Metropolitan Transportation Authority
Strategic Operation Plan 2023 – 2027
In Compliance with New York State Public Authorities Law §1269-d

Contents

Introduction

In accordance with New York State (NYS) Public Authorities Law §1269-d, the Metropolitan Transportation Authority (MTA) submits to the Governor the Strategic Operation Plan for 2023 – 2027. This report contains the 2023 updates required by PAL §1269-d for the MTA transit and commuter rail agencies, comprising New York City Transit (NYCT) Subways and Buses, including the Staten Island Railway (SIR) and the MTA Bus Company (MTA Bus); and the two commuter railroads, Long Island Rail Road (LIRR) and Metro-North Railroad (Metro-North).

The information in this report is based on 2023 annual data, financials, performance indicators, and future projections as of December 2023. Annualized future projections are carried out to the best level of accuracy where possible. Five-year projections are not available for some indicators. The latest Information on service schedules, routes, performance indicators, budgets, and capital programs can be found on the MTA website.

I. Long-Term Goals and Performance Standards

The MTA's mission statement is to "preserve and enhance the quality of life and economic health of the region it serves through the cost-efficient provision of safe, on-time, reliable, and clean transportation services." To achieve this, the MTA has set forth strategic priorities and uses key performance indicators to evaluate and monitor the attainment of those strategic priorities.

A full description of the MTA's strategic priorities can be found at https://new.mta.info/transparency/strategic-priorities. Performance metric results can be found on the MTA's public metrics dashboard metrics.mta.info and on the NYS Open Data Portal data.ny.gov. Capital Program reporting can be found on the MTA's Capital Program Dashboard http://web.mta.info/capitaldashboard/CPDHome.html.

The following MTA strategic priorities and agency performance indicators are set forth annually in the MTA Board-approved Mission Statement Mission Statement, Measurements, and Performance Indicators Report, pursuant to NYS Public Authorities Law §1269- f and §2824-a.

MTA Strategic Priorities	Key Performance Measures
Deliver better service	Weekday Major Incidents – Subways (monthly average)
	Customer Journey Time Perf. (% within 5 min of scheduled) – Subways, NYCT & MTA Bus
	Additional Platform Time (average beyond scheduled) – Subways
	Additional Train Time (average beyond scheduled) – Subways
	Weekday Service Delivered – Subways
	Weekday Terminal On-Time Performance – Subways
	Weekday Terminal Delays – Subways (monthly average)
	Mean Distance Between Failures (miles) – Subways, Staten Island Railway, NYCT & MTA Bus, LIRR, Metro-North
	Weekday Wait Assessment – Subways
	Total Ridership – Subways, MTA Bus, NYCT Bus, Paratransit, LIRR, Metro-North
	Weekday On-Time Performance – Staten Island Railway
	Additional Bus Stop Time – NYCT & MTA Bus (avg beyond scheduled)
	Additional Travel Time – NYCT & MTA Bus (avg beyond scheduled)
	Service Delivered – NYCT & MTA Bus (% scheduled buses, peak hrs.)
	Bus Speeds – NYCT & MTA Bus (average route speed, end-to-end)
	Wait Assessment – NYCT & MTA Bus

MTA Strategic Priorities	Key Performance Measures
	Access-A-Ride On-Time Performance Pick up within (30 min / 15 min)
	Access-A-Ride Appointment OTP Trips (30 min early to 1 min late)
	Access-A-Ride Actual Ride Time at or Better than Planned Ride Time
	Access-A-Ride Passenger Complaints (per 1,000 completed trips)
	Access-A-Ride Registrants
	On-Time Performance – LIRR, Metro-North (West / East of Hudson)
	Paid Traffic – Bridges and Tunnels
Promote safety & respect	Customer Injury Rate (per million customers) – Subways
	Customer Accident Injury Rate – NYCT Bus (per million customers)
	Collisions with Injury Rate – NYCT Bus (per million vehicle miles
	Employee Lost Time and Restricted-Duty Rate – NYCT Subways (per 100 employees)
	Employee Lost Time and Restricted-Duty Rate – NYCT Bus (per 100 employees)
	FRA-Reportable Customer Injury Rate (per million customers) – LIRR, Metro-North
	FRA-Reportable Employee Lost Time Rate (per 200,000 worker hours) – LIRR, Metro-North
	Collisions with Injury Rate (per million vehicles) – Bridges and Tunnels
	Employee Lost Time Injury Rate (per 200,000 work hours) – Bridges and Tunnels
Increase appeal for customers	Elevator Availability – Subways, LIRR, Metro-North
	Escalator Availability – Subways, LIRR, Metro-North
	AAR Customer Experience – Frequent Rider Experience
	AAR Call Center (% of calls answered)
Provide 21st century bus service	Customer Journey Time – NYCT & MTA Bus (% within 5 min of scheduled)
	Additional Bus Stop Time – NYCT & MTA Bus (average beyond scheduled)
	Additional Travel Time – NYCT & MTA Bus (average beyond scheduled)
	Bus Customer Wheelchair Lift Usage – NYCT Bus
	Service Delivered – NYCT & MTA Bus (% scheduled buses, peak hrs.)

MTA Strategic Priorities	Key Performance Measures
	Bus Speeds – NYCT & MTA Bus (average route speed, end-to-end)
	Total Ridership – NYCT & MTA Bus
	Mean Distance Between Failures – NYCT & MTA Bus (miles)
	Wait Assessment – NYCT & MTA Bus
Achieve financial stability & viability	Farebox Operating Ratio – NYCT, LIRR, Metro-North
	Operating Cost per Passenger – NYCT, LIRR, Metro-North
	E-ZPass Market Share – Bridges and Tunnels
	Total Support to Transit – Bridges and Tunnels
Strengthen & expand the network	Capital Program project commitments
	Capital Program project completions
Revive talent & culture	Female Representatives in Workforce – NYCT, LIRR, Metro-North, Bridges and Tunnels, and Construction & Development
	Minority Representatives in Workforce – NYCT, LIRR, Metro-North, Bridges and Tunnels, and Construction & Development

II. Standards for Determining Frequency of Service by Agency

The frequency of service offered by MTA transit and rail agencies—also referred to as the headway between vehicles—is determined by the level of customer demand and operational variables, including time of day; the loading guidelines or passenger capacity of cars; equipment and resources constraints; and maintenance and repair schedules. The typical standards for NYCT (Subway and Bus), LIRR, and Metro-North are described below.

NYCT Subways

NYC Transit Subways normally operates 24 hours a day, every day of the year, though not every subway route runs around the clock. The minimum service frequencies for subways during peak and off-peak hours are as follows:

- Weekday Rush Hours, Weekday Middays, and Saturday Middays: If service is provided, it should operate at least every 10 minutes (policy headway). For branching services such as, but not limited to, the A line, which operates to three different terminals at its southern end in Queens, as well as for shuttle services connecting with branching services, the maximum headway is 20 to 24 minutes.
- Weekday Evenings, Saturday Evenings, and All Day on Sunday: If service is provided, it should operate at least every 12 minutes (policy headway).
- Late Nights (1 a.m. – 5 a.m.): If service is provided, it should operate at least every 20 minutes (policy headway).

The standard measures pertaining to the scheduled frequency of subway service are the vehicle “Loading Guidelines” (ratio of seats to standing passengers per car) and the maximum headway time between trains (in minutes). Service frequency is also determined by the availability of equipment, track scheduling for planned work and maintenance, and operating resources.

Subway Loading Guidelines: "A" Division Cars (Numbered Lines)							
Headway (min.)	**Load / Car**	**# of Standees**	**Cars / Train**	**Trips per half-hour**	**Sq. ft. per standee**	**% seated**	**Riders per half hour**
Weekday Peak (7:00 a.m. – 9:30 a.m. / 4:00 p.m. – 6:30 p.m.)							
2.0	110	70	10	15.0	3.0	36%	16,500
2.5	110	70	10	12.0	3.0	36%	13,200
3.0	110	70	10	10.0	3.0	36%	11,000
4.0	110	70	10	7.5	3.0	36%	8,250
5.0	105	65	10	6.0	3.2	38%	6,300
6.0	100	60	10	5.0	3.5	40%	5,000
7.5	95	55	10	4.0	3.8	42%	3,800
10.0	90	50	10	3.0	4.2	44%	2,700
Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday							
4.0	50	10	10	15.0	21.0	80%	7,500
5.0	50	10	10	12.0	21.0	80%	6,000
6.0	50	10	10	10.0	21.0	80%	5,000
7.5	50	10	10	8.0	21.0	80%	4,000
8.5	50	10	10	7.0	21.0	80%	3,500
10.0	50	10	10	6.0	21.0	80%	3,000
12.0	50	10	10	5.0	21.0	80%	2,500
Owl (1:00 a.m. – 5:00 a.m.)							
20.0	50	10	10	3.0	21.0	80%	1,500

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) Division "A" cars seat 38 to 43 passengers. The number of seats varies by car type. (3) The 7 train has 11 cars per train. The 42nd Street Shuttle has six cars per train.

Subway Loading Guidelines: "B" Division, 60-Ft. Cars (Lettered Lines)							
Headway (min.)	**Load / Car**	**# of Standees**	**Cars / Train**	**Trips per half-hour**	**Sq. ft. per standee**	**% seated**	**Riders per half hour**
Weekday Peak (7:00 a.m. – 9:30 a.m. / 4:00 p.m. – 6:30 p.m.)							
2.0	145	103	10	15.0	3.0	29%	21,750
2.5	145	103	10	12.0	3.0	29%	17,400
3.0	145	103	10	10.0	3.0	29%	14,500
4.0	145	103	10	7.5	3.0	29%	10,875
5.0	135	93	10	6.0	3.4	31%	8,100
6.0	125	83	10	5.0	3.8	34%	6,250
7.5	115	73	10	4.0	4.4	37%	4,600
10.0	115	73	10	3.0	4.4	37%	3,450
Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday							
4.0	53	11	10	15.0	29.4	80%	7,875
5.0	53	11	10	12.0	29.4	80%	6,300
6.0	53	11	10	10.0	29.4	80%	5,250
7.5	53	11	10	8.0	29.4	80%	4,200
8.5	53	11	10	7.0	29.4	80%	3,675
10.0	53	11	10	6.0	29.4	80%	3,150
12.0	53	11	10	5.0	29.4	80%	2,625
Owl (1:00 a.m. – 5:00 a.m.)							
20.0	53	11	10	3.0	29.4	80%	1,575

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) J, L, M, and Z trains have 8 cars per train; C trains operate with a mix of 8- and 10-car trains; G trains have 5 cars per train. (3) The number of seats varies by car type. R143, R160, and R179 60-ft. cars seat 42 to 43 passengers. R211 cars, now in service on the A and C lines, seat 30 passengers.

Subway Loading Guidelines: "B" Division, 75-Ft. Cars (Lettered Lines)							
Headway (min.)	**Load / Car**	**# of Standees**	**Cars / Train**	**Trips per half-hour**	**Sq. ft. per standee**	**% seated**	**Riders per half hour**
Weekday Peak (7:00 a.m. – 9:30 a.m. / 4:00 p.m. – 6:30 p.m.)							
2.5	175	103	8	12.0	3.0	41%	16,800
3.0	175	103	8	10.0	3.0	41%	14,000
4.0	175	103	8	7.5	3.0	41%	10,500
5.0	165	93	8	6.0	3.3	44%	7,920
6.0	155	83	8	5.0	3.7	46%	6,200
7.5	145	73	8	4.0	4.2	50%	4,640
10.0	140	68	8	3.0	4.5	51%	3,360
Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday							
4.0	90	18	8	15.0	17.2	80%	10,800
5.0	90	18	8	12.0	17.2	80%	8,640
6.0	90	18	8	10.0	17.2	80%	7,200
7.5	90	18	8	8.0	17.2	80%	5,760
8.5	90	18	8	7.0	17.2	80%	5,040
10.0	90	18	8	6.0	17.2	80%	4,320
12.0	90	18	8	5.0	17.2	80%	3,600
Owl (1:00 a.m. – 5:00 a.m.)							
20.0	90	18	8	3.0	17.2	80%	2,160

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) S Rockaway Park Shuttle has four-car trains. S Franklin Ave. Shuttle has two-car trains. (3) The number of seats varies by car type. Division "B" 75-ft. cars seat 70 to 74 passengers.

NYCT / MTA Bus

NYC Transit Bus and MTA Bus service operates 24 hours a day, every day of the year. The minimum frequencies of service during peak and off-peak hours are as follows:

Local Buses

- All Times except Late Nights: If service is provided, it should operate at least every 30 minutes, or as warranted by ridership demand.
- Late Nights (1 a.m. – 5 a.m.): If service is provided, it should operate at least every 60 minutes.

Express Buses

- Weekday Rush Hours and Weekday Middays: If service is provided, it should operate at least every 30 minutes.
- Weekday Evenings and Weekends: If service is provided, it should operate at least every 60 minutes.

The standard measures pertaining to the frequency of bus service are the vehicle loading guidelines (ratio of seats to standing passengers per car) and the maximum headways between

buses (in minutes). Service frequency is also determined by operating resources, vehicle types, and weather emergencies. Standard bus loading guidelines by type of vehicle and route are indicated in the charts below.

Local Bus Loading Guidelines: Standard 40-ft. Bus, Weekday Peak					
Grid Routes **7:00 a.m. – 9:00 a.m. / 4:00 p.m. – 7:00 p.m.**			**Feeder Routes** **6:30 a.m. – 8:30 a.m. / 4:30 p.m. – 7:30 p.m.**		
Max. Riders / 1/2 Hour	**Headway (Minutes)**	**Max. Avg. Load Per Trip**	**Max. Riders / 1/2 Hour**	**Headway (Minutes)**	**Max. Avg. Load Per Trip**
36	30.0	36	36	30.0	36
54	20.0	36	63	20.0	42
90	15.0	45	94	15.0	47
120	12.0	48	130	12.0	52
156	10.0	52	162	10.0	54
189	8.6	54	189	8.6	54
216	7.5	54	216	7.5	54
243	6.7	54	243	6.7	54
270	6.0	54	270	6.0	54
297	5.5	54	297	5.5	54
324	5.0	54	324	5.0	54
378	4.3	54	378	4.3	54
432	3.8	54	432	3.8	54
486	3.3	54	486	3.3	54
540	3.0	54	540	3.0	54
594	2.7	54	594	2.7	54
648	2.5	54	648	2.5	54
702	2.3	54	702	2.3	54
756	2.1	54	756	2.1	54
810	2.0	54	810	2.0	54
864	1.9	54	864	1.9	54
918	1.8	54	918	1.8	54
972	1.7	54	972	1.7	54
1026	1.6	54	1026	1.6	54
1080	1.5	54	1080	1.5	54

Local Bus Loading Guidelines: Standard 40-ft. Bus, Off-Peak					
Grid Routes **Weekdays: 10 a.m. – 2 p.m. / 7 p.m. – 9 p.m.** **Saturday / Sunday: 6 a.m. – 9 p.m.**			**Feeder Routes** **Weekdays: 9:30 a.m. – 2 p.m. / 8:30 p.m. – 9 p.m.** **Saturday / Sunday: 6 a.m. – 9 p.m.**		
Max. Riders / 1/2 Hour	**Headway (Minutes)**	**Max. Avg. Load Per Trip**	**Max. Riders / 1/2 Hour**	**Headway (Minutes)**	**Max. Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
180	12.0	36	190	12.0	38
216	10.0	36	252	10.0	42
234	9.0	36	280	9.0	43
252	8.5	36	315	8.5	45
278	8.0	37	345	8.0	46
296	7.5	37	376	7.5	47
332	7.0	39	408	7.0	48
360	6.7	40	441	6.5	49
400	6.0	40	500	6.0	50
462	5.5	42	550	5.5	50
516	5.0	43	600	5.0	50
585	4.6	45	650	4.5	50
644	4.3	46	700	4.5	50
690	4.0	46	750	4.0	50
752	3.8	47	800	3.8	50
816	3.5	48	867	3.5	51
864	3.3	48	918	3.3	51
912	3.2	48	969	3.2	51
960	3.0	48	1020	3.0	51

Local Bus Loading Guidelines: Standard 40-ft. Bus, Late Evening					
Grid Routes Weekdays, Saturday, Sunday: 9 p.m. – 1 a.m.			Feeder Routes Weekdays, Saturday, Sunday: 9 p.m. – 1 a.m.		
Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip	Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
180	12.0	36	180	12.0	36
216	10.0	36	216	10.0	36
234	9.0	36	234	9.0	36
252	8.5	36	252	8.5	36
270	8.0	36	270	8.0	36
288	7.5	36	288	7.5	36
306	7.0	36	306	7.0	36
324	6.7	36	324	6.5	36
360	6.0	36	360	6.0	36
396	5.5	36	386	5.5	36
432	5.0	36	432	5.0	36
468	4.5	36	468	4.6	36
504	4.3	36	504	4.3	36
540	4.0	36	540	4.0	36
576	3.8	36	576	3.8	36
612	3.5	36	612	3.5	36
648	3.3	36	648	3.3	36
684	3.2	36	684	3.2	36
720	3.0	36	720	3.0	36

Local Bus Loading Guidelines: Articulated Bus, Weekday Peak					
Grid Routes 7:00 a.m. – 9:00 a.m. / 4:00 p.m. – 7:00 p.m.			Feeder Routes 6:30 a.m. – 8:30 a.m. / 4:30 p.m. – 7:30 p.m.		
Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip	Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip
35	30.0	n/a	n/a	30.0	n/a
53	20.0	n/a	n/a	20.0	n/a
119	15.0	n/a	n/a	15.0	n/a
175	12.0	70	190	12.0	76
225	10.0	75	250	10.0	83
280	8.6	80	310	8.6	89
330	7.5	82	360	7.5	90
380	6.7	84	405	6.7	90
420	6.0	84	450	6.0	90
470	5.5	84	495	5.5	90
505	5.0	84	540	5.0	90
595	4.3	85	650	4.3	93
680	3.8	85	745	3.8	93
765	3.3	85	835	3.3	93
850	3.0	85	930	3.0	93
935	2.7	85	1020	2.7	93
1020	2.5	85	1115	2.5	93
1105	2.3	85	1205	2.3	93
1190	2.1	85	1300	2.1	93
1275	2.0	85	1390	2.0	93

Local Bus Loading Guidelines: Articulated Bus, Off-Peak					
Grid Routes **Weekdays: 10 a.m. – 2 p.m. / 7 p.m. – 9 p.m.** **Saturday / Sunday: 6 a.m. – 9 p.m.**			**Feeder Routes** **Weekdays: 9:30 a.m. – 2 p.m. / 8:30 p.m. – 9 p.m.** **Saturday / Sunday: 6 a.m. – 9 p.m.**		
Max. Riders / 1/2 Hour	**Headway (Minutes)**	**Max. Avg. Load Per Trip**	**Max. Riders / 1/2 Hour**	**Headway (Minutes)**	**Max. Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
285	12.0	56	285	12.0	57
336	10.0	56	342	10.0	57
364	9.0	56	377	9.0	58
392	8.5	56	413	8.5	59
420	8.0	56	450	8.0	60
448	7.5	56	496	7.5	62
476	7.0	56	536	7.0	63
504	6.5	56	576	6.5	64
560	6.0	56	650	6.0	65
616	5.5	56	715	5.5	65
684	5.0	57	780	5.0	65
767	4.6	59	845	4.6	65
840	4.3	60	910	4.3	65
915	4.0	61	975	4.0	65
976	3.8	61	1040	3.8	65
1054	3.5	62	1105	3.5	65
1134	3.3	63	1170	3.3	65
1216	3.2	64	1235	3.2	65

Local Bus Loading Guidelines: Articulated Bus, Late Evening					
Grid Routes Weekdays, Saturday, Sunday: 9 p.m. – 1 a.m.			Feeder Routes Weekdays, Saturday, Sunday: 9 p.m. – 1 a.m.		
Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip	Max. Riders / 1/2 Hour	Headway (Minutes)	Max. Avg. Load Per Trip
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
280	12.0	56	280	12.0	56
336	10.0	56	336	10.0	56
364	9.0	56	364	9.0	56
392	8.5	56	392	8.5	56
420	8.0	56	420	8.0	56
448	7.5	56	448	7.5	56
476	7.0	56	476	7.0	56
504	6.5	56	504	6.5	56
560	6.0	56	560	6.0	56
616	5.5	56	616	5.5	56
672	5.0	56	672	5.0	56
728	4.5	56	728	4.5	56
784	4.3	56	784	4.3	56
840	4.0	56	840	4.0	56
896	3.8	56	896	3.8	56
952	3.5	56	952	3.5	56
1008	3.3	56	1008	3.3	56
1064	3.2	56	1064	3.2	56

Express Bus Loading Guidelines			
Peak / Off-Peak	Trips per 30 min.	Headways (min.)	High-Capacity Express Bus: Avg. Max. Load
Peak	1	30	55
	2	15	55
	3	10	55
	4	7.5	55
	5	6	55
	6	5	55
	7.5 or more	4 or less	55
Off-Peak	0.5	60	30
	1	30	40
	1.5	20	45
	2	15	50
	3 or more	10 or less	50

LIRR

Service to most LIRR stations is provided 24 hours a day, seven days a week. Criteria for the frequency of service include the assigned level of service— which designates how often trains stop at a particular station; the headway; and the load factors, which track the level of crowding on trains based on the ratio of seats to passengers. Service frequency may also be affected by the availability of equipment; infrastructure limitations; track scheduling; operating resources; and weather emergencies. The levels of service at LIRR stations are a measure of the number of customers who utilize a particular station each weekday and are based on the most current station boarding counts. The five designated service levels are:

LIRR Station Service Levels	
Level 1	More than 6,000 customers per day
Level 2	2,000 - 6,000 customers per day
Level 3	1,000 - 1,999 customers per day
Level 4	Fewer than 1,000 customers per day
Level 5	Fewer than 100 customers per day

The headway, or frequency of scheduled trains, is determined by the time of day and the level of service. Maximum headway differs for peak and off-peak periods, and weekends. The LIRR considers morning peak to be trains arriving at western terminals between 6 a.m. and 10 a.m. weekdays, and the evening peak to be trains departing western terminals between 4 p.m. and 8p.m. weekdays. Below are the maximum vehicle headways, based on station, level of service and time of day:

Level of Service	**Weekday Peak**	**Off-Peak**	**Weekend**
Level 1*	20 minutes	30 minutes	30 minutes
Level 2	30 minutes	60 minutes	60 minutes
Level 3	45 minutes	90 minutes	90 minutes
Level 4	60 minutes	120 minutes	120 minutes
Level 5	As warranted	As warranted	As warranted

** These standards do not apply for midnight to 6 am. Belmont Park is a special events station and receives train service according to the event schedule for the adjacent venues. Due to infrastructure constraints, Huntington and Syosset do not provide service at these headways. These constraints include the lack of a yard east of Huntington. Hunterspoint Avenue Station does not provide service at Level 1 headways because this station is unique, with only weekday peak-period, peak-direction service. The previous restraint on Ronkonkoma has been eliminated following the third track completion west of Hicksville.*

Metro-North

Metro-North's service plan outlines the frequency of service for station groupings and line segments based on existing and projected ridership. Metro-North defines the Morning Weekday Peak to be inbound from 6 a.m. to 10 a.m., and outbound from 6 a.m. to 9 a.m., and Evening Weekday Peak as outbound from 4 p.m. to 8 p.m., based on Grand Central Terminal arrival/departure times.

During the morning and evening peaks, Metro-North's headway between trains is approximately 20 to 30 minutes. Branch-line service during the peaks is less frequent. Off-peak and weekend service frequency is typically 30-60 minutes, except for some branch lines (e.g., Danbury, Waterbury, and Wassaic), which operate less frequently.

Service frequency is also based on vehicle type and loading standards. Metro-North operates both diesel and electric vehicles, and the first criterion for assigning vehicles is the type of power required for a line segment. Diesel locomotives are used for Upper Hudson, Wassaic, Danbury, and Waterbury service, and electric vehicles for all other lines.

To assure a "seat for every passenger," while maximizing cost efficiency, Metro-North sets loading standards and monitors vehicle loads. The load factor is the ratio of a train's maximum ridership divided by its seating capacity. Within operational constraints, (e.g., required short equipment turns, which often dictate that extra equipment be operated on certain trains), these loading standards are used to determine equipment assignments on all Metro-North trains, and may result in either lengthening or shortening of train consists.

Metro-North's loading standards establish criteria for lengthening or shortening trains. Current Metro-North loading standards for all Harlem, Hudson, and New Haven Line trains during the time periods are outlined below. These standards are applied against peak trains consisting of five to 12 cars (based on ridership demand).

The maximum load count is calculated based on when the most riders are on board a train during its scheduled run. For example, the maximum load point for most peak service trains is into Grand Central Terminal in the morning and out of Grand Central Terminal in the evening; in some instances, higher ridership occurs at intermediate stations.

Maximum Recommended Occupancy		
Service Type	**Lengthening Trains**	**Shortening Trains**
All Peak/Reverse Peak *	95%	95%
Off-Peak Weekday *	85%	85%
Weekend	75%	75%

**Off-peak weekday and reverse peak consists are largely determined by peak cycle requirements.*

III. Current Frequency of Service by Agencies, Lines, and Routes

NYCT Subways

The frequency of service for NYC Transit subway lines is determined by the scheduled headways. Service frequency varies according to the time of day, measured passenger loads, operational capacities, and planned work and maintenance schedules. Where service is provided and where the need to accommodate construction and maintenance work does not require longer intervals between trains, the minimum headways between subways during peak and off-peak hours are as follows:

- At least every 10 minutes for Weekday Rush, Weekday Middays, and Saturday Middays. Note: For branching services such as, but not limited to, the A line, which operates to three different terminals at its southern end in Queens, as well as for shuttle services connecting with branching services, the maximum headway is 20 to 24 minutes. This is to ensure that the policy headways are achieved on the shared section of the line.
- At least every 12 minutes for Weekday evenings, Saturday evenings, and all-day Sundays.
- At least every 20 minutes for Late Nights (1 a.m. – 5 a.m.).

Subway Service—Current Frequency: "A" Division (Numbered Lines)														
Lines		**Weekday**					**Saturday**				**Sunday**			
		8am	12pm	5pm	9pm	2am	10am	4pm	9pm	2am	10am	4pm	9pm	2am
1	**SB**	3.5	6.0	4.0	5.0	20.0	8.0	8.0	8.0	20.0	10.0	8.0	8.0	20.0
1	**NB**	5.0	6.0	4.5	4.5	20.0	8.0	8.0	8.0	20.0	14.0	8.0	8.0	20.0
2	**SB**	5.5	8.0	6.0	11.5	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
2	**NB**	7.0	8.0	6.0	7.0	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
3	**SB**	5.0	8.0	8.0	11.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
3	**NB**	7.0	8.0	5.5	8.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
4	**SB**	4.5	8.0	5.0	9.0	20.0	8.0	8.0	12.0	20.0	8.5	8.0	12.0	20.0
4	**NB**	5.0	8.0	5.0	6.5	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
5	**SB**	4.5	8.0	7.0	9.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
5	**NB**	6.0	8.0	4.5	8.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
6		3.0	4.0	3.5	6.0	20.0	8.0	8.0	8.5	20.0	8.0	8.0	12.0	20.0
7		2.0	5.0	2.5	4.5	20.0	6.0	4.0	7.0	20.0	6.0	5.0	8.0	20.0
S	**42 St.**	3.5	5.0	3.0	5.0	-	5.0	5.0	10.0	-	10.0	5.0	10.0	-

All scheduled headways are subject to change. NYC Transit Subways routinely adjusts scheduled headways to accommodate maintenance and construction work, as well as for special events.

Subway Service—Current Frequency: "B" Division (Lettered Lines)														
Lines		Weekday					Saturday				Sunday			
		8am	12pm	5pm	9pm	2am	10am	4pm	9pm	2am	10am	4pm	9pm	2am
A	**SB**	6.5	10.0	4.0	11.0	20.0	10.0	10.0	10.0	20.0	12.0	10.0	10.5	20.0
A	**NB**	4.5	8.0	6.5	7.0	20.0	10.0	10.0	10.0	20.0	10.0	10.0	12.0	20.0
B	**SB**	9.5	10.0	6.5	10.0	-	-	-	-	-	-	-	-	-
B	**NB**	6.0	10.0	10.5	10.0	-	-	-	-	-	-	-	-	-
C	**SB**	10.0	10.0	10.0	11.5	-	12.0	12.0	12.0	-	12.0	12.0	12.0	-
C	**NB**	10.0	10.0	10.0	10.0	-	12.0	12.0	12.0	-	12.0	12.0	12.0	-
D	**SB**	7.5	10.0	6.0	9.5	20.0	12.0	12.0	12.0	20.0	12.0	10.0	12.0	20.0
D	**NB**	6.0	10.0	8.5	10.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
E	**SB**	4.0	7.5	5.0	9.0	20.0	12.0	12.0	12.0	20.0	11.5	12.0	12.5	20.0
E	**NB**	5.0	6.0	4.0	6.0	20.0	12.5	12.5	12.0	20.0	12.0	12.0	12.0	20.0
F	**SB**	4.0	7.5	5.0	7.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
F	**NB**	5.5	6.5	4.5	7.0	20.0	12.5	12.5	12.0	20.0	12.0	12.5	12.0	20.0
G	--	7.0	10.5	8.0	8.0	20.0	8.0	8.0	12.0	20.0	10.0	8.0	12.0	20.0
JZ	--	5.5	10.0	7.5	10.0	20.0	8.0	8.0	14.0	20.0	10.0	8.5	14.0	20.0
L	--	3.0	5.0	4.0	4.0	20.0	4.5	4.0	5.0	20.0	5.5	4.0	5.5	20.0
M	**SB**	7.5	10.0	8.0	10.0	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
M	**NB**	6.5	10.0	8.0	10.0	20.0	8.0	8.0	12.0	20.0	12.0	8.0	13.0	20.0
NW	**SB**	4.0	5.0	4.0	6.0	20.0	12.0	12.0	12.0	20.0	12.5	12.0	12.0	20.0
N	**NB**	4.0	5.0	4.0	5.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
Q	**SB**	6.5	8.0	6.5	7.5	20.0	10.0	8.0	8.0	20.0	10.0	8.0	10.0	20.0
Q	**NB**	6.5	7.5	6.5	8.0	20.0	10.0	8.0	10.0	20.0	9.0	8.0	12.0	20.0
R	**SB**	7.0	10.0	6.5	10.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
R	**NB**	7.0	10.0	7.5	9.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
S	**Fkln.**	10.0	10.0	10.0	12.0	20.0	10.0	10.0	13.5	20.0	12.0	12.0	15.0	20.0
S	**Rock**	16.0	17.5	14.5	23.0	20.0	18.0	18.0	20.0	20.0	13.5	20.0	20.0	20.0

** All scheduled headways are subject to change. NYC Transit Subways routinely adjusts scheduled headways to accommodate maintenance and construction work, as well as for special events.*

NYCT / MTA Bus

NYCT operates 192 local bus routes, 32 express bus routes, and 17 Select Bus Service (SBS) routes throughout New York City. MTA Bus operates 44 local bus routes, 43 express bus routes, and 3 SBS routes in the Bronx, Brooklyn, Queens, and Manhattan. Current frequency of service by bus route and borough can be accessed under "Schedules" at the MTA website at new.mta.info/schedules.

The frequency of service varies by route, based on load factors, time of day, and demand. Actual frequency may be affected by operational constraints, traffic delays, and severe weather conditions. Where bus service is provided, the minimum frequencies of bus service for NYCT and MTA Bus during peak and off-peak hours are as follows:

- At least every 30 minutes for Local Buses, all times except Late Nights.
- At least every 60 minutes for Local Buses, Late Nights (1 a.m. – 5 a.m.).

- At least every 30 minutes for Express Buses, Weekday Rush and Weekday Middays.
- At least every 60 minutes for Express Buses, Weekday Evenings and Weekends.

Current schedule frequencies by individual bus lines are available on the MTA website https://new.mta.info/schedules/bus.

LIRR

Service to most LIRR stations is provided 24 hours a day, seven days a week. The frequency is determined by the assigned level of service, the headway between trains, the load factors, and the ratio of seats to passengers. Service frequency may also be affected by the availability of equipment, track scheduling, operating resources, and weather emergencies. The standard level of service for stations on all LIRR branches is shown in the chart below. Complete branch schedules can be accessed under new.mta.info/schedules.

LIRR Current Frequency of Service (Max. Headway by Station and Time)	
Level 1 Peak: 20 minutes Off-Peak: 30 minutes Weekend: 30 minutes	Atlantic Terminal, Babylon, Baldwin, Bayside, Bellmore, Deer Park, Great Neck, Hicksville, Huntington. Jamaica, Merrick, Mineola, Penn Station, Port Washington, Rockville Centre, Ronkonkoma, Syosset, Valley Stream, Woodside. *Special Event Stations: Belmont Park, Mets-Willets Point, Elmont – UBS Arena*
Level 2 Peak: 30 minutes Off-Peak: 60 minutes Weekend: 60 minutes	Amityville, Auburndale, Bethpage, Brentwood, Broadway, Central Islip, Cold Spring Harbor, Copiague, Douglaston, Farmingdale, Floral Park, Flushing- Main St, Freeport, Hempstead, Hunterspoint Ave, Lindenhurst, Little Neck, Long Beach, Lynbrook, Manhasset, Massapequa, Massapequa Park, New Hyde Park, Northport, Oceanside, Rosedale, Seaford, Stony Brook, Wantagh, Westbury, Wyandanch
Level 3 Peak: 45 minutes Off-Peak: 90 minutes Weekend: 90 minutes	Bay Shore, Bellerose, Cedarhurst East New York, East Rockaway, Forest Hills, Garden City, Gibson, Greenlawn, Hewlett, Island Park, Islip, Kew Gardens, Kings Park, Laurelton, Locust Manor, Merillon Ave., Murray Hill, Nassau Blvd, Nostrand Ave., Patchogue, Plandome, Port Jefferson, Queens Village, Sayville, Stewart Manor, Woodmere
Level 4 Peak: 60 minutes Off-Peak: 120 minutes Weekend: 120 minutes	Albertson, Carle Place, Centre Ave, Country Life Press, East Hampton, East Williston, Far Rockaway, Glen Cove, Glen Head, Glen Street, Great River, Greenvale, Hempstead Gardens, Hollis, Inwood, Lakeview, Lawrence, Locust Valley, Long Island City, Malverne, Mastic-Shirley, Oakdale, Oyster Bay, Roslyn, Sea Cliff, Smithtown, Speonk, St Albans, St James, West Hempstead, Westwood

LIRR Current Frequency of Service (Max. Headway by Station and Time)	
Level 5 Peak: As warranted Off-Peak: As warranted Weekend: As warranted	Amagansett, Bellport, Bridgehampton, Greenport, Hampton Bays, Mattituck, Medford, Montauk, Pinelawn, Riverhead, Southampton, Southold, Westhampton, Yaphank

LIRR also bases service on load factors, the ratio of seats to the number of passengers. This determines the likelihood of overcrowding and the need for additional vehicles. It is also a way to determine whether the level of service at a particular time is appropriate to meet passenger demand. The average seating capacity of one train car is 120 for M-3 electric cars and 106 passengers for M-7 electric cars and 108 passengers for M-9 electric cars. Cars within the electric fleet operate as "married" pairs; consists are either 6, 8, 10, or 12 cars. (A "consist" is the equipment type and number of cars that are scheduled to make up an individual train.) For diesel bi-level coaches, average seating capacity is 140 per car. LIRR monitors load data on an ongoing basis.

The chart below displays the customer load point at which the LIRR considers adding or removing a pair of cars from the consist. The decision to change the number of cars in the consist is also affected by the following factors: finite fleet size, car availability, yard capacity, and platform lengths. Where equipment is available, trains at 90 percent or greater seating capacity will be considered for an additional pair of cars. The existence of standees, or the fact that the number of customers falls into the range listed below, does not guarantee that cars will be added to the train.

LIRR Electric Fleet – Customer Load Range							
# Cars	**Seating Capacity**			**Peak**		**Off-Peak**	
	M-3	**M-7**	**M-9**	**Reduce Cars**	**Increase Cars**	**Reduce Cars**	**Increase Cars**
6	720	636	648	N/A	604	NA	572
8	960	848	864	541	806	509	763
10	1200	1060	1080	721	1007	678	954
12	1440	1272	1296	901	N/A	848	N/A

LIRR Diesel Fleet – Customer Load Range					
# Cars	Seating Capacity	Peak		Off-Peak	
	C-3	Reduce Cars	Increase Cars	Reduce Cars	Increase Cars
1	140	N/A	126	N/A	119
2	280	119	252	112	238
3	420	238	378	224	357
4	560	357	504	336	476
5	700	476	630	448	595
6	840	595	756	560	714
7	980	714	882	672	833
8	1120	833	1008	784	952
9	1260	952	1134	896	1071
10	1400	1071	1260	1008	1190
11	1540	1190	1386	1120	1309
12	1680	1309	N/A	1232	N/A

Metro-North

Service frequency measures how often a train is scheduled to stop at a particular station. Service frequency is based upon the station's level of service (determined by ridership by station or average ridership within specific operating line segments). When determining service frequency, availability of equipment, track scheduling, and operating resources are also considered.

Metro-North uses the same methodology as LIRR for determining frequencies but designates station levels, as shown below, by geographic line segment rather than ridership. Maximum train headway differs for peak, reverse peak, weekday off-peak, and weekends. The chart below presents the maximum train headway by operating line segment and time of day for Metro-North stations.

Metro-North Frequency of Service by Line Segment and Time of Day				
Line Segment	**Peak (min)**	**Rev. Peak (min)**	**Off-Peak (min)**	**Weekend (min)**
Hudson Line				
Bronx	30	60	60	60
Mid-Hudson	25	30	60	60
Upper Hudson	30	30	60	60
Harlem Line				
Bronx	30	60	60	60
Mid-Harlem	25	30	60	60
Upper Harlem	25	30	60	60
Southeast - Wassaic	45	60	120	120
New Haven Line				
Inner New Haven	25	30	60	60
Outer New Haven	25	30	60	60
New Canaan Branch	30	60	60	60
Danbury Branch	45	60	120	120
Waterbury Branch	45	60	120	120
West of Hudson Lines				
Pascack Valley	45	60	120	120
Port Jervis	30	60	60	60

IV. Projected Performance Service Indicators by Agency

The MTA maintains and regularly updates customer-focused performance metrics measuring transit performance and service quality. Metrics include ridership, service performance, and safety. Detailed, open-source data can be accessed at MTA's performance metrics website metrics.mta.info and the NYS Open Data Portal at data.ny.gov.

2023 annual performance data for NYCT, LIRR, and Metro-North are summarized in the table below. The latest performance results are updated regularly and can be found on metrics.mta.info and data.ny.gov. Additionally, these metrics are presented at MTA Committee and Board meetings, which can be found at https://new.mta.info/transparency/board-and-committee-meetings .

NYCT

Performance Indicators	2023 Actual
NYCT Subways	
Weekday Major Incidents – Subways (monthly avg.)	40
Customer Journey Time Perf. (% within 5 min of scheduled)	84.80%
Additional Platform Time (avg. beyond scheduled)	1:18
Additional Train Time (avg. beyond scheduled)	0:30
Weekday Service Delivered – Subways	94.40%
Weekday Terminal On-Time Performance – Subways	82.90%
Weekday Terminal Delays – Subways (monthly avg.)	29,560
Mean Distance Between Failures – Subways (miles)	214,991
Weekday Wait Assessment – Subways	71%
Elevator Availability – Subways	96.40%
Escalator Availability – Subways	94.20%
Total Ridership – Subways	1,150,217,108
Weekday On-Time Performance – Staten Island Railway	95.80%
Mean Distance Between Failures – Staten Island Railway (miles)	63,458
NYCT Bus & MTA Bus Company	
Customer Journey Time – NYCT & MTA Bus (% within 5 min of scheduled)	72.80%
Additional Bus Stop Time – NYCT & MTA Bus (avg. beyond scheduled)	1:57
Additional Travel Time – NYCT & MTA Bus (avg. beyond scheduled)	0:29
Bus Customer Wheelchair Lift Usage – NYCT Bus	34,902
Service Delivered – NYCT & MTA Bus (% scheduled buses, peak hrs.)	95.40%
Bus Speeds – NYCT & MTA Bus (avg. route speed, end-to-end)	8.03
Total Ridership – MTA Bus Company	8,619,591
Total Ridership – NYCT Bus	340,728,185

Performance Indicators	2023 Actual
Mean Distance Between Failures – NYCT & MTA Bus (miles)	8,966
Wait Assessment – NYCT & MTA Bus	75.90%
Paratransit	
Total Paratransit Ridership	11,303,506
Access-A-Ride On-Time Performance Pick up within (30 min) / (15 min)	95.3% / 84.6%
AAR Appointment OTP Trips (30 min early to 1 min late)	50%
AAR Actual Ride Time at or Better than Planned Ride Time	90.50%
AAR Customer Experience – Frequent Rider Experience	86%
AAR Call Center (% of calls answered)	95.60%
AAR Passenger Complaints (per 1000 completed trips)	6.3
AAR Registrants	176,183
Safety	
Customer Injury Rate – Subways (per million customers)	2.59
Customer Accident Injury Rate – NYCT Bus (per million customers)	2.28
Collisions with Injury Rate – NYCT Bus (per million vehicle miles	7.9
Employee Lost Time and Restricted-Duty Rate – NYCT Subways (per 100 employees)	4.05
Employee Lost Time and Restricted-Duty Rate – NYCT Bus (per 100 employees)	5.31

LIRR

Performance Indicators	2023 Actual
Service	
On-Time Performance	93.90%
Elevator Availability	99.10%
Escalator Availability	96.00%
Total Ridership	64,882,573
Mean Distance Between Failures (miles)	166,378
Safety	
FRA-Reportable Customer Injury Rate (per million customers)	2.56
FRA-Reportable Employee Lost Time Rate (per 200,000 worker hours)	4.46

Metro-North

Performance Indicators	2023 Actual
Service	
On-Time Performance (West / East of Hudson)	93.3% / 97.4%
Elevator Availability	99.50%
Escalator Availability	100%
Total Ridership	58,041,829
Mean Distance Between Failures (miles)	392,345
Safety	
FRA-Reportable Customer Injury Rate (per million customers)	2.00
FRA-Reportable Employee Lost Time Rate (per 200,000 worker hours)	1.93

V. Level and Structures of Transit and Rail Fares

The below tables outline the level and structure of subway, bus, and commuter rail fares for 2023. Future adjustments to these fares are subject to a public participation process and MTA Board approval. Projected fare revenues for NYCT, LIRR, and Metro-North through 2027 can be found in the MTA Financial Plans at https://new.mta.info/transparency/financial-information/financial-and-budget-statements.

NYCT Subway / MTA Bus

Subway and Bus Fares, 2023*

Base Fare		MetroCard Discounts			
			Unlimited Ride MetroCard**		
Subway, Local Bus	Express Bus	Pay-Per-Ride MetroCard Percent Added / Minimum Purchase**	7-Day	30-Day	7-Day Express Bus Plus
$2.90	$7.00	0% / $5.80	$34.00	$132.00	$64.00

** The MTA has a reduced-fare program for customers with qualifying disabilities and senior citizens. The base reduced fare is $1.35, and purchasers receive Pay-Per-Ride MetroCard bonuses described above. The reduced-fare price for 30-Day and 7-Day cards is one-half the regular price. Reduced fare is not available on express buses from 6-10 a.m. and from 3-7 p.m.*

*** Pay-Per-Ride MetroCard includes a free transfer between a bus and subway (subject to certain restrictions). Upon request, bus customers paying cash are issued a free paper transfer to another local bus.*

**** Unlimited Ride cards permit unlimited subway and local bus rides for the period indicated. Express Bus Plus allows unlimited express bus rides as well. NYCT currently offers a weekly fare cap with OMNY which provides that, once a customer has used OMNY (with the same card or electronic device) to pay for 12 trips during a one-week period (beginning on any day), they ride free for the rest of the 7-day period.*

LIRR & Metro-North

LIRR & Metro-North Fares – One-Way Peak Fare Formulas, 2023*

LIRR	Metro-North		
	East of Hudson (NY)	East of Hudson (CT)	West of Hudson
$7.808 + $0.2596/mile	$7.8257 + 0.2608/mile	$7.249 + $0.2416/mile	$5.342 + $0.1564

VI. Projected Operating Resources and Agency Allocations

The MTA Financial Plans detail the agency's projected operating resources allocated from internal as well as federal, state, regional, and local sources. The complete Financial Plans, including narratives describing financial highlights, operating resources, allocations, and projections can be found at https://new.mta.info/transparency/financial-information/financial-and-budget-statements.

The following table summarizes the projected subsidies and dedicated taxes received by the MTA.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2024 - 2027
Consolidated Subsidies
Accrual Basis
($ in Millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	$2,601.0	$2,838.5	$2,991.0	$2,991.0	$2,991.0	$3,050.8
Petroleum Business Tax (PBT)	596.7	611.6	615.3	615.3	615.3	615.3
Mortgage Recording Tax (MRT)	624.3	368.6	459.0	502.1	543.3	570.9
MRT Transfer to Suburban Counties	(18.0)	(11.6)	(13.0)	(14.5)	(15.8)	(17.1)
Interest on MRT Receipts	9.3	0.0	0.0	0.0	0.0	0.0
Urban Tax	656.7	386.1	514.4	545.5	575.8	579.7
	$4,470.0	***$4,193.3***	***$4,566.7***	***$4,639.3***	***$4,709.4***	***$4,799.5***
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	$1,787.9	$2,194.3	$3,020.5	$3,150.1	$3,277.7	$3,403.7
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	264.4	279.6	282.9	283.1	283.3	283.5
	$2,296.6	***$2,718.2***	***$3,547.7***	***$3,677.5***	***$3,805.3***	***$3,931.5***
For-Hire Vehicle (FHV) Surcharge						
Subway Action Plan Account	300.0	300.0	300.0	300.0	300.0	300.0
General Transportation Account	0.0	0.0	25.0	37.4	49.2	51.2
	$300.0	***$300.0***	***$325.0***	***$337.4***	***$349.2***	***$351.2***
Automated Bus Lane Enforcement (ABLE) Violations	***$4.4***	***$9.9***	***$45.3***	***$40.8***	***$38.2***	***$38.2***
Peer-to-Peer Car Sharing Trip Tax	***$0.0***	***$0.2***	***$0.2***	***$0.2***	***$0.2***	***$0.2***
Capital Program Funding from Lockbox Revenues						
Central Business District Tolling Program (CBDTP)	$0.0	$0.0	$400.0	$1,000.0	$1,000.0	$1,000.0
Real Property Transfer Tax Surcharge (Mansion Tax)	524.4	337.2	320.6	332.8	335.7	335.8
Internet Marketplace Tax - NYS	152.6	154.2	155.7	157.3	158.8	160.4
Internet Marketplace Tax - NYC	173.0	174.7	176.5	178.2	180.0	181.8
Subtotal:	***850.0***	***666.1***	***1,052.8***	***1,668.3***	***1,674.5***	***1,678.0***
Less: Debt Service on Lockbox Bonds	*(13.4)*	*(88.5)*	*(207.0)*	*(450.2)*	*(847.6)*	*(1,159.5)*
Less: Lockbox Allocated to PAYGO	*(838.9)*	*(577.6)*	*(845.7)*	*(1,218.0)*	*(826.9)*	*(518.5)*
	($2.3)	***$0.0***	***$0.0***	***$0.0***	***$0.0***	***$0.0***
State and Local Subsidies						
State Operating Assistance	$187.9	$187.9	$187.9	$187.9	$187.9	$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	187.6	202.1	205.7	209.8	214.3	219.1
State General Fund Subsidy	0.0	150.0	150.0	0.0	0.0	0.0
	$563.5	***$727.9***	***$731.5***	***$585.6***	***$590.2***	***$594.9***
Casino License Revenues	***$0.0***	***$0.0***	***$0.0***	***$0.0***	***$500.0***	***$500.0***
Investment Income	***$10.7***	***$85.4***	***$59.3***	***$34.3***	***$14.3***	***$14.3***
Subtotal: Taxes & State and Local Subsidies	**$7,642.8**	**$8,034.9**	**$9,275.7**	**$9,315.0**	**$10,006.8**	**$10,229.8**
Other Funding Agreements						
City Subsidy for MTA Bus Company	$611.4	$655.4	$521.6	$542.6	$712.3	$787.2
City Subsidy for Staten Island Railway	55.1	41.5	54.6	77.6	76.7	80.3
CDOT Subsidy for Metro-North Railroad	246.6	256.1	255.0	281.2	294.4	305.5
	$913.1	***$953.0***	***$831.3***	***$901.3***	***$1,083.3***	***$1,173.1***
Subtotal, Including Other Funding Agreements	**$8,555.9**	**$8,987.9**	**$10,106.9**	**$10,216.3**	**$11,090.1**	**$11,402.8**
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	$1,189.7	$1,179.2	$1,299.7	$1,160.4	$1,120.1	$1,053.2
	$1,189.7	***$1,179.2***	***$1,299.7***	***$1,160.4***	***$1,120.1***	***$1,053.2***
GROSS SUBSIDIES	**$9,745.6**	**$10,167.0**	**$11,406.6**	**$11,376.8**	**$12,210.2**	**$12,456.0**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. II-41

The following tables show the final proposed budget for 2024, including projected operating revenues and expenses, by mode and operation. More information about these specific allocations can be found in the complete MTA Financial Plan documents.

NYCT Subways and Buses

MTA NEW YORK CITY TRANSIT
November Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
($ in millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue:						
Subway	$2,280.202	$2,649.893	$2,890.365	$2,976.741	$3,068.358	$3,187.481
Bus	609.178	656.751	756.305	789.651	816.570	839.207
Paratransit	18.244	22.927	25.692	26.720	27.789	28.900
Fare Media Liability	43.753	18.840	15.700	5.757	0.000	0.000
Farebox Revenue	$2,951.378	$3,348.410	$3,688.062	$3,798.869	$3,912.718	$4,055.588
Other Operating Revenue:						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	250.276	378.239	463.318	481.150	499.446	514.687
Other	5,033.047	199.753	213.911	211.583	215.098	207.267
Other Operating Revenue	$5,367.339	$662.008	$761.245	$776.749	$798.560	$805.969
Capital and Other Reimbursements	1,067.021	1,229.081	1,332.774	1,332.541	1,349.547	1,311.444
Total Revenues	**$9,385.738**	**$5,239.499**	**$5,782.081**	**$5,908.159**	**$6,060.824**	**$6,173.001**
Operating Expense						
Labor:						
Payroll	$3,889.142	$4,258.371	$4,607.042	$4,680.543	$4,798.438	$4,874.031
Overtime	847.840	876.145	558.146	570.061	584.227	589.865
Total Salaries and Wages	$4,736.982	$5,134.516	$5,165.188	$5,250.604	$5,382.665	$5,463.896
Health and Welfare	1,009.114	1,133.863	1,283.798	1,375.256	1,476.224	1,576.990
OPEB Current Payments	564.150	607.321	627.438	689.270	757.087	831.074
Pension	924.531	910.580	969.506	1,047.740	1,089.535	1,140.925
Other Fringe Benefits	748.532	824.036	814.797	850.573	894.176	935.854
Total Fringe Benefits	$3,246.328	$3,475.800	$3,695.538	$3,962.840	$4,217.022	$4,484.842
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	***$7,983.310***	***$8,610.316***	***$8,860.726***	***$9,213.443***	***$9,599.687***	***$9,948.738***
Non-Labor:						
Electric Power	$343.195	$319.878	$385.446	$415.761	$418.454	$428.551
Fuel	166.693	137.429	148.923	143.563	138.435	138.979
Insurance	73.296	72.385	78.587	86.608	96.687	108.148
Claims	237.501	258.490	236.447	241.261	246.219	251.326
Paratransit Service Contracts	411.972	522.663	528.880	553.277	584.376	613.025
Maintenance and Other Operating Contracts	379.369	375.169	326.684	314.577	298.402	301.210
Professional Services Contracts	153.031	217.179	221.612	203.674	207.364	211.292
Materials and Supplies	334.280	398.915	367.717	378.136	383.040	378.328
Other Business Expenses	114.858	124.335	124.527	132.624	136.050	139.919
Total Non-Labor Expenses	***$2,214.197***	***$2,426.445***	***$2,418.824***	***$2,469.481***	***$2,509.028***	***$2,570.779***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$10,197.507**	**$11,036.760**	**$11,279.550**	**$11,682.925**	**$12,108.716**	**$12,519.517**
Depreciation	$2,156.328	$2,199.000	$2,243.000	$2,288.000	$2,334.000	$2,381.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(348.278)	(333.000)	(333.000)	(333.000)	(333.000)	(333.000)
GASB 75 OPEB Expense Adjustment	864.470	876.000	885.000	893.000	903.000	912.000
GASB 87 Lease Adjustment	15.339	7.722	7.722	7.722	7.722	7.722
Environmental Remediation	0.483	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$12,885.849**	**$13,786.482**	**$14,082.272**	**$14,538.647**	**$15,020.438**	**$15,487.239**
Net Surplus/(Deficit)	**($3,500.112)**	**($8,546.983)**	**($8,300.190)**	**($8,630.488)**	**($8,959.614)**	**($9,314.238)**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. V-195

Staten Island Railway

MTA STATEN ISLAND RAILWAY
November Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
($ in millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$3.174	$3.936	$4.802	$4.968	$5.116	$5.296
Other Operating Revenue	57.557	1.749	1.645	1.505	1.521	1.474
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$60.731**	**$5.685**	**$6.447**	**$6.473**	**$6.637**	**$6.770**
Operating Expense						
Labor:						
Payroll	$29.362	$30.640	$32.382	$33.453	$33.570	$34.153
Overtime	4.354	3.014	3.469	3.646	3.665	3.732
Health and Welfare	6.423	8.998	9.729	10.034	10.099	9.920
OPEB Current Payments	3.097	3.094	3.245	3.282	3.300	3.318
Pension	7.802	8.410	8.100	9.320	9.660	9.740
Other Fringe Benefits	3.778	4.059	4.385	5.241	5.247	5.783
Reimbursable Overhead	0.024	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	***$54.840***	***$58.214***	***$61.310***	***$64.976***	***$65.541***	***$66.646***
Non-Labor:						
Electric Power	$4.365	$4.554	$5.248	$5.632	$5.720	$5.892
Fuel	0.440	0.356	0.344	0.318	0.304	0.307
Insurance	1.845	1.395	1.812	2.233	2.560	3.035
Claims	0.677	0.873	0.885	0.887	0.887	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.268	3.440	3.998	3.251	2.708	2.691
Professional Services Contracts	2.411	6.322	1.323	1.351	1.313	1.314
Materials and Supplies	3.058	1.767	1.247	1.349	1.349	1.314
Other Business Expenses	0.231	0.664	0.769	0.223	0.217	0.215
Total Non-Labor Expenses	***$15.295***	***$19.372***	***$15.625***	***$15.244***	***$15.059***	***$15.654***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$70.135**	**$77.586**	**$76.935**	**$80.220**	**$80.600**	**$82.300**
Depreciation	$13.729	$17.500	$17.500	$17.500	$17.500	$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.544	3.790	2.900	3.780	2.840	3.460
GASB 75 OPEB Expense Adjustment	4.722	8.011	8.272	8.539	8.812	9.092
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.020	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$89.151**	**$106.887**	**$105.607**	**$110.039**	**$109.752**	**$112.352**
Net Surplus/(Deficit)	**($28.420)**	**($101.201)**	**($99.160)**	**($103.566)**	**($103.115)**	**($105.582)**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. V-256

MTA Bus Company

MTA BUS COMPANY
November Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
($ in millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$163.430	$176.305	$190.001	$196.240	$202.932	$208.128
Other Operating Revenue	570.796	20.403	19.917	19.993	20.035	19.790
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$734.226**	**$196.708**	**$209.918**	**$216.233**	**$222.967**	**$227.918**
Operating Expense						
Labor:						
Payroll	$302.971	$324.969	$330.378	$338.666	$347.482	$354.346
Overtime	91.052	100.517	102.932	106.533	109.696	111.890
Health and Welfare	92.605	103.973	109.501	116.862	124.400	131.857
OPEB Current Payments	31.372	40.918	43.920	47.643	50.614	53.576
Pension	61.379	63.604	61.002	70.009	72.830	73.325
Other Fringe Benefits	71.623	76.921	77.685	78.812	79.975	80.854
Reimbursable Overhead	(2.797)	(1.230)	(1.249)	(1.269)	(1.278)	(1.285)
Total Labor Expenses	***$648.205***	***$709.671***	***$724.168***	***$757.256***	***$783.720***	***$804.564***
Non-Labor:						
Electric Power	$2.437	$1.614	$1.964	$2.112	$2.134	$2.191
Fuel	40.677	34.921	34.325	32.727	31.590	31.621
Insurance	5.439	6.767	7.244	7.937	8.169	8.688
Claims	50.004	56.294	57.577	58.838	60.115	61.516
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	25.369	34.278	42.320	39.265	39.500	39.562
Professional Services Contracts	25.613	35.155	40.220	40.392	40.302	40.260
Materials and Supplies	40.192	47.648	50.537	52.124	53.001	53.187
Other Business Expenses	5.514	7.969	8.121	8.312	8.400	8.482
Total Non-Labor Expenses	***$195.247***	***$224.647***	***$242.309***	***$241.707***	***$243.210***	***$245.506***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$843.452**	**$934.318**	**$966.476**	**$998.963**	**$1,026.930**	**$1,050.071**
Depreciation	$49.206	$56.163	$56.163	$56.163	$56.163	$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(16.725)	77.700	66.500	79.200	80.700	87.500
GASB 75 OPEB Expense Adjustment	41.342	76.112	78.411	80.741	83.300	85.943
GASB 87 Lease Adjustment	0.001	0.001	0.001	0.001	0.001	0.001
Environmental Remediation	0.119	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$917.395**	**$1,144.293**	**$1,167.551**	**$1,215.067**	**$1,247.094**	**$1,279.677**
Net Surplus/(Deficit)	**($183.169)**	**($947.586)**	**($957.632)**	**($998.834)**	**($1,024.127)**	**($1,051.759)**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. V-227

LIRR

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
($ in millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$457.583	$565.530	$631.829	$653.286	$674.327	$688.979
Other Operating Revenue	986.102	34.089	30.533	30.782	31.359	31.480
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$1,443.685**	**$599.619**	**$662.363**	**$684.068**	**$705.686**	**$720.459**
Operating Expense						
Labor:						
Payroll	$586.022	$677.292	$720.861	$746.112	$766.705	$801.424
Overtime	144.544	173.381	146.305	152.832	158.330	163.440
Health and Welfare	126.515	154.907	176.005	191.568	205.709	226.202
OPEB Current Payments	67.155	78.481	99.052	106.433	114.345	122.812
Pension	154.778	182.723	171.647	209.208	219.860	227.502
Other Fringe Benefits	165.450	187.070	181.634	186.200	191.961	200.357
Reimbursable Overhead	(47.564)	(41.231)	(41.466)	(42.603)	(44.554)	(45.556)
Total Labor Expenses	***$1,196.900***	***$1,412.623***	***$1,454.038***	***$1,549.750***	***$1,612.355***	***$1,696.180***
Non-Labor:						
Electric Power	$100.095	$110.704	$126.495	$127.129	$128.180	$130.793
Fuel	36.909	30.872	29.212	27.493	26.779	26.937
Insurance	20.655	25.628	29.286	33.864	39.462	46.025
Claims	12.861	5.546	3.851	3.937	3.937	3.937
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	75.256	105.304	138.247	120.525	122.219	130.410
Professional Services Contracts	32.748	46.629	52.078	51.469	47.830	46.055
Materials and Supplies	123.533	157.298	203.063	235.733	232.017	315.145
Other Business Expenses	14.241	21.437	25.771	34.060	34.623	35.187
Total Non-Labor Expenses	***$416.299***	***$503.418***	***$608.003***	***$634.211***	***$635.048***	***$734.489***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$1,613.199**	**$1,916.040**	**$2,062.041**	**$2,183.961**	**$2,247.403**	**$2,430.669**
Depreciation	$505.618	$538.229	$495.840	$500.798	$505.806	$510.863
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(7.097)	65.700	31.470	44.150	13.300	35.150
GASB 75 OPEB Expense Adjustment	29.309	96.500	98.430	100.399	102.407	104.455
GASB 87 Lease Adjustment	(0.632)	(0.137)	(0.620)	(0.620)	(0.620)	(0.620)
Environmental Remediation	16.065	2.000	2.000	2.000	2.000	2.000
Total Expenses	**$2,156.461**	**$2,618.332**	**$2,689.161**	**$2,830.687**	**$2,870.295**	**$3,082.517**
Net Surplus/(Deficit)	**($712.776)**	**($2,018.713)**	**($2,026.798)**	**($2,146.619)**	**($2,164.609)**	**($2,362.058)**
Cash Conversion Adjustments						
Depreciation	$505.618	$538.229	$495.840	$500.798	$505.806	$510.863
Operating/Capital	(9.742)	(9.059)	(23.952)	(8.718)	(13.316)	(13.275)
Other Cash Adjustments	(773.424)	329.762	160.705	348.140	120.168	148.281
Total Cash Conversion Adjustments	**($277.548)**	**$858.932**	**$632.593**	**$840.221**	**$612.658**	**$645.869**
Net Cash Surplus/(Deficit)	**($990.324)**	**($1,159.781)**	**($1,394.205)**	**($1,306.399)**	**($1,551.951)**	**($1,716.189)**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. V-59

Metro-North

MTA METRO-NORTH RAILROAD
November Financial Plan 2024 - 2027
Accrual Statement of Operations By Category
($ in millions)

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$448.196	$538.462	$556.228	$563.994	$571.758	$580.913
Other Operating Revenue	590.776	63.523	35.811	42.825	47.279	57.420
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$1,038.972**	**$601.985**	**$592.039**	**$606.819**	**$619.036**	**$638.332**
Operating Expense						
Labor:						
Payroll	$541.448	$602.166	$595.595	$629.306	$666.393	$687.602
Overtime	114.139	94.728	88.767	89.550	92.118	93.960
Health and Welfare	117.634	141.665	153.697	166.876	180.857	193.128
OPEB Current Payments	45.618	49.000	50.000	51.000	52.000	53.000
Pension	121.837	129.738	120.792	142.162	146.228	147.558
Other Fringe Benefits	138.436	143.160	142.012	148.417	155.765	160.273
Reimbursable Overhead	(70.939)	(76.192)	(94.747)	(100.206)	(107.800)	(104.755)
Total Labor Expenses	***$1,008.173***	***$1,084.265***	***$1,056.116***	***$1,127.106***	***$1,185.561***	***$1,230.765***
Non-Labor:						
Electric Power	$93.824	$92.027	$106.144	$108.032	$107.987	$108.625
Fuel	33.795	26.479	25.458	22.924	21.685	21.834
Insurance	18.923	19.010	23.035	25.544	28.813	32.530
Claims	0.648	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	121.322	122.582	119.582	121.171	119.750	121.424
Professional Services Contracts	39.899	47.061	45.783	48.767	44.776	43.607
Materials and Supplies	99.787	101.665	115.653	144.396	157.270	164.298
Other Business Expenses	30.406	26.424	23.355	24.001	25.102	25.734
Total Non-Labor Expenses	***$438.605***	***$436.249***	***$460.011***	***$495.835***	***$506.382***	***$519.051***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$1,446.778**	**$1,520.514**	**$1,516.127**	**$1,622.941**	**$1,691.943**	**$1,749.816**
Depreciation	$315.759	$306.305	$298.333	$301.785	$306.369	$315.867
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	13.465	66.010	48.000	60.600	41.430	57.720
GASB 75 OPEB Expense Adjustment	67.671	116.518	120.222	123.993	128.176	132.509
GASB 87 Lease Adjustment	(6.423)	(6.189)	(6.189)	(6.189)	(6.189)	(6.189)
Environmental Remediation	0.137	4.000	4.000	4.000	4.000	4.000
Total Expenses	**$1,837.386**	**$2,007.158**	**$1,980.493**	**$2,107.131**	**$2,165.729**	**$2,253.723**
Net Surplus/(Deficit)	**($798.414)**	**($1,405.173)**	**($1,388.454)**	**($1,500.312)**	**($1,546.692)**	**($1,615.391)**
Cash Conversion Adjustments						
Depreciation	$315.759	$306.305	$298.333	$301.785	$306.369	$315.867
Operating/Capital	(21.137)	(32.474)	(37.019)	(33.684)	(42.619)	(33.538)
Other Cash Adjustments	(485.361)	218.453	105.995	285.734	134.014	176.841
Total Cash Conversion Adjustments	**($190.739)**	**$492.284**	**$367.310**	**$553.835**	**$397.764**	**$459.170**
Net Cash Surplus/(Deficit)	**($989.153)**	**($912.889)**	**($1,021.144)**	**($946.477)**	**($1,148.929)**	**($1,156.221)**

MTA 2024 Final Proposed Budget: November Financial Plan, 2024 – 2027, Volume 1, Section 2, pg. V-144

VII. Projected Capital Resources and Agency Allocations

This section presents capital resources and specific agency funding allocations set forth in the 2020 – 2024 MTA Capital Program. In 2023, the MTA Board and Capital Program Review Board approved Amendment #3 of the 2020 – 2024 Capital Program. The full 2020 – 2024 Capital Program Amendment #3 can be found at https://new.mta.info/capital/2020CapitalProgram.

The below table summarizes the funding sources for Amendment #3.

Program Funding Plan	Proposed Program ($ in millions)
Capital from Central Business District Tolling Sources	$15,000
Capital from New Revenue Sources	$10,000
Federal Formula	*$9,984*
Federal New Starts (Second Av Subway Ph. 2)	*$2,005*
Federal Flexible & Other	*$1,084*
Federal Subtotal	$13,073
MTA Bonds & PAYGO	$7,393
State of New York	$3,101
City of New York	$3,007
Other Contributions	$542
Total CBRP Program	**$52,1156**
Bridges and Tunnels Bonds & PAYGO / Cash	$3,327
Total 2020 – 2024 Program	**$55,442**

MTA Capital Program 2020 – 2024 Amendment #3, page 12

Capital Allocations by Agency

The table below summarizes the 2020 – 2024 Capital Program funding allocations to MTA agencies.

Program Funding Plan	Proposed Program ($ in millions)
New York City Transit	$33,964
LIRR	$3,446
Metro-North	$3,408
MTA Bus	$839
MTA Interagency	$168
Core Subtotal	**$41,825**
Network Expansion	$10,291
CBRP Total	**$52,116**
Bridges & Tunnels	$3,327
Total Program	**$55,442**

The CPRB program amendment is subdivided into the "core" investments that renew and enhance, and "expansion" investments that extend the MTA network. MTA Capital Program 2020 – 2024 Amendment #3, page 9

The following tables detail the 2020 – 2024 Capital Program Amendment #3 funding allocations at the agency level, by asset type. Note that numbers may not total due to rounding.

NYCT (Subways, Buses, Staten Island Railway)

Category	Proposed Program ($ in millions)
Subway Cars	$4,327.7
Buses	$1,878.5
Passenger Stations	$9,558.3
Track	$2.556.4
Line Equipment	$362.8
Line Structures	$3,127.1
Signals & Communications	$6,718.5
Traction Power	$1,510.4
Shops & Yards	$508.3
Depots	$956.1
Service Vehicles	$226.8
Miscellaneous	$1,839.7
Staten Island Railway	$393.0
Total NYCT Program	**$33,963.7**

LIRR

Category	Proposed Program ($ in millions)
Rolling Stock	$148.2
Stations	$802.6
Track	$1,052.3
Line Structures	$271.0
Communications & Signals	452.1
Shops & Yards	$230.2
Power	$263.0
Miscellaneous	$227.0
Total LIRR Program	**$3,446.4**

Metro-North

Category	Proposed Program ($ in millions)
Rolling Stock	$725.7
Stations	$889.5
Track & Structures	$1,392.4
Communications & Signals	$106.7
Power	$157.0
Shops & Yards	$15.6
Miscellaneous	$121.0
Total Metro-North Program	**$3,407.9**

MTA Bus

Category	Proposed Program ($ in millions)
Total MTA Bus Company Program	**$839.3**

Network Expansion

Category	Proposed Program ($ in millions)
East Side Access	$798.2
Second Avenue Subway Phase 2	$5,233.2
Penn Station Access	$2,748.7
LIRR Expansion Project	$438.5
Regional Investments	$640.5
Penn Reconstruction	$100.0
Miscellaneous / Administration	$131.8
Total Network Expansion Program	**$10,290.9**

VIII. Strategies to Improve Productivity, Control Costs, and Coordinate Services

MTA operating agencies are engaged in an ambitious effort to identify and implement innovative ways of doing business more efficiently, reduce expenses, and improve service for customers. In 2023, MTA operating agencies identified and have been implementing numerous operating efficiencies initiatives that will result in $1.95 billion in savings over the November Financial Plan 2024 – 2027 period. These initiatives and strategies are detailed by agency in the November Financial Plan 2024 – 2027 Volume 1 beginning on page II-8 https://new.mta.info/transparency/financial-information/financial-and-budget-statements.

The MTA reports on cost-saving initiatives quarterly as required by the NYS Comptroller's Regulation 4, Section 202.5 (c). These quarterly reports can be found at https://new.mta.info/transparency/financial-information/savings-actions-reports.

Additionally, MTA staff regularly updates the MTA Board about productivity improvements and cost-control initiatives. These presentations can be found at https://new.mta.info/transparency/board-and-committee-meetings.

IX. Configuration of Services by Mode, Operation, and Route

The configuration of all MTA services by modes, operations, and routes is specified in the service maps published on the MTA website https://new.mta.info/maps.

Ongoing service changes are reported daily and in real-time on the MTA website homepage. Long-term service changes are studied and proposed to the MTA Board on an ongoing basis, as determined by funding, local changes in ridership, demographics, economic development, and other factors. Proposed changes are announced and, when required, presented in public hearings.

X. Identification of Operating and Capital Costs as Compared to System Revenues

MTA budgets identify in-system revenues from transit and commuter rail fares, tolls from MTA's bridge and tunnel crossings, as well as subsidies and dedicated taxes. The MTA Financial Plans outline the agency's operating costs, and the five-year Capital Programs identify capital costs. Revenue anticipated from system users is based on projected ridership as well as fare and toll revenue.

See Section 6 of this report for a breakdown of budgeted and projected revenue for the system and by operating agency. See Sections 6 and 7 for the projected operating and capital resources and agency allocations. The complete MTA Financial Plan can be found at https://new.mta.info/transparency/financial-information/financial-and-budget-statements.

XI. Analysis of Capital Program Plans, Performance Standards, and Achievements

The tables below outline the MTA's capital project commitments and completions for 2023. A detailed listing of project costs, status, locations, and other information for the MTA 2020-2024 Capital Plan can be found at http://web.mta.info/capitaldashboard/CPDHome.html. For an overview of 2020 – 2024 Capital Program execution and achievements in 2023, review MTA Construction & Development's 2023 Year in Review & 2024 Strategic Plan at https://new.mta.info/document/106091.

2023 MTA Capital Program Project Highlights: Commitments

Project	Current Month Forecast	Actual Value ($ in millions)
New York City Transit		
ADA: Package 5 - 13 Locations	12/29/2023	$834.44
ADA: Broadway Junction	12/30/2023	$373.87
Flushing: Contract 2	1/3/2023	$284.97
Sandy Repairs: Culver Yard	12/30/2023	$111.34
Rail Car Acceptance and Testing Facility, Brooklyn	1/3/2023	$116.19
Structure Painting: Myrtle Line Outstanding Work	12/21/2023	$130.24
LIRR		
ADA Forest Hills & Hollis / Platform Replacement at Babylon	12/28/2023	$238.88
2023 Annual Track Program	4/13/2023	$60.73
Webster Ave Bridge Replacement	12/27/2023	$10.85
Systemwide Bridge Assessment	3/27/2023	$13.20
Metro-North		
Brewster Yard Improvements-SE Parking	12/30/2023	$180.17
Fulton / South Street Bridges Design-Build	1/3/2023	$48.61
NHL Pelham Substation Replacement	12/28/2023	$44.97
MTA Bus Company		
Generator replacement: Spring Creek & College Point	12/30/2023	$17.55
HVAC Phase 2/Fire Control and CNG Ph. 2 - Spring Creek	12/31/2023	$12.04
HVAC Phase 2: College Point	12/31/2023	$22.39
MTA Construction & Development		
SAS Phase 2 Prelim Const/Utilities: Pkg1 - Early Utilities	12/29/2023	$138.00
SAS Phase 2 Real Estate: Purchase of Extell Property	4/26/2023	$82.50

Project	Current Month Forecast	Actual Value ($ in millions)
Penn Reconstruction: Architectural & Engineering Design	6/22/2023	$60.82
MTA Bridges and Tunnels		
Verrazzano-Narrows Bridge Tower Lighting, Electrical Upgrades & Painting	12/29/2023	$132.08
Verrazano-Narrows Bridge Lower-Level Deck Rehabilitation, Painting & Weigh-In-Motion Installation	4/17/2023	$104.87
Overhaul and Replace Facility Monitoring and Safety Systems	12/29/2023	$42.53
Throgs Neck Bridge Anchorage/Tower Protection, Lighting, Structures, Cable, and Suspender Rope (Project Management Consultant)	12/29/2023	$13.45

2023 MTA Capital Program Project Highlights: Completions

Project	Completion	Actual Value ($ in millions)
New York City Transit		
Coney Island Yard Power Recovery and Perimeter Protection	12/31/2023	$514.33
Staten Island Railway Clifton Yard Recovery and Mitigation	12/29/2023	$202.51
200 - 207 St Track, Switch and Signal Recovery	8/2/2023	$150.05
Line Structure Component Repairs on the Eastern Parkway Line	10/18/2023	$82.67
Private Branch Exchange (PBX) System Upgrade	9/30/2023	$54.31
Station Capacity Enhancements at Main St on the Flushing Line	10/31/2023	$54.57
NYCT Bus Purchase: 165 Standard Hybrid Buses (Nova)	1/30/2023	$146.11
Mainline Track Replacement on the Staten Island Railway	6/1/2023	$50.69
Negative Cable Replacement on the 4th Avenue Line, Phase 3	11/1/2023	$48.54
NYCT Bus Purchase: 209 Standard Diesel Buses (Nova)	10/31/2023	$141.21
NYCT Bus Purchase: 139 Standard Diesel Buses (New Flyer)	1/31/2023	$98.81

Project	Completion	Actual Value ($ in millions)
NYCT Bus Purchase 126 Standard Hybrid-Electric Buses (Nova)	4/30/2023	$107.95
Single Chip Ultra-Wideband Interoperability Proof of Concept	4/1/2023	$35.09
Subway Action Plan: Signal Quality Enhancements	4/30/2023	$24.24
LIRR		
Penn Station NY-33rd Corridor Construction (Phase 2)	3/1/2023	$435.37
Jamaica Capacity Improvements - Phase One	1/7/2023	$301.65
Cherry Valley Road Bridge Replacement	4/1/2023	$30.90
2023 Annual Track Program	12/31/2023	$64.56
Substation Replacement Ocean Ave Babylon Branch	4/1/2023	$24.24
Mainline Substation Component Replacements	6/23/2023	$24.16
Metro-North		
Harmon Shop Replacement - Phase V	12/31/2023	$432.02
Harmon to Poughkeepsie Signal System	12/11/2023	$141.57
2020 Cyclical Track Program	7/21/2023	$19.26
North White Plains Platform Repair	7/1/2023	$12.36
Croton Falls Parking	4/28/2023	$16.47
MTA Bus Company		
MTA Bus Purchase: 257 Express Buses	2/1/2023	$166.67
MTA Construction & Development		
LIRR Expansion Project: D-B Base Construction Contract	4/1/2023	$2,050.00
East Side Access: Grand Central Concourse and Facilities Fit-Out	1/1/2023	$105.29
East Side Access: Harold Catenary Work	10/1/2023	$23.41
MTA Bridges and Tunnels		
Superstructure Repairs on the Throgs Neck Bridge Approach Viaducts	11/1/2023	$224.41
R.F.K. Bridge Connector: Harlem River Lift Span to Harlem River Drive	12/1/2023	$100.87
Miscellaneous Painting at RFK Bridge	12/31/2023	$40.54
Rehabilitation of Lift Span Fender System at RFK Bridge	12/31/2023	$32.83
Tower Elevator Replacement at the Marine Parkway Bridge	12/31/2023	$25.14

XII. Status Report on Performance Goals and Achievements

MTA provides monthly and annual status reports on performance goals and achievements. Section 1 outlines the MTA's strategic priorities and the performance indicators used to evaluate and monitor the attainment of those strategic priorities. Section IV reports the 2023 results of the MTA's performance indicators. The 2023 MTA Annual Report details the initiatives undertaken to meet strategic priorities and can be read here: https://new.mta.info/document/131906.

Performance metrics and achievements are regularly posted to the MTA's metrics dashboard at metrics.mta.info and the NYS Open Data Portal data.ny.gov. Additionally, MTA leadership reports to the MTA Board monthly on these performance metrics and actions to correct any non-achievement of a performance standard. Recording of these meetings and the monthly performance metrics reports can be found at https://new.mta.info/transparency/board-and-committee-meetings.

XIII. Response to Petitions by Local Officials

MTA Headquarters Government and Community Relations team has 18 full-time staff that are responsible for liaising with government officials and community members. Staff are in regular contact with local officials through several means, including direct responses to inquiries, community outreach events, community meetings, official MTA communications, and formal public hearings. In addition to dedicated Government and Community Relations staff, the Press Office, Legal Department, executive management, and MTA Board all interact with and respond to elected and appointed officials across the MTA region on a regular basis.

Staff build and maintain relationships with elected officials, governmental agencies, community boards, local development corporations, business groups, and civic organizations to cultivate public understanding and support for MTA initiatives, policies, and capital projects.

In 2023, the Government and Community Relations department handled thousands of incoming letters, emails, and phone calls and attended hundreds of meetings with elected officials and community members.