%	100.0%	99.2%	9	6	3	0
101	EL332	4	Bleecker St <b>D F B M 6</b>	98.9%	100.0%	100.0%	97.6%	8	3	5	0
102	EL211	23	34 St-Herald Sq <b>N Q R</b>	99.0%	99.6%	100.0%	99.2%	4	1	3	0
103	EL219	16	14 St-Union Sq <b>N Q R</b>	99.0%	100.0%	100.0%	91.0%	6	1	5	0
104	EL216	13	34 St-Penn Station <b>1</b>	99.0%	99.9%	99.2%	99.1%	5	2	3	0
105	EL404	27	Roosevelt Island <b>F</b>	99.1%	99.9%	99.2%	97.7%	7	2	5	0
106	EL222	14	14 St <b>A C E</b>	99.2%	100.0%	99.7%	94.3%	6	2	4	0
107	EL722	3	Fulton St <b>J Z</b>	99.4%	99.1%	100.0%	98.8%	4	2	2	0
108	EL235	7	47-50 Sts-Rockefeller Center <b>B D F M</b>	99.7%	100.0%	99.7%	98.4%	7	5	2	0
109	EL299	0	23rd St <b>6</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
110	EL298	0	23rd St <b>6</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
111	EL443	0	Lexington Av-63 St <b>F</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
112	EL440	0	Lexington Av-63 St <b>F</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
113	EL444	0	Lexington Av-63 St <b>F</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
114	EL441	0	Lexington Av-63 St <b>F</b>	100.0%	100.0%	100.0%	0.0%	0	0	0	0
115	EL442	0	Lexington Av-63 St <b>F</b>	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	
					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								
	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	
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	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
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
	<b>107</b>	<b>13.6</b>	<b>Escalator Subtotal:</b>	<b>92.5%</b>	<b>93.9%</b>	<b>92.7%</b>	<b>94.6%</b>	<b>4084</b>	<b>2232</b>	<b>1852</b>	<b>0</b>
*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	PM		Total	Non	Scheduled	
					Peak	Peak			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	Franklin 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	Franklin 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			Entrap ments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
49	EL343	10	Euclid Av <b>A C</b>	99.21%	100.00%	99.14%	98.87%	6	3	3	0
50	EL377	4	Bay Parkway <b>D</b>	99.36%	100.00%	100.00%	98.51%	3	0	3	0
51	EL378	4	Bay Parkway <b>D</b>	99.37%	100.00%	100.00%	98.90%	3	0	3	0
52	EL374	8	Church Av <b>F G</b>	99.44%	100.00%	100.00%	98.89%	4	1	3	0
53	EL371	11	DeKalb Av <b>B Q R</b>	99.50%	99.28%	100.00%	98.25%	8	6	2	0
54	EL761	5	Kings Highway <b>B Q</b>	99.70%	100.00%	100.00%	99.13%	3	2	1	0
	<b>54</b>	<b>11.0</b>	<b>Elevator Subtotal:</b>	<b>96.3%</b>	<b>97.4%</b>	<b>96.8%</b>	<b>96.4%</b>	<b>745</b>	<b>490</b>	<b>255</b>	<b>33</b>

**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	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	ES346	14	Brighton Beach <b>B Q</b>	79.63%	89.91%	72.11%	88.68%	95	82	13	0
2	ES335	13	West 8 St-NY Aquarium <b>F Q</b>	86.41%	92.80%	70.17%	83.91%	72	64	8	0
3	ES322	18	High St <b>A C</b>	86.64%	88.04%	87.40%	98.44%	21	14	7	0
4	ES348	17	Smith 9th St <b>F G</b>	87.08%	86.11%	87.73%	96.65%	37	33	4	0
5	ES356	6	Jay St <b>A C F R</b>	87.51%	83.70%	85.92%	96.25%	97	60	37	0
6	ES332	13	Myrtle-Wyckoff Aves <b>L M</b>	87.62%	94.89%	70.70%	91.77%	85	80	5	0
7	ES331	21	Broadway Junction <b>A C J L Z</b>	88.17%	90.94%	85.74%	95.99%	44	36	8	0
8	ES306	13	Court St <b>R</b>	88.19%	91.20%	89.04%	92.45%	30	21	9	0
9	ES321	18	High St <b>A C</b>	88.64%	92.20%	85.21%	97.60%	40	36	4	0
10	ES330	20	Broadway Junction <b>A C J L Z</b>	89.49%	89.40%	85.35%	54.16%	90	84	6	0
11	ES333	13	Myrtle-Wyckoff Aves <b>L M</b>	90.33%	94.11%	82.82%	82.64%	62	57	5	0
12	ES305	13	Court St <b>R</b>	90.95%	92.47%	89.35%	96.37%	33	29	4	0
13	ES324	17	High St <b>A C</b>	92.04%	94.61%	91.50%	89.88%	26	19	7	0
14	ES323	18	High St <b>A C</b>	92.72%	94.58%	88.38%	97.19%	56	51	5	0
15	ES350	19	High St <b>A C</b>	93.49%	94.48%	94.27%	97.15%	10	5	5	0
16	ES349	17	Smith 9th St <b>F G</b>	93.61%	95.71%	90.77%	83.09%	31	25	6	0
17	ES357	6	Jay St <b>A C F R</b>	94.40%	96.30%	92.76%	96.26%	34	27	7	0
18	ES316	16	Smith 9th St <b>F G</b>	94.42%	97.51%	93.70%	98.22%	33	25	8	0
19	ES318	17	Jay St <b>A C F</b>	95.00%	98.31%	92.85%	94.26%	32	22	10	0
20	ES352	17	Franklin Av <b>S</b>	95.24%	99.54%	93.78%	79.67%	41	28	13	0
21	ES320	18	Jay St <b>A C F</b>	95.29%	95.77%	95.63%	94.27%	34	21	13	0
22	ES304	14	President St <b>2 5</b>	95.58%	96.93%	96.31%	92.70%	42	27	15	0
23	ES347	20	Broadway Junction <b>A C J L Z</b>	95.84%	96.49%	95.00%	94.17%	31	25	6	0
24	ES310	14	Atlantic Av <b>B Q</b>	95.84%	98.08%	98.34%	87.85%	44	12	32	0
25	ES303	13	Borough Hall <b>2 3 4 5</b>	95.99%	98.01%	94.22%	95.51%	30	24	6	0
26	ES314	16	Smith 9th St <b>F G</b>	96.60%	98.46%	96.42%	83.08%	14	10	4	0
27	ES315	16	Smith 9th St <b>F G</b>	96.66%	99.46%	97.57%	97.44%	27	19	8	0
28	ES309	16	DeKalb Av <b>B Q R</b>	97.15%	98.55%	96.56%	96.80%	11	6	5	0
29	ES319	18	Jay St <b>A C F</b>	97.66%	97.37%	100.00%	95.17%	10	2	8	0
30	ES308	16	DeKalb Av <b>B Q R</b>	97.89%	99.14%	98.25%	97.87%	21	17	4	0
31	ES313	16	Smith 9th St <b>F G</b>	98.00%	100.00%	98.04%	98.30%	10	6	4	0
32	ES317	17	Jay St <b>A C F</b>	98.66%	99.44%	99.46%	97.79%	19	6	13	0
	<b>32</b>	<b>15.6</b>	<b>Escalator Subtotal:</b>	<b>92.6%</b>	<b>94.8%</b>	<b>90.5%</b>	<b>92.0%</b>	<b>1262</b>	<b>973</b>	<b>289</b>	<b>0</b>
*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											
	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	
1	EL412	28	Jamaica Center <b>E J Z</b>	91.29%	92.02%	91.09%	96.88%	30	23	7	0
2	EL446	5	CitiCorp/Court Square <b>7 E G</b>	94.33%	94.76%	94.73%	99.28%	12	8	4	0
3	EL414	16	Flushing-Main St <b>7</b>	95.51%	98.77%	95.38%	95.10%	23	17	6	2
4	EL429	10	Queens Plaza <b>E M R</b>	95.63%	97.59%	96.61%	98.75%	23	17	6	0
5	EL413	28	Jamaica Center <b>E J Z</b>	96.01%	98.53%	97.72%	92.13%	27	20	7	3
6	EL421	11	Jackson Hts-Roosevelt Av <b>E F M R</b>	96.42%	99.29%	98.15%	96.93%	18	15	3	1
7	EL436	8	Kew Gardens-Union Tpke <b>E F</b>	96.49%	98.80%	95.67%	98.44%	22	17	5	0
8	EL420	11	74 St-Broadway <b>7</b>	96.70%	98.60%	97.95%	95.17%	15	7	8	2
9	EL433	11	Jamaica-179 St <b>F</b>	96.93%	98.12%	97.71%	98.54%	20	16	4	0
10	EL438	2	Forest Hills <b>E F M R</b>	97.04%	98.08%	99.03%	97.72%	14	7	7	0
11	EL428	10	Queens Plaza <b>E M R</b>	97.42%	98.32%	97.94%	98.40%	19	12	7	0
12	EL432	11	Jamaica-179 St <b>F</b>	97.45%	97.55%	97.83%	98.57%	13	9	4	1
13	EL425	9	Junction Blvd <b>7</b>	97.56%	99.18%	97.60%	98.56%	18	13	5	2
14	EL431	11	Jamaica-179 St <b>F</b>	97.86%	98.90%	99.06%	98.28%	12	8	4	1
15	EL435	8	Kew Gardens-Union Tpke <b>E F</b>	98.08%	99.21%	99.54%	98.07%	10	5	5	0
16	EL439	2	Forest Hills <b>E F M R</b>	98.25%	99.08%	100.00%	98.26%	9	3	6	0
17	EL427	9	Junction Blvd <b>7</b>	98.30%	99.86%	98.33%	99.14%	12	7	5	0
18	EL426	9	Junction Blvd <b>7</b>	98.30%	99.95%	99.39%	98.44%	12	6	6	2
19	EL411	28	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>	98.33%	98.47%	97.96%	98.74%	4	2	2	0
20	EL434	8	Kew Gardens-Union Tpke <b>E F</b>	98.55%	98.84%	98.05%	97.82%	7	5	2	0
21	EL437	2	Forest Hills <b>E F M R</b>	98.56%	99.29%	99.64%	97.46%	9	4	5	0
22	EL498	4	Mott Avenue <b>A</b>	98.59%	99.38%	98.03%	98.73%	9	5	4	0
23	EL430	10	Queens Plaza <b>E M R</b>	98.78%	99.70%	100.00%	98.13%	10	6	4	0
24	EL422	11	Jackson Hts-Roosevelt Av <b>E F M R</b>	98.85%	100.00%	99.01%	96.86%	8	3	5	0
25	EL447	5	CitiCorp/Court Square <b>7 E G</b>	99.07%	99.91%	99.60%	98.44%	8	4	4	0
26	EL423	11	74 St-Broadway <b>7</b>	99.25%	99.73%	99.28%	98.46%	5	2	3	0
27	EL497	4	Mott Avenue <b>A</b>	99.68%	100.00%	99.86%	94.16%	4	1	3	0
	<b>27</b>	<b>10.4</b>	<b>Elevator Subtotal:</b>	<b>97.4%</b>	<b>98.6%</b>	<b>98.0%</b>	<b>97.4%</b>	<b>373</b>	<b>242</b>	<b>131</b>	<b>14</b>

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
**Fourth Quarter - 2016**

Borough:			Queens								
				2016 4th Quarter Availability			2015 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	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%	95.19%	33	25	8	0
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
<b>MANHATTAN</b>			
EL117	181 St <b>A</b>	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 <b>A</b>	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 <b>C E</b>	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 <b>A B C D</b>	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 <b>A</b>	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 <b>1 2 3</b>	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 <b>A</b>	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
<b>BRONX</b>			
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.
<b>BROOKLYN</b>			
ES346	Brighton Beach ⑧⑨	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.
<b>MANHATTAN</b>			
ES116	145 St ⑧⑩	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>B D F M</b>	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>B D F M</b>	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 <b>E M</b>	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 <b>4 5 6 7 S</b>	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 <b>D F B M 6</b>	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 <b>4 5</b>	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 <b>R</b>	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 <b>A C J Z 2 3 4 5</b>	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 11/29/2016 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 <b>F</b>	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 <b>7</b>	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 <b>7</b>	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.
<b>QUEENS</b>			
ES448	Woodside-61 St <b>7</b>	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
<b>BRONX</b>			
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
<b>BROOKLYN</b>			
EL301	Pacific St-Atlantic Av <b>D N R</b>	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 <b>D N R</b>	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 <b>2 3</b>	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>B Q</b>	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 <b>R</b>	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 <b>2 3</b>	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 <b>2 5</b>	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 ③ ④	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 ① ②	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 ⑤	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 ① ② ③	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 ① ② ③	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 ① ②	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 <b>J M</b>	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 Aves <b>L M</b>	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 Aves <b>M</b>	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 <b>D F N Q</b>	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 <b>A C F R</b>	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
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 <b>A</b>	9	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 SWEO 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.
EL118	181 St <b>A</b>	1	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.
EL120	190 St <b>A</b>	7	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.

2016 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL124	175 St <b>A</b>	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 <b>4 5 6</b>	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 <b>A B C D</b>	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 <b>A B C D</b>	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 <b>2 3 1</b>	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.

2016 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
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.

2016 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL209	34 St-Herald Sq <b>B D F M</b>	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>B D F M N Q R</b>	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 <b>1</b>	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 <b>L</b>	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 <b>A C E L</b>	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 <b>A C E</b>	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 <b>C E</b>	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.

2016 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL226	34 St-Penn Station <b>C E</b>	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 <b>N Q R</b>	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 <b>1 2 3 7</b>	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>B D F M</b>	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 <b>1</b>	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 <b>1 2 3</b>	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 <b>7</b>	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 <b>E M</b>	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
EL278	59th St-Columbus Circle <b>A B C D 1</b>	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 <b>A B C D 1</b>	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 <b>N Q R</b>	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 <b>6</b>	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 <b>D F B M 6</b>	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 <b>1 2 3</b>	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 <b>F</b>	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 <b>7</b>	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
EL710	Bowling Green 4 5	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 A C J Z 2 3 4 5	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 A C J Z 2 3 4 5	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 <b>E J Z</b>	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 <b>7</b>	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 <b>7</b>	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 <b>E F M R</b>	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 <b>7</b>	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 <b>7</b>	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 <b>F</b>	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 <b>F</b>	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	4th QTR	ANNUAL TOTALS	
	2016	2015	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 <sup>1</sup>	FEMALES <sup>2</sup>		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%

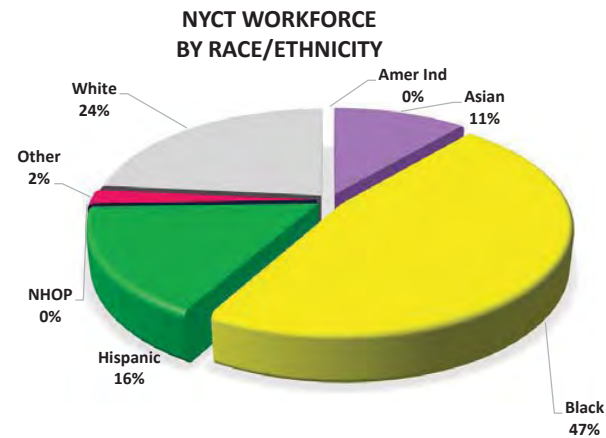
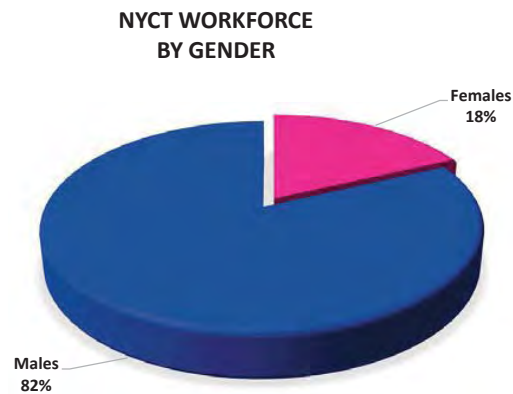
<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> 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.

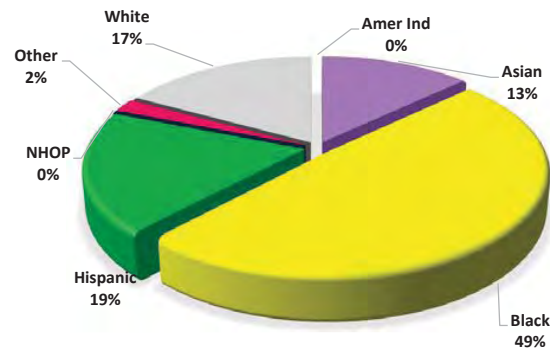


## NYCT Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 31, 2016

**NYCT NEW HIRES  
BY GENDER**



**NYCT NEW HIRES  
BY RACE/ETHNICITY**

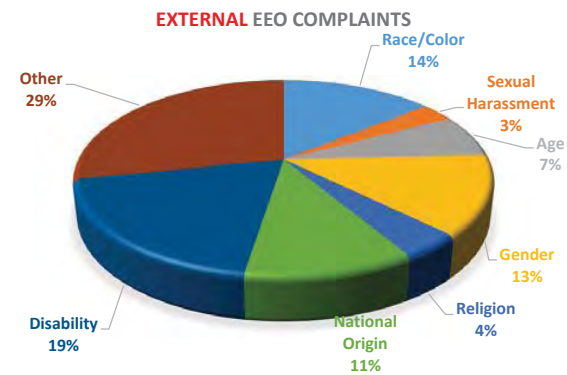
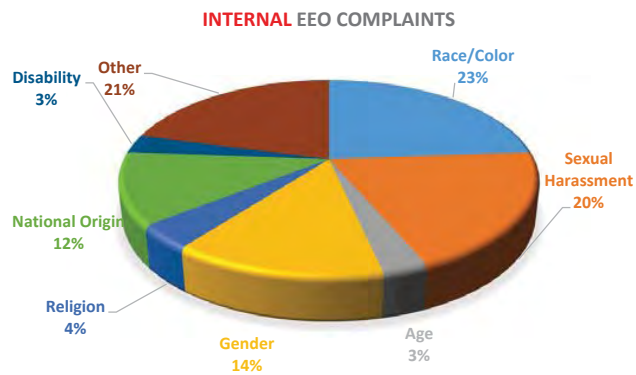


NYCT hired 4,421 Employees and 123 Veterans

- 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

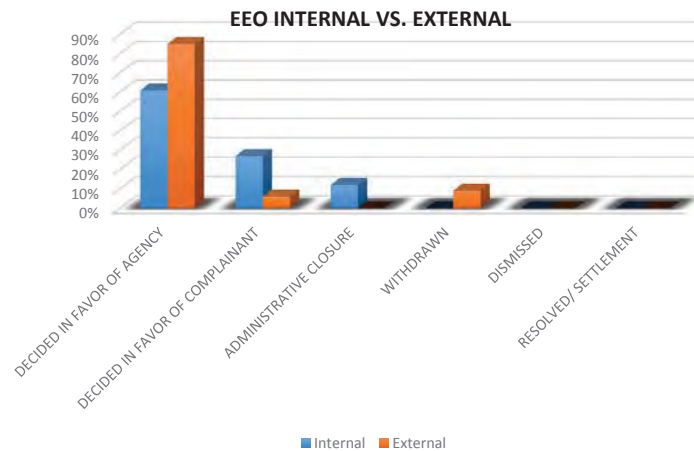
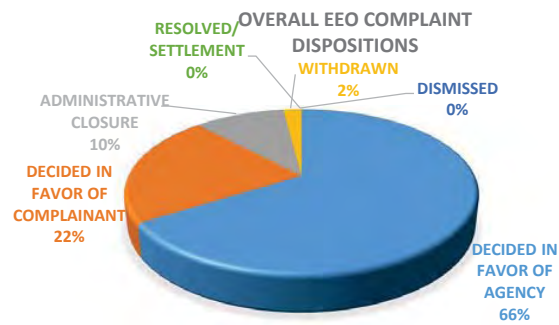


- ❑ NYCT handled 375 EEO complaints, citing **631** separate allegations.
- ❑ **235** filed Internal
- ❑ **140** filed External
- ❑ The most frequently cited bases Internally was Race/Color and Externally was Disability.

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).



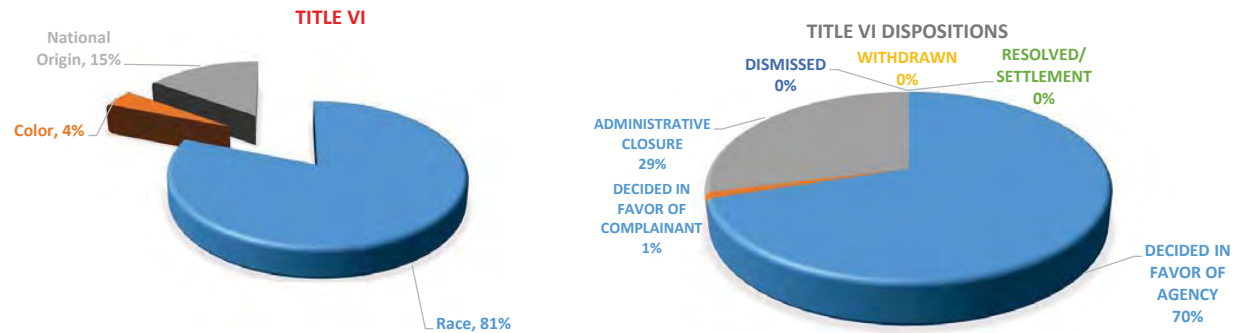
## NYCT EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016



- ❑ 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.



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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.

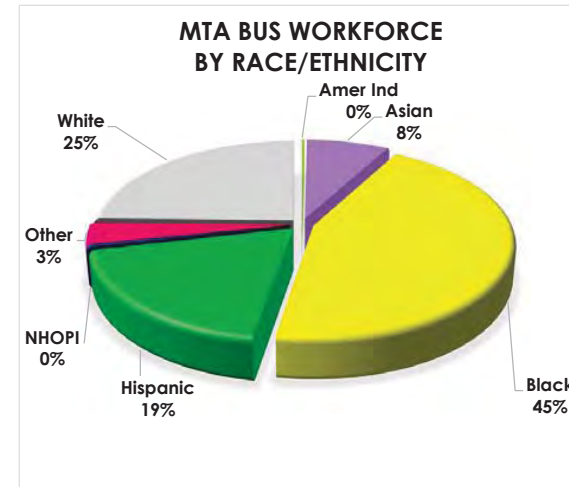
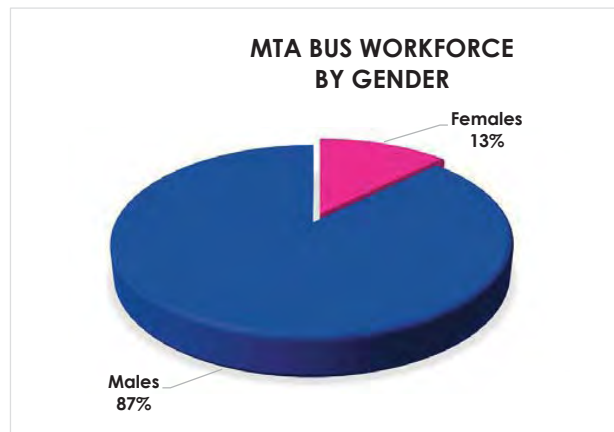
JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	622	69	11%	260	42%	362	58%	196	32%	90	14%	53	9%	1	0%	0	0%	22	4%	10	2%
Professionals	99	43	43%	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%
<b>Total</b>	<b>4020</b>	<b>505</b>	<b>13%</b>	<b>992</b>	<b>25%</b>	<b>3027</b>	<b>75%</b>	<b>1798</b>	<b>45%</b>	<b>753</b>	<b>19%</b>	<b>310</b>	<b>8%</b>	<b>9</b>	<b>0%</b>	<b>15</b>	<b>0%</b>	<b>143</b>	<b>4%</b>	<b>33</b>	<b>1%</b>

<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.



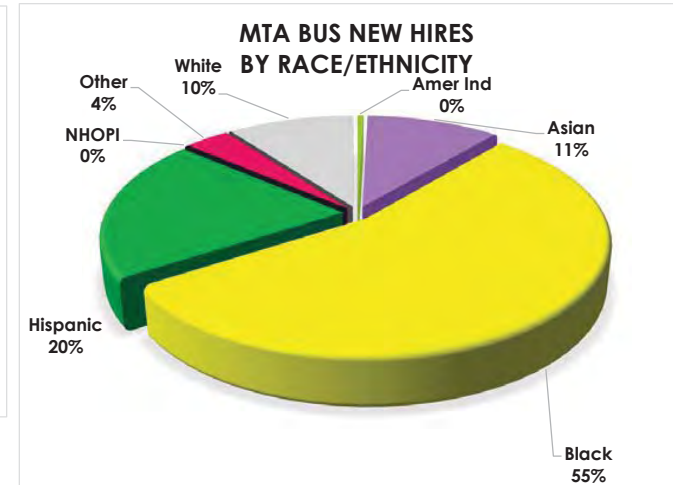
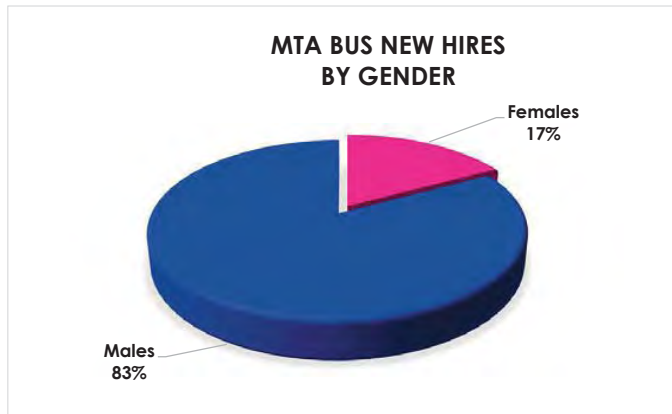
## MTA Bus Workforce as of December 30, 2016



- ❑ 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

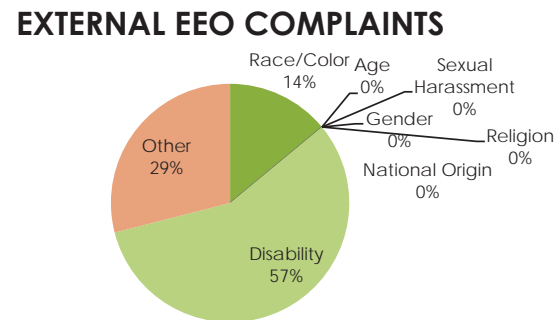
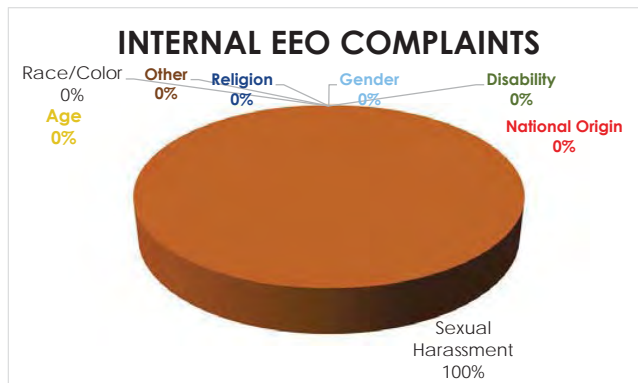


MTA Bus hired **422** Employees and **7** Veterans

- 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

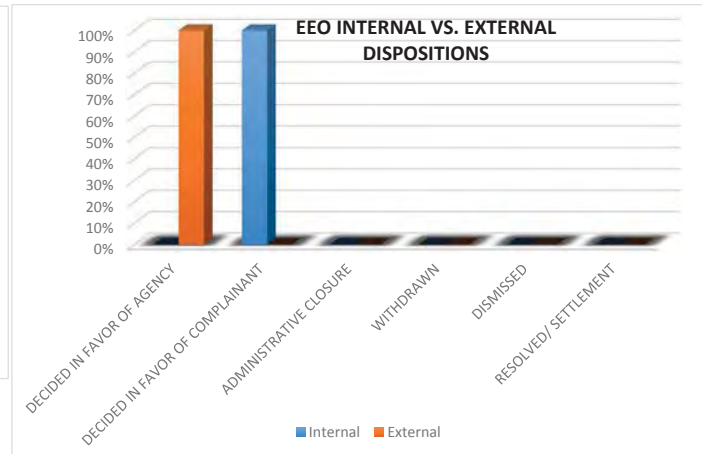
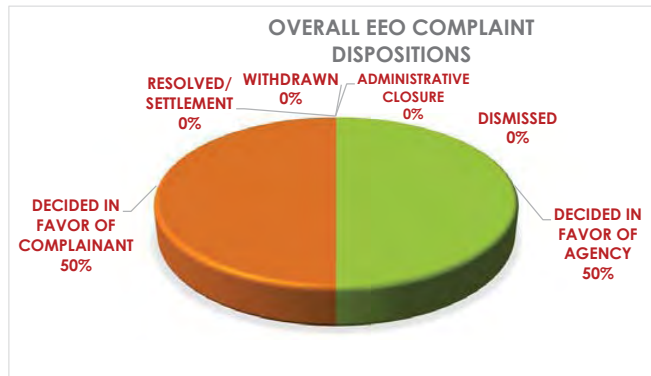


- ❑ MTA Bus handled 7 EEO complaints, citing **8** allegations.
  - ❑ **1** filed Internal
  - ❑ **7** filed External
  - ❑ The most frequently cited complaint was Disability.
- These charts includes all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)





## MTA Bus EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016

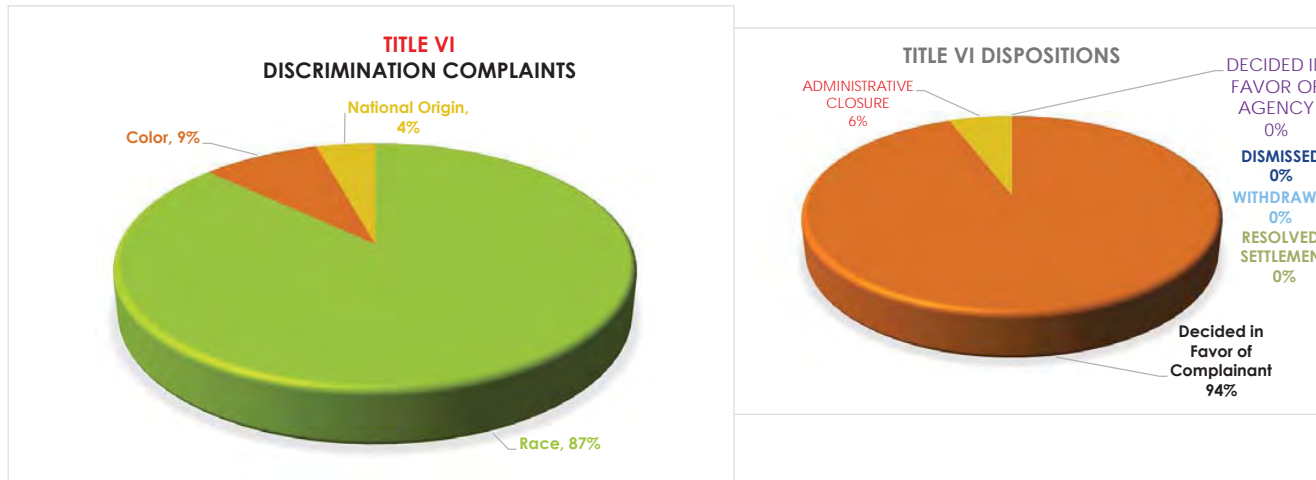


MTA Bus handled **2** EEO complaints, citing **2** separate allegations.

- 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.



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# 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	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 2,039.4</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	250.3
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,289.7</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,342.7</b>

	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
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b> <i>John P. Picone Inc.</i>	<b>\$98.1</b>	<b>\$92.8</b>	<b>\$5.3</b>	<b>\$60.4</b>	<b>Sep-2012</b>	<b>Apr-2016</b>	<b>TBD</b>

\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

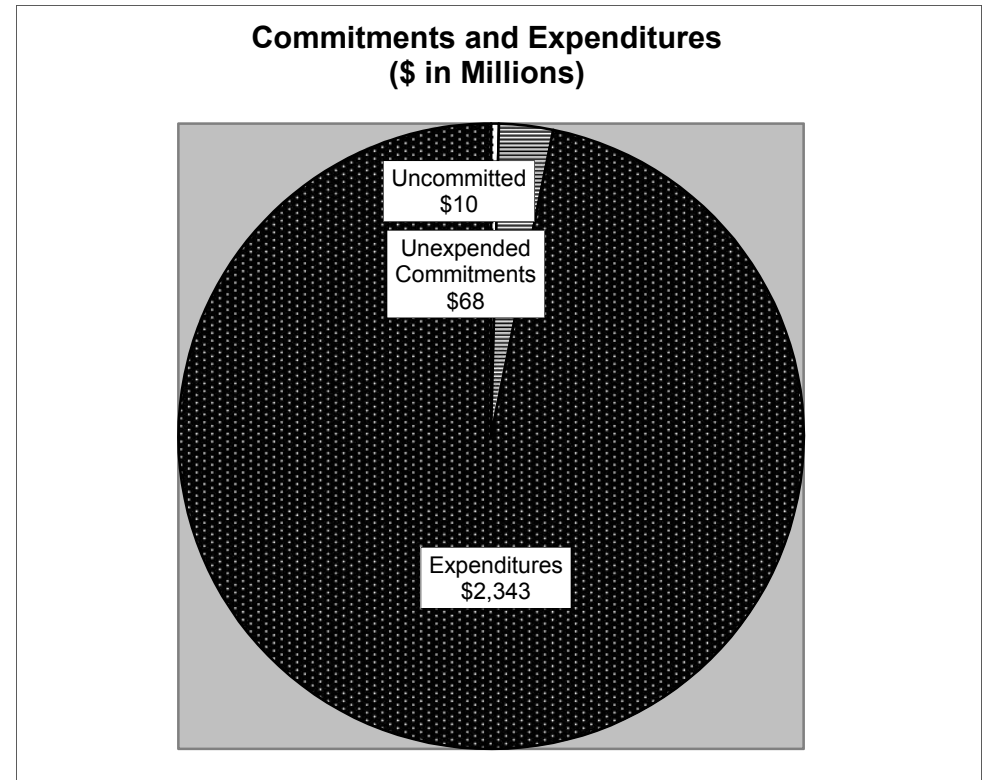
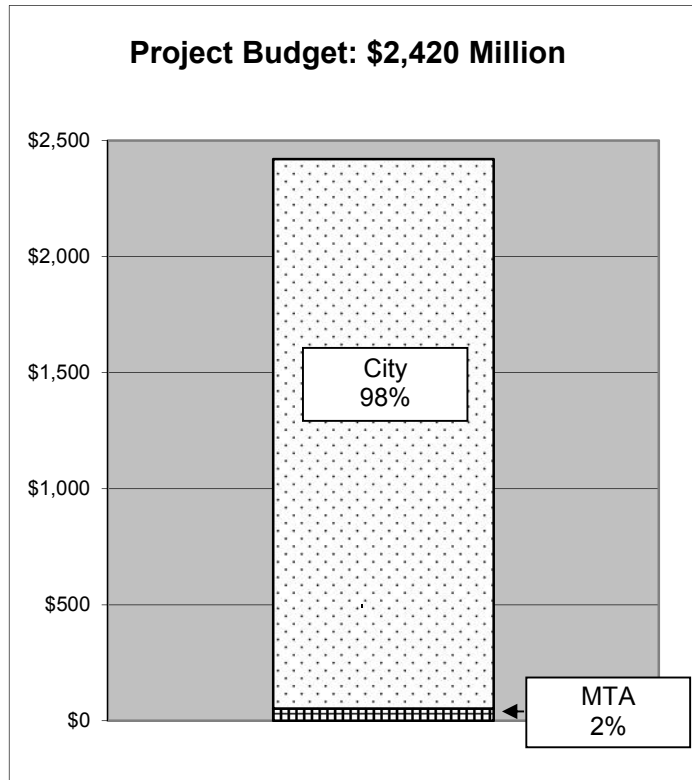
<sup>†</sup> Non-subway work includes design, construction management, and construction tasks.

<sup>††</sup> 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.

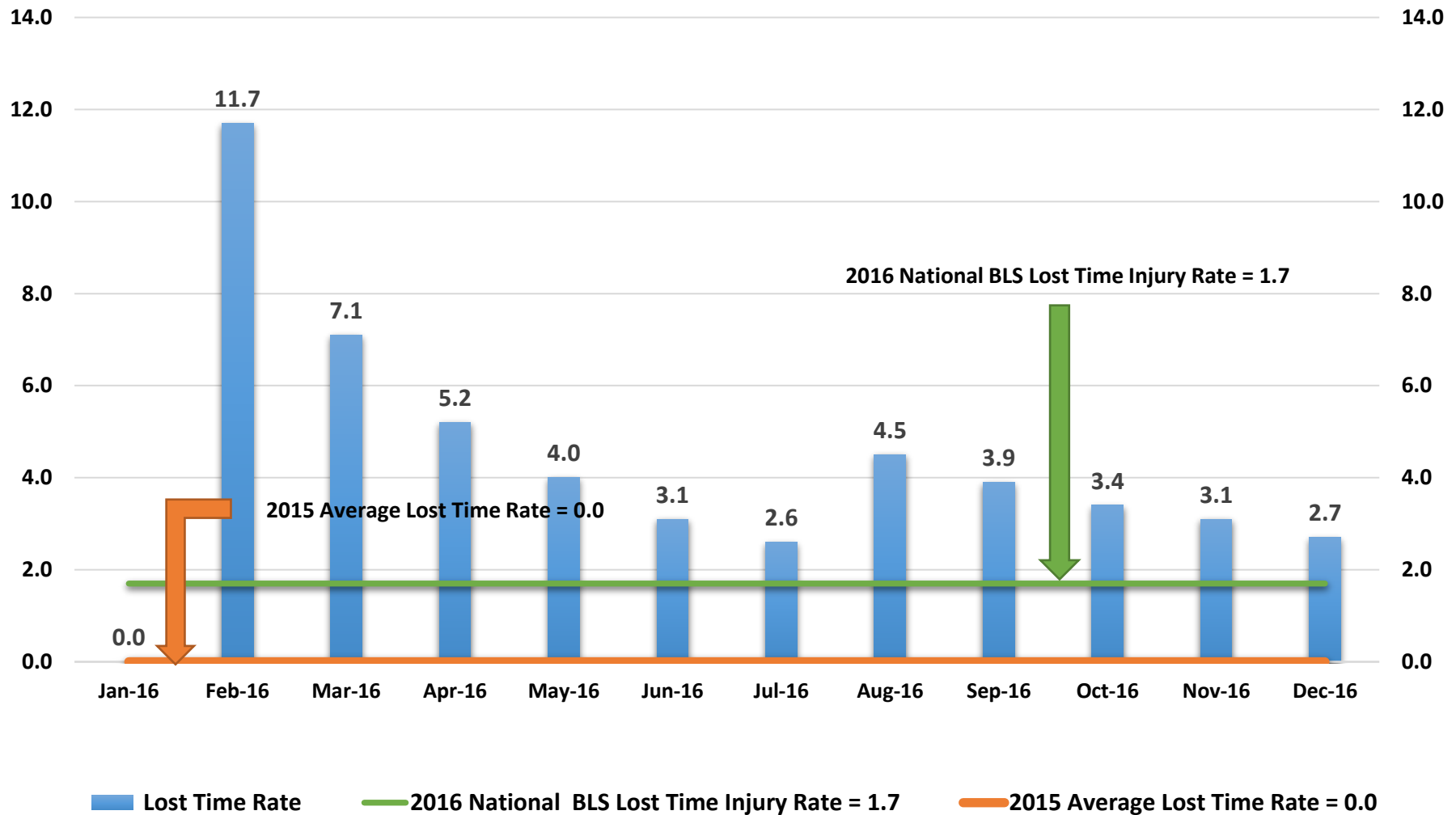
# **7 Line Extension Status** **Report to the Transit Committee - February 2017** *data thru January 2017*

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	2,367	-	2,367	2,357	2,357	9	2,290
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
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 4,161.4</b>

	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 &amp; 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

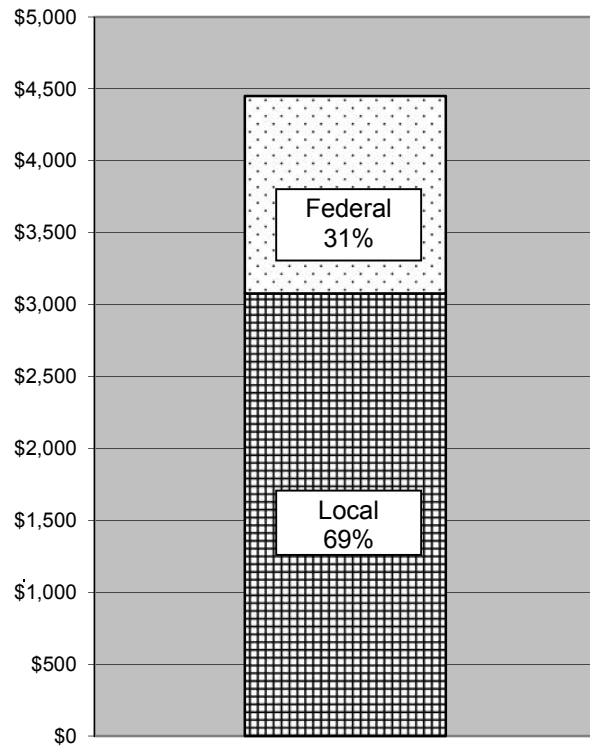
## Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - February 2017

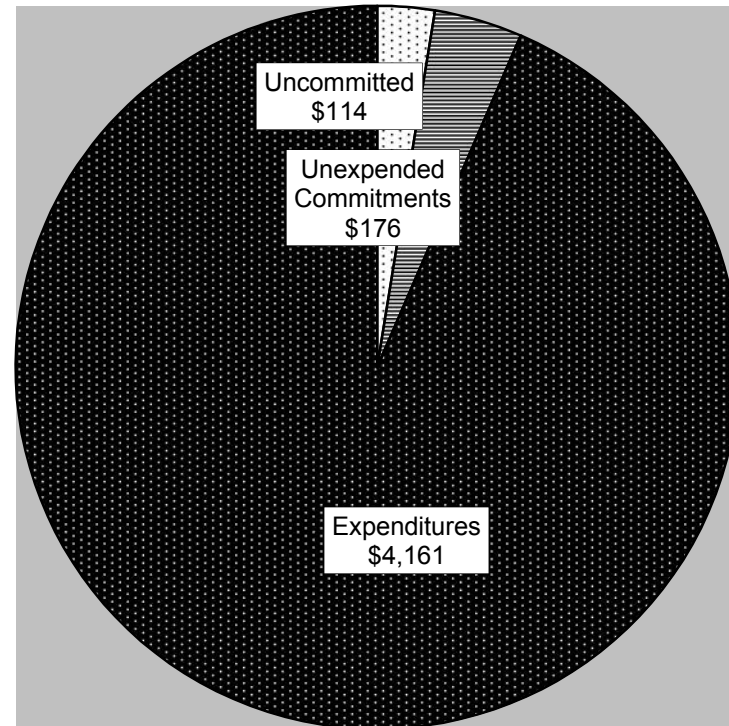
data thru January 2017

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		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

Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



# SAS Annual Cumulative Profile of Lost Time Injury Rates

