



Transit and Bus Committee Meeting

May 2019

Committee Members

S. Feinberg, Committee Chair

P. Tottenberg, Vice Chair

A. Albert

N. Brown

F. Ferrer

R. Glucksman

D. Jones

N. Lynton

S. Metzger

H. Mihaltses

J. Samuelsen

L. Schwartz

V. Vanterpool



Each year, on the fourth Thursday of April, more than 37 million Americans at over 3.5 million workplaces participate in Take Our Daughters and Sons to Work Day, designed to connect what children ages 8 and 18 learn in school to opportunities in the workplace. At NYCT's Train Simulator Lab, Train Service Supervisor Howard Francis shows a participant what it's like to be behind the controls of a subway car.

New York City Transit and Bus Committee Meeting

2 Broadway, 20th Floor Conference Room

New York, NY 10004

Monday, 5/20/2019

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – APRIL 15, 2019

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3. COMMITTEE WORK PLAN

Committee Work Plan - Page 13

4. PRESIDENT'S REPORT

a. Customer Service Report

i. President's Commentary

President's Commentary - Page 21

ii. Subway Report

Subway Report - Page 24

iii. NYCT, MTA Bus Report

NYCT, MTA Bus Reports - Page 55

iv. Paratransit Report

Paratransit Report - Page 79

v. Accessibility Update

Accessibility - Page 93

vi. Strategy and Customer Experience Report

Strategy and Customer Experience Report - Page 95

b. Safety Report

Safety Report - Page 101

c. Crime Report

Crime Report - Page 105

d. NYCT, SIR, MTA Bus Financial & Ridership Reports

NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 115

e. Capital Program Status Report

Capital Program Status Report - Page 166

5. PROCUREMENTS

Procurement Cover, Staff Summary, and Resolution - Page 176

a. Non-Competitive

NYCT Non-Competitive Actions - Page 181

b. Competitive

NYCT Competitive Actions - Page 184

c. Ratifications

NYCT Ratifications - Page 187

6. SPECIAL PRESENTATIONS

a. Bus Plan - 1-Year Update (no materials)

b. L Project Update (no materials)

7. ACTION ITEM

a. Tariff Revision: Elimination of Half Fare Student MetroCard

Elimination of Half Fare Student MetroCard - Page 196

8. SERVICE CHANGE

a. Bus Schedule Changes Effective Summer 2019

Summer 2019 Bus Schedule Changes - Page 203

9. STANDARD FOLLOW UP REPORTS

a. MetroCard Report

MetroCard Report - Page 209

b. Transit Adjudication Bureau Report, 1st Quarter 2019

Transit Adjudication Report, 1st Quarter 2019 - Page 214

c. Elevator & Escalator Report, 1st Quarter 2019

Elevator & Escalator Report, 1st Quarter 2019 - Page 217

10. EXECUTIVE OFFICE CONTACT INFORMATION

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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

April 15, 2019

Meeting Held at:

Metropolitan Transportation Authority

Two Broadway

New York, New York 10004

10:30 AM

The following Members were present:

Hon. Sarah Feinberg, Committee Chair

Hon. Fernando Ferrer, Vice Chairman

Hon. Andrew Albert

Hon. Rhonda Herman

Hon. Randolph Glucksman

Hon. Michael Lynton

Hon. Susan Metzger

Hon. Haeda Mihaltzes

Hon. Lawrence Schwartz

Hon. Polly Trottenberg

Also present were:

Andy Byford, President

Joel Andrews, Vice President, EEO and Diversity

Craig Cipriano, Executive Vice President, MTA Bus

Michael Cosgrove, Vice President, Paratransit

Raymond Porteus, Inspector, NYPD Transit Bureau

Robert Diehl, Senior Vice President, Safety and Security Department

Alex Elegudin, Senior Advisor for Systemwide Accessibility

David Farber, Acting General Counsel

Gwen Harleston, Deputy Director of Compliance, MTA Bus

Janno Lieber, MTA Chief Development Officer, President, MTA Capital Construction

Patricia Lodge, Vice President, Human Resources

Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses

Frank Jezycki, Executive Vice President and Chief Operating Officer, Subways

Robert Lai, Assistant Chief Officer, MTA Bus

Sally Librera, Senior Vice President, Subways

Judith McClain, Acting Chief, Operations Planning

Sarah Meyer, Chief Customer Officer

Tim Mulligan, Senior Vice President, Operations Support

Jaibala Patel, Chief Financial Officer, Office of Management and Budget

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain

Deborah Prato, Senior Vice President, Chief People Officer

Alok Saha, Acting Senior Vice President, Capital Program Management

I. Chair Feinberg opened the meeting as the newly-appointed Committee Chair.

II. Public Speakers

There were eighteen public speakers. A video recording of the meeting produced by the MTA and maintained in MTA records contains the content of speakers' statements.

After thanking Vice Chair Ferrer for his service and welcoming Chair Feinberg as the Chair, President Byford addressed comments made by the public speakers.

Chair Feinberg inquired when a decision would be made regarding the M14 Bus Route stops. President Byford responded that the issue remains under discussion both internally and with colleagues at the Department of Transportation. He noted the Transit Authority was taking into consideration both the community concerns regarding the potential elimination of stops and the frequent customer complaints regarding the speed of the route along the 14th Street Corridor.

III. Award Presentation

President Byford presented an Employee Heroism Award to Hopeton Kiffin, a Transit Authority train operator, for his heroism on April 4, 2019, when Mr. Kiffin stopped the train to prevent a fatal collision with a young boy on the track bed.

IV. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the March 25, 2019 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.

The Work Plan was modified to reflect that the Homeless Outreach Report will now be presented in July.

V. Agenda Items

President Byford delivered the President's Report. The President's Report is hereby corrected to reflect that additional M14A bus service is a component of the Alternative Service Plan for the L Project, whereas the proposed new M14 SBS route is independent of the L Project and would be a permanent service change.

Member Albert inquired if there will be an additional two to three trains per hour on the Flushing Line beginning in May 2019. President Byford advised that a switch is scheduled to be replaced at Mets-Willets Point in early May, which will allow an

increase of up to twenty-five trains per hour and potentially up to twenty-nine trains per hour.

A. Customer Service Operations Report

Sally Librera, SVP of Subways, delivered the Subway Report.

Member Metzger noted the service improvements are impressive. Member Schwartz requested a monthly update on the Subway Action Plan to view the progress from a dashboard perspective. President Byford agreed to provide updates on the Subway Action Plan as well as updates on the Save Seconds Plan.

Janno Lieber, MTA Chief Development Officer, President, MTA Capital Construction, delivered a presentation with updates on the L Project. President Byford stated that additional information was available in a pamphlet that had been distributed to riders. President thanked the NYPD in advance for helping riders move from Point A to Point B.

Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses, delivered the Buses Report and the Paratransit Report.

Alex Elegudin, Senior Advisor for Systemwide Accessibility, delivered the Accessibility Report.

Member Schwartz emphasized the importance of staff trainings and requested that performance metrics be provided for all new initiatives, including staff trainings, to allow the Committee to measure their effectiveness and improve customer service. Member Schwartz noted that the Transit Authority could develop its own model or use the model created by the NYPD.

President Byford stated he is working toward having all fifty thousand NYCT employees trained in order to improve customer service. He noted that it is difficult to specifically measure a training's effectiveness and instead emphasized a focus on overall customer satisfaction measures.

Mr. Elegudin added that employees currently undergo numerous trainings such that a dashboard tracking measure may not be feasible. He alternatively suggested tracking a reduction in complaints. Mr. Elegudin explained his vision that within the next five to ten years, there will be a cultural change amongst Transit Authority employees on the ground regarding mobility-impaired riders.

Sarah Meyer, Chief Customer Officer, delivered the Strategy and Customer Experience Report.

Member Albert inquired if his comments regarding the distribution of erroneous information on transfer options on the M86 bus screens had been received. Ms. Meyer thanked Member Albert for bringing the issue to her attention and noted that the Transit

Authority intends to move to a new software system that will deliver more accurate information to be displayed.

Robert Diehl, Senior Vice President, Safety and Security Department, delivered the Safety Report.

Chair Feinberg inquired as to the bus movement injuries, which Mr. Diehl explained refers to incidents in which a bus rider falls due to bus movement.

Mr. Diehl delivered an update on Fare Evasion.

President Byford stated that the goal is decrease the opportunity for individuals to evade the fare, not to arrest or criminalize individuals. He noted that while recidivists may still attempt to evade the fare, most people will develop a mindset that fare evasion is not worth the risk. Mr. Diehl added that riders should understand that there will be a penalty for attempting to evade the fare.

In addition to activating existing alarms on station exit gates, Member Albert asked whether new alarms would be installed. Mr. Diehl replied that, at this time, only existing alarms were being activated and noted that the alarms had been deactivated in 2014 for a variety of reasons.

Chair Feinberg stated that she wishes to be briefed on the drug testing program in the future.

Inspector Porteus, NYPD Transit Bureau, delivered the Crime Report.

Member Albert stated that he noticed a five-hundred percent increase in aggravated harassment and asked what type of crimes are included. Inspector Porteus answered that the increase is primarily due to the number of hate crimes. He explained that the majority of these, twenty of the twenty-six, were graffiti related; of those, seventeen were swastikas, one was anti-news, one was anti-police, and one was anti-Semitic. These crimes are under investigation by the Hate Crimes Task Force which works in conjunction with neighboring policing, NCOs, and general station managers to achieve results.

Chair Feinberg inquired whether the stations have cameras to assist with identification of those individuals responsible for the graffiti. Inspector Porteus responded that all stations have cameras in place, but four arrests were made for crimes that were not graffiti-related. He further stated that additional cameras could be installed if there are locations which are repeatedly targeted with graffiti.

B. Financial Reports

Jaibala Patel, Chief Financial Officer, Office of Management and Budget, delivered the NYCT, SIR and MTA Bus Finance Report.

Member Albert expressed concern regarding a thirty-seven percent decrease in ridership on the Staten Island Railway and asked whether there was any ongoing major work. Ms. Patel stated she did not believe there was ongoing major work and Ms. Librera indicated that she would further examine the statistics.

Alok Saha, Acting Senior Vice President, delivered the Capital Program Report.

C. Procurements

Prior to the introduction of the procurement package, Chair Feinberg noted that the Agenda listed two procurements, one of which was for Siemens Mobility, Inc.

Chair Feinberg suggested the Siemens procurement be pulled due to concerns regarding Siemens. Chair Feinberg proposed additional briefings for the Committee Members to address these concerns and emphasized the need to have Siemens answer additional questions before moving forward with the procurement.

Member Schwartz agreed and offered to second the motion. He noted that he has been advised of serious concerns regarding Siemens' and Bombardier's performance on the Long Island Rail Road's (LIRR) and Metro-North's positive train control (PTC) project and expressed his own concerns about engaging in any future NYCT business with Siemens and Bombardier due to their poor performance and incompetence. Member Schwartz commented that, while the Committee Members are not responsible for overseeing the day-to-day implementation of the PTC contract, diligent oversight and the right staffing throughout the PTC project's duration are critical to ensuring timely implementation.

Member Schwartz expressed concern for the safety of LIRR, Metro-North, and NYCT riders due to Bombardier's and Siemen's poor performance. Member Schwartz questioned whether the new debarment language that was included in the recently-passed New York State Budget applied to the existing PTC contracts with Siemens and Bombardier. Member Schwartz proposed potentially cancelling and rebidding the PTC contracts or looking at whether Siemens and Bombardier should be debarred from future contracts with the MTA. He added that MTA pension funds should not be invested in these companies.

While Siemens' and Bombardier's senior management staff had appeared before the Metro-North & LIRR Committee that morning, Member Schwartz advocated that the companies' Chief Executive Officers (CEOs) appear to explain their failures with respect to PTC and their plans to remedy these errors. Member Schwartz stated that MTA personnel should also be accountable for failures with the PTC project and inquired whether the Inspector General would be investigating and issuing a report.

Member Schwartz reiterated that past agency mistakes would not be repeated as NYCT moves toward the restoration of customer trust and confidence in the subway system,

noting that it is all about accountability and responsibility. Given the importance of the PTC project for the commuter rail ridership, Member Schwartz stated that Siemens and Bombardier, and the MTA, as an agency, failed its riders. Member Schwartz stated he would not accept as an excuse for poor performance that there are limited vendors in the transportation business and stated that the Transit Authority would locate additional vendors. Member Schwartz concluded by emphasizing that Siemens' and Bombardier's CEOs should appear before the MTA Board to take accountability and apologize to the riders for their companies' poor performance.

Member Metzger advised that the wording to implement the debarment language in the State Budget was still under discussion, but assured Member Schwartz that the MTA is closely tracking additional costs associated with the PTC project and in an unprecedented move, is utilizing its own oversight quality observers at the vendors' plants. Responding to Member Schwartz's request for the CEOs to appear before the Committee, Member Metzger stated that the CEOs themselves have been asked to appear, including at that morning's Metro-North & LIRR Committee meeting, and agreed they should appear before the full MTA Board. Member Metzger expressed appreciation that Chair Feinberg was holding additional briefings for Committee Members to fully understand the products and services provided by Siemens and Bombardier given the impact of their poor performance.

Member Metzger emphasized that the MTA intends to keep its promise to the riders to have the PTC project completed on schedule, regardless of the vendors' errors, and that all Committee Members should work collaboratively toward that goal. Member Metzger announced she had received a new implementation schedule the prior Friday which she intended to distribute to the full Board.

Member Schwartz praised Member Metzger's work and noted that his comments were not directed toward her or other Board Members. Rather, Siemens should be embarrassed that quality oversight is required in its facilities. Additionally, Member Schwartz stated that it is unacceptable for the CEOs to send lower-level employees on their behalf considering the MTA's status as one of their largest clients. The CEOs should personally appear before the MTA Board, on the record, to assure the MTA Board Members that all resources will be made available for timely implementation of PTC and they will be personally responsible for meeting the schedule.

Member Metzger indicated that she had initially met with higher-level employees at Siemens and Bombardier but then requested to speak to employees with greater technical knowledge in order to receive specific answers to substantive questions rather than calming platitudes from leadership.

Member Schwartz expressed appreciation but reiterated the need to directly contact the CEOs to appear for questioning before the Transit Committee or the full MTA Board in the month of May. Member Metzger stated the CEOs should appear before the full Board because Siemens and Bombardier have MTA contracts other than those for the PTC project.

Chair Feinberg concurred and thanked Member Metzger for her leadership. Based on her years of experience working on other PTC projects, she emphasized the importance of directly questioning the CEOs as she is not on the Metro-North & LIRR Committee. Chair Feinberg confirmed that Siemens' and Bombardier's leaders had appeared at that morning's Metro-North & LIRR Committee Meeting, as requested by Member Metzger, but reiterated that the best approach was their appearances before the full MTA Board.

Chair Feinberg emphasized that the PTC deadline was rapidly approaching and the MTA would not request an extension to that deadline from the Federal Rail Administration (FRA) based on Siemens' and Bombardier's errors, given the importance of the technology for accident prevention.

Chair Feinberg stated that she assumes MTA employees are assessing ways to recoup costs associated with the quality oversight at the vendors' facilities.

Member Metzger noted that two Siemens procurement items, which typically would have been approved, had been pulled from the agendas that day, one Transit Authority item and one Metro-North & LIRR item. Member Metzger indicated that she believed those actions by the Transit and the Metro-North & LIRR Committees make a statement.

Member Albert noted that the issue before this Committee related to communications based train control (CBTC) for the R179 and R211 fleets, but that a bad actor is a bad actor regardless of the nature of the work. Member Albert inquired about the effect that pulling this procurement item may have on CBTC installation for the R179 subway car fleet.

President Byford noted that the procurement item was a ratification, not an award, and that Kawasaki, the manufacturer of the R211 fleet, was on a critical path and needed specific details regarding CBTC. He also noted that Thales would be the CBTC design supplier for the R211 fleet, not Siemens.

Member Lynton commented that as a new Board member, he agreed that Siemens' and Bombardier's CEOs should come before the MTA Board from a responsibility perspective. From an organizational perspective, he stated it was important that those with the proper technical expertise were communicating with the vendors due to the highly technical nature of PTC.

Member Metzger advised that MTA Managing Director Veronique Hakim and President of Metro-North Cathy Rinaldi have been communicating with Siemens and Bombardier directly as have two technical experts, Deborah Chin from LIRR and Anthony Devora from Metro-North. Working group meetings on PTC are held monthly, chaired by Managing Director Hakim, to speak with vendors' technical staff. As of February 2019, the PTC Working Group escalated its' concerns to the Metro-North & LIRR Committee

and had the vendors appear before that Committee on two occasions, including that morning.

Member Schwartz noted that he has been a part of a cost containment working group working with Commissioner Trottenberg and former Commissioner Rechler, along with Janno Lieber, to increase competition in the transportation industry. Currently there are a limited number of vendors available and there are some bad actors who regularly request change orders and make excuses, including Siemens and Bombardier.

Member Schwartz commented that only the CEOs of Siemens and Bombardier have the power to invest more resources and the appropriate personnel into MTA projects and if they are unwilling to appear, this sends a loud message to commuters. Member Schwartz expressed his appreciation for the new debarment language approved by Governor Cuomo and the New York State Legislature. While not opposed to having technical employees appear, only the Siemens and Bombardier CEOs have the authority to guarantee, on the record, the timely completion of PTC at the highest quality standard to increase safety of riders on the commuter rail lines.

Member Albert reminded the Committee that in addition to its poor performance on the PTC project, Bombardier's delivery of the R179 cars was over two years late, which resulted in older fleet remaining in service longer than anticipated.

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, comprised of one item: the ratification of an award to FPM Engineering Group, P.C. in the total estimated amount of \$1.25M to provide consulting services to review groundwater data, evaluate borings and other hydrological materials, analyze water leakage and conduct other activities in support of the Capital Program. Two proposals were received and the Selection Committee unanimously selected FPM Engineering based on its extensive experience and competitive pricing.

A motion was duly made and seconded to approve this competitive procurement, which required a majority vote (Schedule G in the agenda). The procurement was approved with all votes in favor.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports in the Committee Book, which include the Monthly MetroCard Report, the Transit Recidivism Report for 4th Quarter 2018, and the Fare Evasion Report for 4th Quarter 2018.

Member Albert remarked that he did not see any survey information from shuttle riders. Ms. Meyers noted that she would review the data and that over eleven thousand comments had been reviewed.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jessica Goldstein".

Jessica Goldstein



2019 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
NYCT Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYCT President & MTA Bus Co. President
Procurements	Materiel
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

May 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019
Elevator & Escalator Service Report, 1st Qtr, 2019

Responsibility

Law
Subways

June 2019

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2019
Transit Recidivism Report, 1st Qtr, 2019
Fare Evasion Report, 1st Qtr, 2019

EEO & Human Resources
Law
Management & Budget

July 2019

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

Strategy & Customer Experience

August 2019

No Meetings Held

September 2019

Public comment/Committee review of budget
2019 NYCT Mid-Year Forecast Monthly Allocation
2019 SIR Mid-Year Forecast Monthly Allocation
2019 MTA Bus Mid-Year Forecast Monthly Allocation
2020 Preliminary NYCT Budget
2020 Preliminary SIR Budget
2020 Preliminary MTA Bus Budget

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

	<u>Responsibility</u>
Service Quality Indicators (including PES & MTA Bus PES) Elevator & Escalator Service Report, 2nd Qtr, 2019 Transit Adjudication Bureau Report, 2nd Qtr, 2019 Transit Recidivism Report, 2nd Qtr, 2019 Fare Evasion Report, 2 nd Qtr, 2019 NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2019	Operations Planning Subways Law Law Management & Budget EEO & Human Resources
<u>October 2019</u> Public Comment/Committee review of budget 2020 Preliminary NYCT Budget 2020 Preliminary SIR Budget 2020 Preliminary MTA Bus Budget	Management & Budget Management & Budget Management & Budget
<u>November 2019</u> Elevator & Escalator Service Report, 3 rd Qtr, 2019 Transit Adjudication Bureau Report, 3 rd Qtr, 2019	Subways Law
<u>December 2019</u> NYCT 2020 Adopted Budget/Financial Plan 2020-2023 SIR 2020 Adopted Budget/Financial Plan 2020-2023 MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023 NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2019 Transit Recidivism Report, 3rd Qtr, 2019 Fare Evasion Report, 3rd Qtr, 2019	Management & Budget Management & Budget Management & Budget EEO & Human Resources Law Management & Budget
<u>January 2020</u> Approval of 2020 NYCT Committee Work Plan Quarterly Customer Satisfaction Report, 4 th Qtr, 2019	Committee Chair & Members Strategy & Customer Experience
<u>February 2020</u> Preliminary Review of NYCT 2019 Operating Results Preliminary Review of SIR 2019 Operating Results Preliminary Review of MTA Bus 2019 Operating Results NYCT Adopted Budget/Financial Plan 2020-2023 SIR Adopted Budget/Financial Plan 2020-2023 MTA Bus Adopted Budget/Financial Plan 2020-2023 Service Quality Indicators (including PES & MTA Bus PES) ADA Compliance Report Elevator & Escalator Service Report, 4 th Qtr, 2019 Transit Adjudication Bureau Report, 4 th Qtr, 2019 NYCT & MTA Bus EEO & Diversity Report, 2019 Yr End Rpt	Management & Budget Management & Budget Management & Budget Management & Budget Management & Budget Management & Budget Operations Planning Capital Program Management Subways Law EEO & Human Resources
<u>March 2020</u> Transit Recidivism Report, 4 th Qtr, 2019 Fare Evasion Report, 4 th Qtr, 2019	Law Management & Budget
<u>April 2020</u> Final Review of NYCT 2018 Operating Results Final Review of SIR 2018 Operating Results Final Review of MTA Bus 2018 Operating Results Quarterly Customer Satisfaction Report, 1 st Qtr, 2019	Management & Budget Management & Budget Management & Budget Strategy & Customer Experience



2019 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.

NYCT 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.

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 NYCT fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYCT'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)

MAY 2019

Transit Adjudication Bureau Report, 1st Qtr, 2019

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

Elevator & Escalator Service Report, 1st Qtr, 2019

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

JUNE 2019

EEO & Diversity Report, 1st Qtr, 2019

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.

Transit Recidivism Report, 1st Qtr, 2019

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 1st Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

JULY 2019

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

AUGUST 2019

No Meetings Held

SEPTEMBER 2019

2019 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

II. SPECIFIC AGENDA ITEMS (con't)

2019 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 NYCT Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

Service Quality Indicators/PES Report

Bi-annual report which presents NYCT and MTA Bus Passenger Environment Survey results, which measure subway and bus cleanliness, customer information and operations.

Elevator & Escalator Service Report, 2nd Qtr, 2019

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

Transit Adjudication Bureau Report, 2nd Qtr, 2019

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

Fare Evasion Report, 2nd Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

EEO & Diversity Report, 2nd Qtr, 2019

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.

Transit Recidivism Report, 2nd Qtr, 2019

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

OCTOBER 2019

2020 NYCT Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

Public comments will be accepted on the SIR 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2020 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019

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

Transit Adjudication Bureau Report, 3rd Qtr, 2019

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

DECEMBER 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

SIR 2020 Adopted Budget/Financial Plan 2020-2023

SIR will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023

MTA Bus will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

EEO & Diversity Report, 3rd Qtr, 2019

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.

Transit Recidivism Report, 3rd Qtr, 2019

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 3rd Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

JANUARY 2020

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2020 and will be asked to

II. SPECIFIC AGENDA ITEMS (con't)

approve its use for the year.

Quarterly Customer Satisfaction Report, 4th Qtr 2019

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

FEBRUARY 2020

Preliminary Review of NYCT's 2019 Operating Results

NYCT will present a brief review of its 2019 Budget results.

Preliminary Review of SIR 2019 Operating Results

SIR will present a brief review of SIR's 2019 Budget results.

Preliminary Review of MTA Bus 2019 Operating Results

MTA Bus will present a brief review of its 2019 Budget results.

Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

SIR Adopted Budget/Financial Plan 2020-2023

NYCT will present SIR's revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

MTA Bus Adopted Budget/Financial Plan 2020-2023

MTA Bus will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

Service Quality Indicators/PES Report

Bi-annual report which presents NYCT and MTA Bus Passenger Environment Survey results, which measure subway and bus cleanliness, customer information and operations.

ADA Compliance Report

The annual update to the NYCT 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.

Elevator & Escalator Service Report, 4th Qtr, 2019

Quarterly report to the Committee on system wide reliability and availability goal for

II. SPECIFIC AGENDA ITEMS (con't)

elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 4th Qtr, 2019

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- 2019 Year-End Report

A detailed year-end 2018 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 2020

Transit Recidivism Report, 4th Qtr, 2019

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 4th Qtr, 2019

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

APRIL 2020

Final Review of NYCT 2018 Operating Results

NYCT 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 2018 Operating Results

NYCT 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 2018 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.

Quarterly Customer Satisfaction Report, 1st Qtr 2019

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

President's Report

Andy Byford, President



The Transit Diversity Advisory Council held its orientation at 2 Broadway on April 24. Members of President Byford's executive team were each paired with a leader of the newly formed Transit Employee Groups (TEGs). These voluntary, employee-led, diversity affinity groups provide a forum to discuss common experiences and challenges. The role of the Council is to ensure the groups align with business objectives, identify and address affinity barriers, and champion diversity and inclusion.

May 2019 President's Commentary

We have just passed the one-year anniversary of the launch of the NYCT Bus Action Plan, a subset of the Fast Forward plan that was launched a month later.

Over the past twelve months, a lot of progress has been made in improving bus service as will be demonstrated in a presentation to the Committee at today's meeting. In the same way that we have applied intense focus on operational basics on the subway, we have looked at generic and route specific challenges that impede service reliability and applied fixes to enable our buses to get through crowded streets.

Our fleet continues to evolve. We recently retired the last of our RTS diesel buses, a type that served New York well for decades but now needs to make way for latest generation of electric and hybrid-electric vehicles that are better for the environment and that offer state-of-the-art customer amenities.

The backbone of our Bus Action Plan is the suite of borough network reviews that began with Staten Island express routes and that are now underway in both the Bronx and Queens. Work is progressing well and the highly inclusive format has received widespread praise for its transparent and holistic approach.

This is still a work in progress and much remains to be done. But with the assistance of our partners at the New York City Department of Transportation and the NYPD and with the Mayor's complementary bus plan now in place, I expect to see improved punctuality and reliability statistics going forward.

The Bus Action Plan would not exist without the leadership and expertise of my friend and colleague, Darryl Irick, President of MTA Bus and SVP NYCT Bus. Darryl has advised me of his intention to retire in June after an illustrious career at Transit that has taken him from bus operator to executive over 33 years. I wish to place on record my thanks to Darryl for his excellent work, dedication and leadership over this time.

While I will expand on more Fast Forward achievements next month, I would like to point out the critical role federal funding has in supporting our capital program and our Fast Forward efforts.

Federal Transit Administration (FTA) funding has provided nearly 40% of NYCT's past seven capital programs, and reliable predictable federal funding will play a critical role in the modernization of NYCT's infrastructure, and many aspects of Fast Forward—including rolling stock, new ADA stations, and capacity improvements—will rely heavily on robust federal funding and support. We look forward to working with our federal partners and our delegation to develop a strong infrastructure bill that includes a fair share for public transportation in urban areas.

We are a few weeks into the L project and with the tunnel reconstruction underway, I am pleased with how things have gone, thus far. The service plan is working well, thanks in large part to our customers taking alternate routes, the way we have managed stations and the revised overnight and weekend train service. A huge amount of planning, training and preparation went into making the plan a success and we are determined to build on our positive start and excel throughout the duration of the project.

For the L Project, we are using FTA's Sandy Emergency Relief program and are currently working with the FTA to finalize a Core Capacity grant to build three new substations along the L line so we can operate more trains per hour. This grant would also fund circulation improvements and elevators at 1 Av and Bedford. FTA's discretionary Core Capacity program could be instrumental in supporting capacity increases we are planning through Fast Forward.

Subway performance continues to show sustained improvement. Had it not been for a challenging last two days of the period, punctuality would have reached 80%, a figure that I set for my team as an internal interim target, some time back. This success reflects continued all-out focus on operational disciplines via our *Save Safe Seconds* campaign, as well as ongoing Subway Action Plan work to improve asset reliability.

Our SPEED team continues to identify ways to safely decrease journey times across the network, both in terms of removal of redundant speed restrictions and in recalibration of grade timer signals. We are also reviewing existing standards to see if further speed increases can be safely authorized.

As we move towards modernization of the system, I am happy to announce that the first phase of our new fare payment system, OMNY, will be launched to the public on May 31st. Customers will be able to use their contactless credit, debit or prepaid cards, or their mobile phones to pay their fare on all Staten Island buses and the 4,5,6 lines between Grand-Central-42 St and Atlantic Av-Barclays Center.

In parallel, we continue to apply intense focus to ongoing issues such as escalator and elevator reliability, fare evasion, and sensitive but effective ways to help the homeless while driving up service quality for all Transit customers. Good progress is also being made across the various workstreams to increase accessibility on our system, detail of which will be provided by Alex Elegudin.

Finally, I am very pleased to advise the Committee that the 7 line is now operating in full Automatic Train Operation (ATO) mode, end to end. This is another benefit of the modern CBTC signal system that went live earlier this year and that is driving a substantial increase in punctuality and service reliability on the Flushing Line. I am very proud of Pete Tomlin and his team for achieving this milestone.

These various improvements are due to the hard work and dedication of Transit's 50,000 men and women. On my regular visits around the system - and on my daily ride to and from work - I am always struck by their professionalism and tenacity as they strive to keep New York moving.

Andy Byford
President, New York City Transit

Customer Service Report: Subways

Sally Librera, Senior Vice President



Wayfinder Maureen Holliday was among Subways staff that included platform controllers, station supervisors, and customer ambassadors who were out in full force on the first weekend (April 26-28) of the L Project to help customers and answer questions.

May 2019 Highlights: Department of Subways

Subway performance continued to improve in April 2019, reaching several new milestones. Weekday Trains Delayed decreased 34.9% compared to last April, reaching the lowest level since December 2013. Weekday on-time performance was 79.8%, the highest since October 2013. Weekday major incidents decreased by nearly one-third compared to last April and was among the fewest major incidents per weekday since measurement began in 2015. Service Delivered reached a new high of 97.0%, while Additional Train Time improved to 53 seconds, a 35% improvement over last April. Customer Journey Time Performance was 83.5%, the highest since August 2016. Finally, subway car Mean Distance Between Failures (MDBF) reached its highest monthly level since May 2015.

Improving subway service requires a team effort through multiple initiatives. The Subway Action Plan has resulted in fewer asset failures and better response times, while ongoing maintenance continues to ensure that the system remains in better condition and that we are well-prepared to address any incidents as they occur. Through Save Safe Seconds we continue to improve the performance of signal timers and have safely increased operating speeds at scores of locations across the system. Complementing all of this is the back-to-basics approach to service delivery under Fast Forward that has resulted in more precise service management.

Fast Forward also calls for the modernization of the subway system, and we took an important step towards that goal with the activation of Automatic Train Operation (ATO) on the 7 line. Performance on the 7 line has already improved dramatically since the completion of Communications Based Train Control (CBTC), and we expect even more improvements with ATO. In addition to greater reliability, ATO also allowed us to add additional trips on the 7 line during both the morning and evening rush hours, providing more capacity on one of our busiest lines.

In late April 2019, major construction for the L Project began, along with reduced service to enable work on one of two under-river tunnels each evening, night, and weekend. Subways staff and our partners throughout NYCT and the NYPD undertook an intense effort to plan for the service changes, including training thousands of employees, developing strategies to accommodate riders on the L and alternative services, and most importantly ensuring the safety of customers and staff in stations and on-board trains. I would like to thank all staff and volunteers involved in that effort, as well as our L line customers who used alternative service in great numbers and cooperated with our teams as we worked to maintain safe and orderly service. While I am pleased that we had a successful launch to the L Project, we continue to monitor conditions every evening and weekend and will have staff ready to respond to any changing conditions.

I am very proud of the Subways team and the strides made towards providing better service. While we have challenges ahead and much more work to do, I am confident in the team's ability to continue delivering improved performance.

Sally Librera
Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	April 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	52	76	-31.6%	58.0	69.3	-16.3%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	97.0%	94.6%	+2.5%	95.8%	94.2%	+1.7%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:10	0:01:16	-7.9%	0:01:14	0:01:22	-9.8%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:53	0:01:21	-34.6%	0:01:09	0:01:30	-23.3%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.5%	79.8%	+4.6%	81.0%	78.4%	+3.3%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	143,765	137,297	+4.7%	121,704	120,835	+0.7%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.9%	96.5%	+0.4%	96.6%	96.1%	+0.5%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	86.0%	94.0%	-8.5%	92.1%	94.2%	-2.2%
Passenger Environment						
Subway Car PES-KPI (Chart 15) Composite indicator for subway car environment (cleanliness, condition, information) reflecting customer experience				94.8%	94.5%	+0.3%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 17)	75.1%	71.2%	+5.5%	72.5%	70.3%	+3.1%
Weekday Terminal On-Time Performance (Chart 19)	79.8%	67.7%	+17.9%	71.9%	63.4%	+13.4%
Weekday Trains Delayed (Chart 21)	36,553	56,187	-34.9%	49,237	63,751	-22.8%

* 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.)

Note: In this month's report the percentage comparisons between periods have all been updated to reflect the percentage change instead of the percentage point change.

The metrics in this report are preliminary.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	April 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	2	4	-50.0%	6.6	7.7	-14.3%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.0%	97.4%	+0.6%	98.1%	96.6%	+1.6%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 18)	80.8%	78.2%	+3.3%	80.0%	76.7%	+4.3%
Weekend Terminal On-Time Performance (Chart 20)	82.4%	71.2%	+15.7%	75.7%	67.7%	+11.8%
Weekend Trains Delayed (Chart 22)	7,530	15,385	-51.1%	12,283	17,362	-29.3%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	April 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	97.7%	97.9%	-0.2%	95.5%	96.7%	-1.2%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	98.6%	96.7%	+2.0%	96.5%	96.8%	-0.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	95.3%	98.5%	-3.2%	94.7%	96.5%	-1.9%
Percentage of Completed Trips						
Percentage of Completed Trips	99.7%	100.0%	-0.3%	99.6%	99.9%	-0.3%
Passenger Environment						
Staten Island Railway PES-KPI (Chart 16) Composite indicator for subway car environment reflecting customer experience				91.8%	90.9%	+1.0%
Mean Distance Between Failures						
Revenue car miles divided by the number of delays attributed to car-related causes	213,099	35,550	+499.4%	113,300	55,009	+106.0%

The metrics in this report are preliminary.

Section 1: Customer-Focused Metrics

The metrics in this section measure subway performance as it affects our passengers. By focusing on how many disruptive incidents have occurred in the subway, how closely actual service matches schedules, and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect the customer experience.

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

An unplanned incident that delays 50 or more trains. Major incidents are separated into six categories: Track, Signals, Persons on Trackbed/Police/Medical, Stations & Structures, Subway Car and Other.

Service Delivered (Weekday and Weekend)

Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided during the following times:

- Weekday Peak Hours – 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

Additional Platform Time (APT)

The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the real-time train tracking technologies that provide train arrival information.

Additional Train Time (ATT)

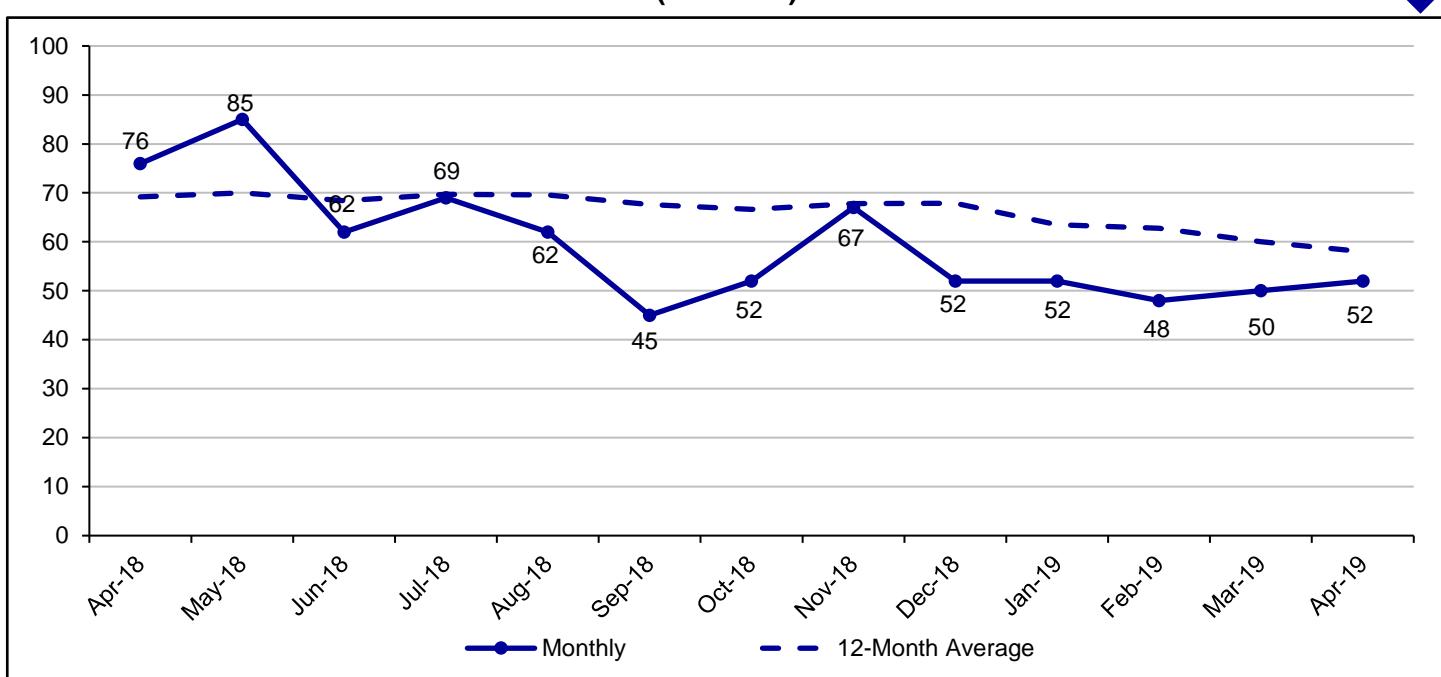
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information from the real-time train tracking technologies that provide train arrival information.

Customer Journey Time Performance (CJTP)

The percentage of customers whose journeys (waiting and travel time) are completed within five minutes of their scheduled journey time.

APT, ATT, and CJTP use ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. B Division data is not available prior to March 2017. These are beta metrics and may change with further development.

Subway Weekday Major Incidents (24 hours)



Categories	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Track	12	16	-25.0%	9.7	14.7	-34.0%
Signals	17	26	-34.6%	19.9	20.8	-4.3%
Persons on Trackbed/Police/Medical	15	9	+66.7%	12.8	15.2	-15.8%
Stations & Structures	1	4	-75.0%	4.8	5.1	-5.9%
Subway Car	3	7	-57.1%	4.0	4.3	-7.0%
Other	4	14	-71.4%	6.8	9.2	-26.1%
Subdivision A	26	38	-31.6%	27.0	33.6	-19.6%
Subdivision B	26	38	-71.4%	30.9	35.6	-14.1%
Systemwide	52	76	-32.0%	58.0	69.3	-16.3%
Avg Incident Duration (h:mm:ss)	0:11:48	0:17:48	-33.7%	0:16:06	0:17:12	-6.4%
Avg Trains Delayed per Incident	101	108	-6.5%	103	111	-7.2%

Major Incidents Discussion

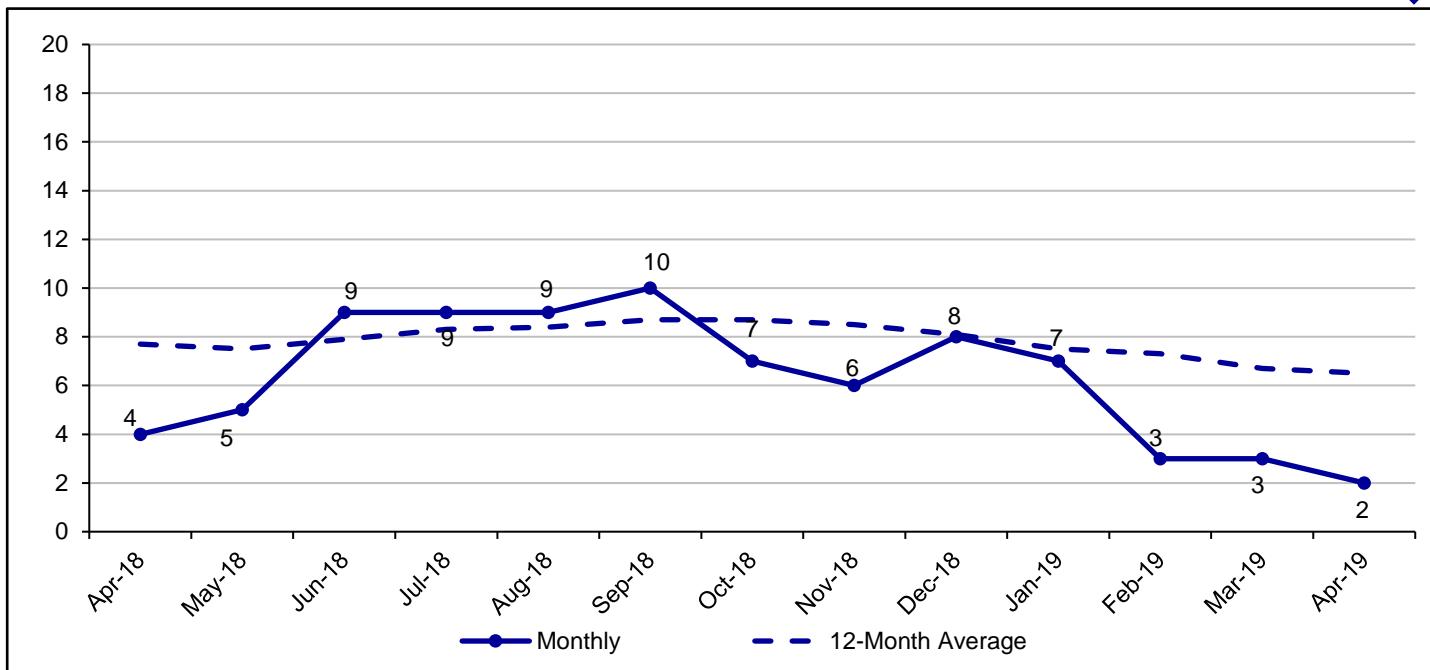
- Weekday Major Incidents dropped by nearly one-third compared to last April.
- There were 2.36 Major Incidents per weekday in April 2019, matching the second lowest on record.
- The number of Major Incidents decreased in every category except Persons on Trackbed/Police/Medical.
- The large decrease in the Other category was due in part to fewer incidents of unexplained train brake activations.

The metrics in this report are preliminary.

Chart 1

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Track	0	0	0.0%	1.3	1.3	0.0%
Signals	1	1	0.0%	1.9	2.3	-17.4%
Persons on Trackbed/Police/Medical	1	1	0.0%	1.2	1.2	0.0%
Stations & Structure	0	1	-100.0%	1.1	0.8	+37.5%
Subway Car	0	0	0.0%	0.2	0.1	+100.0%
Other	0	1	-100.0%	0.9	2.1	-57.1%
Subdivision A	1	1	0.0%	2.8	3.6	-22.2%
Subdivision B	1	3	-100.0%	3.8	4.1	-57.1%
Systemwide	2	4	-50.0%	6.6	7.7	-14.3%
Avg Incident Duration (h:mm:ss)	0:05:00	0:48:30	-89.7%	0:12:12	0:22:05	-44.8%
Avg Trains Delayed per Incident	93	83	+12.0%	83	99	-16.2%

Major Incidents Discussion

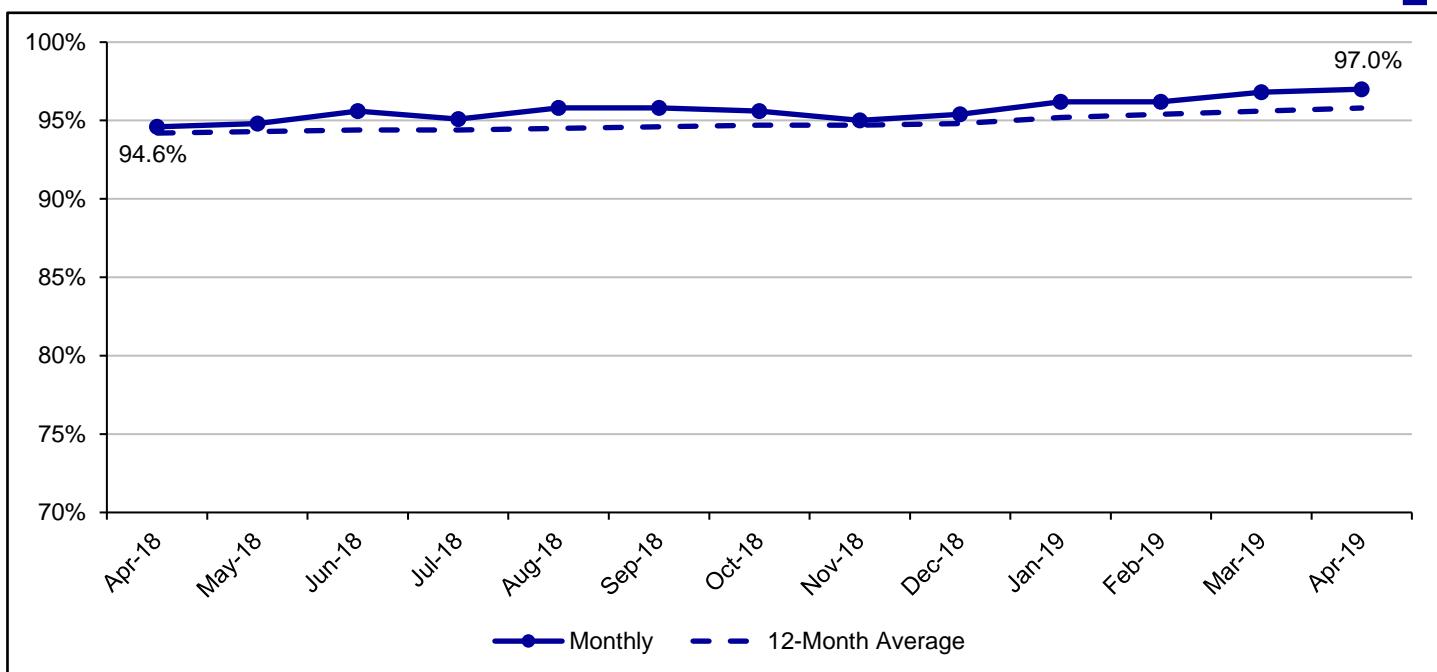
- Weekend Major Incidents decreased by two from April 2018.
- This is the lowest monthly total since the metric was introduced.

The metrics in this report are preliminary.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Subdivision A	96.4%	92.6%	+4.1%	94.8%	92.1%	+2.9%
Subdivision B	97.5%	96.1%	+1.5%	96.5%	95.7%	+0.8%
Systemwide	97.0%	94.6%	+2.5%	95.8%	94.2%	+1.7%

Weekday Service Delivered Discussion

- Service Delivered reached a new high of 97.0%.
- The largest improvement was on the 7 Line, due in part to newly installed CBTC signaling, which has increased reliability.
- The next largest improvements were on the 2, 3, 5 and E lines.

Subway Weekday % Service Delivered

Monthly
(Peak Hours)

Desired trend



<u>Line</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
1	98.5%	97.7%	+0.8%
2	97.0%	91.6%	+5.9%
3	99.2%	94.5%	+5.0%
4	94.1%	90.3%	+4.2%
5	94.2%	88.6%	+6.3%
6	94.3%	93.3%	+1.1%
7	95.4%	87.7%	+8.8%
S 42nd	99.5%	99.3%	+0.2%
Subdivision A	96.4%	92.6%	+4.1%
A	95.5%	95.0%	+0.5%
B	98.1%	98.4%	-0.3%
C	97.9%	94.4%	+3.7%
D	98.9%	98.6%	+0.3%
E	96.2%	91.6%	+5.0%
F	97.8%	96.4%	+1.5%
S Fkln	99.7%	99.7%	0.0%
G	102.3%	99.9%	+2.4%
S Rock	99.4%	100.5%	-1.1%
JZ	98.2%	97.5%	+0.7%
L	98.4%	97.9%	+0.5%
M	96.0%	93.2%	+3.0%
N	96.1%	95.6%	+0.5%
Q	97.8%	95.4%	+2.5%
R	96.6%	95.7%	+0.9%
W	96.9%	95.1%	+1.9%
Subdivision B	97.5%	96.1%	+1.5%
Systemwide	97.0%	94.6%	+2.5%

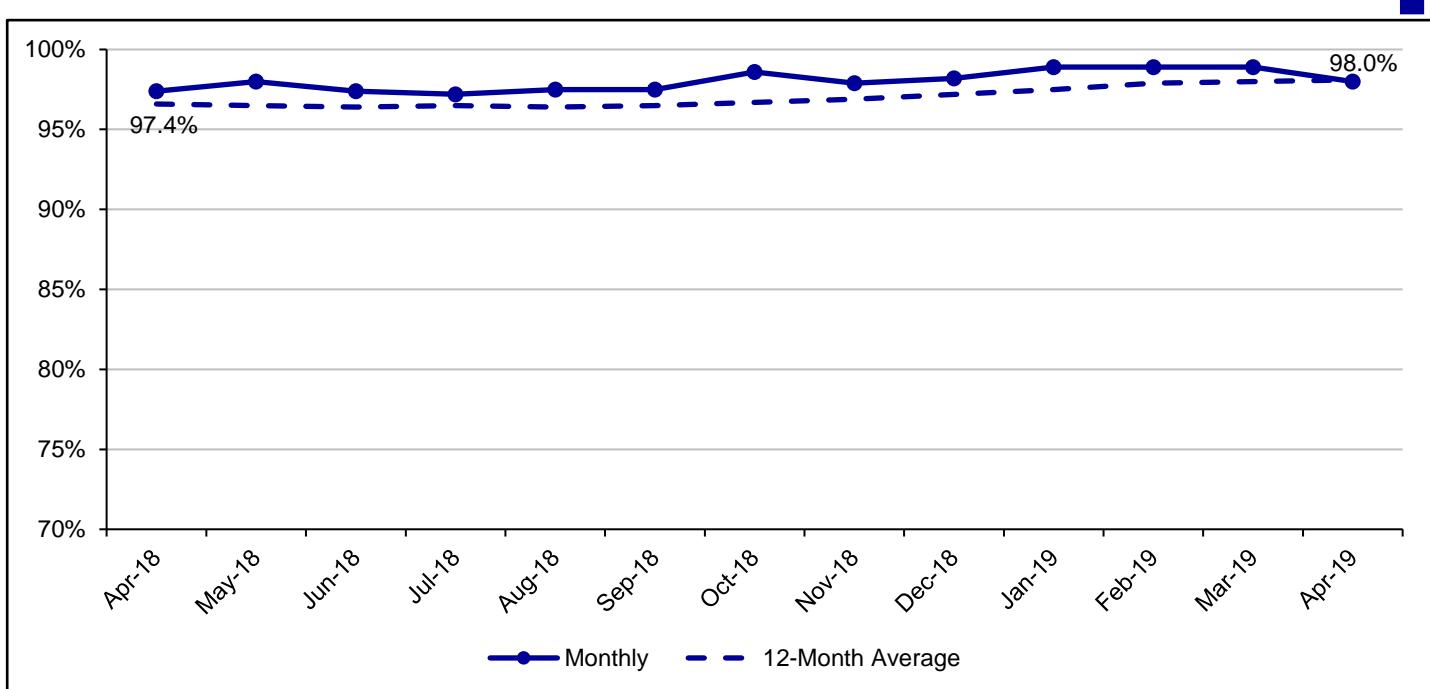
The metrics in this report are preliminary.

Chart 4

Subway Weekend % Service Delivered

(10 a.m. to 6 p.m.)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Subdivision A	98.0%	96.3%	+1.8%	97.6%	95.2%	+2.5%
Subdivision B	98.0%	98.0%	0.0%	98.5%	97.4%	+1.1%
Systemwide	98.0%	97.4%	+0.6%	98.1%	96.6%	+1.6%

Weekend Service Delivered Discussion

- April 2019 weekend Service Delivered improved by 0.6% year-over-year, and the 12-month average improved 1.6%.
- The largest improvements were on the A Division, due in part to the mix of service changes and better schedules for planned work.

Subway Weekend % Service Delivered
Monthly
(10 a.m. to 6 p.m.)

Desired trend



<u>Line</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
1	97.1%	98.8%	-1.7%
2	93.7%	95.3%	-1.7%
3	96.2%	99.8%	-3.6%
4	99.9%	91.9%	+8.7%
5	98.6%	94.9%	+3.9%
6	98.7%	97.5%	+1.2%
7	99.9%	98.8%	+1.1%
S 42nd	100.0%	99.3%	+0.7%
Subdivision A	98.0%	96.3%	+1.8%
A	97.6%	98.4%	-0.8%
C	97.5%	94.4%	+3.3%
D	98.8%	101.5%	-2.7%
E	98.8%	98.3%	+0.5%
F	96.9%	99.6%	-2.7%
S Fkln	99.3%	100.0%	-0.7%
G	98.4%	98.4%	0.0%
S Rock	100.5%	99.0%	+1.5%
JZ	98.1%	97.5%	+0.6%
L	97.6%	96.5%	+1.1%
M	93.2%	99.1%	-6.0%
N	98.5%	93.7%	+5.1%
Q	99.0%	99.6%	-0.6%
R	97.2%	98.6%	-1.4%
Subdivision B	98.0%	98.0%	0.0%
Systemwide	98.0%	97.4%	+0.6%

Note: B and W lines do not operate on weekends.

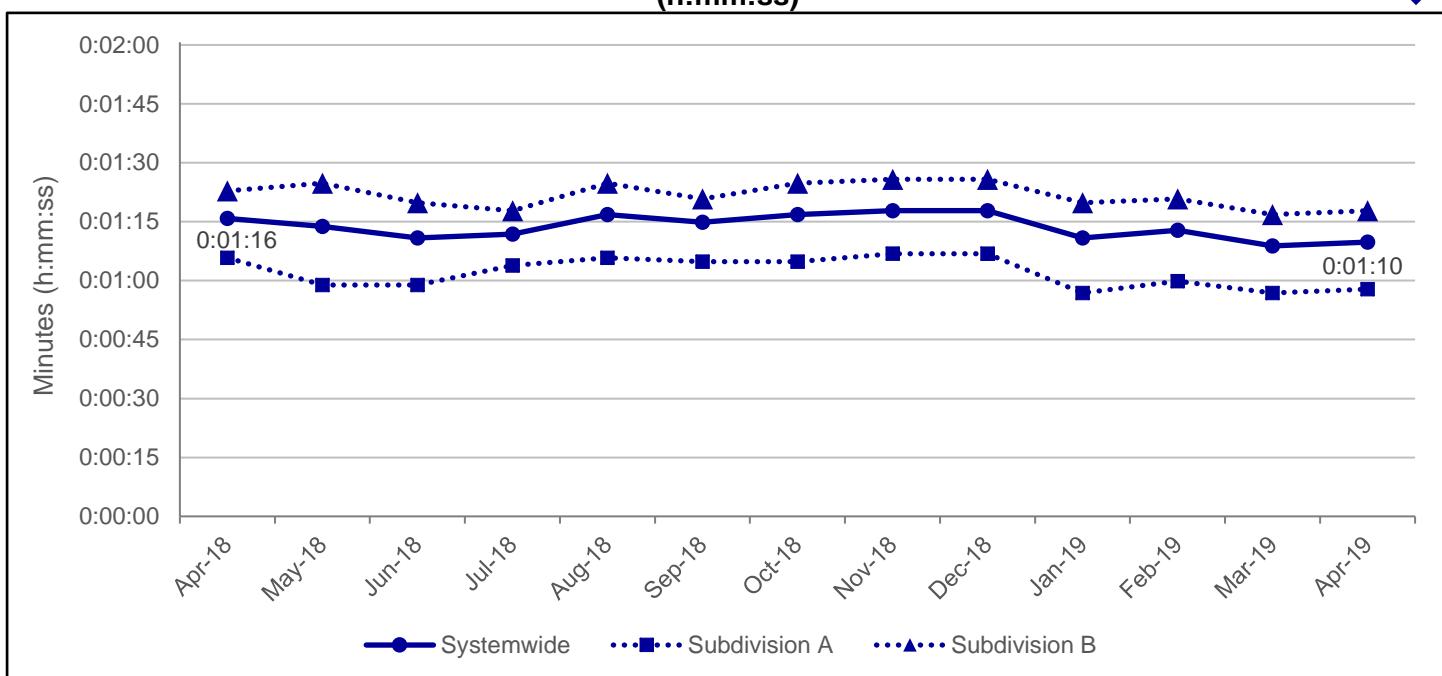
The metrics in this report are preliminary.

Chart 6

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Subdivision A	0:00:58	0:01:06	-12.1%	0:01:02	0:01:12	-13.9%
Subdivision B	0:01:18	0:01:23	-6.0%	0:01:22	0:01:31	-9.9%
Systemwide	0:01:10	0:01:16	-7.9%	0:01:14	0:01:22	-9.8%

Additional Platform Time Discussion

- April Additional Platform Time (APT) improved by six seconds compared to the prior year to 0:01:10.
- 12-month average APT improved by eight seconds compared to a year ago.
- The large increase on the L Line was due in part to two major incidents in April 2019 involving persons on the roadbed, including one that occurred during the evening rush hour.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

The metrics in this report are preliminary.

Chart 7

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



<u>Line</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
1	0:00:53	0:00:59	-10.2%
2	0:01:05	0:01:25	-23.5%
3	0:00:48	0:00:53	-9.4%
4	0:00:55	0:00:56	-1.8%
5	0:01:09	0:01:09	0.0%
6	0:01:06	0:01:07	-1.5%
7	0:01:00	0:01:19	-24.1%
S 42nd	0:00:20	0:00:25	-20.0%
Subdivision A	0:00:58	0:01:06	-12.1%
A	0:01:09	0:01:18	-11.5%
B	0:01:42	0:01:36	+6.3%
C	0:01:38	0:01:46	-7.5%
D	0:01:26	0:01:37	-11.3%
E	0:01:05	0:01:20	-18.8%
F	0:01:17	0:01:25	-9.4%
S Fkln	0:00:10	0:00:18	-44.4%
G	0:01:05	0:01:21	-19.8%
S Rock	0:00:37	0:00:17	+117.6%
JZ	0:01:19	0:01:37	-18.6%
L	0:01:30	0:00:44	+104.5%
M	0:01:27	0:02:09	-32.6%
N	0:01:16	0:01:19	-3.8%
Q	0:01:13	0:01:11	+2.8%
R	0:01:24	0:01:24	0.0%
W	0:00:47	0:01:01	-23.0%
Subdivision B	0:01:18	0:01:23	-6.0%
Systemwide	0:01:10	0:01:16	-7.9%

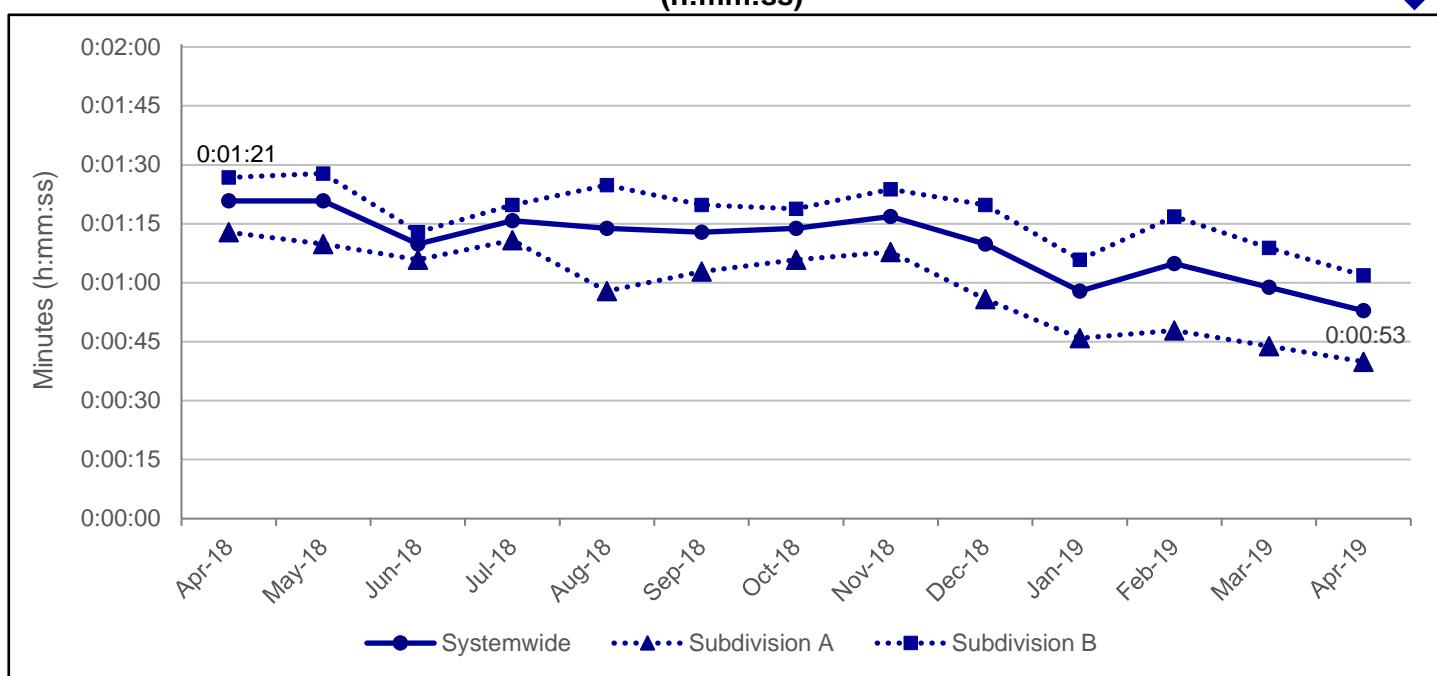
The metrics in this report are preliminary.

Chart 8

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Subdivision A	0:00:40	0:01:13	-45.2%	0:00:58	0:01:30	-35.6%
Subdivision B	0:01:02	0:01:27	-28.7%	0:01:17	0:01:30	-14.4%
Systemwide	0:00:53	0:01:21	-34.6%	0:01:09	0:01:30	-23.3%

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 28 seconds from last April, while the 12-month average improved 21 seconds year-over-year.
- This was the third time ATT has been below one minute since the metric first became available in 2015 and is the best result since the metric was introduced.
- Infrastructure improvements on the Queens Boulevard line have allowed train operators to take greater advantage of the Save Safe Seconds campaign, leading to improved performance on the E, F and M.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

The metrics in this report are preliminary.

Chart 9

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



<u>Line</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
1	0:00:48	0:01:05	-26.2%
2	0:00:31	0:01:13	-57.5%
3	0:00:23	0:00:51	-54.9%
4	0:00:41	0:01:17	-46.8%
5	0:00:30	0:01:18	-61.5%
6	0:00:59	0:01:12	-18.1%
7	0:00:33	0:01:41	-67.3%
S 42nd	0:00:25	0:00:27	-7.4%
Subdivision A	0:00:40	0:01:13	-45.2%
A	0:01:22	0:02:03	-33.3%
B	0:01:29	0:01:29	0.0%
C	0:00:56	0:01:26	-34.9%
D	0:01:19	0:01:36	-17.7%
E	0:00:33	0:01:55	-71.3%
F	0:00:55	0:01:42	-46.1%
S Fkln	0:00:47	0:00:39	+20.5%
G	0:00:44	0:01:19	-44.3%
S Rock	0:00:14	0:00:23	-39.1%
JZ	0:01:53	0:01:57	-3.4%
L	0:00:07	0:00:10	-30.0%
M	0:01:01	0:01:09	-11.6%
N	0:01:21	0:01:36	-15.6%
Q	0:01:20	0:01:50	-27.3%
R	0:00:57	0:00:59	-3.4%
W	0:00:48	0:00:44	+9.1%
Subdivision B	0:01:02	0:01:27	-28.7%
Systemwide	0:00:53	0:01:21	-34.6%

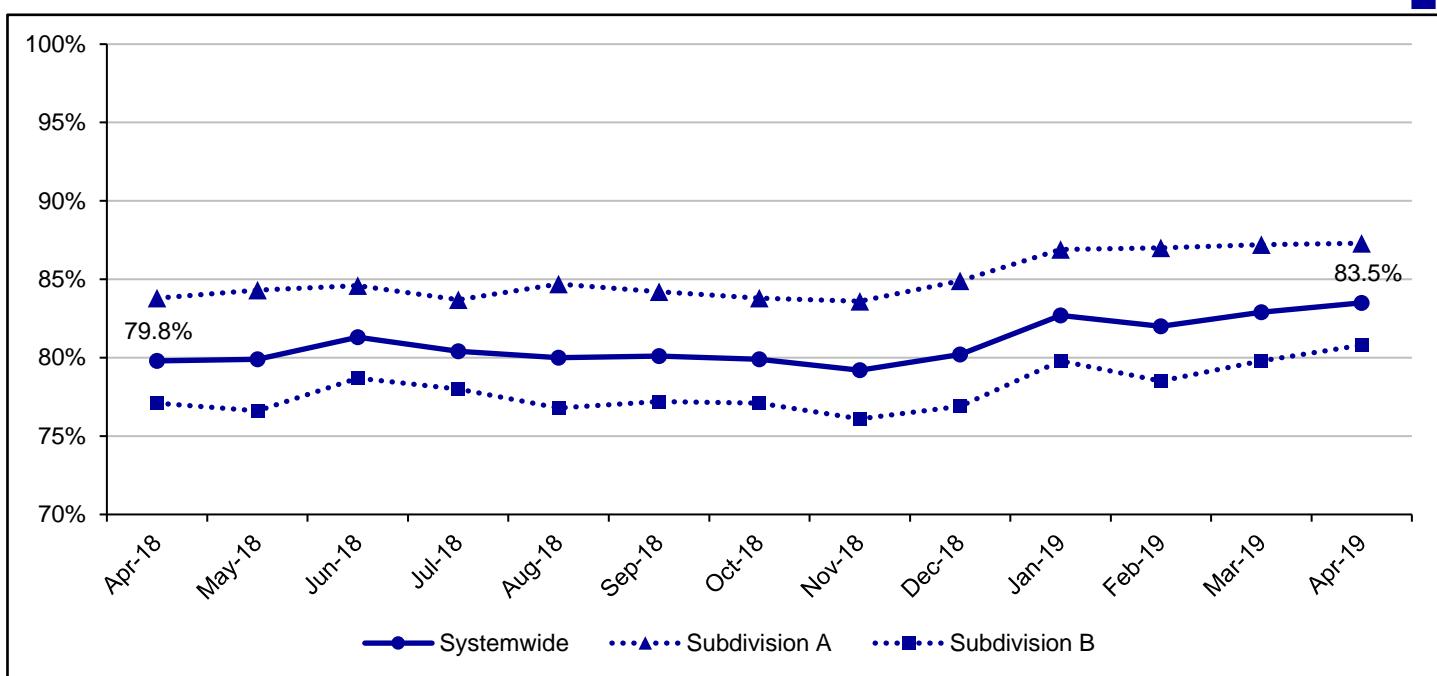
The metrics in this report are preliminary.

Chart 10

Subway Customer Journey Time Performance

Monthly (6 a.m. - midnight)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Subdivision A	87.3%	83.8%	+4.2%	85.2%	81.6%	+4.4%
Subdivision B	80.8%	77.1%	+4.8%	78.0%	76.0%	+2.6%
Systemwide	83.5%	79.8%	+4.6%	81.0%	78.4%	+3.3%

Weekday Customer Journey Time Performance Discussion

- April 2019 CJTP was higher than every other month in the past two years, improving to 83.5%.
- Since CJTP serves as a composite measure of Additional Platform Time (APT) and Additional Train Time (ATT), line-by-line changes are due to the same factors affecting those metrics.

The metrics in this report are preliminary.

Chart 11

Subway Customer Journey Time Performance

Monthly
(6 a.m. - midnight)

Desired trend



Line	Apr 19	Apr 18	% Change
1	88.9%	87.4%	+1.7%
2	85.8%	81.8%	+4.9%
3	90.0%	88.2%	+2.0%
4	85.6%	82.6%	+3.6%
5	85.2%	82.4%	+3.4%
6	85.9%	83.3%	+3.1%
7	87.3%	77.8%	+12.2%
S 42nd	99.7%	99.2%	+0.5%
Subdivision A	87.3%	83.8%	+4.2%
A	79.4%	72.4%	+9.7%
B	74.7%	74.3%	+0.5%
C	78.8%	73.1%	+7.8%
D	76.6%	71.7%	+6.8%
E	84.8%	75.2%	+12.8%
F	80.7%	74.1%	+8.9%
S Fkln	97.0%	95.9%	+1.1%
G	86.7%	80.2%	+8.1%
S Rock	91.7%	84.6%	+8.4%
JZ	72.7%	70.8%	+2.7%
L	91.7%	93.1%	-1.5%
M	79.1%	76.2%	+3.8%
N	76.9%	76.2%	+0.9%
Q	79.6%	76.3%	+4.3%
R	81.1%	80.2%	+1.1%
W	87.8%	86.1%	+2.0%
Subdivision B	80.8%	77.1%	+4.8%
Systemwide	83.5%	79.8%	+4.6%

The metrics in this report are preliminary.

Chart 12

Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers, by measuring the reliability of key assets, reflecting the effectiveness of maintenance practices, as well as age and condition. Historically, the only such measures that NYCT has provided to the Transit Committee and to the public are car fleet and elevator and escalator measures, defined below. NYCT is examining additional such measures to bring forward in coming months.

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

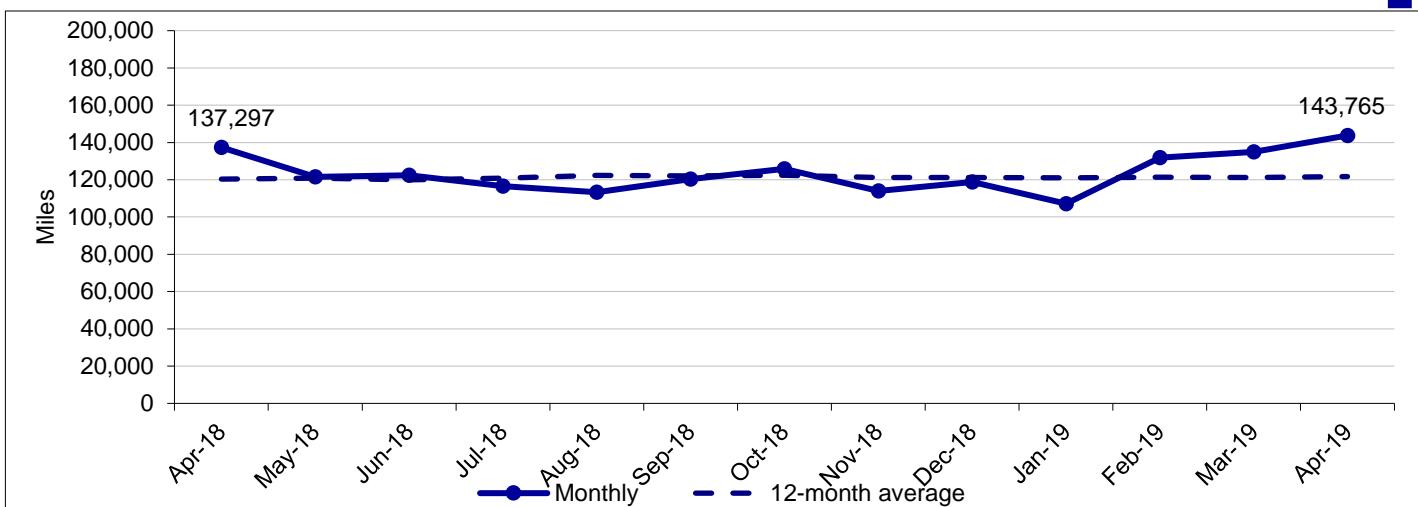
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these are inspected by NYCT personnel multiple times daily.

Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly		% Change
		Apr '19	Apr '18	
Subdivision A	2,895	196,263	163,339	+20.2%
Subdivision B	3,701	119,936	123,420	-2.8%
Systemwide	6,596	143,765	137,297	+4.7%
12-Month Average				
Car Class	# of Cars	Apr '19	Apr '18	% Change
R32	222	36,222	31,503	+15.0%
R42	50	24,907	36,727	-32.2%
R46	752	64,764	71,787	-9.8%
R62	315	269,132	201,314	+33.7%
R62A	824	107,804	103,086	+4.6%
R68	425	71,035	98,704	-28.0%
R68A	200	93,072	101,231	-8.1%
R142	1,030	178,955	163,159	+9.7%
R142A	220	95,185	62,756	+51.7%
R143	212	96,974	93,418	+3.8%
R160	1,662	241,088	252,038	-4.3%
R179	194	185,332	N/A	N/A
R188 - New	126	537,014	443,745	+21.0%
R188 - Conversion	380	224,226	172,912	+29.7%
Subdivision A	2,895	150,614	131,117	+14.9%
Subdivision B	3,701	106,731	114,423	-6.7%
Systemwide	6,596	121,704	120,835	+0.7%

MDBF Discussion

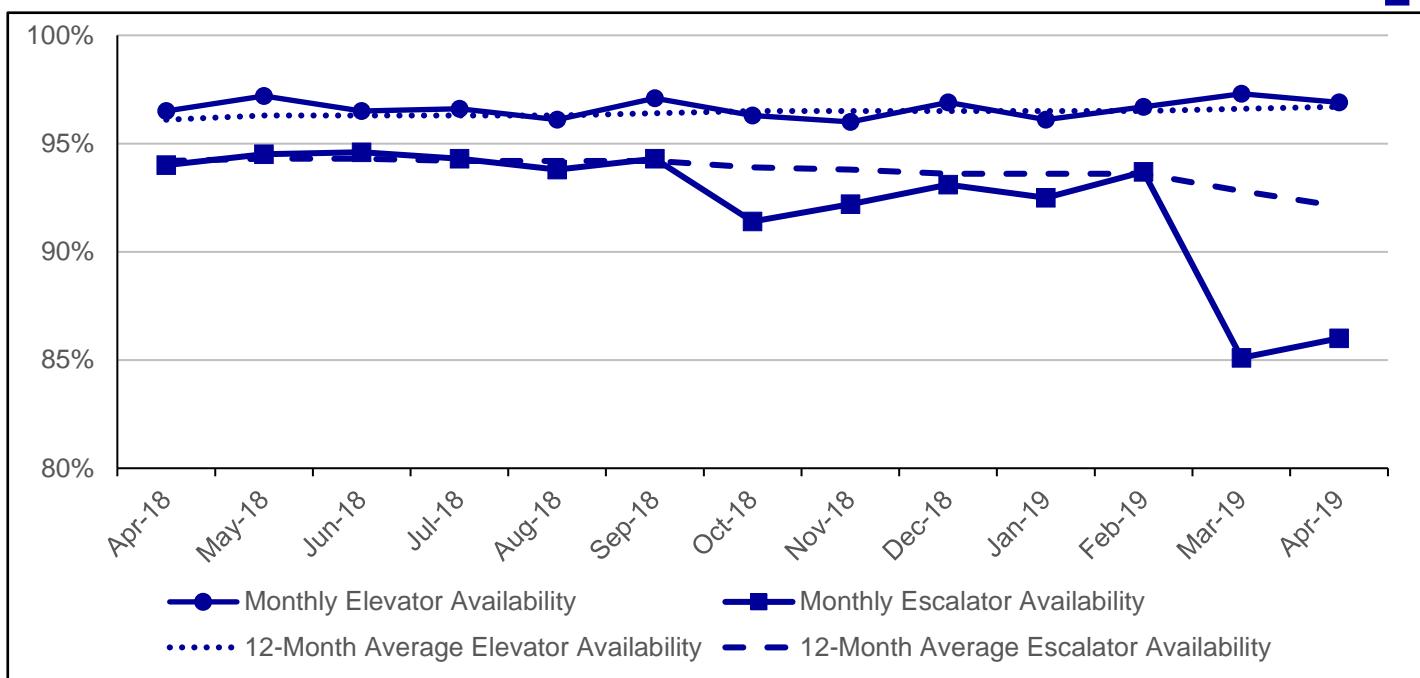
- April 2019 MDBF of 143,765 was the highest monthly result since May 2015.
- New technology cars had MDBF of 224,348 miles, significantly outperforming the 93,240 miles for the legacy fleet.
- Every new technology car class saw improved MDBF, except the R160s, which continue to be the best performing B Division cars by far.
- The R42s continue to be the poorest performing fleet and are being used sparingly until their expected retirement.

The metrics in this report are preliminary.

Chart 13

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Elevator Availability	96.9%	96.5%	+0.4%	96.6%	96.1%	+0.5%
Escalator Availability	86.0%	94.0%	-8.5%	92.1%	94.2%	-2.2%

Elevator and Escalator Availability Discussion

- Elevator availability in April 2019 increased compared to both last April and the 12-month average.
- Escalator availability decreased significantly as machines were removed from service as part of a systemwide inspection and repair campaign.

The metrics in this report are preliminary.

Chart 14

Section 3: Passenger Environment

The metrics in this section affect the customer experience in terms of cleanliness and the functionality of the equipment they encounter on their travels.

Performance Indicator Definitions

Subway Car PES-KPI

Subway Car PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experience. The Appearance category accounts for 34% of the KPI calculation, and the Equipment and Information categories account for 33% each.

Appearance: Includes cleanliness and graffiti ratings in subway cars.

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

Information: Includes the subway car announcements and signage.

Staten Island Railway PES-KPI Definition

Staten Island Railway PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experience.

Appearance: Includes cleanliness and graffiti ratings in subway cars.

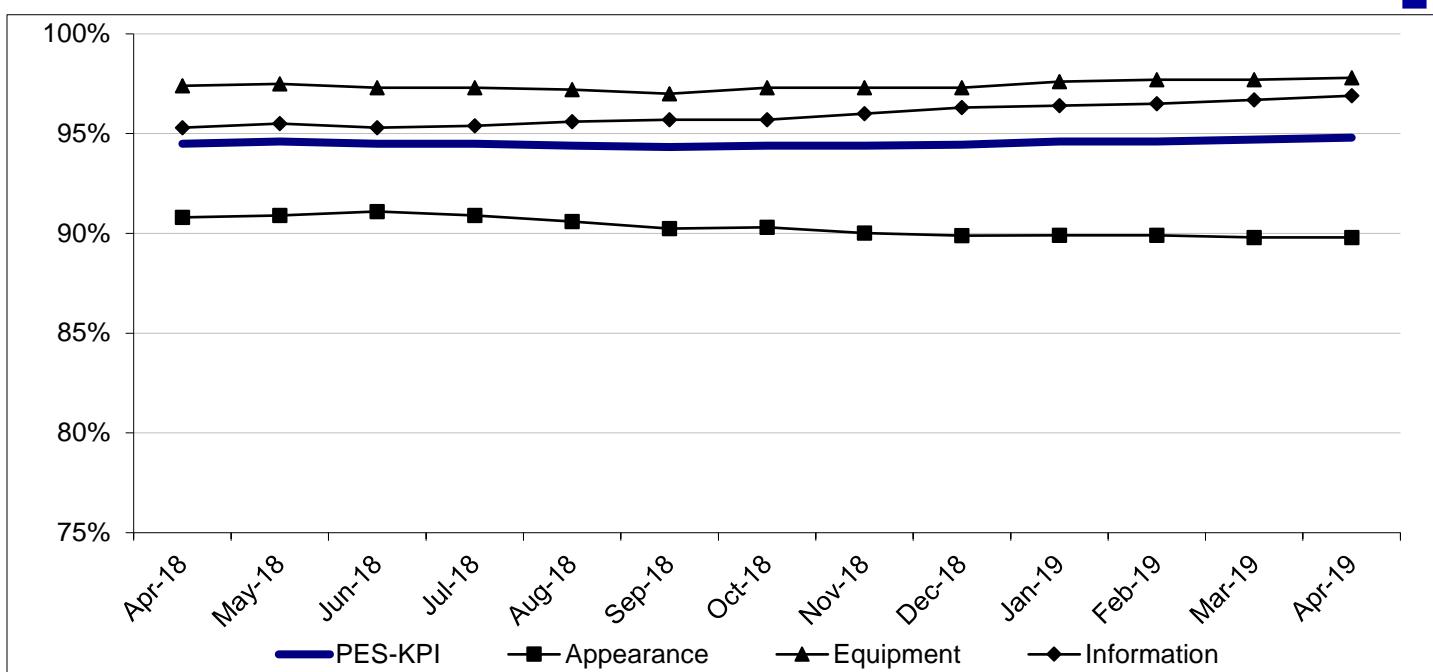
Equipment: Includes the functionality of door panels, lighting, and climate control.

Information: Includes the subway car announcements and signage.

Subway Car Passenger Environment Survey (PES-KPI)

12-Month Rolling Average

Desired trend



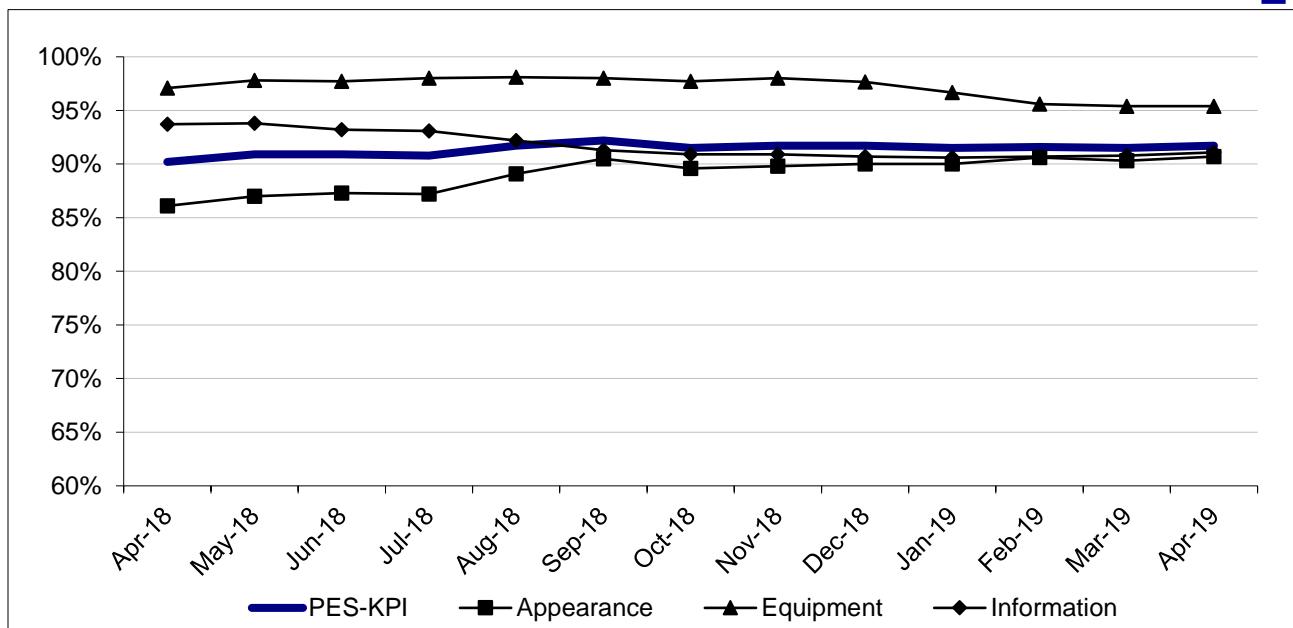
	May 18 - Apr 19				May 17 - Apr 18				% Change
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.7%	90.0%	97.4%	96.7%	94.6%	92.2%	97.0%	94.6%	+0.1%
Subdivision B	94.8%	89.7%	98.0%	97.0%	94.4%	90.1%	97.7%	95.6%	+0.4%
Systemwide	94.8%	89.8%	97.8%	96.9%	94.5%	90.8%	97.4%	95.3%	+0.3%

Subway Car Passenger Environment Survey Discussion

- The Subway Car PES KPI increased by 0.3% year-over-year.

Staten Island Railway
Passenger Environment Survey (SIR PES-KPI)
12-Month Rolling Average

Desired trend



	PES-KPI	Appearance	Equipment	Information
May 18 - Apr 19:	91.8%	90.6%	95.6%	91.3%
May 17 - Apr 18:	90.9%	87.1%	97.9%	93.7%
% Change:	+1.0%	+4.0%	-2.3%	-2.6%

SIR Discussion

- April 2019 Staten Island Railway PES-KPI increased by 1.0%.

Section 4: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

Wait Assessment is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. Minor gaps are more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and major gaps are more than 100% over the scheduled headway, or missed intervals. This is measured from 6am to midnight.

Terminal On-Time Performance (Weekday and Weekend)

Terminal On-Time Performance is the percentage of scheduled trains arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour 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.

Train Delays (Weekday and Weekend)

Train delays are the number of trains that arrived at terminal locations more than five minutes late, or that have skipped any planned station stops during a 24-hour period.

Subway Weekday Wait Assessment (6 am - midnight)

Line	Apr 19				Apr 18				Desired trend	
	Monthly				Monthly				12 month	Monthly
	Meets	Standard	Minor	Medium	Meets	Standard	Minor	Medium	Major	Meets
1	79.1%	9.3%	6.8%	4.9%	76.3%	77.2%	9.5%	7.3%	5.9%	76.3%
2	72.6%	10.9%	9.3%	7.2%	69.8%	67.4%	11.1%	10.4%	11.1%	65.5%
3	76.6%	11.1%	7.7%	4.5%	72.6%	71.8%	11.2%	9.5%	7.5%	69.3%
4	72.5%	10.0%	8.5%	8.9%	69.1%	68.2%	10.4%	10.1%	11.3%	65.8%
5	70.9%	10.3%	9.1%	9.7%	67.6%	63.9%	10.9%	11.3%	13.8%	60.9%
6	74.6%	8.6%	8.0%	8.7%	71.5%	68.1%	9.9%	10.0%	12.0%	66.9%
7	74.1%	10.9%	8.5%	6.5%	70.6%	63.5%	12.0%	12.3%	12.2%	68.8%
S 42nd	96.3%	2.5%	0.7%	0.4%	94.4%	94.4%	2.6%	1.8%	1.2%	94.4%
Subdivision A	75.1%	9.8%	8.0%	7.1%	71.9%	69.6%	10.3%	9.8%	10.2%	68.5%
A	70.7%	10.3%	9.2%	9.8%	68.5%	67.6%	10.3%	10.3%	11.8%	66.9%
B	76.0%	10.7%	8.0%	5.3%	73.9%	75.0%	12.3%	8.1%	4.5%	72.4%
C	78.0%	11.8%	6.8%	3.4%	74.0%	72.1%	11.7%	9.4%	6.9%	69.4%
D	74.0%	11.8%	8.4%	5.8%	72.1%	72.3%	12.2%	10.0%	5.5%	72.3%
E	71.6%	11.5%	9.8%	7.0%	68.8%	65.0%	11.5%	11.8%	11.7%	66.4%
F	72.2%	10.5%	9.2%	8.1%	70.0%	69.3%	10.1%	10.2%	10.3%	68.2%
S Fkln	99.1%	0.4%	0.3%	0.2%	98.1%	98.7%	0.8%	0.4%	0.2%	98.2%
G	81.4%	11.1%	5.4%	2.1%	80.8%	80.6%	10.9%	5.9%	2.6%	80.0%
S Rock	95.2%	2.6%	1.1%	1.0%	94.6%	96.7%	2.0%	0.8%	0.6%	93.8%
JZ	79.9%	10.6%	6.3%	3.3%	77.0%	75.0%	10.8%	8.1%	6.0%	75.9%
L	76.5%	11.2%	7.5%	4.8%	76.6%	78.0%	11.5%	7.0%	3.5%	76.5%
M	77.6%	10.6%	7.2%	4.6%	74.3%	70.4%	10.6%	9.0%	10.0%	71.1%
N	72.9%	11.6%	9.1%	6.4%	70.8%	71.0%	11.8%	9.7%	7.5%	71.3%
Q	77.0%	10.4%	7.8%	4.8%	74.7%	77.0%	11.2%	7.5%	4.3%	75.1%
R	72.8%	11.2%	8.9%	7.0%	71.3%	72.0%	11.1%	9.2%	7.7%	71.1%
W	74.9%	11.2%	8.1%	5.8%	72.0%	72.1%	11.4%	8.9%	7.6%	71.3%
Subdivision B	75.1%	10.9%	8.1%	6.0%	73.0%	72.5%	11.0%	9.0%	7.5%	71.9%
Systemwide	75.1%	10.4%	8.1%	6.5%	72.5%	71.2%	10.7%	9.4%	8.8%	70.3%
										+5.5%

Weekday Wait Assessment Discussion

- April 2019 weekday Wait Assessment improved to 75.1%.
- Every non-shuttle line except the L and Q had improved Wait Assessment.
- The 7 Line had the largest improvement due in part to the new CBTC signal system.

The metrics in this report are preliminary.

Chart 17

Subway Weekend Wait Assessment (6 am - midnight)



Line	Apr 19				Apr 18				Desired trend		
	Monthly		12 month		Monthly		12 month		Monthly		Desired trend
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Standard
1	87.8%	6.3%	3.5%	2.4%	86.5%	85.5%	8.3%	4.1%	2.1%	78.7%	+2.7%
2	73.6%	12.1%	9.2%	5.1%	73.7%	71.1%	12.2%	10.4%	6.3%	66.1%	+3.5%
3	82.8%	9.5%	5.3%	2.4%	83.8%	94.2%	4.9%	0.6%	0.4%	87.7%	-12.1%
4	79.7%	10.8%	6.4%	3.0%	73.0%	67.5%	12.8%	11.4%	8.2%	67.5%	+18.1%
5	84.2%	9.4%	4.6%	1.8%	81.7%	74.1%	12.9%	9.2%	3.7%	71.3%	+13.6%
6	82.6%	8.6%	4.4%	4.4%	82.5%	81.0%	10.3%	6.1%	2.6%	80.0%	+2.0%
7	83.4%	10.4%	4.2%	2.0%	79.7%	82.6%	10.1%	5.3%	2.0%	78.7%	+1.0%
S 42nd	98.8%	0.5%	0.3%	0.4%	98.5%	98.8%	0.2%	0.3%	0.6%	98.2%	0.0%
Subdivision A	81.9%	9.5%	5.5%	3.1%	80.1%	77.9%	10.4%	7.4%	4.2%	75.3%	+5.1%
A	74.6%	11.4%	8.3%	5.6%	73.8%	72.2%	11.4%	10.3%	6.1%	71.5%	+3.3%
C	78.8%	12.5%	6.0%	2.7%	77.6%	69.4%	14.4%	11.1%	5.1%	74.8%	+13.5%
D	78.3%	11.9%	7.2%	2.6%	78.6%	75.5%	12.1%	8.4%	4.0%	76.4%	+3.7%
E	82.9%	10.2%	5.4%	1.6%	82.2%	80.6%	11.2%	5.6%	2.6%	79.9%	+2.9%
F	76.6%	11.5%	8.4%	3.5%	79.8%	79.8%	11.1%	6.6%	2.5%	77.1%	-4.0%
S Fkln	97.1%	1.0%	0.9%	0.9%	98.5%	98.0%	0.9%	0.8%	0.3%	98.4%	-0.9%
G	85.7%	8.3%	3.8%	2.2%	87.0%	87.3%	8.8%	2.7%	1.2%	84.9%	-1.8%
S Rock	98.3%	1.4%	0.1%	0.2%	94.9%	96.7%	2.3%	0.3%	0.7%	94.6%	+1.7%
JZ	85.7%	8.3%	4.5%	1.5%	85.7%	83.8%	7.5%	5.5%	3.1%	84.6%	+2.3%
L	83.7%	8.4%	4.5%	3.4%	80.1%	79.3%	10.6%	6.1%	4.0%	78.0%	+5.5%
M	73.3%	10.0%	9.8%	7.0%	83.1%	91.6%	5.0%	1.8%	1.6%	89.0%	-20.0%
N	77.2%	12.8%	7.1%	2.9%	75.5%	73.0%	12.6%	8.6%	5.9%	74.7%	+5.8%
Q	83.6%	10.0%	4.8%	1.7%	82.9%	81.4%	10.1%	6.0%	2.6%	80.2%	+2.7%
R	77.7%	11.7%	7.2%	3.4%	77.3%	75.7%	11.5%	8.4%	4.5%	71.8%	+2.6%
Subdivision B	79.9%	10.6%	6.4%	3.2%	80.0%	78.4%	10.7%	7.0%	3.8%	77.8%	+1.9%
Systemwide	80.8%	10.1%	6.0%	3.1%	80.0%	78.2%	10.6%	7.2%	4.0%	76.7%	+3.3%

Weekend Wait Assessment Discussion

- April 2019 weekend Wait Assessment improved to 80.8%.
- Many of the improvements were related to better processes for planning and scheduling trains around weekend construction work.

Note: B and W Lines do not operate on weekends.

The metrics in this report are preliminary.

Chart 18

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
1	87.1%	72.4%	+20.3%
2	76.0%	49.4%	+53.8%
3	85.9%	69.7%	+23.2%
4	75.7%	54.5%	+38.9%
5	81.4%	53.9%	+51.0%
6	75.1%	53.2%	+41.2%
7	89.4%	57.1%	+56.6%
S 42nd	99.8%	99.1%	+0.7%
Subdivision A	85.0%	65.4%	+30.0%
A	66.6%	59.9%	+11.2%
B	64.8%	61.1%	+6.1%
C	74.7%	60.4%	+23.7%
D	63.0%	54.2%	+16.2%
E	76.8%	57.3%	+34.0%
F	63.2%	50.2%	+25.9%
S Fkln	99.8%	99.9%	-0.1%
G	81.5%	73.2%	+11.3%
S Rock	96.8%	97.9%	-1.1%
JZ	76.5%	67.2%	+13.8%
L	91.1%	93.1%	-2.1%
M	73.9%	76.5%	-3.4%
NW	68.5%	70.0%	-2.1%
Q	82.5%	72.3%	+14.1%
R	62.8%	68.5%	-8.3%
Subdivision B	75.7%	69.5%	+8.9%
Systemwide	79.8%	67.7%	+17.9%

Weekday Terminal On-Time Performance Discussion

- April 2019 weekday On-Time Performance (OTP) was 79.8%, the highest in over five years.
- The largest improvements were on the A Division, including the 7 Line.
- The E Line had the largest improvement in the B Division, which may be due in part to infrastructure improvements on the Queens Boulevard line.

Subway Weekend Terminal On-Time Performance

**Monthly
(24 hours)**

Desired trend



Line	Apr 19	Apr 18	% Change
1	91.5%	86.5%	+5.8%
2	53.8%	48.3%	+11.4%
3	57.8%	96.6%	-40.2%
4	74.3%	29.4%	+152.7%
5	83.2%	59.1%	+40.8%
6	76.1%	69.0%	+10.3%
7	91.5%	75.1%	+21.8%
S 42nd	100.0%	99.9%	+0.1%
Subdivision A	80.5%	71.0%	+13.4%
A	79.8%	56.0%	+42.5%
C	73.4%	39.1%	+87.7%
D	66.7%	53.2%	+25.4%
E	84.5%	72.3%	+16.9%
F	77.7%	50.2%	+54.8%
S Fkln	99.2%	99.3%	-0.1%
G	85.8%	76.5%	+12.2%
S Rock	98.6%	97.0%	+1.6%
JZ	90.4%	90.0%	+0.4%
L	91.5%	91.3%	+0.2%
M	91.0%	98.3%	-7.4%
N	72.6%	48.5%	+49.7%
Q	83.9%	75.7%	+10.8%
R	77.8%	50.9%	+52.8%
Subdivision B	83.8%	71.3%	+17.5%
Systemwide	82.4%	71.2%	+15.7%

Weekend Terminal On-Time Performance Discussion

- April 2019 Weekend On-Time Performance improved to 82.4%
- The improvements in weekend OTP were due in part to differences in planned work and more accurate schedules for planned service changes.

Note: B and W Lines do not operate on weekends.

The metrics in this report are preliminary.

Chart 20

Subway Weekday Trains Delayed

Monthly - April 2019
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>2,457</u>	<u>112</u>	<u>6.7%</u>
Rail and Roadbed	1,607	73	4.4%
Fire, Smoke, Debris	850	39	2.3%
Signal Failures and Emergency Remediation	3,822	174	10.5%
Subway Car	<u>1,565</u>	<u>71</u>	<u>4.3%</u>
Door-Related	523	24	1.4%
Propulsion	75	3	0.2%
Braking	492	22	1.3%
Other	475	22	1.3%
Other Unplanned Disruptions (e.g. station defect)	487	22	1.3%
Train Brake Activation - cause unknown	196	9	0.5%
Service Delivery (e.g., crew performance)	1,045	48	2.9%
External	<u>7,861</u>	<u>357</u>	<u>21.5%</u>
Public Conduct, Crime, Police Response	2,898	132	7.9%
Sick/Injured Customer	1,781	81	4.9%
Persons on Roadbed (including persons struck by train)	1,780	81	4.9%
External Debris on Roadbed (e.g., trees, shopping cart)	65	3	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	477	22	1.3%
Public Event (e.g., civil demonstration, parade)	236	11	0.7%
Inclement Weather	588	27	1.6%
Other External Disruptions	36	2	0.1%
Operating Environment	9,861	448	27.0%
Planned Right-of-Way Work	9,259	421	25.3%
Total Trains Delayed	36,553	1,662	100%

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 18,000 monthly delays	2,346
% to Target	215%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

The metrics in this report are preliminary.

Chart 21

Subway Weekend Trains Delayed

Monthly - April 2019
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	96	12	1.3%
Rail and Roadbed	57	7	0.8%
Fire, Smoke, Debris	39	5	0.5%
Signal Failures and Emergency Remediation	484	61	6.4%
Subway Car	227	28	3.0%
Door-Related	41	5	0.5%
Propulsion	85	11	1.1%
Braking	33	4	0.4%
Other	68	9	0.9%
Other Unplanned Disruptions (e.g. station defect)	48	6	0.6%
Train Brake Activation - cause unknown	13	2	0.2%
Service Delivery (e.g., crew performance)	514	64	6.8%
External	1,280	160	17.0%
Public Conduct, Crime, Police Response	595	74	7.9%
Sick/Injured Customer	186	23	2.5%
Persons on Roadbed (including persons struck by train)	261	33	3.5%
External Debris on Roadbed (e.g., trees, shopping cart)	2	0	0.0%
Other Passenger-Related (e.g., retrieval of property from track)	73	9	1.0%
Public Event (e.g., civil demonstration, parade)	108	14	1.4%
Inclement Weather	55	7	0.7%
Other External Disruptions	0	0	0.0%
Operating Environment	1,579	197	21.0%
Planned Right-of-Way Work	3,289	411	43.7%
Total Trains Delayed	7,530	941	100%

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 18,000 monthly delays	1,261
% to Target	147%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Subway Action Plan Accomplishments July 2017 - April 2019

Phase I of the Subway Action Plan represented a surge of activity in 2017-18 to improve the reliability of subway assets, enhance response to delay-causing incidents, and improve the customer environment. 2019 targets reflect continued focus in strategic areas consistent with the ongoing SAP financial plan.

TRACK: Clean track and improve ride quality	Phase I SAP Jul 2017- Dec 2018	Ongoing SAP YTD Jan - Apr 2019	Full Campaign to date Jul 2017- Apr 2019
Clean underground subway track (in miles)	467	90	556
High priority track repairs (in number of defects cleared)	19,138	3,873	23,011
Rail grinding to improve ride quality and reduce defects (in	-	34	34
Install Continuous Welded Rail to provide strong tracks and a smoother ride for customers (in miles)	40	9	48
Add 16 specialized, multidisciplinary teams (for a total of 24) to improve incident response and recovery times	Established	Ongoing	Ongoing
INFRASTRUCTURE: Remediate conditions that damage track, signals and power sources	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Clean street grates systemwide (number of grates)	40,987	3,575	44,562
Seal leaks (number of leaks addressed)	3,925	1,306	5,231
Clear drain boxes and pipes, including repairs (in track miles)	450	24	474
POWER: Ensure supporting infrastructure reliability	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Install "SAGs" to mitigate the impact of electric voltage variations that could cause signal failures (number of SAGs)	384	Ongoing maintenance	384
Install new third rail insulators in high fire areas (number of locations)	-	254	254
CARS: Reduce downtime and upgrade critical components	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Accelerate the major car overhaul cycle from 7 years to 6 years (number of cars overhauled)	2,278	244	2,522
Install LED lighting and double-loop stanchions (in cars upgraded)	1,228	Begins in 3Q 2019	1,228
Deep cleaning of subway cars (in cars cleaned)	-	1,301	1,301
Add 20 Emergency Car Response teams for in-service car incidents	Established	Ongoing	Ongoing
SIGNALS: Improve signal reliability	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Rebuild signal stops, air lines and cables (in assets repaired)	224	54	278
Priority maintenance and repair tasks to improve reliability of signal and switch equipment (in number of tasks)	-	855	855
STATIONS: Improve overall Station environment	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Deep cleaning of subway stations (in stations cleaned)	-	56	56
Focused cleaning and repair campaign led by Group Station Managers (in stations enhanced)	-	70	70
Expand dedicated EMT deployment by 7 teams for a total of 12	Established	Ongoing	Ongoing
COMMUNICATIONS	Jul 2017- Dec 2018	Jan - Apr 2019	Jul 2017- Apr 2019
Add Dedicated Announcers to better inform customers regarding current service status	Established	Ongoing	Ongoing

Note: Monthly data beginning in the June 2019 Board Cycle

Customer Service Report: Buses



Darryl C. Irick, President, MTA Bus Company and Senior Vice President, NYCT Department of Buses



Queens Borough President Melinda Katz hosted a meeting at Queens Borough Hall on April 5 where NYCT President Andy Byford and Senior Vice President of Buses and MTA Bus Company President Darryl Irick briefed her and other elected officials on the Queens Bus Network Redesign.

May 2019 Highlights: Buses

This month, the last remaining blue and white Rapid Transit Series (RTS) buses were retired from service, ending a near 40-year run. Generations of New Yorkers grew up riding this RTS fleet of nearly 4,900 buses. Built by GMC Truck and Coach Division, TMC and Nova Bus, these buses were ordered between 1981 and 1999, with the first RTS bus put into service in 1979 as a demo. They soon became the workhorse of the bus fleet, serving routes in every borough and operating out of nearly every MTA New York City Transit (NYCT) and MTA Bus Company depot across the city. Several were even sent to Atlanta for use during the Summer Olympics in 1996. Notably, all the RTS vehicles had wheelchair lifts allowing NYCT to become the first major public transit agency to have a 100 percent accessible bus fleet.

In the 1990's, RTS buses were used to begin testing greener technology such as Compressed Natural Gas (CNG) and methanol. Building on those early efforts, the MTA now has one of the cleanest bus fleets in the world, with nearly 1,700 hybrid-electric buses, 745 CNG buses, 10 all-electric buses and more than 3,000 clean diesel buses. These cleaner, lower-emission buses, which have replaced the RTS vehicles, adhere to the latest and most stringent EPA regulations. The entire NYCT bus fleet is wheelchair accessible.

Both my father and I drove the 'Big Blue & Whites' during our careers at NYCT, so the retirement of the RTS fleet is a nostalgic moment for my family. But I am proud to say we are now passing the torch to the next generation of modern buses, including all-electric models that are setting the standard for transit agencies around the country and allowing us to better serve our customers.

As part of our Fast Forward Plan, we recently purchased the MTA's first all-electric articulated buses. The MTA Board awarded a contract in January to New Flyer of America Inc. for 15 all-electric articulated buses, 16 in-depot chargers and one mobile charging unit. This new contract for the articulated buses, which are higher-capacity 60-foot-long buses used on Select Bus Service as well as on higher ridership routes, makes MTA NYCT one of the first public transit systems in the country -- and the nation's largest public bus network -- to use zero-emissions technology on these larger, heavier vehicles. These buses will be put in service on 14th Street, where NYCT has enhanced bus service to provide robust alternate crosstown service during the L Project.

The MTA has allocated funding for purchasing a total of 60 all-electric buses in its current capital program, which will allow us to test the viability of electric propulsion and charging technologies in our depots and on city streets. All of this will set the stage for a transition to an all-electric bus fleet as called for in our Fast Forward plan.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: April 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	97.7%	97.6%	+0.1%	97.3%	97.1%	+0.2%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:40	0:01:36	+4.2%	0:01:44	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:39	0:00:45	-13.3%	0:00:50	N/A	N/A
	Customer Journey Time Performance (Chart 7)	73.5%	73.6%	-0.1%	72.1%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,302	6,763	+22.8%	7,016	6,414	+9.4%
	Speed (MPH) (Chart 11)	8.1	8.0	+1.3%	8.0	8.0	0.0%
Passenger Environment	Passenger Environment Survey (Chart 13)						
Legacy Indicators	Wait Assessment (Chart 14)	78.7%	79.4%	-0.9%	77.7%	77.7%	0.0%
	System MDBSI (Chart 16)	3,132	2,889	+8.4%	2,881	2,796	+3.0%
	NYCT Bus	2,942	2,696	+9.1%	2,696	2,633	+2.4%
	MTA Bus	3,971	3,735	+6.3%	3,707	3,483	+6.4%
	System Trips Completed (Chart 17)	99.3%	99.3%	0.0%	99.2%	99.1%	+0.1%
	NYCT Bus	99.4%	99.3%	+0.1%	99.2%	99.1%	+0.1%
	MTA Bus	98.9%	99.2%	-0.3%	98.9%	99.2%	-0.3%
	System AM Pull Out (Chart 18)	99.8%	99.9%	-0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.9%	99.9%	0.0%	99.8%	99.8%	0.0%
	MTA Bus	99.5%	99.6%	-0.1%	99.5%	99.7%	-0.2%
	System PM Pull Out (Chart 19)	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
	NYCT Bus	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	MTA Bus	99.4%	99.8%	-0.4%	99.6%	99.8%	-0.2%
	System Buses>=12 years	23.7%	22.5%				
	NYCT Bus	15.7%	20.8%				
	MTA Bus	51.3%	28.2%				
	System Fleet Age	8.0	8.1				
	NYCT Bus	7.3	7.7				
	MTA Bus	10.4	9.6				

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

Note: In this month's report the percentage comparisons between periods have all been updated to reflect the percentage change instead of the percentage point change.

The metrics in this report are preliminary.

Section 1: Customer Focused Metrics

The metrics in this section measure bus performance as it affects our passengers. By focusing on how closely actual service matches schedules and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect customer experience.

Performance Indicator Definitions

Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours. Service Delivered is measured at the peak load point, which is the stop on the route where the bus is most crowded, using GPS tracking data from buses as well as bus depot operations records.

- Peak Hours – 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the average added time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop uniformly, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ABST is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ABST is measured from 4 a.m. to 11 p.m.

Additional Travel Time (ATT)

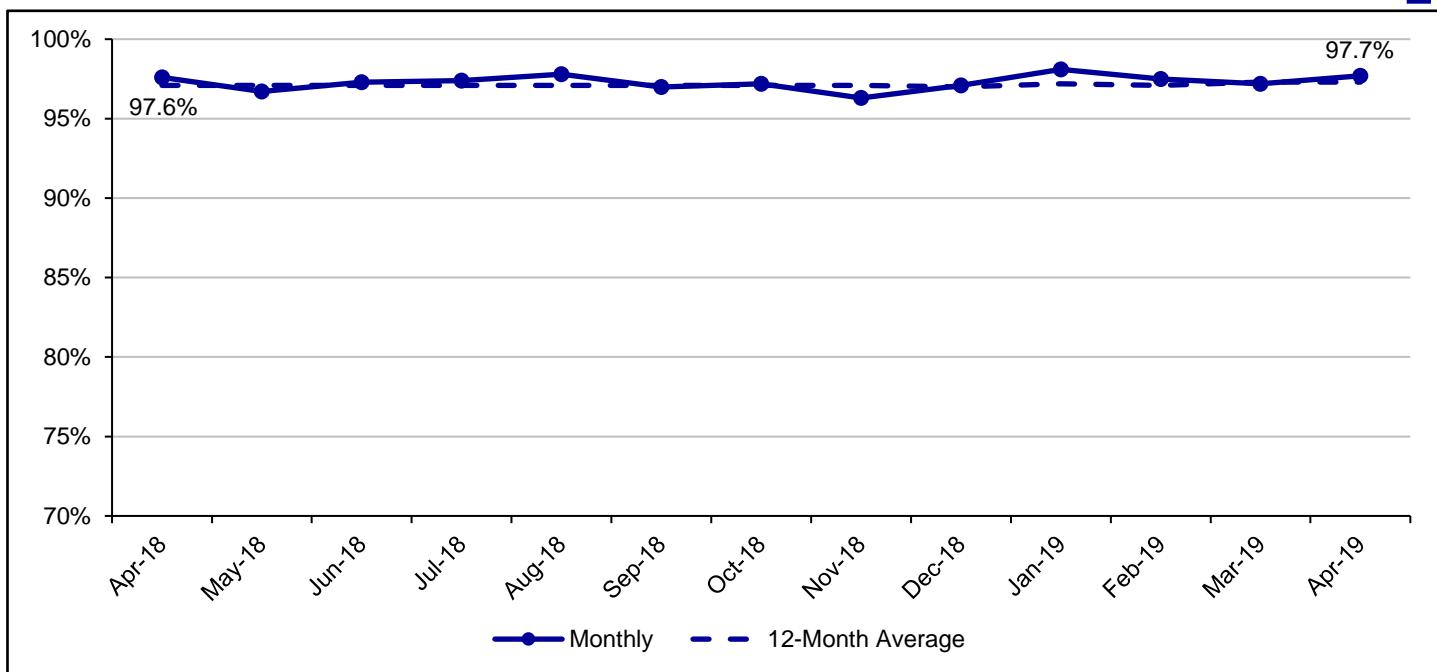
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ATT is measured from 4 a.m. to 11 p.m.

Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) measures the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. CJTP is measured from 4 a.m. to 11 p.m.

Service Delivered (Peak Hours)

Desired trend ↑



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	98.2%	97.8%	+0.4%	97.6%	97.6%	0.0%
Brooklyn	97.5%	97.7%	-0.2%	97.5%	97.3%	+0.2%
Manhattan	98.1%	97.5%	+0.6%	97.4%	97.2%	+0.2%
Queens	97.2%	97.3%	-0.1%	97.0%	96.8%	+0.2%
Staten Island	98.2%	97.8%	+0.4%	97.2%	96.7%	+0.5%
Systemwide	97.7%	97.6%	+0.1%	97.3%	97.1%	+0.2%

Service Delivered Discussion

- April 2019 Service Delivered increased by 0.1% compared to April 2018, and increased by 0.5% compared to March 2019.
- Service Delivered increased slightly by 0.2% on a 12-month average.

Service Delivered
Monthly
(Peak Hours)

Desired trend



<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	98.2%	97.8%	+0.4%
Local/Limited	97.8%	97.6%	+0.2%
Select Bus Service	99.7%	97.8%	+1.9%
Express	99.8%	99.1%	+0.7%
Brooklyn	97.5%	97.7%	-0.2%
Local/Limited	97.3%	97.6%	-0.3%
Select Bus Service	98.3%	96.7%	+1.7%
Express	98.8%	99.0%	-0.2%
Manhattan	98.1%	97.5%	+0.6%
Local/Limited	97.8%	97.0%	+0.8%
Select Bus Service	98.8%	99.2%	-0.4%
Express	N/A	N/A	N/A
Queens	97.2%	97.3%	-0.1%
Local/Limited	96.9%	97.0%	-0.1%
Select Bus Service	99.3%	100.6%	-1.3%
Express	98.6%	98.5%	+0.1%
Staten Island	98.2%	97.8%	+0.4%
Local/Limited	97.6%	97.9%	-0.3%
Select Bus Service	100.5%	99.3%	+1.2%
Express	98.6%	97.5%	+1.1%
Systemwide	97.7%	97.6%	+0.1%
Local/Limited	97.3%	97.3%	+0.0%
Select Bus Service	99.0%	98.7%	+0.3%
Express	98.9%	98.3%	+0.6%

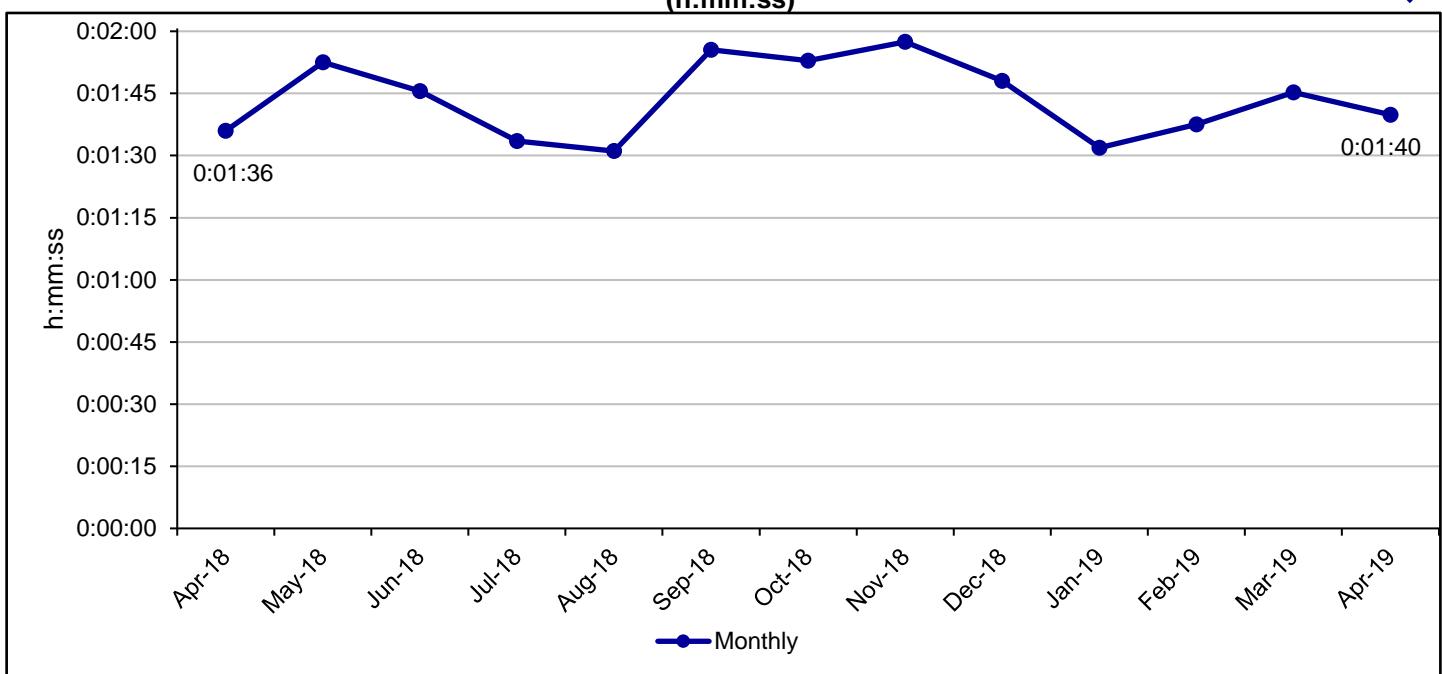
The metrics in this report are preliminary.

Chart 2

Additional Bus Stop Time

(4 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend

	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	0:01:39	0:01:32	+7.6%	0:01:41	N/A	N/A
Brooklyn	0:01:51	0:01:43	+7.8%	0:01:54	N/A	N/A
Manhattan	0:01:25	0:01:24	+1.2%	0:01:30	N/A	N/A
Queens	0:01:37	0:01:36	+1.0%	0:01:43	N/A	N/A
Staten Island	0:01:55	0:01:52	+2.7%	0:02:04	N/A	N/A
Systemwide	0:01:40	0:01:36	+4.2%	0:01:44	N/A	N/A

Additional Bus Stop Time Discussion

- Additional Bus Stop Time declined by 4 seconds (or 4.2%) in April 2019 as compared to April 2018.
- Additional Bus Stop Time improved by 5 seconds (or 4.8%) in April 2019 as compared to March 2019.

Additional Bus Stop Time

(4 a.m. - 11 p.m.)

(h:mm:ss)

Desired trend



<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	0:01:39	0:01:32	+7.6%
Local/Limited	0:01:40	0:01:34	+6.4%
Select Bus Service	0:01:18	0:01:10	+11.4%
Express	0:02:20	0:02:07	+10.2%
Brooklyn	0:01:51	0:01:43	+7.8%
Local/Limited	0:01:53	0:01:45	+7.6%
Select Bus Service	0:01:20	0:01:09	+15.9%
Express	0:02:04	0:02:13	-6.8%
Manhattan	0:01:25	0:01:24	+1.2%
Local/Limited	0:01:31	0:01:30	+1.1%
Select Bus Service	0:01:10	0:01:09	+1.4%
Express	N/A	N/A	N/A
Queens	0:01:37	0:01:36	+1.0%
Local/Limited	0:01:38	0:01:38	0.0%
Select Bus Service	0:01:13	0:01:10	+4.3%
Express	0:01:55	0:02:02	-5.7%
Staten Island	0:01:55	0:01:52	+2.7%
Local/Limited	0:02:13	0:02:06	+5.6%
Select Bus Service	0:01:14	0:01:03	+17.5%
Express	0:01:21	0:01:29	-9.0%
Systemwide	0:01:40	0:01:36	+4.2%
Local/Limited	0:01:43	0:01:39	+4.0%
Select Bus Service	0:01:14	0:01:09	+7.2%
Express	0:01:45	0:01:49	-3.7%

The metrics in this report are preliminary.

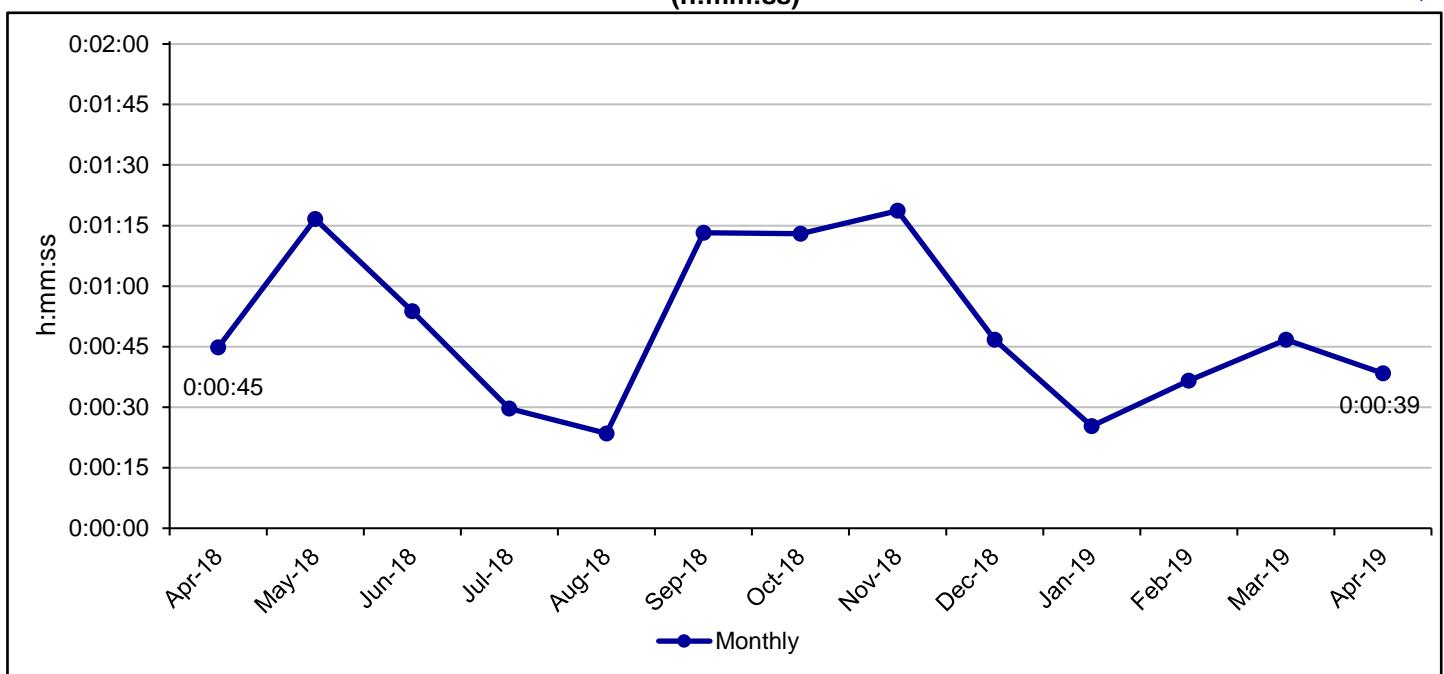
Chart 4

Additional Travel Time

(4 a.m. - 11 p.m.)

(h:mm:ss)

Desired trend



Monthly

12-Month Average

	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	0:00:52	0:00:57	-8.8%	0:01:00	N/A	N/A
Brooklyn	0:00:39	0:00:41	-4.9%	0:00:49	N/A	N/A
Manhattan	0:00:21	0:00:23	-8.7%	0:00:28	N/A	N/A
Queens	0:00:40	0:00:51	-21.6%	0:00:57	N/A	N/A
Staten Island	0:00:19	0:00:42	-54.8%	0:00:45	N/A	N/A
Systemwide	0:00:39	0:00:45	-13.3%	0:00:50	N/A	N/A

Additional Travel Time Discussion

- Additional Travel Time improved by 6 seconds (or 13.3%) in April 2019 as compared to April 2018.
- Additional Travel Time improved by 8 seconds (or 17%) in April 2019 as compared to March 2019.

The metrics in this report are preliminary.

Chart 5

Additional Travel Time
Monthly (4 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend



<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	0:00:52	0:00:57	-8.8%
Local/Limited	0:00:45	0:00:48	-6.3%
Select Bus Service	0:01:17	0:01:13	+5.5%
Express	0:03:52	0:05:51	-33.9%
Brooklyn	0:00:39	0:00:41	-4.9%
Local/Limited	0:00:39	0:00:40	-2.5%
Select Bus Service	0:00:48	0:00:42	+14.3%
Express	0:00:26	0:01:18	-66.7%
Manhattan	0:00:21	0:00:23	-8.7%
Local/Limited	0:00:25	0:00:32	-21.9%
Select Bus Service	0:00:10	-0:00:03	+433.3%
Express	N/A	N/A	N/A
Queens	0:00:40	0:00:51	-21.6%
Local/Limited	0:00:37	0:00:47	-21.3%
Select Bus Service	0:00:42	0:00:23	+82.6%
Express	0:03:00	0:05:41	-47.2%
Staten Island	0:00:19	0:00:42	-54.8%
Local/Limited	0:00:30	0:00:29	+3.4%
Select Bus Service	0:01:04	0:00:15	+326.7%
Express	-0:00:24	0:01:21	-129.6%
Systemwide	0:00:39	0:00:45	-13.3%
Local/Limited	0:00:37	0:00:43	-14.0%
Select Bus Service	0:00:38	0:00:26	+46.2%
Express	0:01:13	0:03:03	-60.1%

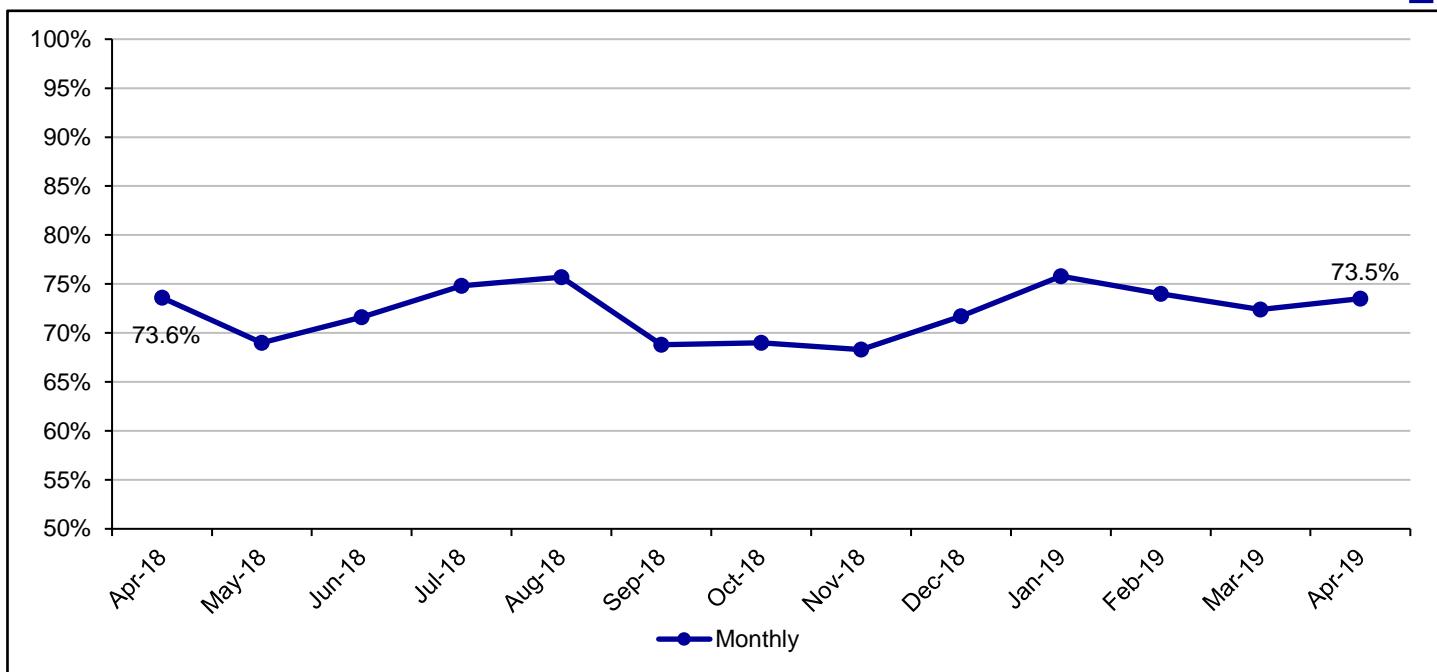
The metrics in this report are preliminary.

Chart 6

Customer Journey Time Performance

(4 a.m. - 11 p.m.)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	72.7%	73.2%	-0.7%	71.7%	N/A	N/A
Brooklyn	72.0%	73.0%	-1.4%	70.8%	N/A	N/A
Manhattan	77.4%	76.8%	+0.8%	75.8%	N/A	N/A
Queens	73.9%	73.4%	+0.7%	72.0%	N/A	N/A
Staten Island	71.0%	70.6%	+0.6%	68.6%	N/A	N/A
Systemwide	73.5%	73.6%	-0.1%	72.1%	N/A	N/A

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in April 2019 slightly decreased by 0.1% compared to April 2018, and improved by 1.5% compared to March 2019.

The metrics in this report are preliminary.

Chart 7

Customer Journey Time Performance

Monthly

Desired trend 

<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	72.7%	73.2%	-0.7%
Local/Limited	73.5%	74.0%	-0.7%
Select Bus Service	70.6%	72.1%	-2.1%
Express	50.8%	45.1%	+12.6%
Brooklyn	72.0%	73.0%	-1.4%
Local/Limited	71.8%	72.8%	-1.4%
Select Bus Service	74.9%	78.2%	-4.2%
Express	65.4%	61.6%	+6.2%
Manhattan	77.4%	76.8%	+0.8%
Local/Limited	76.1%	75.2%	+1.2%
Select Bus Service	81.2%	81.1%	+0.1%
Express	N/A	N/A	N/A
Queens	73.9%	73.4%	+0.7%
Local/Limited	74.3%	73.8%	+0.7%
Select Bus Service	74.3%	76.7%	-3.1%
Express	55.2%	45.2%	+22.1%
Staten Island	71.0%	70.6%	+0.6%
Local/Limited	71.6%	72.0%	-0.6%
Select Bus Service	72.9%	78.4%	-7.0%
Express	69.1%	64.6%	+7.0%
Systemwide	73.5%	73.6%	-0.1%
Local/Limited	73.5%	73.7%	-0.3%
Select Bus Service	76.4%	77.8%	-1.8%
Express	62.3%	56.7%	+9.9%

The metrics in this report are preliminary.

Chart 8

Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers by measuring the reliability of bus performance and the impact of bus speed on operations.

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

Bus Speeds

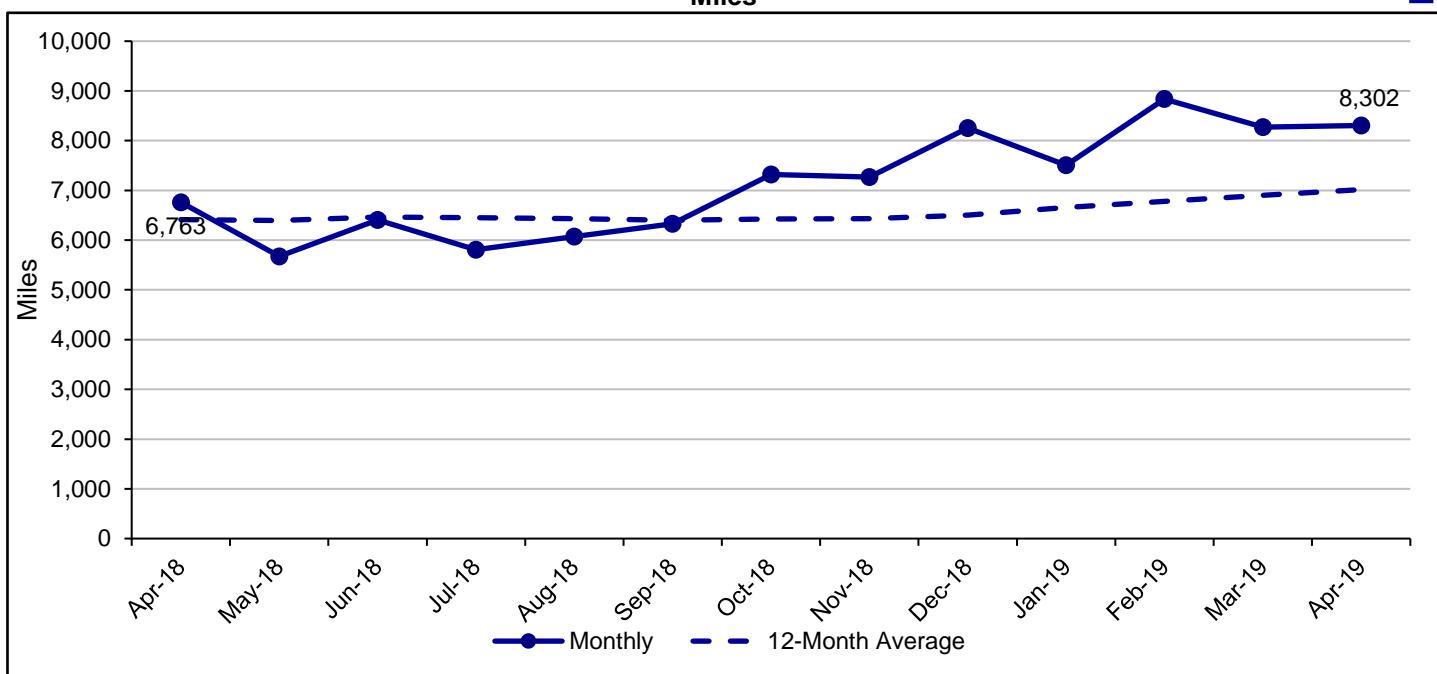
Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



Monthly

12-Month Average

	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	6,023	4,671	+28.9%	5,235	4,345	+20.5%
Brooklyn	9,989	6,660	+50.0%	6,954	6,598	+5.4%
Manhattan	5,011	3,989	+25.6%	4,183	3,675	+13.8%
Queens	7,617	7,466	+2.0%	7,291	7,184	+1.5%
Staten Island	24,228	23,913	+1.3%	20,637	20,786	-0.7%
Systemwide	8,302	6,763	+22.8%	7,016	6,414	+9.4%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 22.8% from 6,763 in April 2018 to 8,302 in April 2019.
- The 12-month average through April 2019 also increased by 9.4%.

The metrics in this report are preliminary.

Chart 9

Mean Distance Between Failures
12 Month Rolling Average (24 Hours)
Miles

Desired trend


<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	5,235	4,345	+20.5%
Local/Limited	4,469	3,619	+23.5%
Select Bus Service	6,940	5,844	+18.8%
Express	11,001	11,162	-1.4%
Brooklyn	6,954	6,598	+5.4%
Local/Limited	6,708	6,409	+4.7%
Select Bus Service	10,095	8,325	+21.3%
Express	9,746	10,115	-3.6%
Manhattan	4,183	3,675	+13.8%
Local/Limited	3,695	3,377	+9.4%
Select Bus Service	8,586	5,725	+50.0%
Express	N/A	N/A	N/A
Queens	7,291	7,184	+1.5%
Local/Limited	6,870	6,755	+1.7%
Select Bus Service	11,577	13,675	-15.3%
Express	8,228	8,366	-1.6%
Staten Island	20,637	20,786	-0.7%
Local/Limited	19,011	18,632	+2.0%
Select Bus Service	10,816	12,634	-14.4%
Express	24,203	24,720	-2.1%
Systemwide	7,016	6,414	+9.4%
Local/Limited	6,114	5,598	+9.2%
Select Bus Service	9,450	7,888	+19.8%
Express	13,046	13,080	-0.3%

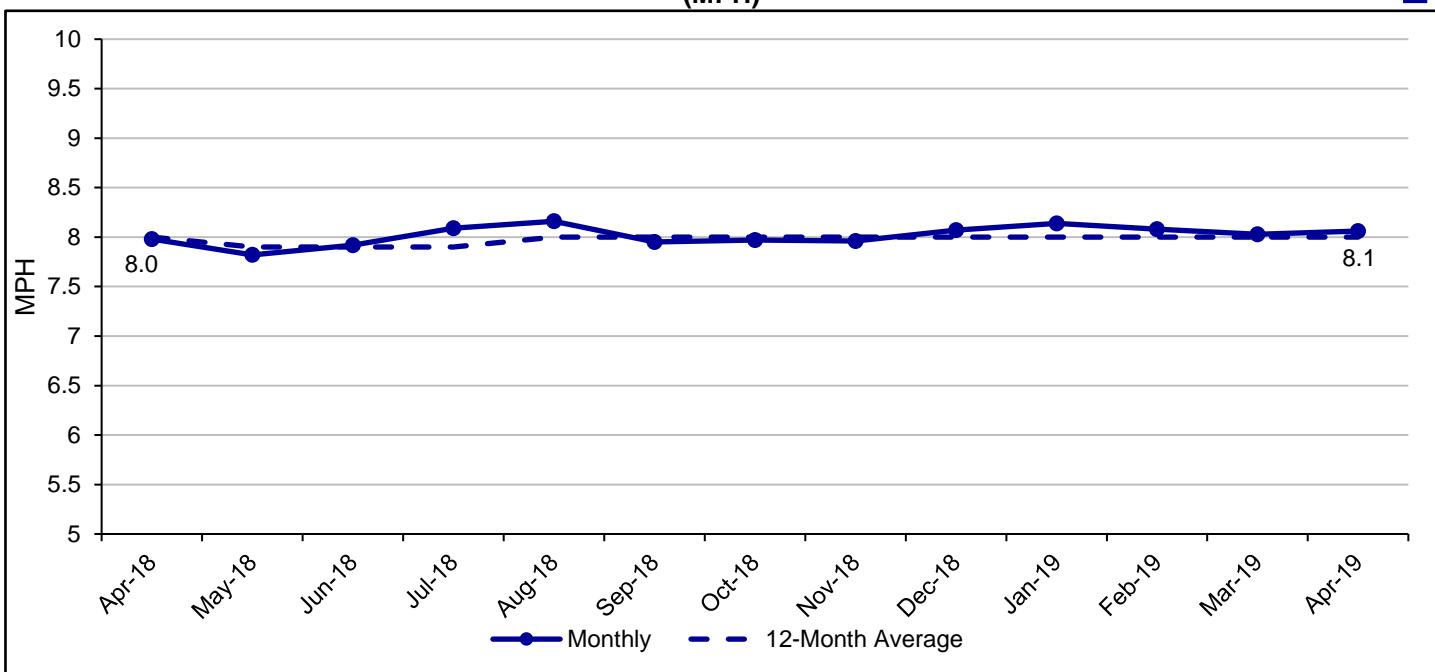
The metrics in this report are preliminary.

Chart 10

Bus Speeds

(24 Hours)
(MPH)

Desired trend



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	7.5	7.5	0.0%	7.4	7.5	-1.3%
Brooklyn	7.2	7.1	+1.4%	7.1	7.1	0.0%
Manhattan	5.9	6.0	-1.7%	6.0	5.9	+1.7%
Queens	8.9	8.9	0.0%	8.9	8.9	0.0%
Staten Island	13.9	13.2	+5.3%	13.7	13.2	+3.8%
Systemwide	8.1	8.0	+1.3%	8.0	8.0	0.0%

Speed Discussion

- April 2019 Bus Speeds improved 1.3% compared to March 2019, to April 2018, and to the April 2019 12-month average.
- Speeds on Staten Island express buses continued to show improvement. In April 2019, speeds improved 10.9% compared to April 2018.

The metrics in this report are preliminary.

Chart 11

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend



<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	7.5	7.5	0.0%
Local/Limited	6.8	6.8	0.0%
Select Bus Service	8.5	8.7	-2.3%
Express	11.4	11.3	+0.9%
Brooklyn	7.2	7.1	+1.4%
Local/Limited	6.9	6.9	0.0%
Select Bus Service	8.6	8.6	0.0%
Express	12.1	11.9	+1.7%
Manhattan	5.9	6.0	-1.7%
Local/Limited	5.6	5.6	0.0%
Select Bus Service	7.2	7.7	-6.5%
Express	N/A	N/A	N/A
Queens	8.9	8.9	0.0%
Local/Limited	8.6	8.6	0.0%
Select Bus Service	11.4	11.3	+0.9%
Express	12.7	12.4	+2.4%
Staten Island	13.9	13.2	+5.3%
Local/Limited	11.8	11.5	+2.6%
Select Bus Service	14.5	14.8	-2.0%
Express	17.3	15.6	+10.9%
Systemwide	8.1	8.0	+1.3%
Local/Limited	7.5	7.4	+1.4%
Select Bus Service	9.3	9.6	-3.1%
Express	14.0	13.1	+6.9%

The metrics in this report are preliminary.

Chart 12

Section 3: Passenger Environment

The metrics in this section affect the customer experience in terms of cleanliness and the functionality of the equipment they encounter on their travels.

Performance Indicator Definitions

Passenger Environment Survey

Passenger Environment Survey (PES) indicators combine the results of surveys of a number of different aspects of bus vehicle and operating conditions in three categories:

Appearance: For example, do the buses appear clean? Are they free of graffiti?

Equipment: For example, do the heat, air conditioning, and wheelchair lift work?

Information: For example, is the information helpful and appropriate? Are the electronic signs correct? Are the announcements clear?

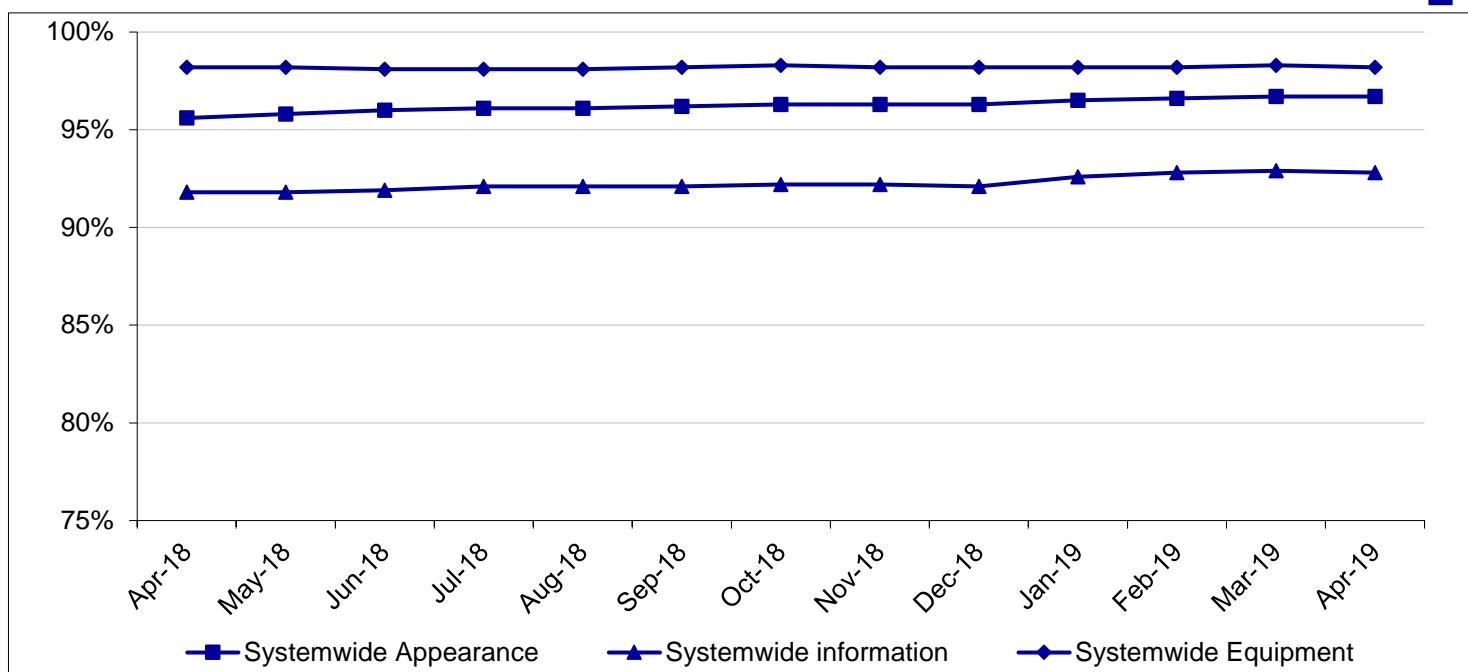
Separate surveys are conducted for local and express buses. Express buses are only surveyed for appearance and equipment indicators.

Surveys are conducted between 4 a.m. and 11 p.m. on weekdays. This number is reported as a 12-month average.

Passenger Environment Survey

12-Month Rolling Average

Desired trend



May 18 - Apr 19

	Appearance	Equipment	Information		Appearance	Equipment	Information
Bronx	96.1%	96.1%	96.1%		94.9%	94.9%	94.9%
Brooklyn	97.4%	97.4%	97.4%		95.9%	95.9%	95.9%
Manhattan	95.8%	95.8%	95.8%		93.2%	93.2%	93.2%
Queens	97.7%	97.7%	97.7%		97.5%	97.5%	97.5%
Staten Island	96.1%	96.1%	96.1%		95.3%	95.3%	95.3%
Systemwide	96.7%	98.2%	92.8%		95.6%	98.2%	91.8%

Passenger Environment Survey Discussion

- The information quality score increased by 1.0% on a 12-month average and is expected to continue to improve as more digital information screens are available on buses.
- Appearance improved by 1.2% due to better litter and cleanliness scores.
- Equipment performance remained the same at 98.2% on a 12-month average.

The metrics in this report are preliminary.

Chart 13

Section 4: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

Performance Indicator Definitions

Wait Assessment

Wait Assessment (WA) measures how evenly buses are spaced. It is defined as the percentage of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

Bus Mean Distance Between Service Interruptions

Bus Mean Distance Between Service Interruptions is 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.

Bus Percentage of Completed Trips

Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period. The systemwide metric is the combined results of NYCT Bus and MTA Bus.

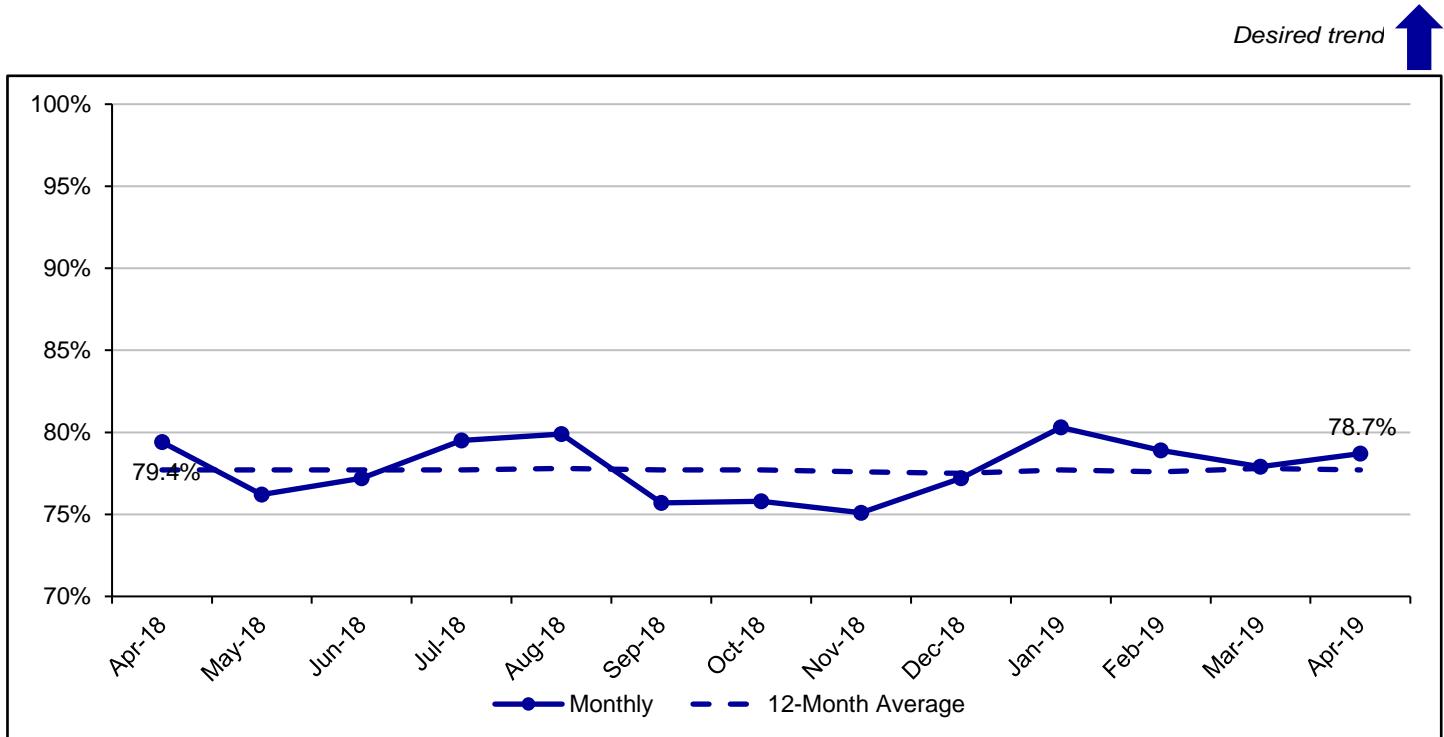
Bus AM Weekday Pull Out Performance

Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The systemwide metric is the combined results of NYCT Bus and MTA Bus.

Bus PM Weekday Pull Out Performance

Bus PM Weekday Pull Out Performance is the percent of required buses and operators available in the PM peak period. The systemwide metric is the combined results of NYCT Bus and MTA Bus.

Wait Assessment



	Monthly			12-Month Average		
	Apr 19	Apr 18	% Change	Apr 19	Apr 18	% Change
Bronx	77.7%	78.5%	-1.0%	76.9%	77.3%	-0.5%
Brooklyn	76.6%	78.2%	-2.0%	76.1%	76.3%	-0.3%
Manhattan	78.2%	78.0%	+0.3%	76.6%	76.5%	+0.1%
Queens	80.2%	80.8%	-0.7%	79.3%	78.8%	+0.6%
Staten Island	82.2%	82.9%	-0.8%	80.4%	81.2%	-1.0%
Systemwide	78.7%	79.4%	-0.9%	77.7%	77.7%	0.0%

The metrics in this report are preliminary.

Chart 14

Wait Assessment

Monthly

Desired trend



<u>Borough</u>	<u>Apr 19</u>	<u>Apr 18</u>	<u>% Change</u>
Bronx	77.7%	78.5%	-1.0%
Local/Limited	77.4%	78.2%	-1.0%
Select Bus Service	78.3%	82.9%	-5.5%
Express	83.3%	83.9%	-0.7%
Brooklyn	76.6%	78.2%	-2.0%
Local/Limited	76.5%	78.1%	-2.0%
Select Bus Service	80.3%	82.2%	-2.3%
Express	78.8%	78.8%	+0.0%
Manhattan	78.2%	78.0%	+0.3%
Local/Limited	78.0%	77.7%	+0.4%
Select Bus Service	81.1%	81.1%	+0.0%
Express	N/A	N/A	N/A
Queens	80.2%	80.8%	-0.7%
Local/Limited	80.1%	80.7%	-0.7%
Select Bus Service	83.0%	83.6%	-0.7%
Express	81.8%	81.3%	+0.6%
Staten Island	82.2%	82.9%	-0.8%
Local/Limited	81.3%	82.7%	-1.7%
Select Bus Service	82.9%	86.1%	-3.7%
Express	85.7%	83.3%	+2.9%
Systemwide	78.7%	79.4%	-0.9%
Local/Limited	78.4%	79.2%	-1.0%
Select Bus Service	81.5%	82.8%	-1.6%
Express	83.3%	82.4%	+1.1%

The metrics in this report are preliminary.

Chart 15

Bus Mean Distance Between Service Interruptions

Desired trend

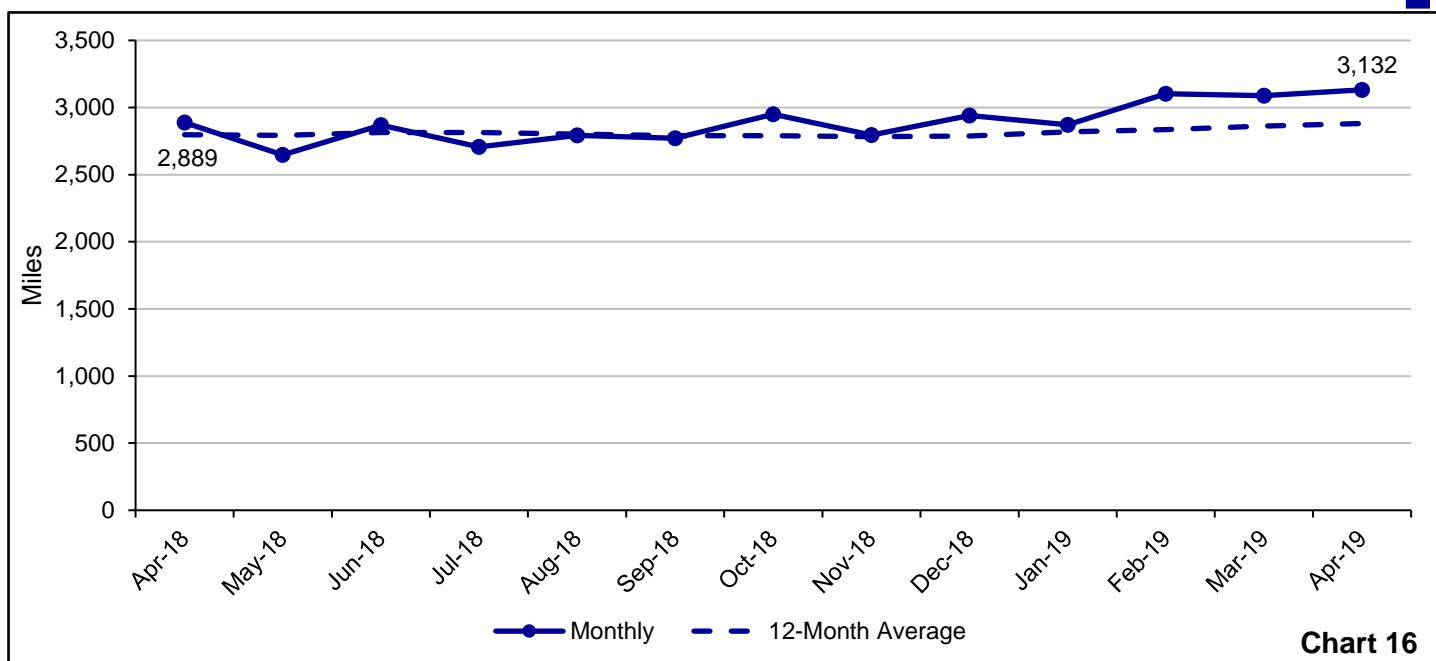


Chart 16

Monthly

12-Month Average

Systemwide

	Apr 19	Apr 18	% Change
Systemwide	3,132	2,889	+8.4%

	Apr 19	Apr 18	% Change
Systemwide	2,881	2,796	+3.0%

Bus Percentage of Completed Trips

Desired trend

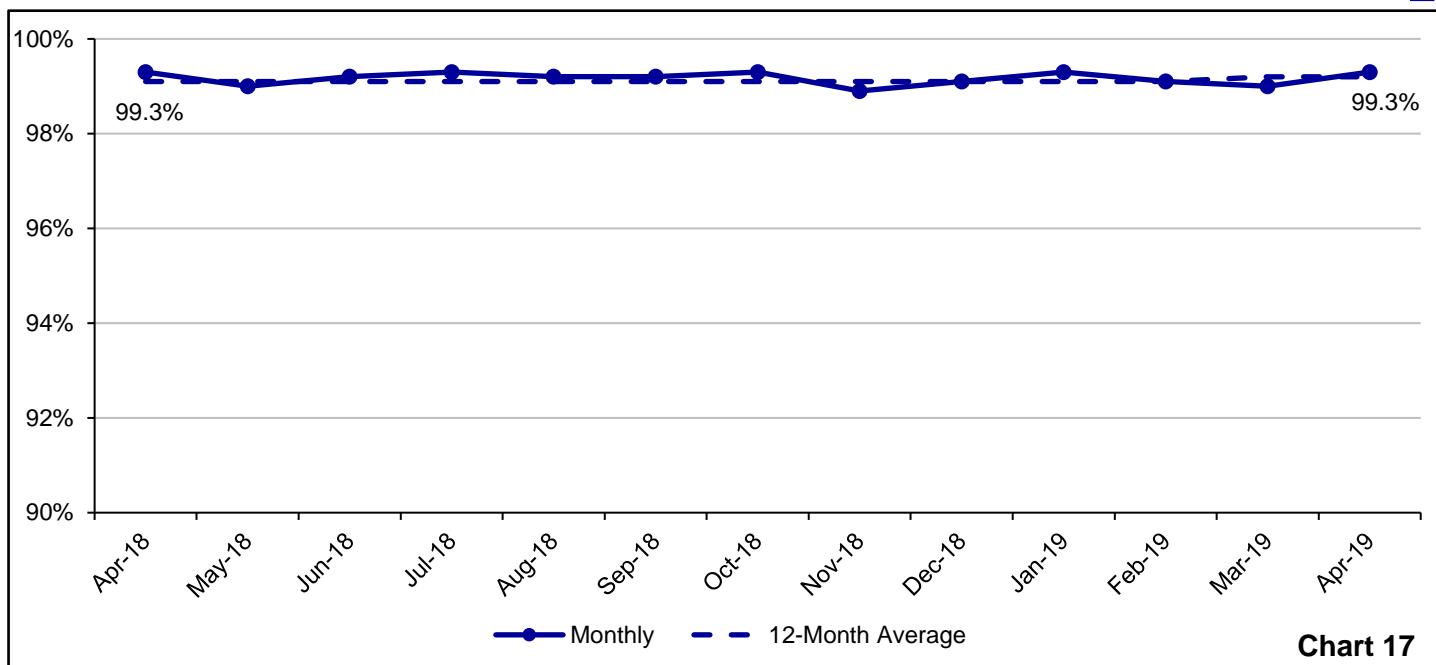


Chart 17

Monthly

12-Month Average

Systemwide

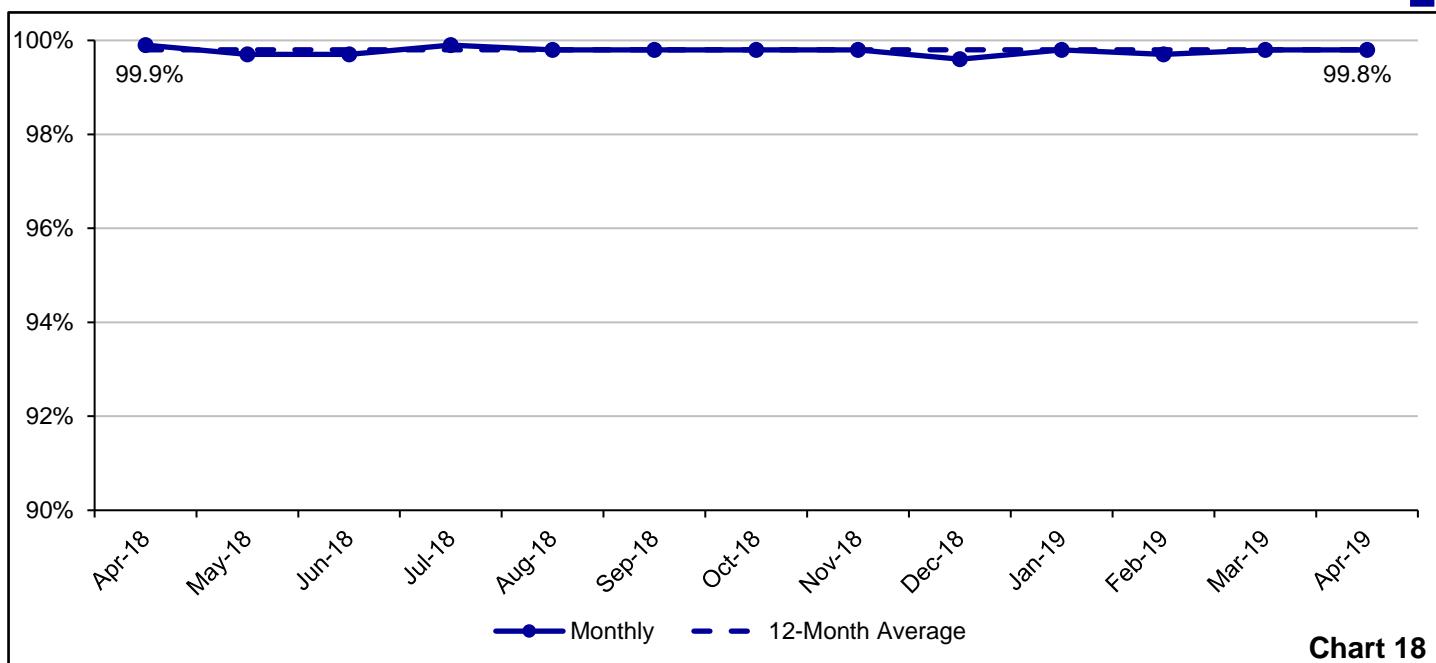
	Apr 19	Apr 18	% Change
Systemwide	99.3%	99.3%	0.0%

	Apr 19	Apr 18	% Change
Systemwide	99.2%	99.1%	+0.1%

The metrics in this report are preliminary.

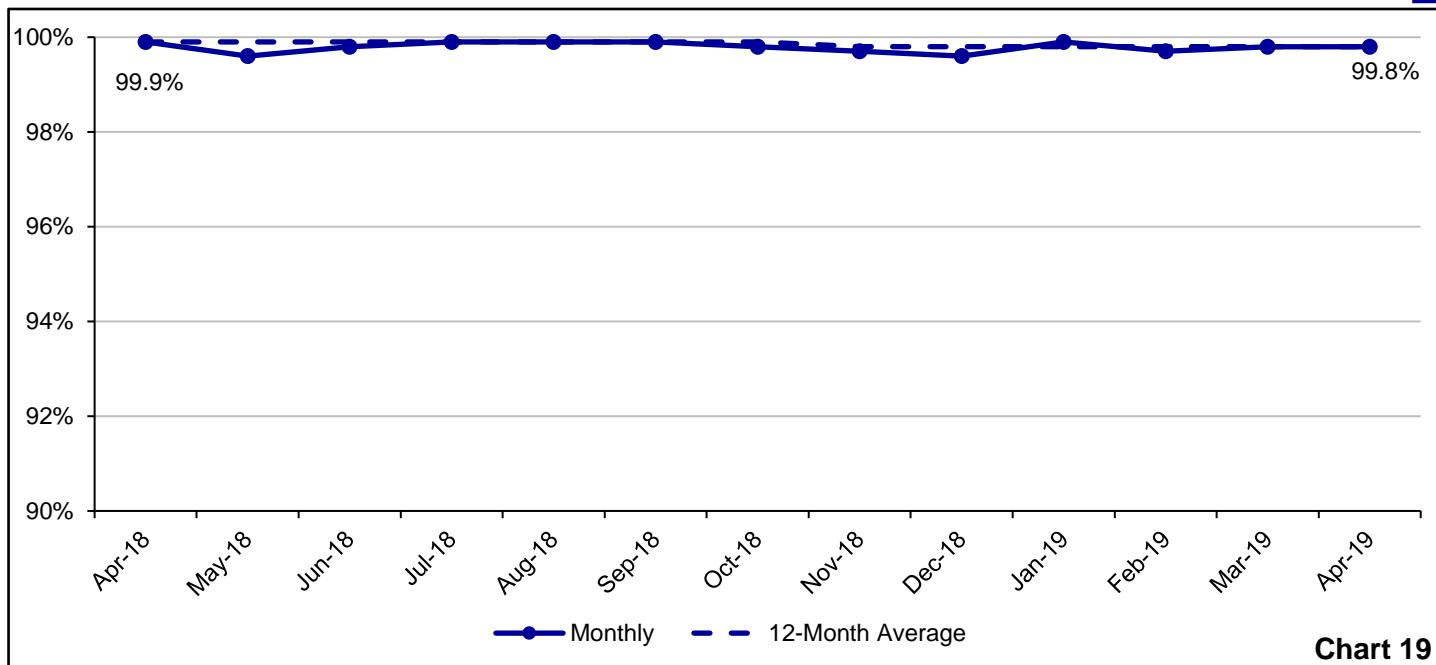
Bus AM Weekday Pull Out Performance

Desired trend



Bus PM Weekday Pull Out Performance

Desired trend



Systemwide

The metrics in this report are preliminary.

Customer Service Report: Paratransit

Darryl C. Irick, President, MTA Bus Company and Senior Vice President, NYCT Department of Buses



Paratransit Vice President Michael Cosgrove (right) presented awards of commendation last month to Access-A-Ride driver Stephan Wallace (left) and Road Supervisor Maria Tolentino (center). The duo successfully returned a purse to the home of an Access-A-Ride customer who accidentally left it behind on her ride.

May 2019 Highlights: Paratransit

Performance in March remains stable amidst more than 20% growth in trips and ridership when compared to March of last year.

We are still in the process of ramping up our enhanced broker service, which began in March. While we expect to experience some short-term transition issues as we complete this process, we are confident that the enhanced broker service will provide our customers with many benefits going forward.

In May, the New York City Department of Transportation (NYC DOT) announced the adoption of a new rule to allow select dedicated Access-A-Ride (AAR) vehicles to travel in dedicated bus lanes. The new rule, which will officially take effect on May 30th, will ensure Paratransit customers arrive to their destinations faster and lead to more reliable service for the over 150,000 New Yorkers with disabilities who currently use AAR service.

Allowing Access-A-Ride vehicles in bus lanes, designed to improve traffic flow for all who utilize mass transit, is an excellent new development for our Paratransit customers delayed by traffic congestion. It is another example of the close collaboration we have with NYC DOT and the positive impact that advocates can have on the accessibility landscape.

As part of Fast Forward, we continue to explore additional ways to improve Paratransit services. In January, we began the rollout of new lift-equipped vans on our Primary Carrier service to replace vehicles that have exceeded their useful life. The new vans are quieter, and have interiors with a higher ceiling clearance, bright LED lighting, and digital thermostat controls providing for a more comfortable ride and improving the customer experience. As an added benefit, the narrow body design is easier to maneuver on city streets compared to the older Paratransit vehicles. To date we have over 200 in service and will have 700 by the end of this year.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

Paratransit Report

Statistical results for the month of March 2019 are shown below.

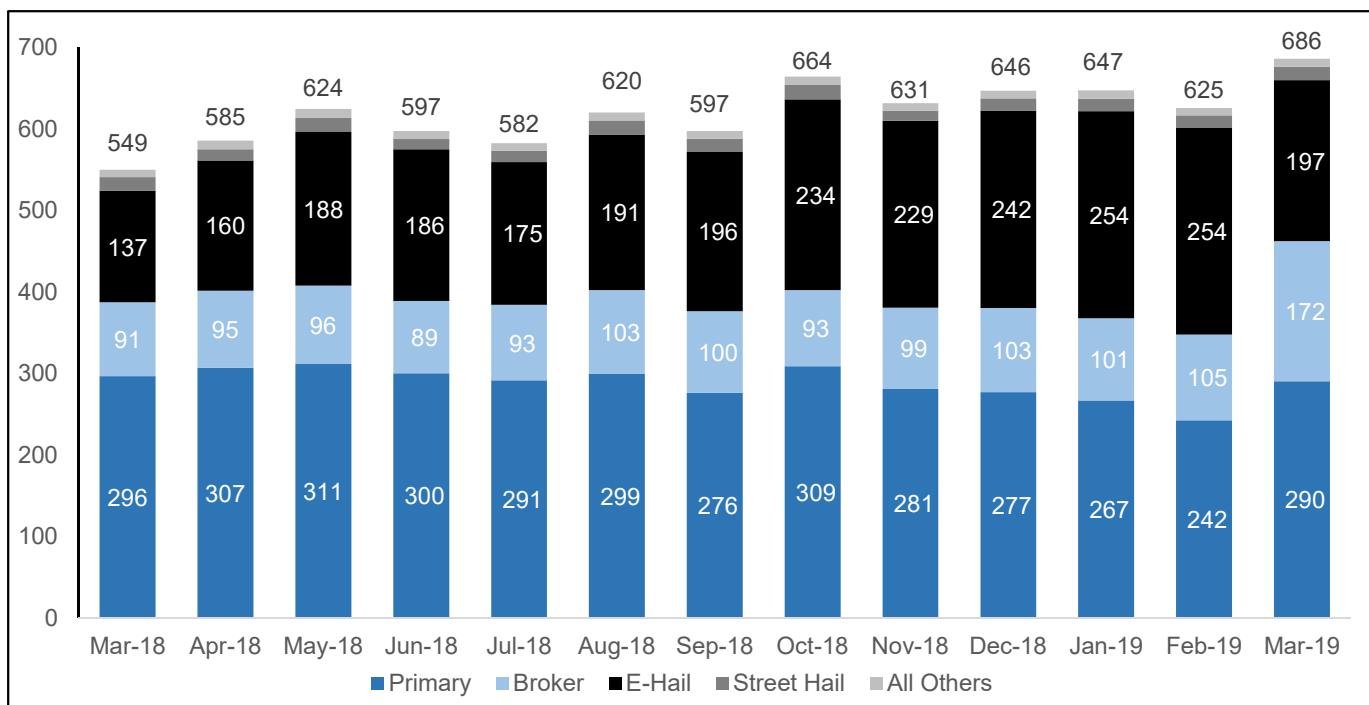
Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: March 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	% of Trips Completed	92.0%	91.6%	+0.4%	93.1%	90.9%	+2.4%
	Trips Requested	860,693	706,999	+21.7%	768,405	662,085	+16.1%
	Trips Scheduled	745,067	599,838	+24.2%	672,137	570,386	+17.8%
	Trips Completed*	685,692	549,467	+24.8%	625,964	518,218	+20.8%
	Early Cancellations (Customer) as a Percentage of Trips Requested	12.8%	14.6%	-12.3%	12.0%	13.1%	-8.4%
	Late Cancellations (Customer) as a Percentage of Trips Scheduled	4.6%	4.0%	+15.0%	3.9%	3.5%	+11.4%
	No-Shows (Customer) as a Percentage of Trips Scheduled	2.4%	2.1%	+14.3%	1.9%	2.1%	-9.5%
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.4%	0.6%	-33.3%	0.5%	0.7%	-28.6%
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.5%	+40.0%	0.6%	0.7%	-14.3%
	New Applications Received	2,537	2,475	+2.5%	3,246	2,746	+18.2%

*March 2019 and the 12-month average completed trips are estimated based on reimbursement rates to exclude unredeemed authorized trips to make the values comparable to last year's value.

Note: 1) In this month's report the percentage comparisons between periods have all been updated to reflect the percentage change instead of the percentage point change.

2) Trip amounts will change due to reconciliation.

Total Trips



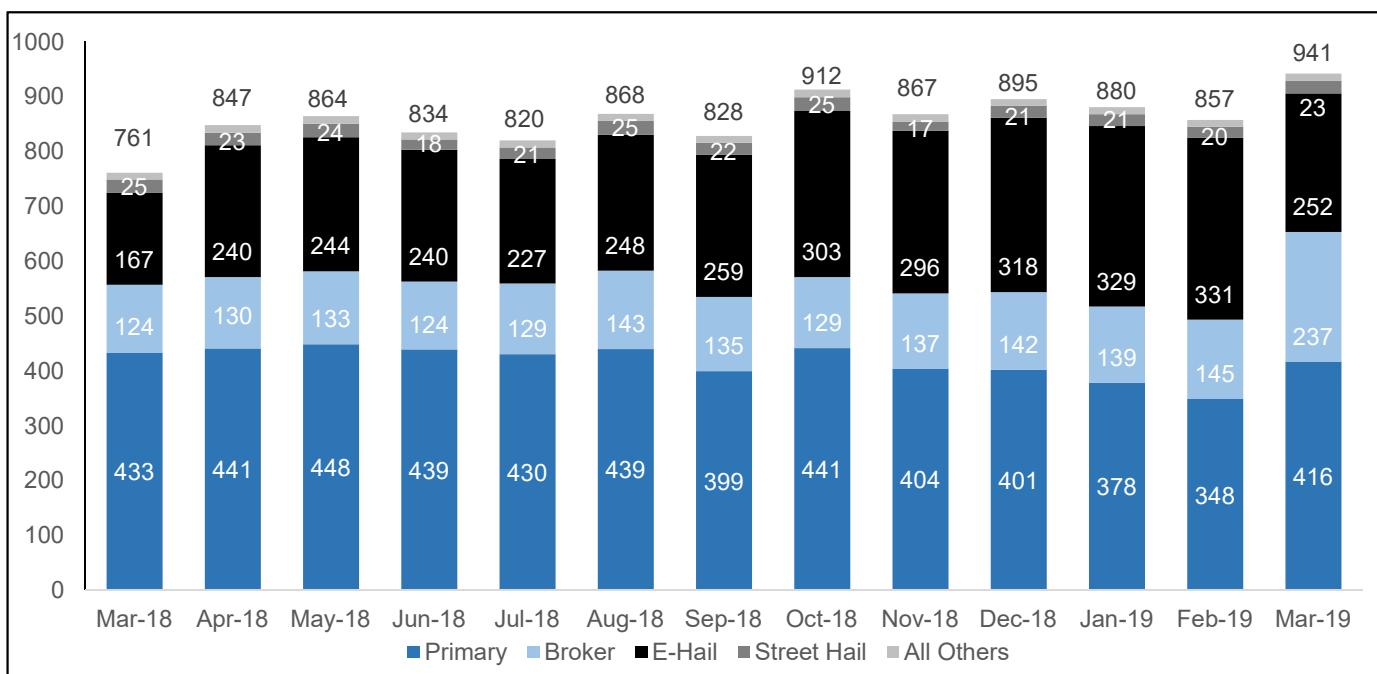
Total Trips Discussion

- Total Trips increased by 61K (or 10%) in March 2019 when compared to the previous month and by 136K (or 25%) when compared to March 2018.
- The increase in overall trips from last year is mainly attributed to Advanced Reservation E-Hail which began the transition to enhanced broker services in March.

Note: 1) Total Trips have been updated through December 2018 reflecting the most recent data.

2) Monthly totals may not be exact due to rounding.

Total Ridership



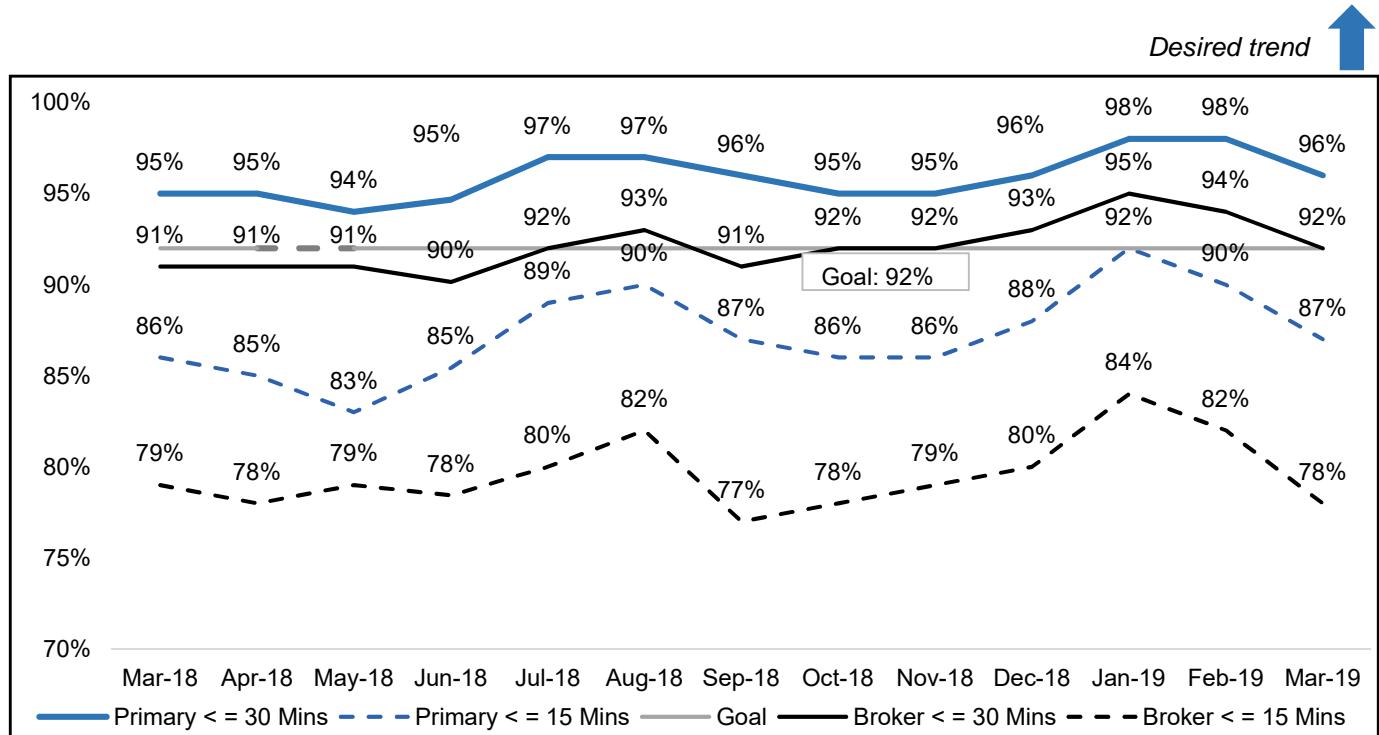
Total Ridership Discussion

- Total Ridership increased by 84K (or 10%) in March 2019 when compared to February 2019, and increased by 180K (or 24%) when compared to March 2018.
- The increase in overall ridership from last year is mainly attributed to Advanced Reservation E-Hail which began the transition to enhanced broker services in March.

Note: 1) Total Ridership have been updated through December 2018 reflecting the most recent data.

2) Monthly totals may not be exact due to rounding.

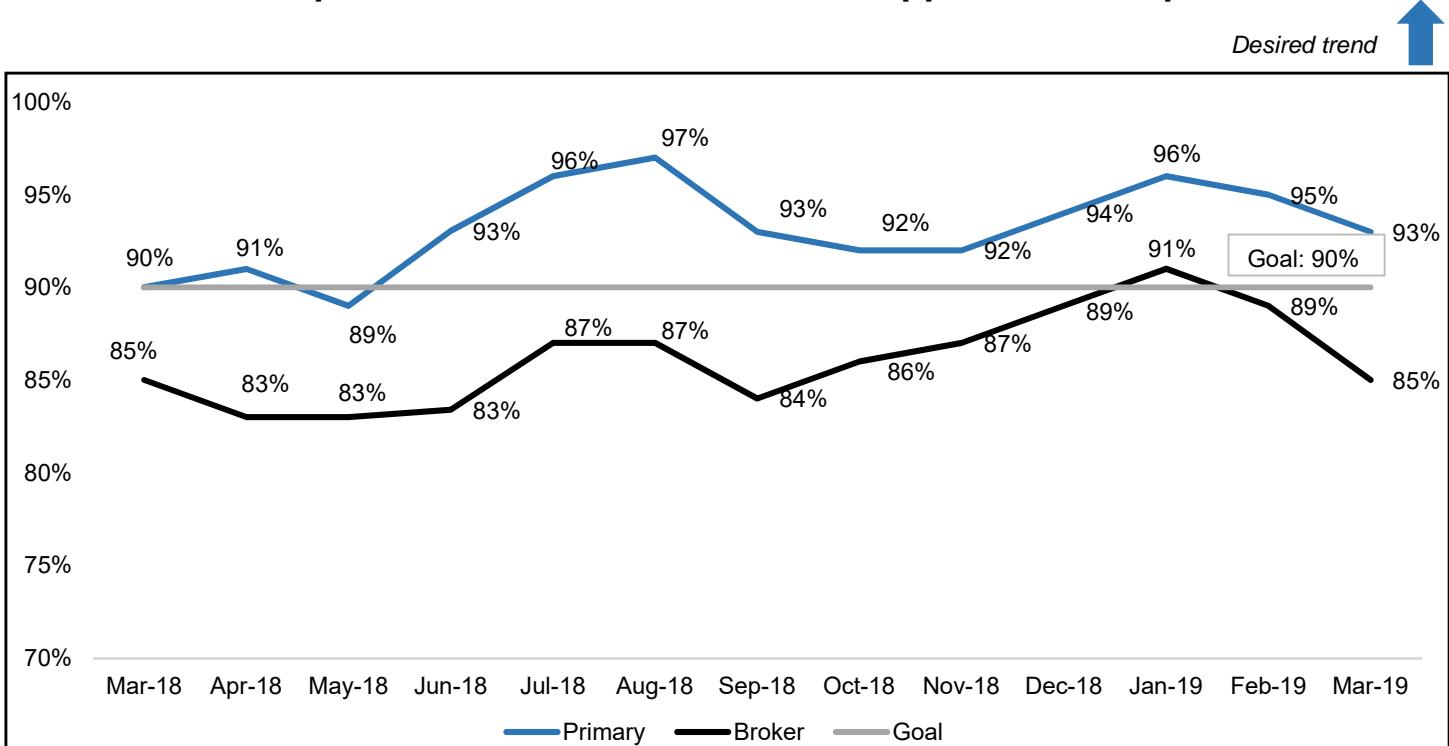
Pick Up On-Time Performance



Pick Up On-Time Performance Discussion

- March 2019 Primary 30 minute P/U, OTP result of 96% indicates a decrease of 2% when compared to February 2019 and improved by 1% as compared to March 2018.
- March 2019 Primary 15 minute P/U, OTP result of 87% indicates a decrease of 3% when compared to February 2019 and improved by 1% as compared to March 2018.
- March 2019 Broker 30 minute P/U, OTP result of 92% indicates a decrease of 2% when compared to February 2019 and improved by 1% as compared to March 2018.
- March 2019 Broker 15 minute P/U, OTP result of 78% indicates a decreased of 5% when compared to February 2019 and decreased by 1% as compared to March 2018.
- OTP for Primary and Broker is temporary impacted by the transition from Advanced Reservation E-Hail to enhanced broker services.

Drop Off On-Time Performance On Appointment Trips

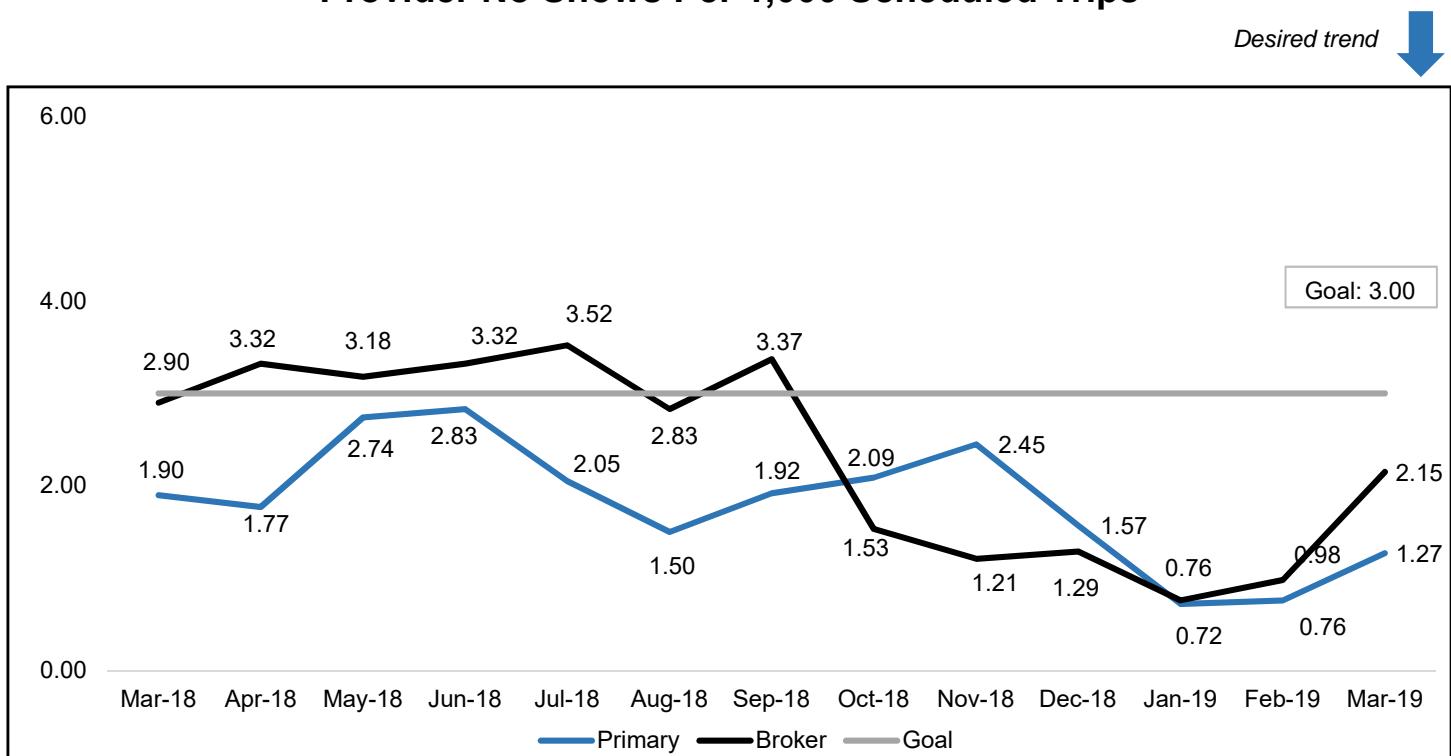


Drop Off On-Time Performance On Appointment Trips Discussion

- March 2019 Primary D/O OTP result of 93% indicates an improvement of 3% when compared to March 2018 and a decrease of 2% when compared to February 2019.
- March 2019 Broker D/O OTP result of 85% which is the same as March 2018 and a decrease of 4% when compared to February 2019.
- OTP for Primary and Broker is temporary impacted by the transition from Advanced Reservation E-Hail to enhanced broker services.

Chart 4

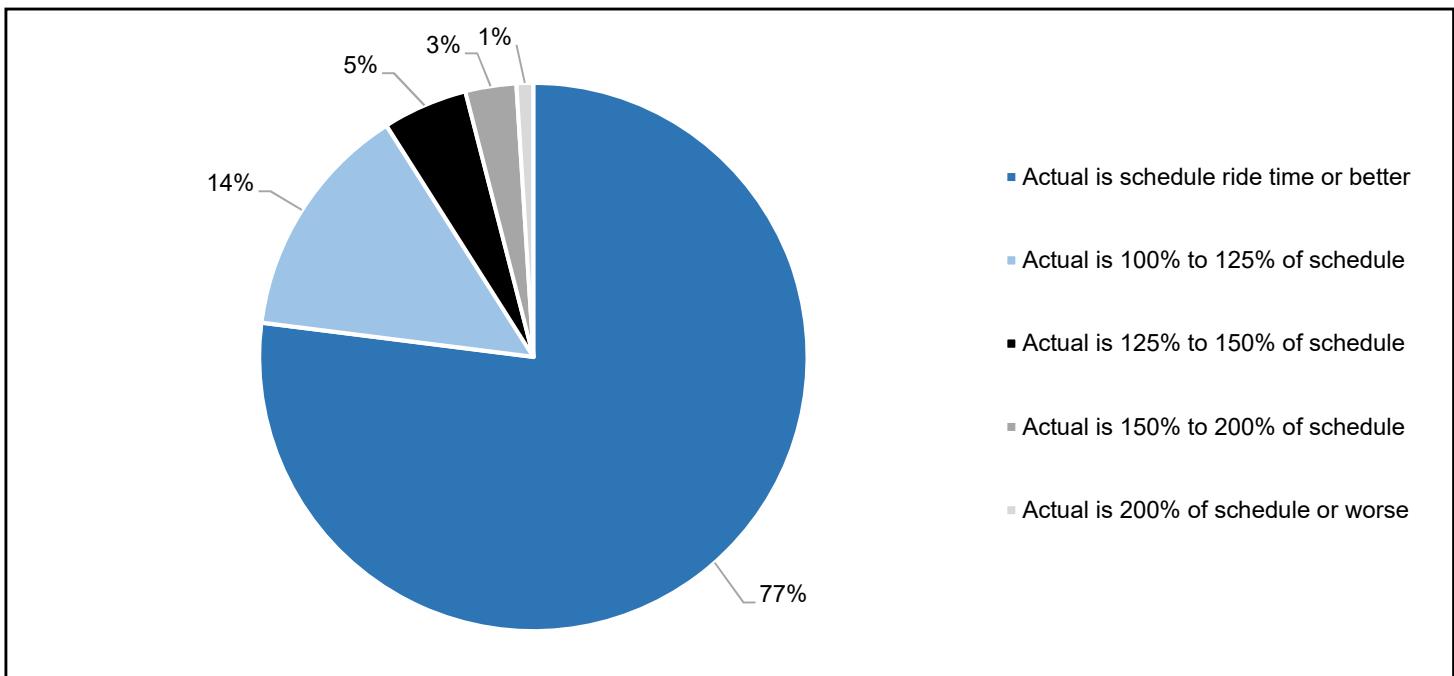
Provider No Shows Per 1,000 Scheduled Trips



Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.63 per 1,000 trips (or 33%) in March 2019 when compared to the same month last year and declined by 0.51 per 1,000 trips (or 67%) when compared to February 2019.
- Broker No-Shows improved by 0.75 per 1,000 trips (or 26%) in March 2019 when compared to the same month last year and declined by 1.17 per 1,000 trips (or 119%) when compared to February 2019.

Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled

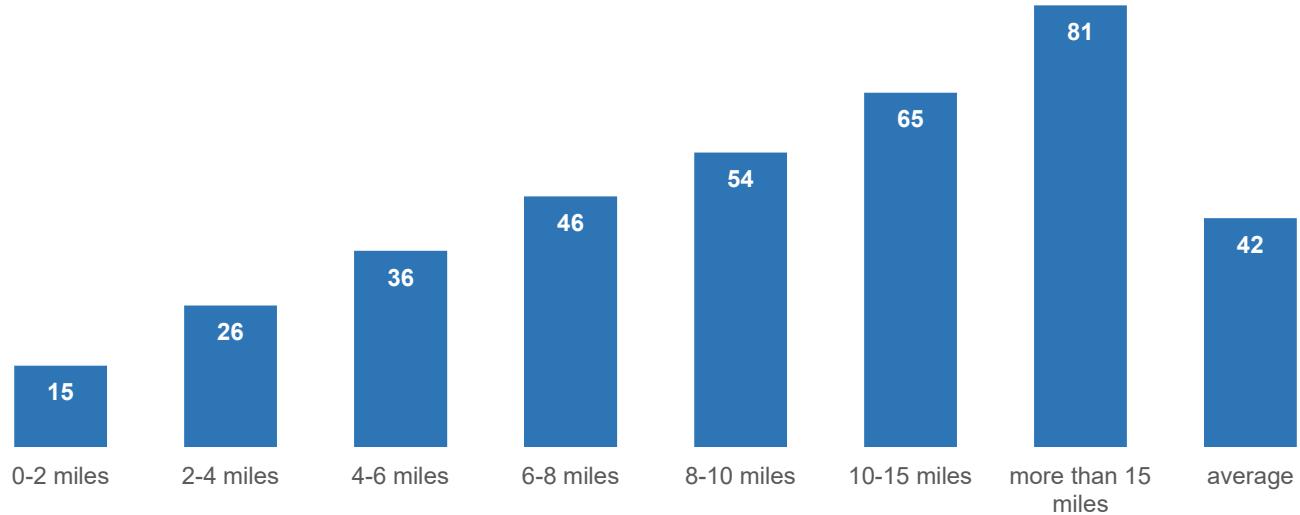


Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

- 77% of trips in March 2019 performed within the scheduled time or better, an improvement of 15% when compared to March 2018 and a decline of 3% when compared to February 2019.

Note: Percentages may not be exact due to rounding.

Average Travel Time in Minutes by Trip Distance Category



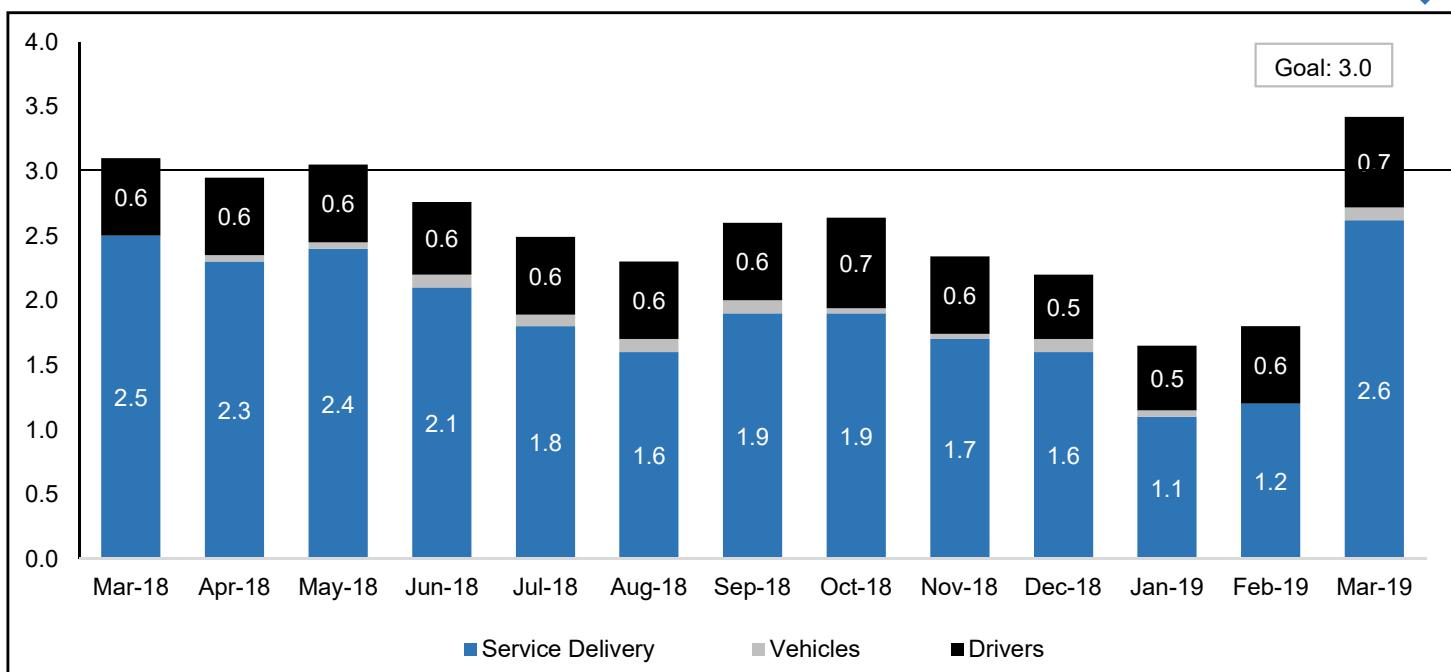
Average Travel Time in Minutes by Trip Distance Category Discussion

- The average travel time for all categories improved by 4 minutes (or 9%) in March 2019 when compared to March 2018 and declined by 1 minute (or 2%) when compared to February 2019.

Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend

Goal: 3.0



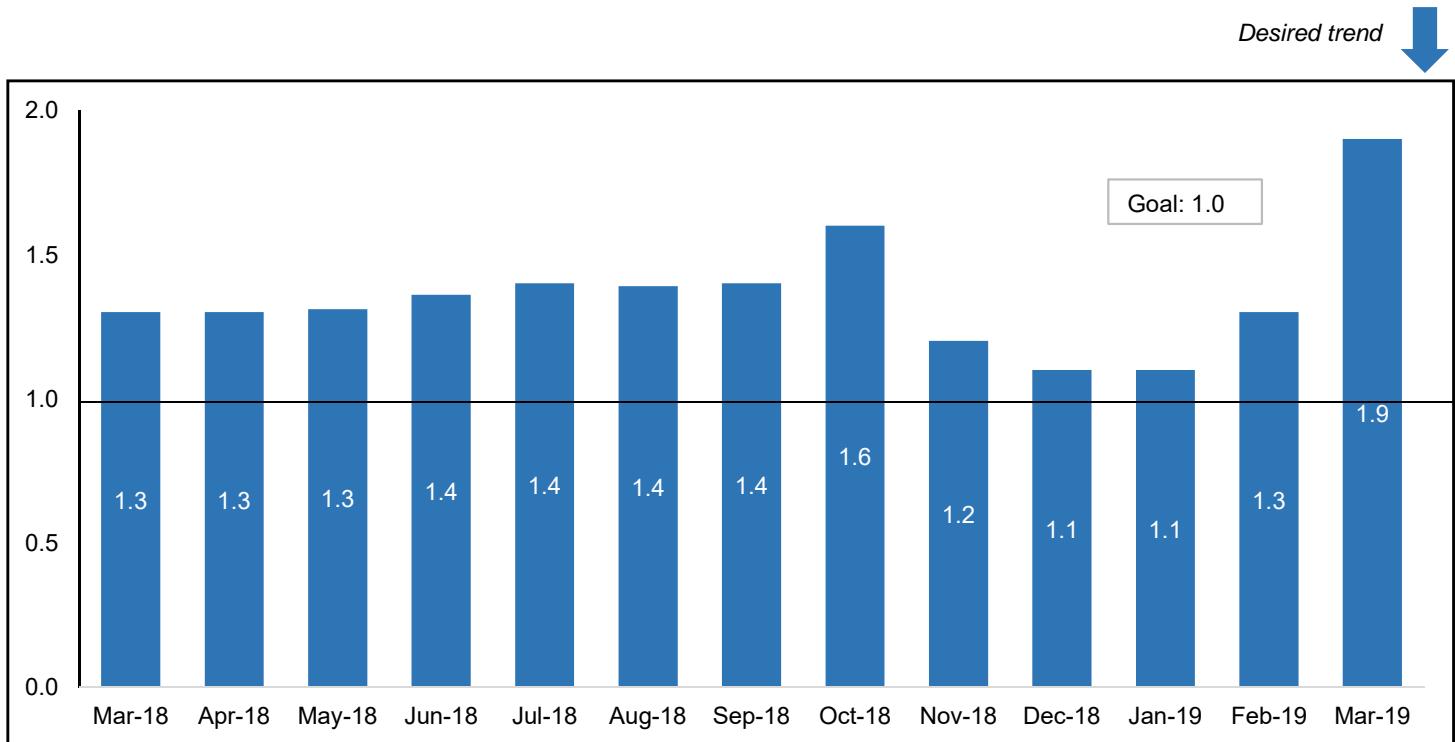
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- Passenger complaints related to transportation service increased by 0.3 per 1,000 trips (or 10%) in March 2019 when compared to March 2018 and increased by 1.6 per 1,000 trips (or 89%) when compared to February 2019.
- Passenger complaints related to transportation service were temporary impacted by the transition from Advanced Reservation E-Hail to enhanced broker services.

Note: Monthly totals may not be exact due to rounding.

Chart 8

Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips

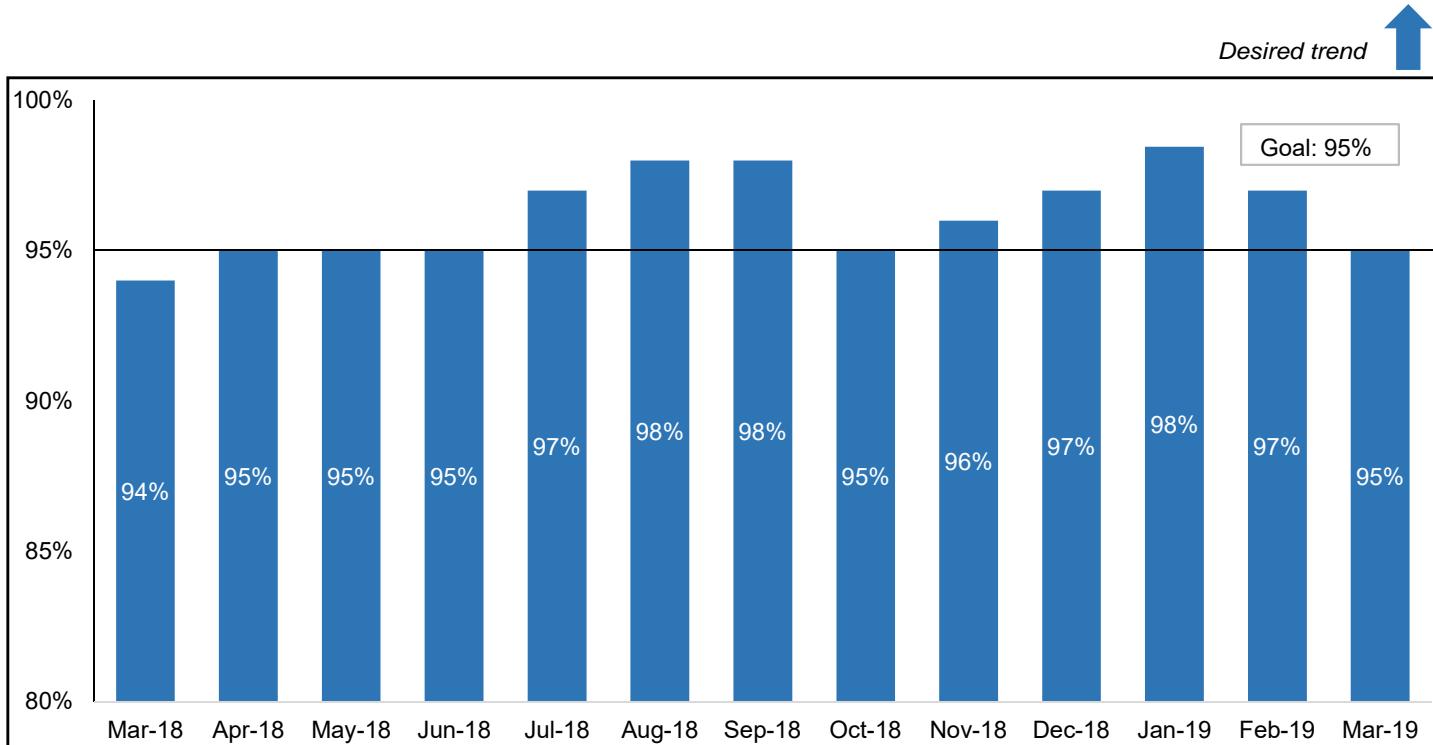


Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger complaints related to non-transportation increased by 0.6 per 1,000 trips (or 46%) in March 2019 when compared to March 2018 and February 2019.
- Passenger complaints related to non-transportation were temporary impacted by the transition from Advanced Reservation E-Hail to enhanced broker services.

Note: Monthly totals may not be exact due to rounding.

Percent of Calls Answered

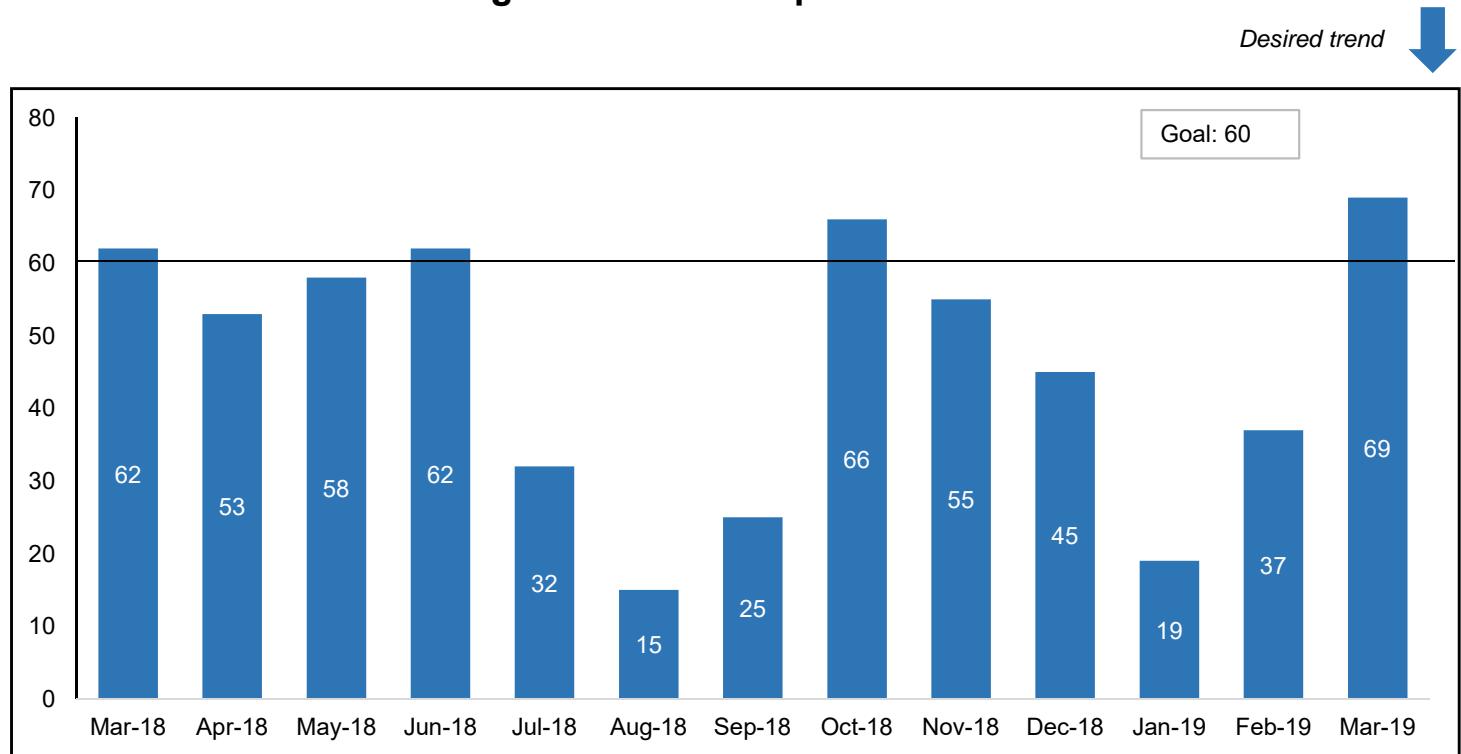


Percent of Calls Answered Discussion

- The Percent of Calls Answered improved by 1% in March 2019 when compared to March 2018 and declined by 2% when compared to February 2019.

Chart 10

Average Call Answer Speed in Seconds



Average Call Answer Speed in Seconds Discussion

- Average Call Answer Speed declined (increased) by 7 seconds (or 11%) in March 2019 when compared to March 2018 and declined (increased) by 32 seconds (or 86%) when compared to February 2019.

Customer Service Report: Accessibility

Alex Elegudin, Senior Advisor for Systemwide Accessibility



Systemwide Accessibility Director Rachel Cohen was joined by Donald Raimondi (right) and Ken Stuart (left) of Access-A-Ride for a community forum on paratransit and accessibility. The event was hosted by New York State Senator Leroy Comrie at his office in Cambria Heights, Queens on April 18.

May 2019 Accessibility Update

The Systemwide Accessibility team remains focused on engaging with the community, and we are expanding our work to learn from accessibility efforts in other transit systems. This month we completed interviews for our new Advisory Committee for Accessible Transit. We had a qualified, diverse and enthusiastic applicant pool and are looking forward to working with this new group to deepen our connections in the disability community. We will be selecting committee members in the next few weeks and convening our first meeting this summer. Thank you to all those who applied we look forward to continued discussions with all of you.

Last week we partnered with the Transit Center, a local non-profit, to host the first National Transit Accessibility Summit. The Summit brought together accessibility professionals from most of the largest U.S. transit systems to discuss approaches to making their subway and bus systems accessible to all. We learned a tremendous amount from this gathering, which covered topics from subway platform gaps to priority seating policies on buses to making our systems more family friendly.

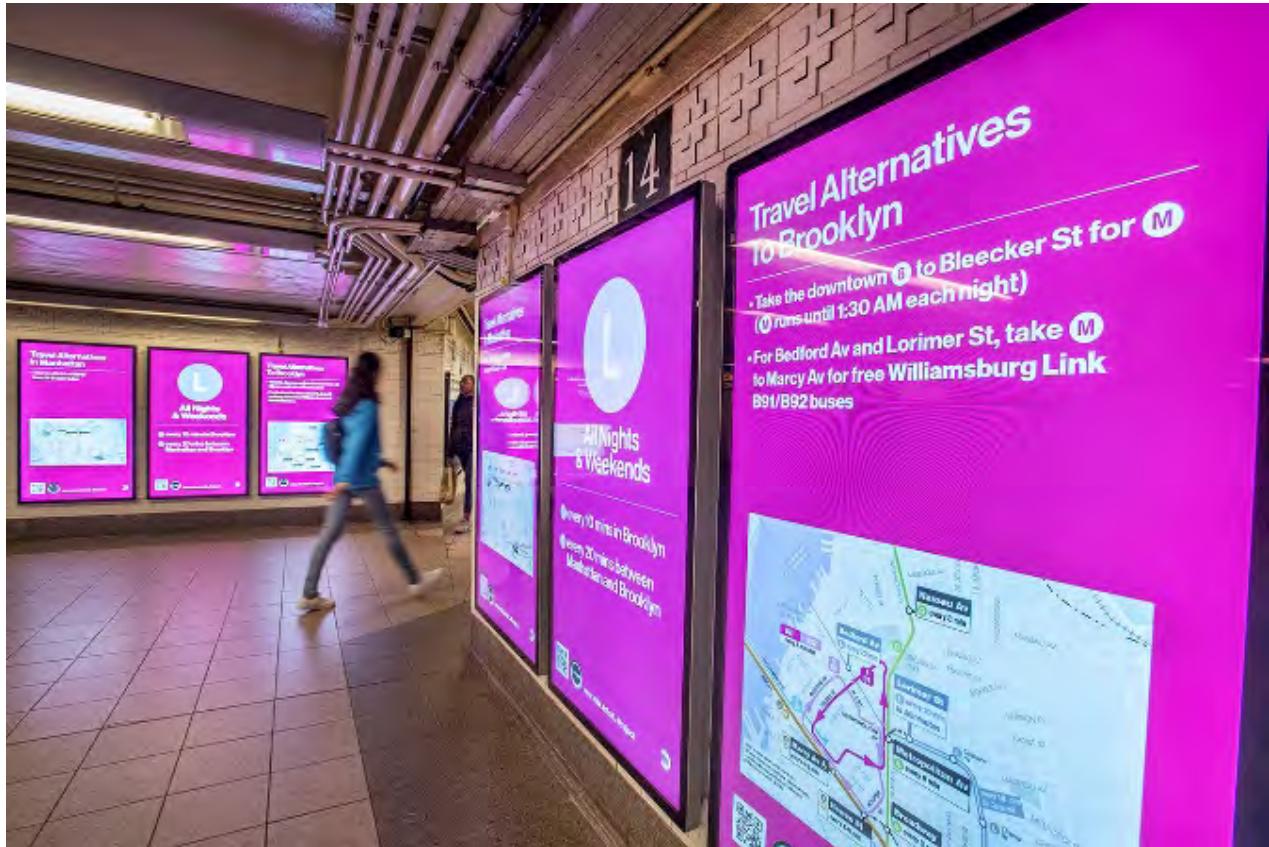
We continue to make progress on station accessibility, with design beginning on three additional stations in the last six weeks. In addition, the study of inaccessible stations continues apace, with more than 210 stations studied and work continuing to meet the goal of completing the study by the end of this year. Finally, we have surveyed more than thirty currently accessible stations to make sure the existing accessible features are in good working order and we are continuing to address immediate needs around signage and other wayfinding issues at these stations.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Customer Service Report: Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



L Project digital signs, brochures and buttons with vivid pink branding were designed to unify messaging and capture the attention of customers.

May 2019 Highlights: Strategy and Customer Experience

April was an “all hands-on deck” month for our communication teams that worked tirelessly to create proactive messaging, which addressed details prior to and during the L Project’s new service plan launch. Messaging was designed with customer habits in mind and included face to face personal assistance, clear directional signage for bus connections and information about alternative subway options. The well-branded communication plan was coordinated across social, print, and digital platforms and continues to use about 600 digital screens in the system and at street level. We are also using on-board digital screens on our newest buses to keep customers aware of frequency and stops. A week prior to the launch we started our first Google Adword program to optimize our ability to reach customers with necessary information to navigate the changes.

Overall, the feedback received was positive and we saw significantly higher usage of M and J routes indicating our communication efforts about the alternative services were effective.

Last month, we held or participated in 24 public meetings. We launched the Queens Bus Network Redesign project with seven Open Houses scheduled starting in May, early June and beyond.

Check our web site for dates and locations:

https://new.mta.info/system_modernization/bus_network.

In April, social media activity was up 26% and our engagement teams kept pace responding to 64% more comments compared to last year. We did see a slip in average time to answer telephone and Help Point inquiries, the result of staff turnover. We are working to rebound next month and ensure Supervisors are taking calls to keep wait times down.

We received nearly 18% more written or typed feedback than April 2018, and sent more than 9% more responses to customers. Complaints about our transit services were up this month: Subway, Bus, and Access-A-Ride complaints per journey were up 8.8%, 12.7%, and 31.6% versus April 2018. MetroCard complaints was down 7.1% versus this month last year, continuing a decreasing trend we saw last month. Commendations about Subway and Bus service were up 24% and 40%, respectively. Access-A-Ride commendations per journey were down 7.5% compared to April 2018.

Sarah Meyer
Senior Vice President and Chief Customer Officer
Strategy and Customer Experience

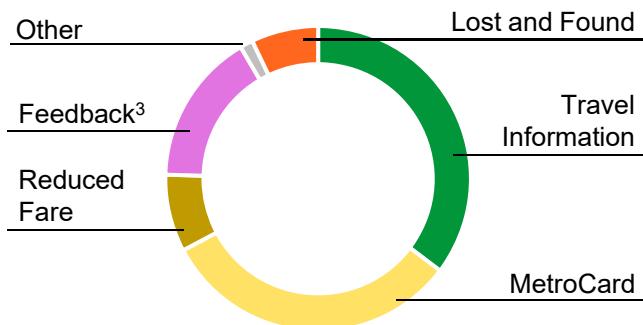
Customer engagement

Telephone

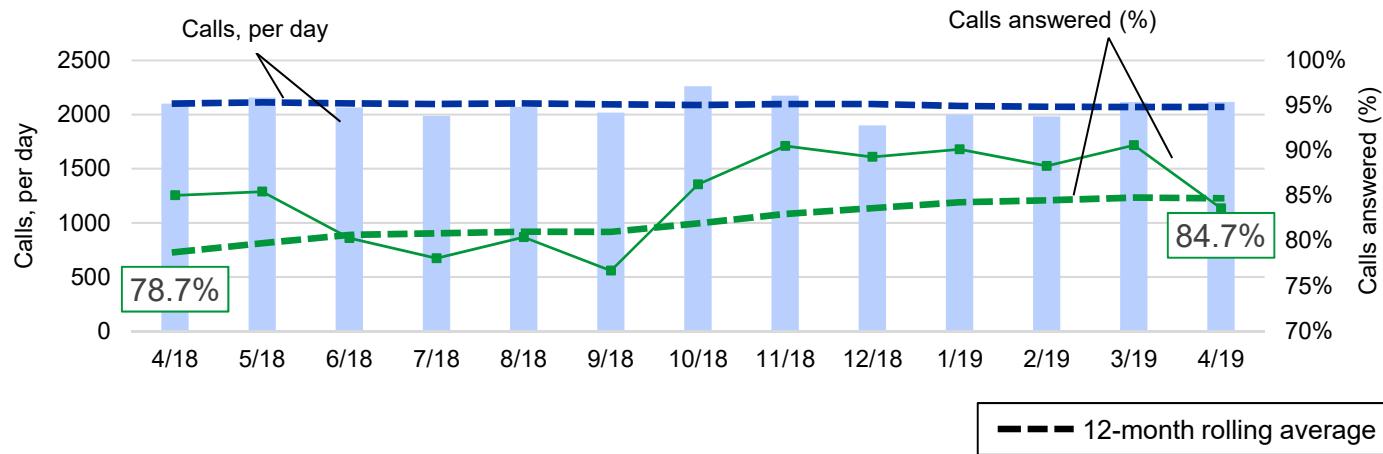
	Apr 2019	Apr 2018	Variance
Telephone calls	63,518	63,039	▲0.8%
Calls answered	83.6%	85.1%	▼1.7%
Average time to answer ¹ (seconds)	229	205	▲11.7%

1. Excludes automated self-service calls

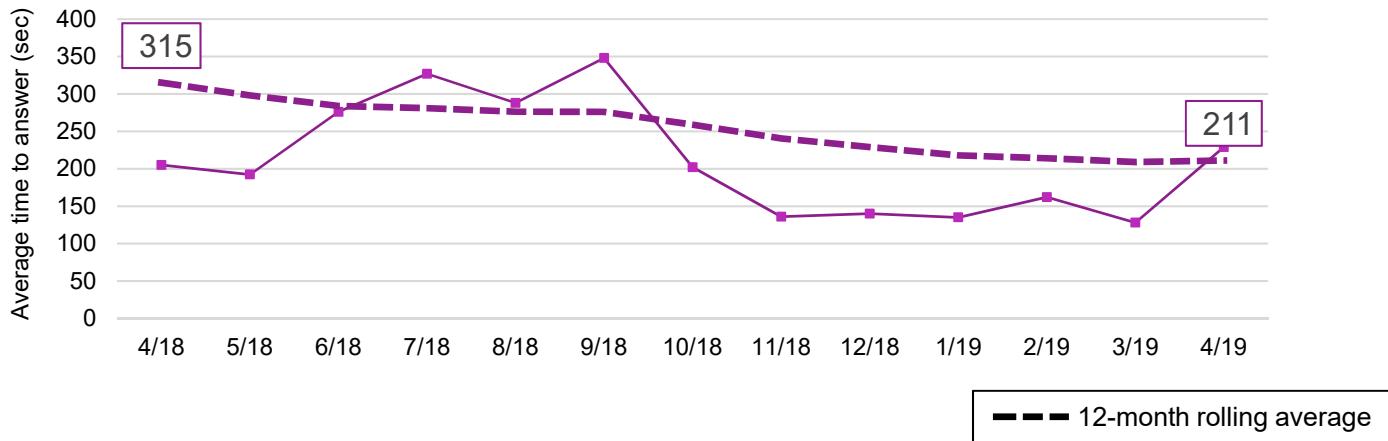
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



Telephone: average time to answer

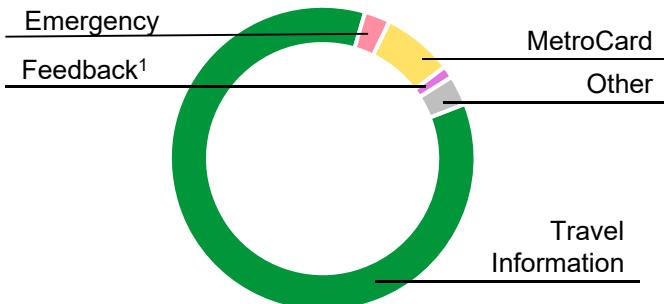


Customer engagement

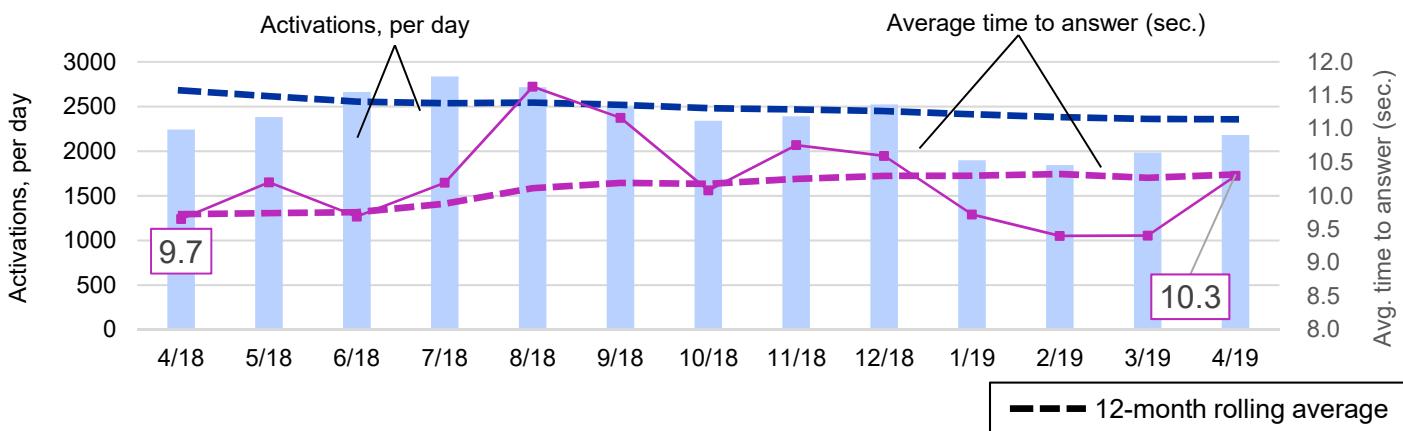
Help Point

	Apr 2019	Apr 2018	Variance
Help Point activations	65,433	67,241	▼2.7%
Average time to answer (seconds)	10.3	9.7	▲6.5%

1. Feedback is customers calling with comments or concerns



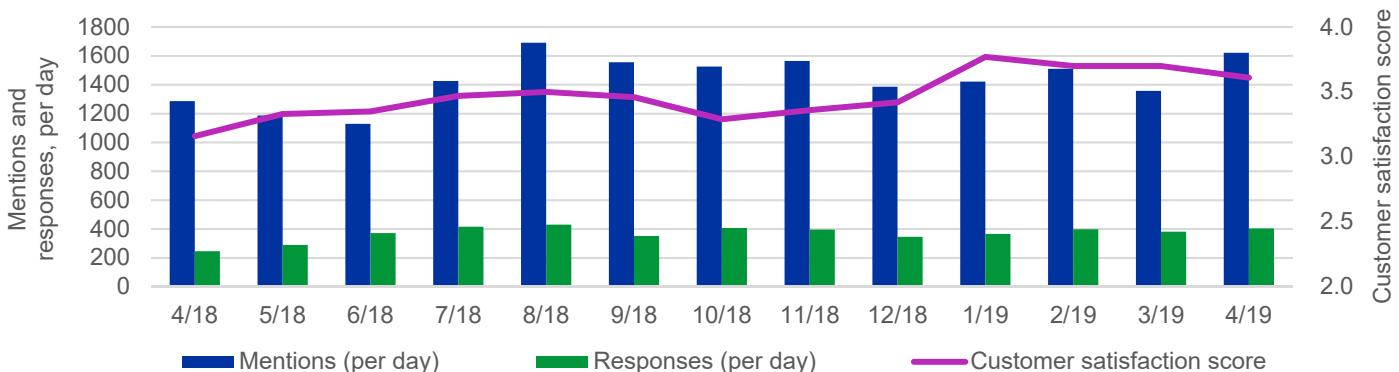
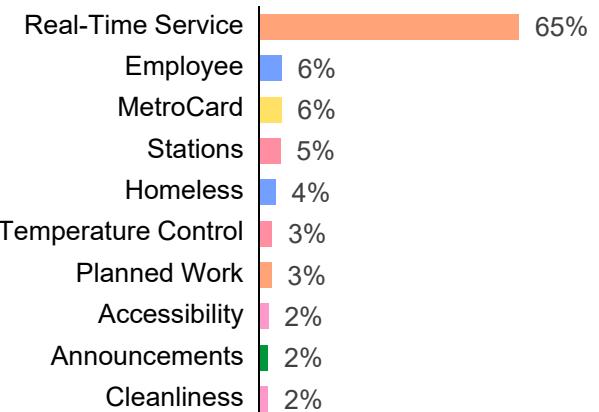
Help Point: activations and average time to answer



Social media

	Apr 2019	Apr 2018	Variance
Social media mentions ¹	48,625	38,591	▲26.0%
Responses sent	12,118	7,369	▲64.4%
Customer satisfaction score ²	3.61	3.16	▲14.2%

1. Social media mentions include Tweets, Facebook posts, and comments
2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5

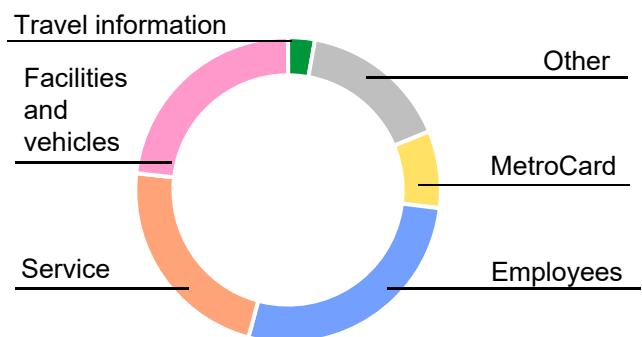


Customer engagement

Web, mobile app, and written feedback

	Apr 2019	Apr 2018	Variance
Received	6,694	5,684	▲ 17.8%
Responses sent ¹	8,879	8,118	▲ 9.4%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Apr 2019
Web	6,983
Twitter	3,592
Kiosks / Digital Displays ¹	4,760
Email and text alerts	
• Service	3,985
• Elevator and escalator status	11,133
Service Notice posters developed	620

1. Excludes countdown clocks

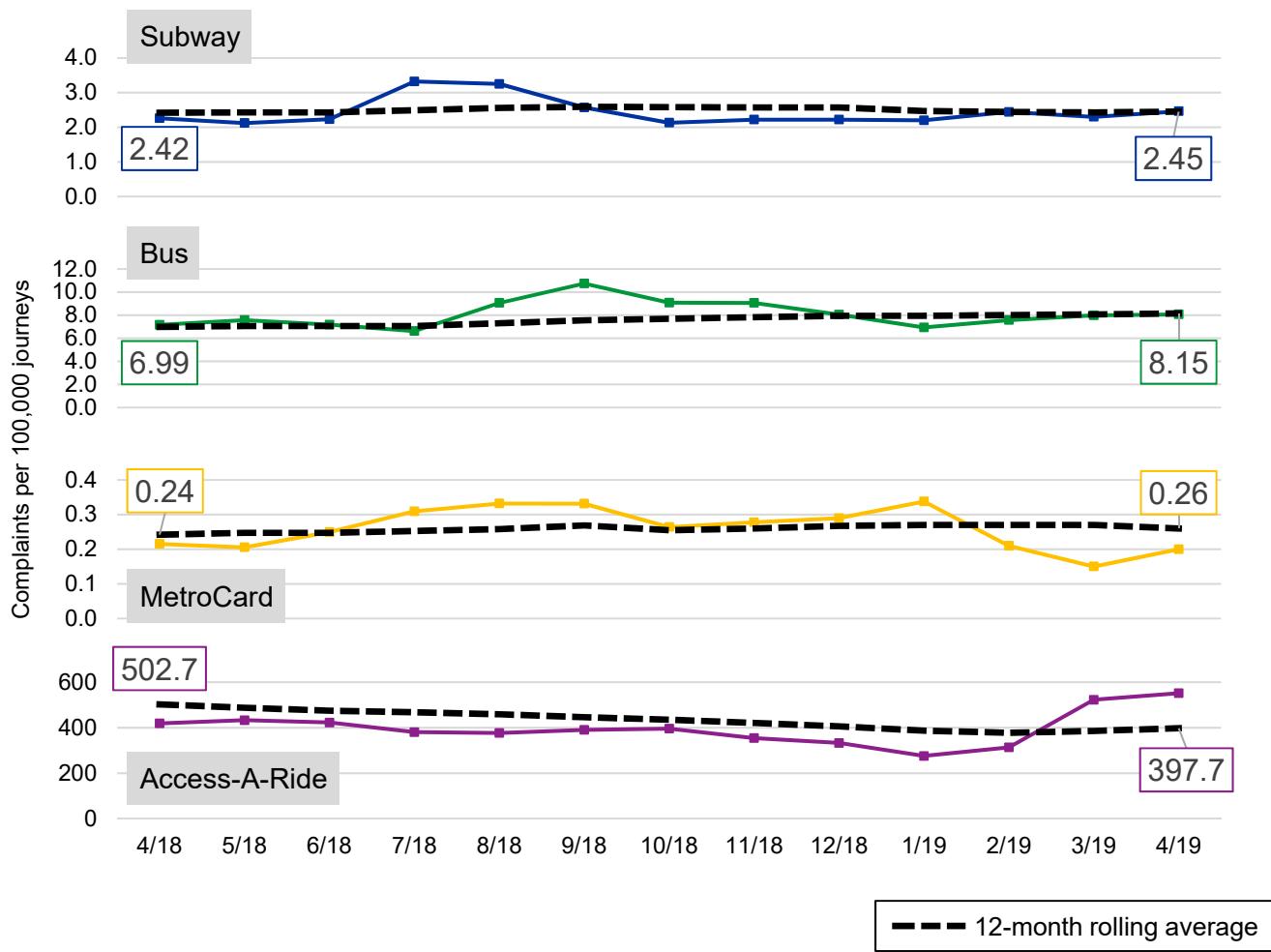
Social media followers

		Apr 2019	Apr 2018	Variance
Twitter	@NYCTSubway	976k	942k	▲ 3.6%
	@NYCTBus	23.3k	20.0k	▲ 16.5%
	@MTA	1,300.6k	1,233.0k	▲ 5.5%
Facebook	NYCT	62.5k	57.0k	▲ 9.6%
Instagram	@mtanyctransit	20.3k	-	

Customer feedback

Complaints per 100,000 journeys

	Apr 2019	Apr 2018	Variance
Subway	2.46	2.26	▲ 8.8%
Bus	8.07	7.16	▲ 12.7%
MetroCard	0.20	0.22	▼ 7.1%
Access-A-Ride	552.0	419.4	▲ 31.6%



Commendations per 100,000 journeys

	Apr 2019	Apr 2018	Variance
Subway	0.12	0.10	▲ 23.8%
Bus	0.49	0.35	▲ 40.0%
Access-A-Ride	155.0	167.6	▼ 7.5%

Safety

Robert Diehl

Senior Vice President, Safety & Security



Special Inspector Joseph Brown inspects a customer's fare receipt on the B44 Select Bus Service route.



A customer purchasing an SBS ticket is assisted by Special Inspector Arnold Lawson.

May 2019 Highlights: Safety

Included in this month's report are photos of the EAGLE Team inspecting fare receipts on the Select Bus Service.

The EAGLE Team performs uniformed fare enforcement patrols of Selected Bus Service Lines and began piloted uniform/plainclothes enforcement on some Regular Bus Lines. The team uses the mixture of "Customer Service & Enforcement" to accomplish its goals of decreasing fare evasion. The EAGLE Team is also responsible for plainclothes Anti-Graffiti/Terrorism patrols of train yards to deter and apprehend trespassers and vandals.

As for our Safety Statistics, Subway Customer Accidents have shown a decrease when comparing them between consecutive 12-month periods.

Subway Fires declined by 20% when comparing the most-recent 12-month rolling period to the previous 12-month period.

Bus Collisions & Collision Injures have shown a decrease, while Bus Customer Accidents show an increase.

Employee Lost Time Accidents have shown a decrease when comparing 12-month periods.

Lastly, we are making steady progress on our Leading Indicator Goals and it is worth noting that we have surpassed our goal regarding Friction Pad Installation.

Robert Diehl

Senior Vice President, Safety and Security

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators	12-Month Average			
	May 16 - Apr 17	May 17 - Apr 18	May 18 - Apr 19	
Subways				
Subway Customer Accidents per Million Customers ¹	2.68	2.95	2.94	
Subway Collisions ²				
Total	0	2	1	
Mainline	0	0	0	
Yard	0	2	1	
Subway Derailments ²				
Total	7	6	3	
Mainline	3	4	0	
Yard	4	2	3	
Subway Fires ²	981	963	769	
Buses				
Bus Collisions Per Million Miles	Regional	56.00	54.50	53.82
Bus Collision Injuries Per Million Miles	Regional	6.41	6.21	5.94
Bus Customer Accidents Per Million Customers ¹	Regional	1.28	1.25	1.38
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.94	3.68	3.67	

¹ 12-month Average data from April through March.

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

Leading Indicators				
Subways	April	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	128	340	37.6%
Joint Track Safety Audits -- Compliance Rate	97.9%	98.6%	100.0%	98.6%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	12,553	43,167	47,520	90.8%
Friction Pad Installation	9,909	37,372	33,500	111.6%
Buses	April	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System	102	258	630	41.0%
Vision Zero Employee Training	585	2,305	6,200	37.2%

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union (TWU), and the Subway Surface Supervisors Association (SSSA). 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. We anticipate expanded use of the Critter Rail Stringer and "E" Clip installer to help us achieve this goal.

Friction Pad Installations will increase resiliency of the rail, resulting in reduced broken rail incidents and, overall, will reduce the potential for development of rail defects.

Audible Pedestrian Warning System 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 street- and curb-side speakers. Volume automatically adjusts based on outside ambient noise.

Vision Zero Phase IV Training (Acknowledge & Adapt) 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, is in the midst of a new cycle that began in April 2019 and will run through March 2021.



May 2019 Crime Report

The purpose of this report is to provide Committee Members with statistical information regarding the number of major felonies including: homicide, robbery, assault, rape in addition to hate crime incidents occurring on the NYC Transit Subway and Staten Island Railway systems. The report is submitted by NYPD's Transit Division on a monthly basis for the month ending two months prior to the reporting period.



Police Department
City of New York

MTA Report

CRIME STATISTICS APRIL

	2019	2018	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	35	30	5	16.7%
GL	112	131	-19	-14.5%
FELASSAULT	31	25	6	24.0%
BURGLARY	0	0	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>178</u>	<u>186</u>	<u>-8</u>	<u>-4.3%</u>

During April, the daily Robbery average increased from 1 to 1.2

During April, the daily Major Felony average decreased from 6.2 to 5.9

CRIME STATISTICS JANUARY THRU APRIL

	2019	2018	Diff	% Change
MURDER	1	0	1	***.*%
RAPE	1	0	1	***.*%
ROBBERY	151	151	0	0.0%
GL	458	488	-30	-6.1%
FELASSAULT	122	106	16	15.1%
BURGLARY	3	3	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>736</u>	<u>748</u>	<u>-12</u>	<u>-1.6%</u>

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

Year to date the daily Major Felony average decreased from 6.2 to 6.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

APRIL ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	993	1104	-111	-10.1%
TOS Arrests	295	404	-109	-27.0%
Total Summons	7846	4876	2970	60.9%
TOS TABs	6292	3020	3272	108.3%
TOS C-Summ	206	152	54	35.5%

JANUARY THRU APRIL ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	4102	6063	-1961	-32.3%
TOS Arrests	1439	3003	-1564	-52.1%
Total Summons	34896	21077	13819	65.6%
TOS TABs	27415	13542	13873	102.4%
TOS C-Summ	966	435	531	122.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-APRIL																						
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<i>Murder</i>	1	0	3	1	0	0	1	3	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1
<i>Rape</i>	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	4	2	4	0	0	0	0	1
<i>Robbery</i>	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	300	205	156	136	163	128	151	151
<i>Assault</i>	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	59	63	62	78	95	114	106	122
<i>Burglary</i>	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4	5	7	6	8	9	3	3
<i>GL</i>	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	533	496	507	501	495	549	488	458
<i>TOTAL MAJOR FELONIES</i>	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	900	771	736	721	762	800	748	736
<i>Major Fel Per Day</i>	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.03	5.47	5.63	6.18	7.44	6.43	6.13	6.01	6.30	6.67	6.23	6.13

Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 4/28/2019)

Motivation:

Motivation	2019	2018	Diff	% Change
BLACK	2	2	0	0%
GENDER	2	0	2	***.*
HISPANIC	0	1	-1	-100%
MUSLIM	1	4	-3	-75%
OTHER	2	0	2	***.*
SEMITIC	22	6	16	267%
SEXUAL ORIENTATION	1	0	1	***.*
WHITE	3	1	2	200%
Grand Total	33	14	19	136%

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	7	1	6	600%
Aggravated Harassment 2	2	0	2	***.*
Assault 2	3	1	2	200%
Assault 3	2	1	1	100%
Criminal Impersonation 1	0	1	-1	-100%
Criminal Mischief 3	1	0	1	***.*
Criminal Mischief 4	17	9	8	89%
Menacing 3	1	0	1	***.*
Public Lewdness	0	1	-1	-100%
Grand Total	33	14	19	136%

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	3	0	3	***.*
		WHITE	1	0	1	***.*
	TD 01 Total		4	0	4	***.*
	TD 02	OTHER	1	0	1	***.*
		SEMITIC	3	1	2	200%
	TD 02 Total		4	1	3	300%
	TD 03	MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	***.*
		SEMITIC	3	0	3	***.*
		WHITE	1	0	1	***.*
	TD 03 Total		5	1	4	400%
	TD 04	HISPANIC	0	1	-1	-100%
		MUSLIM	1	0	1	***.*
		SEMITIC	1	0	1	***.*
	TD 04 Total		2	1	1	100%
Bronx	TD 11	MUSLIM	0	1	-1	-100%
	TD 11 Total		0	1	-1	-100%
	TD 12	SEMITIC	1	0	1	***.*
		WHITE	1	0	1	***.*
	TD 12 Total		2	0	2	***.*
Kings	TD 30	BLACK	1	1	0	0%
		SEMITIC	6	0	6	***.*
		SEXUAL ORIENTATION	10		1	***.*
		WHITE	0	1	-1	-100%
	TD 30 Total		8	2	6	300%
	TD 32	BLACK	0	1	-1	-100%
		GENDER	1	0	1	***.*
		SEMITIC	1	0	1	***.*
	TD 32 Total		2	1	1	100%
	TD 33	SEMITIC	1	1	0	0%
	TD 33 Total		1	1	0	0%
	TD 34	MUSLIM	0	1	-1	-100%

		SEMITIC	2	4	-2	-50%
	TD 34 Total		2	5	-3	-60%
Queens	TD 20	BLACK	1	0	1	***.*
		GENDER	1	0	1	***.*
		MUSLIM	0	1	-1	-100%
	TD 20 Total		2	1	1	100%
	TD 33	SEMITIC	1	0	1	***.*
	TD 33 Total		1	0	1	***.*
	Grand Total		33	14	19	136%

Transit District by County, TD And Crime:

County	TD	Crime Name	2019	2018	Diff	% Change
New York	TD 01	Aggravated Harassment 1	1 0		1	***.*
		Aggravated Harassment 2	1 0		1	***.*
		Assault 2	1	0	1	***.*
		Criminal Mischief 4	1 0		1	***.*
	TD 01 Total		4	0	4	***.*
	TD 02	Aggravated Harassment 1	1 1		0	0%
		Criminal Mischief 3	1 0		1	***.*
		Criminal Mischief 4	2 0		2	***.*
	TD 02 Total		4	1	3	300%
	TD 03	Aggravated Harassment 1	2 0		2	***.*
		Aggravated Harassment 2	1 0		1	***.*
		Assault 3	1	0	1	***.*
		Criminal Mischief 4	1 1		0	0%
	TD 03 Total		5	1	4	400%
	TD 04	Assault 2	1	1	0	0%

	Criminal Mischief 4	1 0		1	***.*
	TD 04 Total	2	1	1	100%
Bronx	TD 11	Criminal Mischief 4	0 1	-1	-100%
	TD 11 Total		0	1	-100%
	TD 12	Criminal Mischief 4	2 0	2	***.*
	TD 12 Total		2	0	***.*
Kings	TD 30	Aggravated Harassment 1	2 0	2	***.*
		Assault 3	1	1	0%
		Criminal Mischief 4	5 1	4	400%
	TD 30 Total		8	2	300%
	TD 32	Aggravated Harassment 1	1 0	1	***.*
		Assault 2	1	0	***.*
		Criminal Mischief 4	0 1	-1	-100%
	TD 32 Total		2	1	100%
	TD 33	Criminal Mischief 4	1 1	0	0%
	TD 33 Total		1	1	0%
	TD 34	Criminal Mischief 4	2 4	-2	-50%
		Public Lewdness	0 1	-1	-100%
Queens	TD 34 Total		2	5	-60%
	TD 20	Criminal Impersonation 1	0 1	-1	-100%
		Criminal Mischief 4	1 0	1	***.*
		Menacing 3	1	0	***.*
	TD 20 Total		2	1	100%
	TD 33	Criminal Mischief 4	1 0	1	***.*

	TD 33 Total		1	0	1	***.*
	Grand Total		33	14	19	136%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

April 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	1	0	0%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	2	1	50%



Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

Darryl C. Irick, President, MTA Bus Company
Senior Vice President, NYCT Department of Buses



Though bus ridership has been in decline since 2014, SBS bus ridership, which accounts for approximately 14 percent of all ridership, continues to grow as existing local routes are converted to SBS routes. Preliminary March 2019 year to date ridership shows total SBS ridership has increased 3.4 percent compared to the same period the prior year, driven primarily by the B82 route, which was converted to SBS in October 2018.

Preliminary March 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary March 2019 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus budget, are summarized as follows:

- March 2019 New York City Transit ridership of 193.0 million was 0.1 million (less than 0.1 percent) below budget, of which subway ridership of 143.7 million was 0.4 million (0.3 percent) above budget, and bus ridership of 48.3 million was 0.5 million (1.0 percent) below budget.
- March 2019 farebox revenue of \$374.8 million was \$3.5 million (0.9 percent) below budget.
- Operating expenses of \$689.5 million were below budget in March by \$19.2 million (2.7 percent). Labor expenses were under by \$10.5 million (2.0 percent), due largely to the favorable timing of pension expenses of \$16.3 million (20.7 percent) and favorable reimbursable overhead credits of \$6.6 million (19.9 percent), partly offset by higher overtime expenses of \$11.6 million (31.7 percent). Non-labor expenses were below budget by a net \$8.6 million (4.9 percent).

Preliminary financial results for March 2019 are presented in the table below and compared to the budget.

Category (\$ in millions)	Preliminary Financial Results Compared to Budget					
	March Results		March Year-to-Date Results			
	\$	%	Budget	Prelim	Actual	Variance Fav/(Unfav)
Total Farebox Revenue	(3.5)	(0.9)	1,070.3	1,067.6	(2.6)	(0.2)
Nonreimb. Exp. before Dep./OPEB	19.2	2.7	(2,166.6)	(2,122.4)	44.2	2.0
Net Cash Deficit*	(142.6)	(66.5)	(888.7)	(911.3)	(22.6)	(2.5)

*Excludes Subsidies and Debt Service

March 2019 farebox revenue of \$374.8 million was \$3.5 million (0.9 percent) below budget. Subway revenue was \$2.7 million (0.9 percent) below budget, bus revenue was \$1 million (1.2 percent) below budget, and Paratransit revenue was \$0.1 million (4.9 percent) above budget. Accrued fare media liability was equal to budget. The March 2019 non-student average fare of \$2.02 decreased -0.01¢ from March 2018; subway fare decreased -0.01¢; local bus fare decreased -0.02¢; express bus fare decreased -0.01¢.

Total ridership in March 2019 of 193 million was 0.1 million (less than 0.1 percent) below budget. Average weekday ridership in March 2019 was 7.4 million, 2.7 percent above March 2018. Average weekday ridership for the twelve months ending March 2019 was 7.3 million, 2.2 percent lower than the twelve months ending March 2018.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were under budget in March by \$19.2 million (2.7 percent).

Labor expenses were less than budget by \$10.5 million (2.0 percent), due primarily to the favorable timing of pension expenses of \$16.3 million (20.7 percent) and favorable reimbursable overhead credits of \$6.6 million (19.9 percent), partly offset by overruns in overtime expenses of \$11.6 million (31.7 percent).

Non-labor expenses were below budget on a net basis by \$8.6 million (4.9 percent).

Year-to-date, nonreimbursable expenses underran budget by \$44.2 million (2.0 percent), of which labor expenses were lower by \$21.5 million (1.3 percent), including lower health & welfare/OPEB current expenses of \$30.2 million (8.1 percent) and the favorable timing of pension expenses of \$13.8 million (5.9 percent), partly offset by higher overtime expenses of \$33.6 million (27.3 percent). Non-labor expenses were below budget by a net \$22.7 million (4.3 percent), driven by favorable maintenance contract expenses of \$39.0 million (39.6 percent), partly offset by overruns in several accounts.

The **net cash deficit** for March year-to-date was \$911.3 million, unfavorable to budget by \$22.6 million (2.5 percent).

Financial Results

Farebox Revenue

March 2019 Farebox Revenue - (\$ in millions)							
March				March Year-to-Date			
	Budget	Prelim Actual	Favorable/(Unfavorable) Amount Percent		Budget	Prelim Actual	Favorable/(Unfavorable) Amount Percent
Subway	291.4	288.8	(2.7) (0.9%)		823.8	822.6	(1.2) (0.1%)
NYCT Bus	78.5	77.6	(1.0) (1.2%)		221.6	219.8	(1.8) (0.8%)
Paratransit	1.9	2.0	0.1 4.9%		5.2	5.6	0.4 8.4%
Subtotal	371.8	368.3	(3.5) (1.0%)		1,050.6	1,048.0	(2.6) (0.2%)
Fare Media Liability	6.5	6.5	0.0 0.0%		19.6	19.6	0.0 0.0%
Total - NYCT	378.4	374.8	(3.5) (0.9%)		1,070.3	1,067.6	(2.6) (0.2%)

Note: Totals may not add due to rounding.

The negative revenue variance is due primarily to a lower March average fare than adopted in the budget.

Average Fare

March Non-Student Average Fare - (in \$)				
NYC Transit Change				
	2018	Prelim 2019	Amount	Percent
Subway	2.113	2.099	(0.014)	(0.7%)
Local Bus	1.703	1.682	(0.022)	(1.3%)
Subway & Local Bus	2.014	1.999	(0.014)	(0.7%)
Express Bus	5.322	5.309	(0.013)	(0.3%)
Total	2.030	2.016	(0.014)	(0.7%)

The modest decrease in the non-student average fare from budget and March 2018 is due to a positive weather effect, resulting in higher than expected ridership on unlimited ride passes and stemming the downward trend in trips per pass.

Other Operating Revenue

In the month, other operating revenue exceeded budget by \$2.3 million (5.5 percent), largely from higher Transit Adjudication Bureau (TAB) and advertising revenues, partly offset by lower Urban Tax revenue. Year-to-date, other operating revenue was lower than budget by \$0.9 million (0.7 percent), due primarily to an underrun in real estate revenue, partly offset by higher Transit Adjudication Bureau (TAB) and Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below budget in the month by \$19.2 million (2.7 percent).

Labor expenses in the month of March were lower than budget by \$10.5 million (2.0 percent):

- Pension expenses were under by \$16.3 million (20.7 percent), due primarily to the favorable timing of MaBSTOA expenses.
- Reimbursable overhead credits were favorable by \$6.6 million (19.9 percent), due largely to higher reimbursable labor requirements.
- Overtime expenses were higher than budget by \$11.6 million (31.7 percent), due largely to the unfavorable timing of expenses, vacancy/absentee coverage requirements and SAP job overruns.

Non-labor expenses were below budget in March by \$8.6 million (4.9 percent):

- Maintenance contract expenses underran by \$12.6 million (37.5 percent), due primarily to the favorable timing of maintenance & repair expenses and auto purchases.
- Electric power expenses were lower by \$1.9 million (8.6 percent), caused by the favorable timing of expenses, partly offset by higher prices and consumption.
- Professional service contracts were above budget by \$1.8 million (12.6 percent), driven by the unfavorable timing of various professional contract expenses.
- Paratransit service contract expenses were over budget by \$2.0 million (5.1 percent), resulting from additional E-Hail activity.

Year-to-date, operating expenses were below budget by \$44.2 million (2.0 percent).

Labor expenses year-to-date were favorable to budget by a net \$21.5 million (1.3 percent):

- Health & welfare/OPEB current expenses underran budget by \$30.2 million (8.1 percent), due largely to favorable credits.
- Pension expenses were below budget by \$13.8 million (5.9 percent), due primarily to the favorable timing of MaBSTOA expenses.
- Reimbursable overhead credits were favorable by \$12.7 million (17.4 percent), due mainly to higher reimbursable labor requirements.
- Payroll expenses underran by \$4.1 million (0.5 percent), mostly from vacancies and the favorable timing of expenses.
- Overtime expenses were higher than budget by \$33.6 million (27.3 percent), due primarily to Subway Action Plan (SAP) job overruns, vacancy/absentee coverage requirements and the unfavorable timing of expenses.
- Other fringe benefit expenses were higher by \$5.7 million (5.1 percent), caused mainly by higher Social Security costs.

Non-labor expenses year-to-date were below budget by \$22.7 million (4.3 percent):

- Maintenance contract expenses underran by \$39.0 million (39.6 percent), due primarily to the favorable timing of maintenance & repair expenses and auto purchases.
- Paratransit service contract expenses were over budget by \$9.6 million (8.6 percent), resulting from additional E-Hail activity.
- Electric power expenses were higher by \$5.5 million (7.6 percent), due mostly to higher consumption and prices.
- Materials & supplies expenses were above budget by \$0.9 million (1.1 percent), due mostly to the unfavorable timing of maintenance material requirements.

Depreciation expenses were higher than budget by \$10.1 million (2.1 percent).

No GASB #45 Other Post-Employment Benefit expenses nor GASB 68 Pension Adjustment expenses were recorded on an actual basis through March.

Net Cash Deficit

The net cash deficit for March year-to-date was \$911.3 million, unfavorable to budget by \$22.6 million (2.5 percent), represented mostly by higher overtime expenditures and the unfavorable timing of capital reimbursements, largely offset by underruns in maintenance contracts and health & welfare/OPEB current expenses.

Incumbents

There were 49,414 full-time paid incumbents at the end of March, which resulted in a net decrease of 170 incumbents from February 2019.

Ridership Results

March 2019 Ridership vs. Budget - (millions)									
	March				March Year-to-Date				More/(Less)
	Budget	Prelim	Actual	Amount	Percent	Budget	Prelim	Actual	
	Subway	143.4	143.7	0.4	0.3%	404.2	404.6	0.3	0.1%
NYCT Bus	48.8	48.3	(0.5)	(1.0%)		137.3	135.0	(2.3)	(1.7%)
Paratransit	0.9	0.9	0.0	5.3%		2.5	2.7	0.2	8.1%
Total - NYCT	193.1	193.0	(0.1)	(0.0%)		544.0	542.3	(1.7)	(0.3%)

Notes: Totals may not add due to rounding.

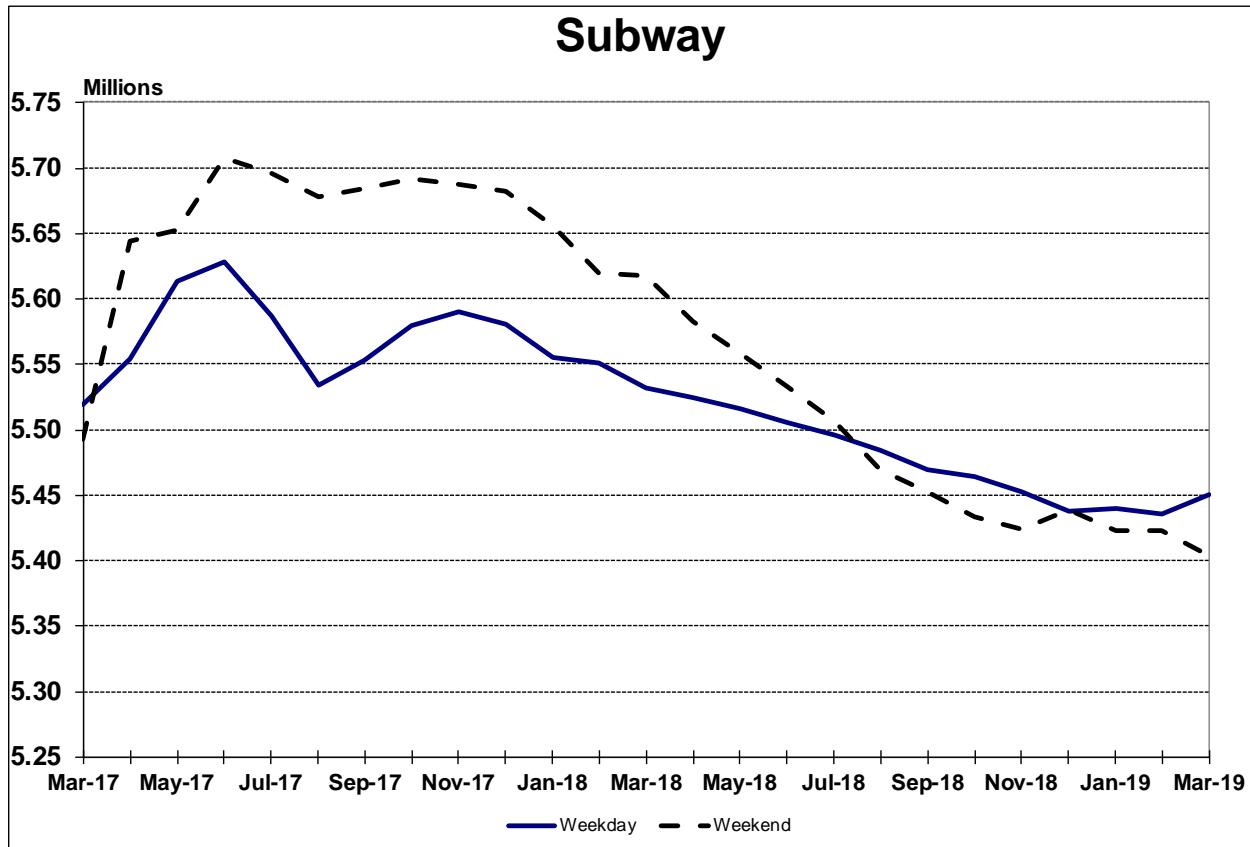
March Average Weekday and Weekend Ridership vs. Prior Year										
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				More/(Less)	
	Preliminary		Change		Preliminary		Change			
	2018	2019	Amount	Percent	2018	2019	Amount	Percent		
Subway	5,389	5,566	177	+3.3%	5,567	5,360	(207)	-3.7%		
NYCT Local Bus	1,794	1,798	4	+0.2%	2,052	1,927	(125)	-6.1%		
NYCT Express Bus	39	42	3	+7.5%	13	13	(0)	-0.8%		
Paratransit	27	35	8	+29.8%	36	40	4	+10.3%		
TOTAL - NYCT	7,249	7,441	192	+2.7%	7,668	7,340	(328)	-4.3%		
12-Month Rolling Average										
Subway	5,532	5,450	(82)	-1.5%	5,618	5,403	(215)	-3.8%		
Local Bus	1,850	1,759	(91)	-4.9%	2,055	1,961	(93)	-4.5%		
Express Bus	40	40	0	+0.0%	13	13	(0)	-1.5%		
Paratransit	27	32	5	+19.7%	33	40	6	+19.4%		
TOTAL - NYCT	7,449	7,282	(167)	-2.2%	7,719	7,417	(302)	-3.9%		

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

The increase in average weekday ridership in March 2019 was due to the unusually low ridership in March 2018 stemming from four nor'easters throughout the month. Ridership in March 2019, after accounting for the positive weather impact on both modes and lower student ridership on bus, was essentially flat to the prior year.

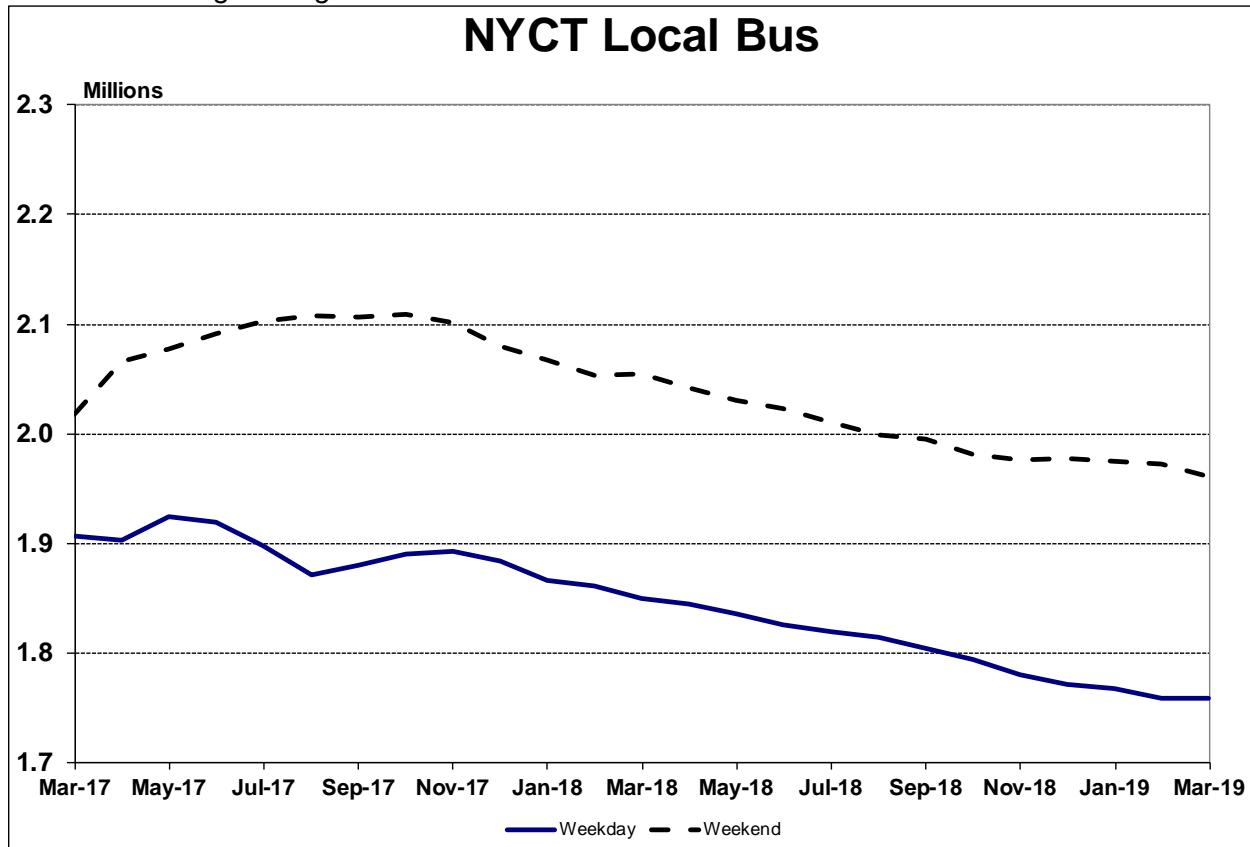
Average Weekday and Weekend Ridership

12-Month Rolling Averages



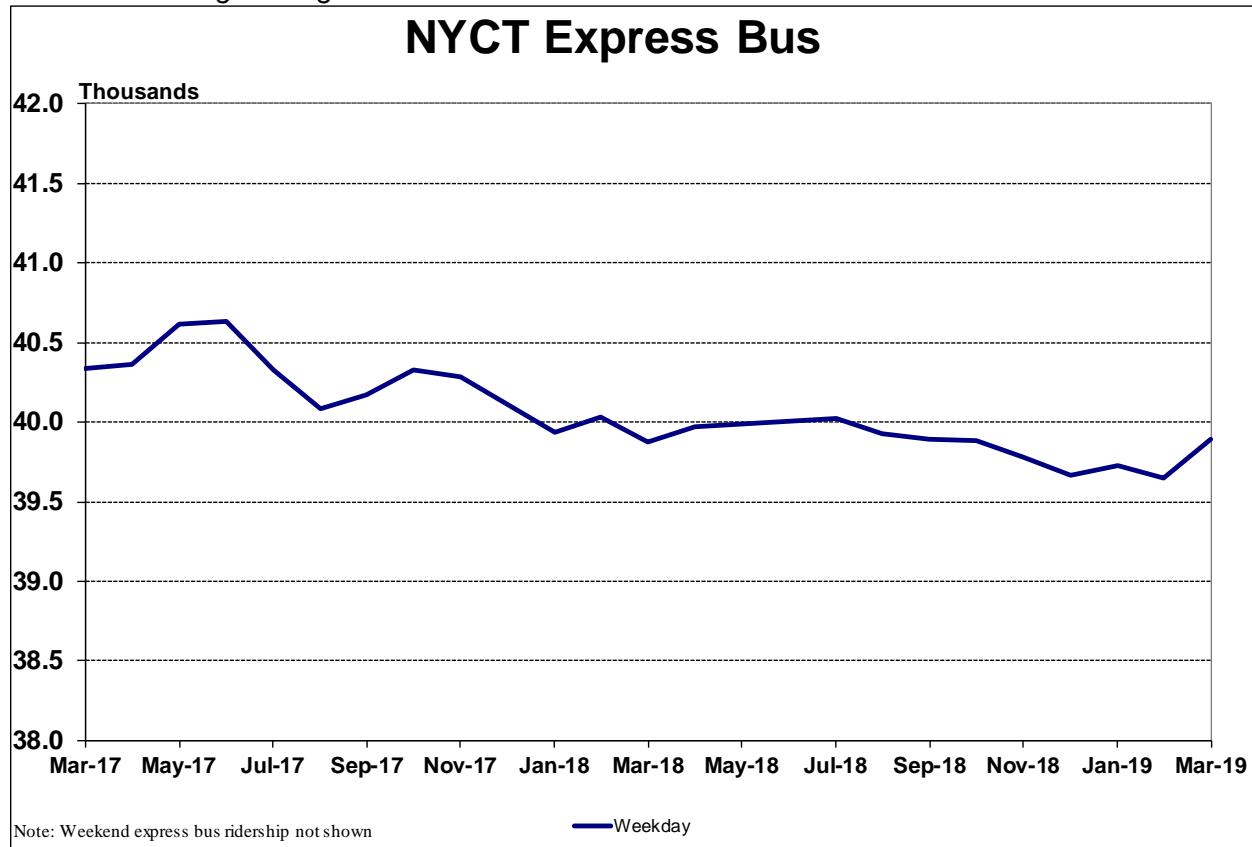
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. March 2019 average weekday subway ridership was 3.3 percent higher than the year prior.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The 12-month rolling average weekend subway ridership in March 2019 was 3.8 percent lower than March 2018.

12-Month Rolling Averages



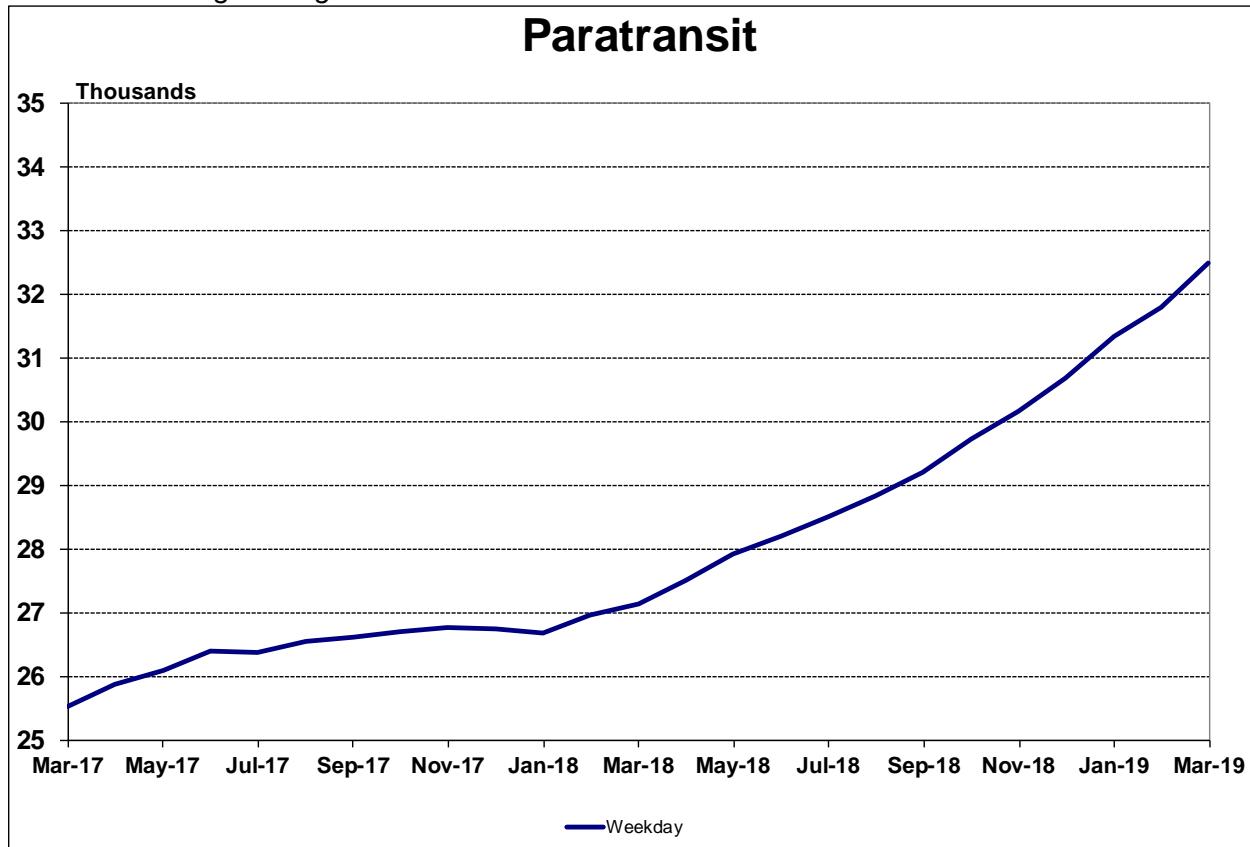
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Though ridership increased year-over-year from April 2018 to July 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a surge in E-Hail trips.

Ridership on New York Area Transit Services

From March 2018 to March 2019, average weekday ridership was up across area services. NYCT Paratransit (up 29.8 percent) saw the largest increase. Weekend ridership was down, with PATH (down 13.0 percent) and Staten Island Railway (down 11.5 percent) posting the largest declines year over year. The decline in PATH weekend ridership reflects the suspension of rail service at the World Trade Center station for five weekends in March 2019.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Mar-18	Prelim Mar-19	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
NYCT Subway	5,389	5,566	+3.3%	5,532	5,450	-1.5%
NYCT Local Bus	1,794	1,798	+0.2%	1,850	1,759	-4.9%
NYCT Express Bus	39	42	+7.5%	40	40	+0.0%
NYCT Paratransit	27	35	+29.8%	27	32	+19.7%
Staten Island Railway	16	16	+2.5%	16	16	-2.0%
MTA Local Bus	361	373	+3.4%	364	364	+0.1%
MTA Express Bus	30	29	-3.4%	29	29	+1.9%
Long Island Rail Road	298	313	+5.0%	309	314	+1.7%
Metro-North Railroad	274	277	+1.4%	285	285	+0.2%
PATH	265	282	+6.3%	285	283	-0.7%
Average Weekend						
NYCT Subway	5,567	5,360	-3.7%	5,618	5,403	-3.8%
NYCT Local Bus	2,052	1,927	-6.1%	2,055	1,961	-4.5%
NYCT Express Bus	13	13	-0.8%	13	13	-1.5%
NYCT Paratransit	36	40	+10.3%	33	40	+19.4%
Staten Island Railway	8	7	-11.5%	8	8	-9.9%
MTA Local Bus	379	372	-1.7%	382	385	+0.8%
MTA Express Bus	12	11	-4.5%	11	12	+7.4%
Long Island Rail Road	188	195	+3.3%	205	209	+2.1%
Metro-North Railroad	215	223	+3.7%	235	237	+0.7%
PATH	202	176	-13.0%	206	191	-7.6%

MTA Bridges and Tunnels (thousands)						
Average Weekday	838	907	+8.3%	882	916	+3.8%
Average Weekend	1,602	1,654	+3.2%	1,595	1,695	+6.2%

Note: Percentages are based on unrounded data.

Economy

From March 2018 to March 2019, New York City employment increased 1.8 percent (82,400 jobs). Total private sector employment increased 1.9 percent (74,600 jobs) and government employment increased 1.3 percent (7,800 jobs). Private employment sectors largely increased over the prior year. The sector with the largest absolute and percentage increase was educational and health services, up 45,200 jobs (4.5 percent).

NYC Employment by Sector - (thousands)					
Employment Sector	Mar-18	Mar-19	Amount	Change	
				%	% YTD
Construction	154.1	158.8	4.7	3.0%	3.2%
Manufacturing	71.2	69.5	-1.7	-2.4%	-2.4%
Trade & Transportation	624.3	630.9	6.6	1.1%	0.9%
Leisure & Hospitality	458.8	454.3	-4.5	-1.0%	-0.8%
Financial Activities	469.5	467.2	-2.3	-0.5%	0.2%
Information	203.7	208.6	4.9	2.4%	2.4%
Professional & Business Services	752.3	770.2	17.9	2.4%	1.8%
Educational & Health Services	1,008.9	1,054.1	45.2	4.5%	4.8%
Other Services	192.3	196.1	3.8	2.0%	2.5%
Total Private	3,935.1	4,009.7	74.6	1.9%	2.0%
Government	585.7	593.5	7.8	1.3%	1.3%
Total NYC Employment	4,520.8	4,603.2	82.4	1.8%	1.9%

MTA NEW YORK CITY TRANSIT
Mar - 2019 Adopted
Statement of Operations By Category
Month - Mar 2019
(\$ in Millions)

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Nonreimbursable		Var Percent		Reimbursable				Total			
Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
		Variance	Percent			Variance	Percent			Variance	Percent
291.434	288.773	(2.660)	(0.9)	0.000	0.000	-	-	291.434	288.773	(2.660)	(0.9)
78.520	77.553	(0.967)	(1.2)	0.000	0.000	-	-	78.520	77.553	(0.967)	(1.2)
1.872	1.964	0.093	5.0	0.000	0.000	-	-	1.872	1.964	0.093	5.0
6.542	6.542	0.000	0.0	0.000	0.000	-	-	6.542	6.542	0.000	0.0
378.367	374.833	(3.535)	(0.9)	0.000	0.000	-	-	378.367	374.833	(3.535)	(0.9)
8.924	8.924	0.000	0.0	0.000	0.000	-	-	8.924	8.924	0.000	0.0
17.916	16.735	(1.181)	(6.6)	0.000	0.000	-	-	17.916	16.735	(1.181)	(6.6)
15.015	18.488	3.473	23.1	0.000	0.000	-	-	15.015	18.488	3.473	23.1
41.854	44.146	2.292	5.5	0.000	0.000	-	-	41.854	44.146	2.292	5.5
0.000	0.000	-	-	143.029	163.344	20.315	14.2	143.029	163.344	20.315	14.2
420.221	418.978	(1.243)	(0.3)	143.029	163.344	20.315	14.2	563.250	582.322	19.072	3.4
<hr/>											
289.999	289.526	0.474	0.2	56.541	51.938	4.603	8.1	346.540	341.464	5.077	1.5
36.683	48.297	(11.614)	(31.7)	15.988	27.708	(11.720)	(73.3)	52.671	76.005	(23.334)	(44.3)
326.682	337.823	(11.140)	(3.4)	72.528	79.646	(7.118)	(9.8)	399.211	417.469	(18.258)	(4.6)
82.669	77.934	4.735	5.7	2.250	2.023	0.228	10.1	84.919	79.957	4.962	5.8
42.413	47.980	(5.566)	(13.1)	0.933	0.855	0.077	8.3	43.346	48.835	(5.489)	(12.7)
78.720	62.437	16.283	20.7	3.112	2.324	0.787	25.3	81.832	64.761	17.071	20.9
34.189	34.578	(0.389)	(1.1)	23.371	25.356	(1.984)	(8.5)	57.560	59.934	(2.374)	(4.1)
237.991	222.929	15.062	6.3	29.666	30.558	(0.892)	(3.0)	267.658	253.487	14.170	5.3
0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
(33.240)	(39.867)	6.627	19.9	33.240	39.867	(6.627)	(19.9)	0.000	0.000	0.000	-
531.434	520.885	10.549	2.0	135.434	150.071	(14.637)	(10.8)	666.868	670.956	(4.088)	(0.6)
<hr/>											
22.262	20.338	1.924	8.6	0.021	0.029	(0.008)	(35.5)	22.284	20.367	1.917	8.6
9.882	11.340	(1.459)	(14.8)	0.000	0.000	0.000	-	9.882	11.340	(1.459)	(14.8)
5.939	6.132	(0.192)	(3.2)	0.000	0.000	0.000	-	5.939	6.132	(0.192)	(3.2)
17.409	17.409	0.000	0.0	0.000	0.000	-	-	17.409	17.409	0.000	0.0
39.300	41.314	(2.014)	(5.1)	0.000	0.000	0.000	-	39.300	41.314	(2.014)	(5.1)
33.493	20.940	12.553	37.5	3.532	3.790	(0.258)	(7.3)	37.026	24.730	12.296	33.2
13.994	15.759	(1.764)	(12.6)	0.789	2.457	(1.668)	-	14.783	18.216	(3.433)	(23.2)
27.978	27.368	0.609	2.2	5.480	6.565	(1.085)	(19.8)	33.458	33.933	(0.476)	(1.4)
6.967	8.014	(1.047)	(15.0)	(2.228)	0.431	(2.660)	-	4.738	8.445	(3.707)	(78.2)
177.224	168.613	8.611	4.9	7.595	13.273	(5.678)	(74.8)	184.819	181.886	2.933	1.6
0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
708.658	689.498	19.160	2.7	143.029	163.344	(20.315)	(14.2)	851.688	852.842	(1.155)	(0.1)
156.505	157.153	(0.648)	(0.4)	0.000	0.000	-	-	156.505	157.153	(0.648)	(0.4)
260.167	0.000	260.167	-	0.000	0.000	-	-	260.167	0.000	260.167	-
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	0.000	-	-
1,125.330	846.651	278.679	24.8	143.029	163.344	(20.315)	(14.2)	1,268.359	1,009.995	258.364	20.4
(705.109)	(427.673)	277.436	39.3	0.000	0.000	0.000	-	(705.109)	(427.673)	277.436	39.3

Note: Totals may not add due to rounding

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

TRANSIT : RPTNG

Adopted. FinalFY19

MTA NEW YORK CITY TRANSIT
Mar - 2019 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Mar 2019
(\$ in Millions)

4/12/2019 10:16 AM

	Nonreimbursable												Reimbursable												Total											
	Nonreimbursable				Var Percent				Reimbursable				Favorable(Unfavorable)				Total																			
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent								
Revenue																																				
Farebox Revenue:																																				
Subway	823.806	822.599	(1.207)	(0.1)	0.000	0.000	-	-	823.806	822.599	(1.207)	(0.1)																								
Bus	221.636	219.786	(1.849)	(0.8)	0.000	0.000	-	-	221.636	219.786	(1.849)	(0.8)																								
Paratransit	5,189	5,625	0.436	8.4	0.000	0.000	-	-	5,189	5,625	0.436	8.4																								
Fare Liability	19,626	19,626	0.000	0.0	0.000	0.000	-	-	19,626	19,626	0.000	0.0																								
Farebox Revenue	1,070,256	1,067,636	(2,620)	(0.2)	0.000	0.000	-	-	1,070,256	1,067,636	(2,620)	(0.2)																								
Fare Reimbursement	24,527	24,527	0.000	0.0	0.000	0.000	-	-	24,527	24,527	0.000	0.0																								
Paratransit Reimbursement	53,748	55,121	1.373	2.6	0.000	0.000	-	-	53,748	55,121	1.373	2.6																								
Other Operating Revenue	45,044	42,797	(2,247)	(5.0)	0.000	0.000	-	-	45,044	42,797	(2,247)	(5.0)																								
Other Revenue	123,319	122,445	(0.874)	(0.7)	0.000	0.000	-	-	123,319	122,445	(0.874)	(0.7)																								
Capital and Other Reimbursements	0.000	0.000	-	-	351,700	373,584	21,884	6.2	351,700	373,584	21,884	6.2																								
Total Revenue	1,193,575	1,190,081	(3.494)	(0.3)	351,700	373,584	21,884	6.2	1,545,275	1,563,664	18,389	1.2																								
Expenses																																				
Labor :																																				
Payroll	865,781	861,703	4,078	0.5	142,239	124,458	17,781	12.5	1,008,020	986,162	21,859	2.2																								
Overtime	123,355	157,003	(33,647)	(27.3)	33,499	58,128	(24,629)	(73.5)	156,855	215,131	(58,276)	(37.2)																								
Total Salaries & Wages	989,137	1,018,706	(29,569)	(3.0)	175,738	182,587	(6,848)	(3.9)	1,164,875	1,201,292	(36,417)	(3.1)																								
Health and Welfare	248,006	224,795	23,211	9.4	6,804	6,348	0,457	6.7	254,810	231,143	23,667	9.3																								
OPEB Current Payment	127,240	120,224	7,016	5.5	2,798	2,502	0,296	10.6	130,038	122,725	7,313	5.6																								
Pensions	232,655	218,878	13,777	5.9	9,336	8,660	0,676	7.2	241,991	227,538	14,453	6.0																								
Other Fringe Benefits	113,325	119,050	(5,725)	(5.1)	56,944	56,724	0,220	0.4	170,268	175,774	(5,505)	(3.2)																								
Total Fringe Benefits	721,226	682,947	38,279	5.3	75,882	74,233	1,649	2.2	797,107	757,180	39,927	5.0																								
Contribution to GASB Fund	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-																								
Reimbursable Overhead	(73,209)	(85,958)	12,749	17.4	73,209	85,958	(12,749)	(17.4)	0.000	0.000	0.000	0.0																								
Labor	1,637,153	1,615,694	21,459	1.3	324,829	342,778	(17,949)	(5.5)	1,961,983	1,958,473	3,510	0.2																								
Non-Labor :																																				
Electric Power	72,222	77,738	(5,516)	(7.6)	0,064	0,088	(0,024)	(36.8)	72,286	77,825	(5,540)	(7.7)																								
Fuel	29,390	29,601	(0,211)	(0.7)	0,000	0,000	0,000	0	29,390	29,601	(0,211)	(0.7)																								
Insurance	17,662	17,316	0,346	2.0	0,000	0,000	0,000	0	17,662	17,316	0,346	2.0																								
Claims	52,227	52,227	0,000	0.0	0,000	0,000	0,000	0	52,227	52,227	0,000	0.0																								
Paratransit Service Contracts	112,041	121,639	(9,598)	(8.6)	0,000	0,000	0,000	0	112,041	121,639	(9,598)	(8.6)																								
Maintenance and Other Operating Contracts	98,578	59,532	39,046	39.6	10,688	12,728	(2,040)	(19.1)	109,266	72,260	37,007	33.9																								
Professional Service Contracts	43,699	43,043	0,657	1.5	1,885	3,566	(1,681)	(89.1)	45,584	46,608	(1,024)	(2.2)																								
Materials & Supplies	82,925	83,839	(0,914)	(1.1)	16,147	13,563	2,584	16.0	99,072	97,402	1,670	1.7																								
Other Business Expenses	20,699	21,766	(1,066)	(5.2)	(1,914)	0,861	(2,774)	(14.6)	18,786	22,626	(3,841)	(20.4)																								
Non-Labor	529,444	506,700	22,744	4.3	26,871	30,805	(3,935)	(14.6)	556,315	537,506	18,809	3.4																								
Other Expense Adjustments:																																				
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-																								
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-																								
Total Expenses before Depreciation and OPEB	2,166,597	2,122,394	44,203	2.0	351,700	373,584	(21,884)	(6.2)	2,518,297	2,495,978	22,319	0.9																								
Depreciation	469,516	479,601	(10,086)	(2.1)	0,000	0,000	-	-	469,516	479,601	(10,086)	(2.1)																								
OPEB Liability	260,167	0.000	260,167	-	0,000	0,000	-	-	260,167	0.000	260,167	-																								
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0,000	0,000	-	-	0.000	0.000	0.000	-																								
Environmental Remediation	0.000	0.000	-	-	0,000	0,000	-	-	0.000	0.000	-	-																								
Total Expenses	2,896,279	2,601,996	294,283	10.2	351,700	373,584	(21,884)	(6.2)	3,247,979	2,975,580																										

Table 3

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 2019
(*\$* in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	(3.5)	(0.9)	Due primarily to unfavorable results in subway revenue of \$2.7 million (0.9 percent) and bus revenue of \$1.0 million (1.2 percent), partly offset by favorable results in paratransit revenue of \$0.1 million (5.0 percent)		(2.6)	(0.2)	Due primarily to unfavorable results in bus revenue of \$1.8 million (0.8 percent) and subway revenue of \$1.2 million (0.1 percent), partly offset by favorable results in paratransit revenue of \$0.4 million (8.4 percent)	
Other Operating Revenue	NR	2.3	5.5	Largely from higher Transit Adjudication Bureau (TAB) and advertising revenues, partly offset by lower Urban Tax revenue		(0.9)	(0.7)	Due primarily to an underrun in real estate revenue, partly offset by higher Transit Adjudication Bureau (TAB) and Urban Tax revenues	
Payroll	NR					4.1	0.5	Mostly vacancies and the favorable timing of expenses	
Overtime	NR	(11.6)	(31.7)	Due largely to the unfavorable timing of expenses, vacancy/absentee coverage requirements and SAP job overruns		(33.6)	(27.3)	Due largely to SAP job overruns, vacancy/absentee coverage requirements and the unfavorable timing of expenses	
Health & Welfare (including OPEB current payment)	NR					30.2	8.1	Due largely to favorable credits	
Pension	NR	16.3	20.7	Primarily the favorable timing of MaBSTOA expenses		13.8	5.9	Primarily the favorable timing of MaBSTOA expenses	
Other Fringe Benefits	NR					(5.7)	(5.1)	Caused mainly by higher Social Security costs	
Reimbursable Overhead	NR	6.6	19.9	Due largely to higher reimbursable labor requirements		12.7	17.4	Due largely to higher reimbursable labor requirements	
Electric Power	NR	1.9	8.6	The favorable timing of expenses, partly offset by higher prices and consumption		(5.5)	(7.6)	Primarily higher consumption and prices	
Paratransit Service Contracts Maintenance and Other Operating Contracts	NR NR	(2.0) 12.6	(5.1) 37.5	Resulting from additional E-Hail activity Primarily the favorable timing of maintenance & repair expenses, and auto purchases		(9.6) 39.0	(8.6) 39.6	Resulting from additional E-Hail activity Primarily the favorable timing of maintenance & repair expenses, and auto purchases	
Professional Service Contracts	NR	(1.8)	(12.6)	The unfavorable timing of various professional service contract expenses					
Materials and Supplies	NR					(0.9)	(1.1)	Mostly the unfavorable timing of maintenance material requirements	
Capital and Other Reimbursements	R	20.3	14.2	Increased reimbursements, consistent with an increase in reimbursable work requirements		21.9	6.2	Increased reimbursements, consistent with an increase in reimbursable work requirements	
Payroll	R	4.6	8.1	Principally vacancies and the favorable timing of capital engineering work and non-capital transactions.		17.8	12.5	Principally vacancies and the favorable timing of capital engineering work and non-capital transactions.	

Table 3

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 2019
(*\$* in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH				YEAR TO DATE			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		<i>\$</i>	%			<i>\$</i>	%		
Overtime	R	(11.7)	(73.3)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Power initiatives and SAP CRW IHC Initiative, and additional Capital support		(24.6)	(73.5)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Power initiatives and SAP CRW IHC Initiative, and additional Capital support	
Other Fringe Benefits	R	(2.0)	(8.5)	Mainly higher overhead expenses in support of increased overtime expenses		(2.0)	(19.1)	Mainly the unfavorable timing of vehicle maintenance & repair and construction services work requirements	
Maintenance and Other Operating Contracts	R								
Materials & Supplies	R	(1.1)	(19.8)	Largely the unfavorable timing of wire and cable material requirements		2.6	16.0	Largely the favorable timing of various maintenance material requirements	

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted
Cash Receipts and Expenditures
Mar FY19
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	378.367	372.346	(6.021)	(1.6)	1,070.256	1,079.021	8.765	0.8
Fare Reimbursement	0.000	0.000	0.000	-	17.563	15.000	(2.563)	(14.6)
Paratransit Reimbursement	46.830	2.686	(44.144)	(94.3)	53.790	60.685	6.895	12.8
Other Operating Revenue	5.245	3.954	(1.291)	(24.6)	15.734	9.970	(5.763)	(36.6)
Other Revenue	52.075	6.640	(45.435)	(87.2)	87.086	85.655	(1.431)	(1.6)
Capital and Other Reimbursements	143.029	81.757	(61.272)	(42.8)	351.700	312.219	(39.481)	(11.2)
Total Revenue	573.471	460.743	(112.728)	(19.7)	1,509.042	1,476.895	(32.147)	(2.1)
Expenditures								
<i>Labor :</i>								
Payroll	305.944	311.059	(5.115)	(1.7)	939.259	920.865	18.394	2.0
Overtime	52.671	76.005	(23.334)	(44.3)	156.855	215.131	(58.276)	(37.2)
Total Salaries & Wages	358.615	387.064	(28.449)	(7.9)	1,096.114	1,135.996	(39.882)	(3.6)
Health and Welfare	84.919	85.245	(0.326)	(0.4)	254.810	229.480	25.331	9.9
OPEB Current Payment	43.346	48.835	(5.489)	(12.7)	130.038	122.725	7.313	5.6
Pensions	81.832	81.365	0.467	0.6	241.991	244.058	(2.067)	(0.9)
Other Fringe Benefits	41.453	44.338	(2.885)	(7.0)	122.910	126.984	(4.074)	(3.3)
Total Fringe Benefits	251.550	259.783	(8.233)	(3.3)	749.750	723.247	26.503	3.5
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	-	-	0.000	0.000	-	-
Labor	610.164	646.847	(36.683)	(6.0)	1,845.864	1,859.243	(13.379)	(0.7)
<i>Non-Labor :</i>								
Electric Power	22.284	22.714	(0.430)	(1.9)	72.286	83.173	(10.887)	(15.1)
Fuel	9.882	11.462	(1.580)	(16.0)	29.390	30.122	(0.732)	(2.5)
Insurance	3.218	0.000	3.218	-	26.781	26.781	0.000	0.0
Claims	10.226	7.367	2.859	28.0	30.678	31.378	(0.700)	(2.3)
Paratransit Service Contracts	38.800	37.504	1.296	3.3	111.541	116.687	(5.146)	(4.6)
Maintenance and Other Operating Contracts	37.026	22.613	14.413	38.9	109.266	69.220	40.046	36.7
Professional Service Contracts	14.783	15.794	(1.011)	(6.8)	42.584	41.225	1.359	3.2
Materials & Supplies	36.916	45.690	(8.774)	(23.8)	110.530	107.650	2.880	2.6
Other Business Expenses	4.738	7.908	(3.170)	(66.9)	18.786	22.710	(3.924)	(20.9)
Non-Labor	177.873	171.052	6.821	3.8	551.843	528.946	22.897	4.1
<i>Other Expense Adjustments:</i>								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenditures before Depreciation and OPEB	788.038	817.899	(29.861)	(3.8)	2,397.706	2,388.189	9.517	0.4
Depreciation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Liability	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	788.038	817.899	(29.861)	(3.8)	2,397.706	2,388.189	9.517	0.4
Net Surplus/(Deficit)	(214.567)	(357.156)	(142.589)	(66.5)	(888.664)	(911.294)	(22.630)	(2.5)

Note: Totals may not add due to rounding

Adopted, FinalFY19

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
March 2019
(\$ in millions)

Operating Receipts or Disbursements	MONTH				YEAR TO DATE			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Receipts	(6.0)	(1.6)	The unfavorable timing of receipts		8.8	0.8	The favorable timing of receipts	
Other Operating Receipts	(45.4)	(87.2)	Due primarily to the unfavorable timing of NYC paratransit reimbursements					
Capital and Other Reimbursements	(61.3)	(42.8)	Due largely to the unfavorable timing of capital reimbursements		(39.5)	11.2	Due largely to the unfavorable timing of capital reimbursements	
Salaries & Wages	(28.4)	(7.9)	Mostly additional overtime requirements , partly offset by vacancies		(39.9)	(3.6)	Mostly additional overtime requirements , partly offset by vacancies	
Health & Welfare (including OPEB current payment)					32.6	8.5	Due largely to favorable credits	
Electric Power					(10.9)	(15.1)	Due mostly to higher consumption and prices	
Maintenance Contracts	14.4	38.9	Primarily the favorable timing of maintenance & repair expenses, and auto purchases		40.0	36.7	Primarily the favorable timing of maintenance & repair expenses, and auto purchases	
Materials & Supplies	(8.8)	(23.8)	Mainly the unfavorable timing of payments					

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2019 Adopted
Cash Conversion (Cash Flow Adjustments)
Mar FY19
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	0.000	(2.487)	(2.487)	-	0.000	11.385	11.385	-
Fare Reimbursement	(8.924)	(8.924)	0.000	0.0	(6.965)	(9.527)	(2.563)	(36.8)
Paratransit Reimbursement	28.914	(14.049)	(42.963)	-	0.042	5.564	5.522	-
Other Operating Revenue	(9.770)	(14.534)	(4.764)	(48.8)	(29.310)	(32.827)	(3.517)	(12.0)
Other Revenue	10.220	(37.506)	(47.726)	-	(36.233)	(36.790)	(0.557)	(1.5)
Capital and Other Reimbursements	0.000	(81.587)	(81.587)	-	0.000	(61.365)	(61.365)	-
Total Revenue	10.220	(121.579)	(131.800)	-	(36.233)	(86.769)	(50.537)	-
Expenses								
<i>Labor :</i>								
Payroll	40.596	30.405	(10.192)	(25.1)	68.761	65.296	(3.465)	(5.0)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Salaries & Wages	40.596	30.405	(10.192)	(25.1)	68.761	65.296	(3.465)	(5.0)
Health and Welfare	0.000	(5.288)	(5.288)	-	0.000	1.663	1.663	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.000	(16.604)	(16.604)	-	0.000	(16.520)	(16.520)	-
Other Fringe Benefits	16.108	15.596	(0.512)	(3.2)	47.358	48.790	1.432	3.0
Total Fringe Benefits	16.108	(6.296)	(22.403)	-	47.358	33.933	(13.425)	(28.3)
Contribution to GASB Fund	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	-
Labor	56.704	24.109	(32.595)	(57.5)	116.119	99.230	(16.889)	(14.5)
<i>Non-Labor :</i>								
Electric Power	0.000	(2.347)	(2.347)	-	0.000	(5.348)	(5.348)	-
Fuel	0.000	(0.122)	(0.122)	-	0.000	(0.521)	(0.521)	-
Insurance	2.721	6.132	3.411	-	(9.119)	(9.465)	(0.346)	(3.8)
Claims	7.183	10.042	2.859	39.8	21.549	20.849	(0.700)	(3.2)
Paratransit Service Contracts	0.500	3.810	3.310	-	0.500	4.952	4.452	-
Maintenance and Other Operating Contracts	0.000	2.117	2.117	-	0.000	3.040	3.040	-
Professional Service Contracts	0.000	2.422	2.422	-	3.000	5.383	2.383	79.4
Materials & Supplies	(3.458)	(11.757)	(8.299)	-	(11.458)	(10.248)	1.210	10.6
Other Business Expenses	0.000	0.537	0.537	-	0.000	(0.084)	(0.084)	-
Non-Labor	6.946	10.834	3.888	56.0	4.472	8.560	4.088	91.4
<i>Other Expense Adjustments:</i>								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenses before Depreciation and OPEB	63.650	34.943	(28.707)	(45.1)	120.591	107.789	(12.802)	(10.6)
Depreciation	156.505	157.153	0.648	0.4	469.516	479.601	10.086	2.1
OPEB Liability	260.167	0.000	(260.167)	-	260.167	0.000	(260.167)	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	480.322	192.096	(288.225)	(60.0)	850.273	587.391	(262.882)	(30.9)
Total Cash Conversion Adjustments	490.542	70.517	(420.025)	(85.6)	814.040	500.621	(313.419)	(38.5)

Note: Totals may not add due to rounding

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

Adopted. FinalFY19

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2019
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

	Mar. 2019		
	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./Unfav.</u>
<u>Administration:</u>			
Office of the President	32	26	6
Law	307	280	27
Office of the EVP	18	13	5
Human Resources	254	239	15
Office of Management and Budget	43	38	5
Capital Planning and Budget	37	30	7
Strategy & Customer Experience	211	193	18
Non-Departmental	7	0	7
Labor Relations	99	89	10
Office of People & Business Transformation	23	21	2
Materiel	276	239	37
Controller	123	115	8
Total Administration	1,430	1,283	147
<u>Operations:</u>			
Subways Service Delivery	8,593	8,590	3
Subways Operations Support/Admin	412	441	(29)
Subways Stations	2,709	2,590	119
Subtotal Subways	11,714	11,621	93
Buses	11,146	11,079	67
Paratransit	209	198	11
Operations Planning	397	373	24
Revenue Control	643	613	30
Non-Departmental	(98)	-	(98)
Total Operations	24,011	23,884	127
<u>Maintenance:</u>			
Subways Operations Support/Admin	35	118	(83)
Subways Engineering	391	336	55
Subways Car Equipment	4,977	5,067	(90)
Subways Infrastructure	1,998	1,916	82
Subways Elevators & Escalators	462	418	44
Subways Stations	3,523	3,281	242
Subways Track	3,189	3,175	14
Subways Power	709	659	50
Subways Signals	1,641	1,611	30
Subways Electronic Maintenance	1,710	1,602	108
Subtotal Subways	18,635	18,183	452
Buses	3,565	3,567	(2)
Supply Logistics	578	580	(2)
System Safety	93	88	5
Non-Departmental	197	28	169
Total Maintenance	23,068	22,446	622
<u>Engineering:</u>			
Capital Program Management	1,471	1,340	131
Total Engineering/Capital	1,471	1,340	131
<u>Public Safety:</u>			
Security	665	662	3
Total Public Safety	665	662	3
Total Positions	50,645	49,615	1,030
Non-Reimbursable	44,964	44,408	556
Reimbursable	5,681	5,207	474
Total Full-Time	50,400	49,414	986
Total Full-Time Equivalents	245	201	44

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN - 2019
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Mar. 2019

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav.//(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	520	426	94	
Professional,Technical,Clerical	874	829	45	
Operational Hourlies	36	28	8	
Total Administration	1,430	1,283	147	
<u>Operations:</u>				
Managers/Supervisors	2,809	2,729	80	
Professional,Technical,Clerical	587	548	39	
Operational Hourlies	20,615	20,607	8	
Total Operations	24,011	23,884	127	
<u>Maintenance:</u>				
Managers/Supervisors	4,067	4,047	20	
Professional,Technical,Clerical	1,097	997	100	
Operational Hourlies	17,904	17,402	502	
Total Maintenance	23,068	22,446	622	
<u>Engineering/Capital:</u>				
Managers/Supervisors	379	323	56	
Professional,Technical,Clerical	1,090	1,015	75	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,471	1,340	131	
<u>Public Safety:</u>				
Managers/Supervisors	271	260	11	
Professional,Technical,Clerical	40	38	2	
Operational Hourlies	354	364	(10)	
Total Public Safety	665	662	3	
<u>Total Positions:</u>				
Managers/Supervisors	8,046	7,785	261	
Professional,Technical,Clerical	3,688	3,427	261	
Operational Hourlies	38,911	38,403	508	
Total Positions	50,645	49,615	1,030	

<i>NON-REIMBURSABLE OVERTIME</i>	Mar						Mar Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	387,029	\$12.799	379,110	\$12.598	7,919	\$0.201 1.6%	1,134,185	\$37.533	1,089,859	\$36.146	44,326	\$1.387 3.7%
	323,912	\$10.916	397,949	\$11.750	(74,037)	(\$0.834) -7.6%	934,029	\$31.444	1,342,321	\$39.719	(408,291)	(\$8.275) -26.3%
	349,533	\$12.234	365,764	\$13.136	(16,231)	(\$0.901) -7.4%	1,030,931	\$36.086	1,426,408	\$51.080	(395,478)	(\$14.994) -41.5%
	43,730	\$1.407	124,737	\$4.165	(81,007)	(\$2.758) *	131,190	\$4.221	358,610	\$11.961	(227,420)	(\$7.740) *
	132,095	\$4.506	191,635	\$6.073	(59,540)	(\$1.566) -34.8%	440,798	\$15.151	494,650	\$15.853	(53,852)	(\$0.701) -4.6%
	7,983	\$0.234	6,491	\$0.186	1,492	\$0.049 20.7%	23,945	\$0.703	27,148	\$0.774	(3,203)	(\$0.071) -10.1%
	13,093	(\$5.414)	10,508	\$0.390	2,585	(\$5.804) *	41,397	(\$1.783)	38,902	\$1.470	2,495	(\$3.254) *
Subtotal		1,257,376	\$36.683	1,476,194	\$48.297	(218,818) (\$11.614) -31.7%	3,736,474	\$123.355	4,777,898	\$157.003	(1,041,424)	(\$33.647) -27.3%
<i>REIMBURSABLE OVERTIME</i>		287,655	\$15.988	778,728	\$27.708	(491,073) (\$11.720) -73.3%	861,047	\$33.499	1,637,632	\$58.128	(776,584)	(\$24.629) -73.5%
TOTAL OVERTIME		1,545,031	\$52.671	2,254,922	\$76.005	(709,891) (\$23.334) -44.3%	4,597,522	\$156.855	6,415,530	\$215.131	(1,818,008)	(\$58.276) -37.2%

Totals may not add due to rounding

NOTE: Percentages are based on each type of overtime and not on total overtime.

* Exceeds 100%

MTA New York City Transit
2019 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Mar				Mar Year-to-Date			
	Var. - Fav./Unfav)				Var. - Fav./Unfav)			
	Hours	\$	Explanations		Hours	\$	Explanations	
<u>Scheduled Service</u>	7,919	\$0.2 (1.7%)			44,326	\$1.4 (4.1%)	Favorable variance is related to Vacancy in Bus Operators	
<u>Unscheduled Service</u>	(74,037)	(\$0.8) 7.2%	Unfavorable variance due to SAP job overruns related to Water Management Initiative, Accelerate track repairs and Station Deep cleaning projects in addition to RTO service delays		(408,291)	(\$8.3) 24.6%	Unfavorable variance due to SAP job overruns related to Water Management Initiative, Accelerate track repairs and Station Deep cleaning projects in addition to RTO service delays	
<u>Programmatic/Routine Maintenance</u>	(16,231)	(\$0.9) 7.8%	Unfavorable variance mainly due to SAP job overruns related to Improving Station Environment, Accelerate track repairs, Water Management Initiative and Subway car and Station Deep cleaning projects partially offset by credits from Reimbursable charges		(395,478)	(\$15.0) 44.6%	Unfavorable variance mainly due to SAP job overruns related to Improving Station Environment, Accelerate track repairs, Water Management Initiative and Subway car and Station Deep cleaning projects	
<u>Vacancy/Absentee Coverage</u>	(81,007)	(\$2.8) 23.7%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaners and Bus operators		(227,420)	(\$7.7) 23.0%	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaner and Bus operators	
<u>Weather Emergencies</u>	(59,540)	(\$1.6) 13.5%	Unfavorable variance mainly due to actual deployment of employees for weather preparation is greater than average budgeted level		(53,852)	(\$0.7) 2.1%		
<u>Safety/Security/Law Enforcement</u>	1,492	\$0.0 (0.4%)			(3,203)	(\$0.1) .2%		
<u>Other</u>	2,585	(\$5.8) 50.0%	Unfavorable variance is related to timing of recording of reimbursable expenses		2,495	(\$3.3) 9.7%	Unfavorable variance is related to timing of recording of reimbursable expenses	
Subtotal	(218,818)	(\$11.6) 49.8%			(1,041,424)	(\$33.6) 57.7%		
REIMBURSABLE OVERTIME	(491,073)	(\$11.7) 50.2%	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Power initiatives and SAP CRW IHC Initiative, and additional Capital support		(776,584)	(\$24.6) 42.3%	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Power initiatives and SAP CRW IHC Initiative, and additional Capital support	
TOTAL OVERTIME	(709,891)	(\$23.3)			(1,818,008)	(\$58.3)		

Totals may not add due to rounding.

NOTE: Percentages are based on each type of overtime and not on total overtime.

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY

2019 Overtime Reporting

Overtime Legend

Type

Definition

Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary March 2019 Report: Staten Island Railway

The purpose of this report is to provide the preliminary March 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus budget, are summarized as follows:

- March 2019 Staten Island Railway ridership of 380,047 was 16,092 rides (4.1 percent) below budget. Average weekday ridership of 16,362 was 398 rides (2.5 percent) above March 2018.
- Farebox revenue of \$0.6 million was below budget by less than \$0.1 million (4.2 percent).
- Operating expenses of \$4.9 million in March were below budget by \$0.5 million (9.0 percent).
 - Labor expenses were above budget by \$0.2 million (6.0 percent).
 - Non-labor expenses were under budget by \$0.7 million (56.2 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

March 2019

(All data are preliminary and subject to audit)

Total **ridership** in March 2019 was 380,047, 16,092 rides (4.1 percent) below the Adopted Budget (budget). March 2019 average weekday ridership was 16,362, 398 rides (2.5 percent) higher than March 2018. Average weekday ridership for the twelve months ending March 2019 was 16,098, 325 rides (2.0 percent) below the previous twelve-month period.

Operating revenue of \$0.8 million in March was less than \$0.1 million (1.1 percent) above budget. Year-to-date, operating revenue of \$2.4 million increased by \$0.1 million (3.6 percent), due mostly to favorable other revenue results.

Nonreimbursable expenses in March, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were lower than budget by \$0.5 million (9.0 percent).

- Labor expenses were above budget by \$0.2 million (6.0 percent), of which payroll expenses were higher by \$0.31 million (6.7 percent), due primarily to the unfavorable timing of expenses, including interagency charges, partly offset by vacancies. Health & welfare/OPEB current expenses were also above budget by \$0.2 million (20.0 percent), due to the unfavorable timing of expenses.
- Non-labor expenses were below budget by \$0.7 million (56.2 percent), including an underrun in maintenance contract expenses of \$0.4 million (89.7 percent), primarily from the favorable timing of projected maintenance requirements. Materials & supplies expenses were less than budget by \$0.1 million (57.0 percent), due largely to the favorable timing of maintenance material requirements. Electric power expenses were below budget by \$0.1 million (33.1 percent), due mainly to lower prices and usage.

Year-to-date, expenses were below budget by \$2.5 million (15.8 percent), including underruns in labor expenses of \$1.2 million (9.6 percent) which were driven by several account underruns. Non-labor expenses were also below budget by \$1.3 million (39.0 percent), of which most accounts contributed to these positive results.

Depreciation expenses of \$3.1 million year-to-date were slightly above budget. There were no OPEB Liability nor GASB 68 pension adjustment expenses recorded through March.

The **operating cash deficit** (excluding subsidies) reported in March year-to-date was \$10.7 million, \$1.5 million (12.4 percent) favorable to budget.

MTA STATEN ISLAND RAILWAY
Mar - 2019 Adopted
accrual Statement of Operations By Category
Month - Mar 2019
(**\$ in Millions**)

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Nonreimbursable			Var Percent		Reimbursable					Total			
Adopted	Favorable(Unfavorable)				Favorable(Unfavorable)				Adopted	Favorable(Unfavorable)			
	Actual	Variance	Percent		Adopted	Actual	Variance	Percent		Actual	Variance	Percent	
0.580	0.555	(0.025)	(4.2)		0.000	0.000	-	-	0.580	0.555	(0.025)	(4.2)	
0.206	0.239	0.033	16.1		0.000	0.000	-	-	0.206	0.239	0.033	16.1	
0.000	0.000	-	-		0.391	0.615	0.224	57.4	0.391	0.615	0.224	57.4	
0.786	0.794	0.009	1.1		0.391	0.615	0.224	57.4	1.176	1.409	0.233	19.8	
2.041	2.178	(0.137)	(6.7)		0.151	0.096	0.056	36.8	2.192	2.274	(0.081)	(3.7)	
0.307	0.277	0.030	9.8		0.083	0.121	(0.038)	(46.5)	0.390	0.398	(0.008)	(2.1)	
2.349	2.456	(0.107)	(4.6)		0.234	0.217	0.017	7.4	2.582	2.672	(0.090)	(3.5)	
0.575	0.741	(0.166)	(28.9)		0.023	0.000	0.023	-	0.598	0.741	(0.143)	(23.9)	
0.215	0.208	0.008	3.6		0.000	0.000	0.000	-	0.215	0.208	0.007	3.4	
0.610	0.604	0.006	0.9		0.010	0.000	0.010	-	0.620	0.604	0.016	2.6	
0.445	0.559	(0.114)	(25.7)		0.050	0.000	0.050	-	0.494	0.559	(0.065)	(13.1)	
1.845	2.112	(0.267)	(14.5)		0.083	0.000	0.083	-	1.928	2.112	(0.185)	(9.6)	
0.000	0.000	-	-		0.000	0.000	-	-	0.000	0.000	-	-	
(0.074)	(0.202)	0.128	-		0.074	0.202	(0.128)	-	0.000	0.000	0.000	-	
4.120	4.366	(0.246)	(6.0)		0.391	0.419	(0.028)	(7.3)	4.510	4.785	(0.274)	(6.1)	
0.367	0.245	0.122	33.1		0.000	0.002	(0.002)	-	0.367	0.247	0.120	32.6	
0.023	0.019	0.004	16.2		0.000	0.000	-	-	0.023	0.019	0.004	16.2	
0.103	0.082	0.021	20.2		0.000	0.000	-	-	0.103	0.082	0.021	20.2	
0.007	0.044	(0.037)	-		0.000	0.000	-	-	0.007	0.044	(0.037)	-	
0.000	0.000	-	-		0.000	0.000	-	-	0.000	0.000	-	-	
0.402	0.041	0.361	89.7		0.000	0.000	-	-	0.402	0.041	0.361	89.7	
0.087	0.029	0.058	66.3		0.000	0.002	(0.002)	-	0.087	0.031	0.056	64.5	
0.216	0.093	0.123	57.0		0.000	0.192	(0.192)	-	0.216	0.285	(0.070)	(32.3)	
0.097	0.015	0.081	84.0		0.000	0.000	-	-	0.097	0.015	0.081	84.0	
1.301	0.569	0.732	56.2		0.000	0.196	(0.196)	-	1.301	0.765	0.536	41.2	
0.000	0.000	-	-		0.000	0.000	-	-	0.000	0.000	-	-	
0.000	0.000	-	-		0.000	0.000	-	-	0.000	0.000	-	-	
5.421	4.935	0.486	9.0		0.391	0.615	(0.224)	(57.4)	5.812	5.550	0.262	4.5	
1.000	1.056	(0.056)	(5.6)		0.000	0.000	-	-	1.000	1.056	(0.056)	(5.6)	
1.875	0.000	1.875	-		0.000	0.000	-	-	1.875	0.000	1.875	-	
0.125	0.000	0.125	-		0.000	0.000	-	-	0.125	0.000	0.125	-	
0.000	0.000	-	-		0.000	0.000	-	-	0.000	0.000	-	-	
8.421	5.992	2.430	28.9		0.391	0.615	(0.224)	(57.4)	8.812	6.607	2.205	25.0	
(7.636)	(5.197)	2.438	31.9		0.000	0.000	0.000	-	(7.636)	(5.197)	2.438	31.9	

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MTA STATEN ISLAND RAILWAY
Mar - 2019 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Mar 2019
(\$ in Millions)

	Nonreimbursable												Reimbursable												Total											
	Nonreimbursable				Var Percent				Reimbursable				Var Percent				Reimbursable				Var Percent				Total											
	Adopted	Actual	Favorable(Unfavorable)	Variance	Percent	Adopted	Actual	Favorable(Unfavorable)	Variance	Percent	Adopted	Actual	Favorable(Unfavorable)	Variance	Percent	Adopted	Actual	Favorable(Unfavorable)	Variance	Percent	Adopted	Actual	Favorable(Unfavorable)	Variance	Percent											
Revenue																																				
Farebox Revenue:																																				
Farebox Revenue	1.670	1.567	(0.103)		(6.2)	0.000	0.000	-	-	-	1.670	1.567	(0.103)		(6.2)	0.000	0.000	-	-	-	0.617	0.804	0.187	30.3	0.000	0.000	0.007	0.7	0.000	0.007	0.7					
Other Revenue	0.617	0.804	0.187	30.3		0.000	0.000	-	-	-	0.617	0.804	0.187	30.3		0.000	0.000	-	-	-	1.126	1.134	0.007	0.7	1.126	1.134	0.007	0.7	1.126	1.134	0.007	0.7				
Capital and Other Reimbursements	0.000	0.000	-	-		1.126	1.134	0.007	0.7		1.126	1.134	0.007	0.7		3.413	3.504	0.091	2.7		3.413	3.504	0.091	2.7	3.413	3.504	0.091	2.7	3.413	3.504	0.091	2.7				
Total Revenue	2.287	2.371	0.083	3.6		1.126	1.134	0.007	0.7		3.413	3.504	0.091	2.7																						
Expenses																																				
Labor :																																				
Payroll	6.230	5.994	0.237	3.8		0.428	0.195	0.233	54.4		6.658	6.189	0.470	7.1																						
Overtime	1.006	1.013	(0.007)	(0.7)		0.248	0.284	(0.036)	(14.7)		1.254	1.297	(0.043)	(3.4)																						
Total Salaries & Wages	7.236	7.006	0.230	3.2		0.676	0.479	0.196	29.1		7.912	7.486	0.426	5.4																						
Health and Welfare	1.725	1.355	0.370	21.5		0.070	0.000	0.070	-		1.795	1.355	0.440	24.5																						
OPEB Current Payment	0.646	0.540	0.106	16.5		0.000	0.001	(0.001)	-		0.646	0.541	0.105	16.3																						
Pensions	1.829	1.694	0.135	7.4		0.031	0.000	0.031	-		1.860	1.694	0.165	8.9																						
Other Fringe Benefits	1.382	1.253	0.129	9.4		0.138	0.000	0.138	-		1.520	1.253	0.267	17.6																						
Total Fringe Benefits	5.582	4.842	0.741	13.3		0.238	0.001	0.237	-		5.820	4.843	0.977	16.8																						
Contribution to GASB Fund	0.000	0.000	-	-		0.000	0.000	-	-		0.000	0.000	-	-																						
Reimbursable Overhead	(0.213)	(0.447)	0.234	-		0.213	0.447	(0.235)	-		0.000	0.000	-	-																						
Labor	12.606	11.401	1.204	9.6		1.126	0.928	0.198	17.6		13.732	12.329	1.403	10.2																						
Non-Labor :																																				
Electric Power	1.101	1.059	0.042	3.8		0.000	0.003	(0.003)	-		1.101	1.062	0.039	3.6																						
Fuel	0.069	0.051	0.018	25.9		0.000	0.000	-	-		0.069	0.051	0.018	25.9																						
Insurance	0.308	0.350	(0.042)	(13.8)		0.000	0.000	-	-		0.308	0.350	(0.042)	(13.8)																						
Claims	0.022	0.127	(0.105)	-		0.000	0.000	-	-		0.022	0.127	(0.105)	-																						
Paratransit Service Contracts	0.000	0.000	-	-		0.000	0.000	-	-		0.000	0.000	-	-																						
Maintenance and Other Operating Contracts	0.756	0.131	0.626	82.7		0.000	0.000	-	-		0.756	0.131	0.626	82.7																						
Professional Service Contracts	0.260	0.055	0.205	78.9		0.000	0.005	(0.005)	-		0.260	0.060	0.201	77.1																						
Materials & Supplies	0.647	0.296	0.351	54.3		0.000	0.198	(0.198)	-		0.647	0.494	0.153	23.6																						
Other Business Expenses	0.219	(0.007)	0.226	-		0.000	0.000	-	-		0.219	(0.007)	0.226	-																						
Non-Labor	3.382	2.062	1.321	39.0		0.000	0.206	(0.206)	-		3.382	2.267	1.115	33.0																						
Other Expense Adjustments:																																				
Other	0.000	0.000	-	-		0.000	0.000	-	-		0.000	0.000	-	-																						
Other Expense Adjustments	0.000	0.000	-	-		0.000	0.000	-	-		0.000	0.000	-	-																						
Total Expenses before Depreciation and OPEB	15.988	13.463	2.525	15.8		1.126	1.134	(0.007)	(0.7)		17.114	14.597	2.518	14.7																						
Depreciation	3.000	3.065	(0.065)	(2.2)		0.000	0.000	-	-		3.000	3.065	(0.065)	(2.2)																						
OPEB Liability	1.875	0.000	1.875	-		0.000	0.000	-	-		1.875	0.000	1.875	-																						
GASB 68 Pension Adjustment	0.125	0.000	0.125	-		0.000	0.000	-	-		0.125	0.000	0.125	-																						
Environmental Remediation	0.000	0.000	-	-		0.000	0.000	-	-		0.000	0.000	-	-																						
Total Expenses	20.988	16.528	4.460	21.3		1.126	1.134	(0.007)	(0.7)		22.114	17.661	4.453	20.1																						
OPERATING SURPLUS/DEFICIT	(18.701)	(14.157)	4.544	24.3		0.000	0.000	0.000	-		(18.701)	(14.157)	4.544	24.3																						

Note: Totals may not add due to rounding

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

TRANSIT : RPTNG
Adopted. FinalFY19

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MARCH 2019

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH				YEAR-TO-DATE			
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	Non Reimb.	(0.025)	(4.2)	Primarily lower than expected ridership	(0.103)	(6.2)	Mostly lower than expected student ridership during January, free shuttle buses replacing some service on two weekends, and lower ridership during the MLK holiday weekend		
Other Operating Revenue	Non Reimb.	0.033	16.1	Mainly the favorable timing of reimbursements	0.187	30.3	Mainly the favorable timing of reimbursements		
Payroll	Non Reimb.	(0.137)	(6.7)	Primarily the unfavorable timing of expenses, including interagency charges, partly offset by vacancies	0.237	3.8	Primarily vacancies and the timing of expenses including interagency charges		
Overtime	Non Reimb.	0.030	9.8	The favorable timing of expenses					
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.158)	20.0	The unfavorable timing of expenses	0.476	20.0	The favorable timing of expenses/expense underruns		
Other Fringe Benefits	Non Reimb.	(0.114)	(25.7)	Mostly the unfavorable timing of interagency billings	0.129	9.4	Vacancies and the timing of expenses/interagency billings		
Electric Power	Non Reimb.	0.122	33.1	Primarily lower prices/usage	0.042	3.8	Primarily lower prices/usage		
Insurance	Non Reimb.	0.021	20.2	The favorable timing of interagency billing from MTA	(0.042)	(13.8)	The unfavorable timing of interagency billing from MTA		
Maintenance & Other Operating Contracts	Non Reimb.	0.361	89.7	Mainly the favorable timing of projected maintenance requirements	0.626	82.7	Mainly the favorable timing of projected maintenance requirements		
Professional Service Contracts	Non Reimb.	0.058	66.3	The favorable timing of expenses, including engineering services	0.205	78.9	The favorable timing of expenses, including engineering services		
Materials and Supplies	Non Reimb.	0.123	57.0	Primarily the favorable timing of maintenance material requirements	0.351	54.3	Primarily the favorable timing of maintenance material requirements		
Capital and Other Reimbursements	Reimb.	0.224	57.4	Timing of contractor requirements					
Payroll	Reimb.	0.056	36.8	Timing of contractor requirements	0.233	54.4	Timing of contractor requirements		

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted
Cash Receipts and Expenditures
Mar FY19
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.580	0.469	(0.111)	(19.1)	1.670	1.534	(0.137)	(8.2)
Other Revenue	0.206	1.500	1.294	-	0.617	1.696	1.079	-
Capital and Other Reimbursements	0.391	0.464	0.073	18.8	1.126	0.606	(0.520)	(46.2)
Total Revenue	1.176	2.433	1.256	-	3.413	3.835	0.422	12.4
Expenditures								
<i>Labor :</i>								
Payroll	1.882	1.820	0.062	3.3	5.925	5.836	0.089	1.5
Overtime	0.390	0.458	(0.068)	(17.3)	1.254	1.206	0.048	3.8
Total Salaries & Wages	2.272	2.278	(0.006)	(0.3)	7.178	7.041	0.137	1.9
Health and Welfare	0.598	0.601	(0.003)	(0.5)	1.795	2.001	(0.207)	(11.5)
OPEB Current Payment	0.215	0.088	0.128	59.3	0.646	0.265	0.381	59.0
Pensions	0.620	0.604	0.016	2.6	1.860	1.694	0.165	8.9
Other Fringe Benefits	0.261	0.308	(0.047)	(18.1)	0.834	1.101	(0.267)	(31.9)
Total Fringe Benefits	1.695	1.601	0.093	5.5	5.135	5.062	0.073	1.4
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	-	-	0.000	0.000	-	-
Labor	3.966	3.879	0.087	2.2	12.313	12.103	0.210	1.7
<i>Non-Labor :</i>								
Electric Power	0.367	0.327	0.040	10.8	1.101	0.998	0.103	9.3
Fuel	0.023	0.019	0.004	19.1	0.069	0.065	0.004	5.9
Insurance	0.103	0.000	0.103	-	0.308	0.167	0.141	45.8
Claims	(0.013)	0.003	(0.015)	-	(0.038)	0.003	(0.041)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.402	0.028	0.374	93.1	0.756	0.102	0.654	86.5
Professional Service Contracts	0.087	0.074	0.012	14.3	0.260	0.118	0.143	54.8
Materials & Supplies	0.216	0.141	0.074	34.4	0.647	0.944	(0.297)	(45.9)
Other Business Expenses	0.097	0.009	0.088	91.1	0.219	0.041	0.178	81.3
Non-Labor	1.281	0.600	0.681	53.1	3.322	2.437	0.885	26.6
<i>Other Expense Adjustments:</i>								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenditures before Depreciation and OPEB	5.248	4.480	0.768	14.6	15.635	14.540	1.095	7.0
Depreciation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
OPEB Liability	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	5.248	4.480	0.768	14.6	15.635	14.540	1.095	7.0
Net Surplus/(Deficit)	(4.072)	(2.047)	2.025	49.7	(12.222)	(10.705)	1.517	12.4

Note: Totals may not add due to rounding

Adopted. FinalFY19

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
MARCH 2019
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(0.111)	(19.1)	Primarily the unfavorable timing of cash settlements with NYCT	(0.137)	(8.2)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	1.294	over 100.0	Mostly the favorable timing of reimbursements	1.079	over 100.0	Mostly the favorable timing of reimbursements
Salaries & Wages				0.137	1.9	Lower expenses, mostly offset by the timing of payments
Health and Welfare (including OPEB current payment)	0.125	15.9	Mostly the favorable timing of payments	0.174	7.1	Primarily lower expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	0.374	93.1	The favorable timing of maintenance requirements	0.654	86.5	The favorable timing of maintenance requirements
Materials and Supplies	0.074	34.4	Mainly the favorable timing of the favorable timing of material payments	(0.297)	(45.9)	The unfavorable timing of material payments

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2019 Adopted
Cash Conversion (Cash Flow Adjustments)

Mar FY19

(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	0.000	(0.086)	(0.086)	-	0.000	(0.033)	(0.033)	-
Other Revenue	0.000	1.261	1.261	-	0.000	0.892	0.892	-
Capital and Other Reimbursements	0.000	(0.151)	(0.151)	-	0.000	(0.528)	(0.528)	-
Total Revenue	0.000	1.023	1.023	-	0.000	0.331	0.331	-
Expenses								
<i>Labor :</i>								
Payroll	0.311	0.454	0.143	46.0	0.734	0.353	(0.381)	(51.9)
Overtime	0.000	(0.059)	(0.059)	-	0.000	0.091	0.091	-
Total Salaries & Wages	0.311	0.394	0.084	26.9	0.734	0.444	(0.289)	(39.4)
Health and Welfare	0.000	0.140	0.140	-	0.000	(0.647)	(0.647)	-
OPEB Current Payment	0.000	0.120	0.120	-	0.000	0.276	0.276	-
Pensions	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Fringe Benefits	0.233	0.251	0.017	7.5	0.685	0.152	(0.533)	(77.8)
Total Fringe Benefits	0.233	0.511	0.278	-	0.685	(0.219)	(0.904)	-
Contribution to GASB Fund	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.001	0.001	-
Labor	0.544	0.906	0.362	66.5	1.419	0.226	(1.193)	(84.1)
<i>Non-Labor :</i>								
Electric Power	0.000	(0.080)	(0.080)	-	0.000	0.063	0.063	-
Fuel	0.000	0.001	0.001	-	0.000	(0.014)	(0.014)	-
Insurance	0.000	0.082	0.082	-	0.000	0.183	0.183	-
Claims	0.020	0.041	0.021	-	0.060	0.124	0.064	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	0.014	0.014	-	0.000	0.029	0.029	-
Professional Service Contracts	0.000	(0.044)	(0.044)	-	0.000	(0.058)	(0.058)	-
Materials & Supplies	0.000	0.144	0.144	-	0.000	(0.450)	(0.450)	-
Other Business Expenses	0.000	0.007	0.007	-	0.000	(0.048)	(0.048)	-
Non-Labor	0.020	0.165	0.145	-	0.060	(0.170)	(0.230)	-
<i>Other Expense Adjustments:</i>								
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	0.000	0.000	-	-	0.000	0.000	-	-
Total Expenses before Depreciation and OPEB	0.564	1.071	0.507	89.9	1.479	0.056	(1.423)	(96.2)
Depreciation	1.000	1.056	0.056	5.6	3.000	3.065	0.065	2.2
OPEB Liability	1.875	0.000	(1.875)	-	1.875	0.000	(1.875)	-
GASB 68 Pension Adjustment	0.125	0.000	(0.125)	-	0.125	0.000	(0.125)	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	3.564	2.127	(1.437)	(40.3)	6.479	3.121	(3.358)	(51.8)
Total Cash Conversion Adjustments	3.564	3.151	(0.413)	(11.6)	6.479	3.452	(3.027)	(46.7)

Note: Totals may not add due to rounding

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

Adopted. FinalFY19

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
MARCH 2019

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	8	5
General Office	9	15	(6)
Purchasing/Stores	6	4	2
Total Administration	28	27	1
Operations			
Transportation	119	113	6
Total Operations	119	113	6
Maintenance			
Mechanical	53	48	5
Electronics/Electrical	15	13	2
Power/Signals	29	30	(1)
Maintenance of Way	70	66	4
Infrastructure	26	30	(4)
Total Maintenance	193	187	6
Engineering/Capital			
Capital Project Support	16	9	7
Total Engineering Capital	16	9	7
Total Positions	356	336	20
Non-Reimbursable	328	323	5
Reimbursable	28	13	15
Total Full-Time	356	336	20
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
MARCH 2019

	<u>Adopted Budget</u>	<u>Actual</u>	Favorable (Unfavorable)	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	14	2	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	28	27	1	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	105	105	0	
Total Operations	119	113	6	
Maintenance				
Managers/Supervisors	16	23	(7)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	171	159	12	
Total Maintenance	193	187	6	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	16	9	7	
Total Positions				
Managers/Supervisors	46	47	(1)	
Professional, Technical, Clerical	25	19	6	
Operational Hourlies	285	270	15	
Total Positions	356	336	20	

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2019 BUDGET VERSUS 2019 PRELIMINARY ACTUAL
(in millions)

Month of March			
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
		<u>Amount</u>	<u>Percent</u>
0.396	0.380	(0.016)	(4.1%)

Year-to-Date			
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>	
		<u>Amount</u>	<u>Percent</u>
1.144	1.089	(0.055)	(4.8%)

Driven in large part by lower than expected ridership during the first four days of the month, including on Monday March 4, when schools closed due to an expected storm.

Driven by several factors: lower than expected student ridership during January 2019, free shuttle buses replacing service between St. George and Grasmere the weekends of 1/12/19 - 1/13/19 and 2/02/19 - 2/04/19, and lower than expected ridership during the MLK holiday weekend in January and during the first four days of March.

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

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2019 ACTUAL VERSUS 2019 PRELIMINARY ACTUAL
(in millions)

Month of March					
	<u>2018</u>	<u>2019</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
Average Weekday	0.016	0.016	0.000	2.5%	
Average Weekend	0.008	0.007	(0.001)	(11.5%)	Driven primarily by lower ridership during the first weekend in the month, potentially due to service between Huguenot and Jefferson Ave being replaced by free shuttle buses.

12-Month Rolling Average					
	<u>2018</u>	<u>2019</u>	<u>(2018-19)</u>	<u>(2018-19 %)</u>	
			<u>Amount</u>	<u>Percent</u>	<u>Explanation</u>
Average Weekday	0.016	0.016	(0.000)	(2.0%)	
Average Weekend	0.008	0.008	(0.001)	(9.9%)	More weekends with service changes in the current 12-month period than in the prior 12-month period.

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

Preliminary March 2019 Report: Bus Company

The purpose of this report is to provide the preliminary March 2019 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus budget, are summarized as follows:

- March 2019 Bus Company ridership of 10.4 million was 0.4 million (3.3 percent) below budget.
- Farebox revenue of \$17.7 million was \$1.4 million (7.3 percent) below budget.
- Operating expenses in March of \$69.1 million exceeded budget by \$0.6 million (0.9 percent).
 - Labor expenses were higher than budget by \$5.3 million (11.1 percent), including overruns in payroll expenses of \$3.1 million (13.2 percent) and overtime expenses of \$1.4 million (26.5 percent).
 - Non-labor expenses were lower than budget by \$4.6 million (22.1 percent), including favorable results in maintenance contracts of \$2.1 million (51.2 percent) and materials & supplies of \$1.4 million (27.4 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT

March 2019

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$19.5 million in March, \$1.4 million (6.5 percent) below budget, caused primarily by an underrun in farebox revenue of \$1.4 million (7.3 percent), resulting mostly from lower ridership. Year-to-date, operating revenue of \$55.1 million was \$3.9 million (6.6 percent) below budget, due largely to lower ridership.

Total MTA Bus **ridership** in March 2019 was 10.4 million, 3.3 percent (0.4 million riders) below budget. March 2019 average weekday ridership was 401,987 an increase of 2.9 percent (11,194 riders) from March 2018. Average weekday ridership for the twelve months ending March 2019 was 391,090, a decrease of 0.4 percent (1,737 riders) from the twelve months ending March 2018.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$69.1 million **in March**, \$0.6 million (0.9 percent) over budget.

- Labor expenses were in excess of budget by \$5.3 million (11.1 percent), of which payroll expenses were over budget by \$3.1 million (13.2 percent), due largely to interagency billings from prior periods, retro-wage payments and excess headcount. Overtime expenses also overran by \$1.4 million (26.5 percent), due primarily to running time/traffic, inclement weather and maintenance/campaign work.
- Non-labor expenses underran budget by \$4.6 million (22.1 percent), caused largely by lower maintenance contract expenses of \$2.1 million (51.2 percent), due to the timing of the Shop Program and Bus Technology expenses. Materials & supplies expenses were also below budget by \$1.4 million (27.4 percent), due to the timing of the New Fare Payment System and Select Bus Service (SBS) rollouts along with lower general maintenance expenses. Professional service contract expenses also were below budget by \$0.6 million (20.1 percent), involving the timing of interagency billing.

Year-to-date, expenses of \$198.1 million were \$6.1 million (3.0 percent) under budget.

- Labor expenses were again in excess of budget by \$10.0 million (7.0 percent), resulting essentially from the same factors impacting the month, with higher payroll expenses of \$6.1 million (8.6 percent) and overtime expenses of \$4.2 million (27.4 percent).
- Non-labor expenses underran budget by \$16.1 million (25.7 percent), caused by lower maintenance contract expenses of \$5.6 million (45.1 percent), largely from the timing of the Shop Program and bus technology expenses. Materials & supplies expenses were favorable by \$4.5 million (29.0 percent), due to the timing of the New Fare Payment System and Select Bus Service (SBS) rollouts along with lower general maintenance expenses. Professional service contract expenses also were below budget by \$3.0 million (31.0 percent), involving the timing of interagency billing.

Depreciation expenses of \$11.4 million YTD were below budget by \$1.9 million (14.4 percent). Regarding GASB #45 Other Post-Employment Benefits and GASB 68 Pension Adjustment, no expenses were recorded year-to-date.

The **operating cash deficit** year-to-date was \$154.6 million, \$24.0 million (18.4 percent) above budget, due mostly to higher payroll expenditures of \$20.9 million (30.9 percent), caused by the timing of payroll funding, higher interagency billings and retro-wage payouts.

TABLE 1

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY

March 2019

(\$ in millions)

	Nonreimbursable												Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue																				
Farebox Revenue	\$ 19,098	\$ 17,709	\$ (1,389)	(7.3)	\$ -	\$ -	\$ -	-	\$ 19,098	\$ 17,709	\$ (1,389)	(7.3)								
Other Operating Income	1,704	1,743	0.039	2.3	-	-	-	-	1,704	1,743	0.039	2.3								
Capital and Other Reimbursements	-	-	-	-	0.489	0.238	(0.251)	(51.3)	0.489	0.238	(0.251)	(51.3)								
Total Revenue	\$ 20,802	\$ 19,452	\$ (1,350)	(6.5)	\$ 0.489	\$ 0.238	\$ (0.251)	(51.3)	\$ 21,291	\$ 19,690	\$ (1,601)	(7.5)								
<i>Labor:</i>																				
Payroll	\$ 23,520	\$ 26,625	\$ (3,105)	(13.2)	\$ 0.213	\$ 0.146	\$ 0.067	31.5	\$ 23,733	\$ 26,771	\$ (3,038)	(12.8)								
Overtime	5,139	6,498	(1,359)	(26.5)	-	-	-	-	5,139	6,498	(1,359)	(26.5)								
Health and Welfare	6,332	6,398	(0.066)	(1.0)	0.100	-	0.100	100.0	6,432	6,398	0.034	0.5								
OPEB Current Payment	2,081	1,810	0.271	13.0	-	-	-	-	2,081	1,810	0.271	13.0								
Pensions	4,596	4,879	(0.283)	(6.2)	-	-	-	-	4,596	4,879	(0.283)	(6.2)								
Other Fringe Benefits	5,913	6,629	(0.716)	(12.1)	-	-	-	-	5,913	6,629	(0.716)	(12.1)								
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-								
Reimbursable Overhead	(0.083)	(0.092)	0.009	10.8	0.083	0.092	(0.009)	(10.8)	-	-	-	-								
Total Labor Expenses	\$ 47,497	\$ 52,747	\$ (5,250)	(11.1)	\$ 0.396	\$ 0.238	\$ 0.158	39.9	\$ 47,893	\$ 52,985	\$ (5,092)	(10.6)								
<i>Non-Labor:</i>																				
Electric Power	\$ 0.162	\$ 0.138	\$ 0.024	14.8	\$ -	\$ -	\$ -	-	\$ 0.162	\$ 0.138	\$ 0.024	14.8								
Fuel	2,272	2,132	0.140	6.1	-	-	-	-	2,272	2,132	0.140	6.1								
Insurance	0.553	0.387	0.166	30.0	-	-	-	-	0.553	0.387	0.166	30.0								
Claims	5,060	5,000	0.060	1.2	-	-	-	-	5,060	5,000	0.060	1.2								
Maintenance and Other Operating Contracts	4,165	2,032	2,133	51.2	0.020	-	0.020	100.0	4,185	2,032	2,153	51.4								
Professional Service Contracts	3,215	2,568	0.647	20.1	-	-	-	-	3,215	2,568	0.647	20.1								
Materials & Supplies	5,164	3,749	1,415	27.4	0.073	-	0.073	100.0	5,237	3,749	1,488	28.4								
Other Business Expense	0.439	0.380	0.059	13.4	-	-	-	-	0.439	0.380	0.059	13.4								
Total Non-Labor Expenses	\$ 21,029	\$ 16,386	\$ 4,643	22.1	\$ 0.093	\$ -	\$ 0.093	100.0	\$ 21,122	\$ 16,386	\$ 4,736	22.4								
Total Expenses before Non-Cash Liability Adjs.	\$ 68,526	\$ 69,133	\$ (0,607)	(0.9)	\$ 0.489	\$ 0.238	\$ 0.251	51.3	\$ 69,015	\$ 69,371	\$ (0,356)	(0.5)								
Depreciation	4,483	0.765	3,718	82.9	-	-	-	-	4,483	0.765	3,718	82.9								
OPEB Obligation	8,262	(10,400)	18,662	*	-	-	-	-	8,262	(10,400)	18,662	*								
GASB 68 Pension Adjustment	7,087	-	7,087	100.0	-	-	-	-	7,087	-	7,087	100.0								
Environmental Remediation	-	0.749	(0.749)	-	-	-	-	-	-	0.749	(0.749)	-	-							
Total Expenses	\$ 88,358	\$ 60,247	\$ 28,111	31.8	\$ 0.489	\$ 0.238	\$ 0.251	51.3	\$ 88,847	\$ 60,485	\$ 28,362	31.9								
Net Surplus/(Deficit)	\$ (67,556)	\$ (40,795)	\$ 26,761	39.6	\$ -	\$ -	\$ -	-	\$ (67,556)	\$ (40,795)	\$ 26,761	39.6								

NOTE: Totals may not add due to rounding

TABLE 2

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2019 Year-To-Date
(\$ in millions)

	Nonreimbursable												Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent				
Revenue																				
Farebox Revenue	\$ 53,882	\$ 50,114	\$ (3,768)	(7.0)	\$ -	\$ -	\$ -	-	\$ 53,882	\$ 50,114	\$ (3,768)	(7.0)								
Other Operating Income	5,078	4,976	(0.102)	(2.0)	-	-	-	-	5,078	4,976	(0.102)	(2.0)								
Capital and Other Reimbursements	-	-	-	-	1,457	0.780	(0.677)	(46.5)	1,457	0.780	(0.677)	(46.5)								
Total Revenue	\$ 58,961	\$ 55,090	\$ (3,871)	(6.6)	\$ 1,457	\$ 0.780	\$ (0.677)	(46.5)	\$ 60,418	\$ 55,870	\$ (4,548)	(7.5)								
													-46.5%							
Expenses																				
<i>Labor:</i>																				
Payroll	\$ 70,084	\$ 76,137	\$ (6,053)	(8.6)	\$ 0.636	\$ 0.480	\$ 0.156	24.5	\$ 70,720	\$ 76,617	\$ (5,898)	(8.3)								
Overtime	15,314	19,505	(4,191)	(27.4)	-	-	-	-	15,314	19,505	(4,191)	(27.4)								
Health and Welfare	18,868	18,691	0.177	0.9	0.298	-	0.298	100.0	19,166	18,691	0.475	2.5								
OPEB Current Payment	6,202	5,386	0.816	13.2	-	-	-	-	6,202	5,386	0.816	13.2								
Pensions	13,694	14,425	(0.731)	(5.3)	-	-	-	-	13,694	14,425	(0.731)	(5.3)								
Other Fringe Benefits	17,618	17,661	(0.043)	(0.2)	-	-	-	-	17,618	17,661	(0.043)	(0.2)								
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-								
Reimbursable Overhead	(0.247)	(0.300)	0.053	21.5	0.247	0.300	(0.053)	(21.5)	-	-	-	-								
Total Labor Expenses	\$ 141,533	\$ 151,506	\$ (9,973)	(7.0)	\$ 1,181	\$ 0.780	\$ 0.401	33.9	\$ 142,714	\$ 152,286	\$ (9,572)	(6.7)								
<i>Non-Labor:</i>																				
Electric Power	\$ 0.482	\$ 0.483	\$ (0.001)	(0.2)	\$ -	\$ -	\$ -	-	\$ 0.482	\$ 0.483	\$ (0.001)	(0.2)								
Fuel	6,769	5,753	1,016	15.0	-	-	-	-	6,769	5,753	1,016	15.0								
Insurance	1,648	1,160	0.488	29.6	-	-	-	-	1,648	1,160	0.488	29.6								
Claims	15,078	13,900	1,177	7.8	-	-	-	-	15,078	13,900	1,177	7.8								
Maintenance and Other Operating Contracts	12,413	6,809	5,603	45.1	0.060	-	0.060	100.0	12,473	6,809	5,663	45.4								
Professional Service Contracts	9,579	6,605	2,974	31.0	-	-	-	-	9,579	6,605	2,974	31.0								
Materials & Supplies	15,386	10,919	4,467	29.0	0.217	-	0.217	100.0	15,603	10,919	4,683	30.0								
Other Business Expense	1,309	0,930	0,379	29.0	-	-	-	-	1,309	0,930	0,379	29.0								
Total Non-Labor Expenses	\$ 62,663	\$ 46,561	\$ 16,102	25.7	\$ 0.277	\$ -	\$ 0.277	100.0	\$ 62,940	\$ 46,561	\$ 16,379	26.0								
Total Expenses before Non-Cash Liability Adjs.	\$ 204,196	\$ 198,067	\$ 6,129	3.0	\$ 1,457	\$ 0.780	\$ 0.677	46.5	\$ 205,653	\$ 198,847	\$ 6,807	3.3								
Depreciation	13,359	11,440	1,919	14.4	-	-	-	-	13,359	11,440	1,919	14.4								
OPEB Obligation	24,620	-	24,620	100.0	-	-	-	-	24,620	-	24,620	100.0								
GASB 68 Pension Adjustment	21,118	-	21,118	100.0	-	-	-	-	21,118	-	21,118	100.0								
Environmental Remediation	-	0.749	(0.749)	-	-	-	-	-	-	0.749	(0.749)	-	-							
Total Expenses	\$ 263,293	\$ 210,256	\$ 53,037	20.1	\$ 1,457	\$ 0.780	\$ 0.677	46.5	\$ 264,750	\$ 211,036	\$ 53,715	20.3								
Net Surplus/(Deficit)	\$ (204,332)	\$ (155,166)	\$ 49,167	24.1	\$ (0,000)	\$ -	\$ 0.000	100.0	\$ (204,333)	\$ (155,166)	\$ 49,167	24.1								

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	March 2019				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (1.389)	(7.3)	Lower ridership and timing of receipts		\$ (3.768)	(7.0)	Lower ridership and timing of receipts	
Other Operating Revenue	NR	\$ 0.039	2.3	(a)		\$ (0.102)	(2.0)	Lower miscellaneous income, partially offset by higher advertising revenue	
Capital and Other Reimbursements	R	\$ (0.251)	(51.3)	Timing of reimbursement receipts; and vacancies		\$ (0.677)	(46.5)	Timing of reimbursement receipts due to a revision to the overhead rate on interagency forms (Jan); and vacancies	
Total Revenue Variance		\$ (1.601)	(7.5)			\$ (4.548)	(7.5)		
Payroll	NR	\$ (3.105)	(13.2)	Interagency billings from prior period, RWA payment and excess headcount		\$ (6.053)	(8.6)	Payment of interagency billings from a prior period, higher cash out of banked holiday, sick and personal time than budgeted as well as excess headcount	
Overtime	NR	\$ (1.359)	(26.5)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work		\$ (4.191)	(27.4)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work	
Health and Welfare (including OPEB)	NR	\$ 0.205	2.4	Timing of expenses		\$ 0.993	4.0	Timing of expenses	
Pension	NR	\$ (0.283)	(6.2)	Higher expenses		\$ (0.731)	(5.3)	Higher expenses	
Other Fringe Benefits	NR	\$ (0.716)	(12.1)	Interagency billings from prior periods		\$ (0.043)	(0.2)	Timing of interagency billings	
Reimbursable Overhead	NR	\$ 0.009	-	(a)		\$ 0.053	-	Higher reimbursements	
Electric Power	NR	\$ 0.024	14.8	(a)		\$ (0.001)	14.8	(a)	
Fuel	NR	\$ 0.140	6.1	Lower diesel rates partially offset by higher CNG rates		\$ 1.016	15.0	Lower diesel rates partially offset by higher CNG rates	
Insurance	NR	\$ 0.166	30.0	Timing of expenses		\$ 0.488	29.6	Timing of expenses	
Claims	NR	\$ 0.060	1.2	(a)		\$ 1.177	7.8	Timing of expenses	
Maintenance and Other Operating Contracts	NR	\$ 2.133	51.2	Timing of Shop Program, and Bus Technology		\$ 5.603	45.1	Timing of Shop program, and Bus Technology	
Professional Service Contracts	NR	\$ 0.647	20.1	Timing of interagency billing		\$ 2.974	31.0	Timing of interagency billing	
Materials & Supplies	NR	\$ 1.415	27.4	Timing of New Fare System (NFS), SBS rollout and lower general maintenance expenses		\$ 4.467	29.0	Timing of New Fare System (NFS), SBS rollout and lower general maintenance expenses	
Other Business Expense	NR	\$ 0.059	13.4	Timing of AFC fees and other Misc. expenses		\$ 0.379	29.0	Timing of AFC fees and other Misc. expenses	
Depreciation	NR	\$ 3.718	82.9	Adjustment in computer equipment depreciation		\$ 1.919	14.4	Adjustment in computer equipment depreciation	
Other Post Employment Benefits	NR	\$ 18.662	*	New GASB 75, monthly accrual no longer necessary		\$ 24.620	100.0	New GASB 75, monthly accrual no longer necessary	
GASB 68 Pension Adjustment	NR	\$ 7.087	100.0	Timing of expenses		\$ 21.118	100.0	Timing of expenses	
Environmental Remediation	NR	\$ (0.749)	-	Non cash item		\$ (0.749)	-	Non cash item	
Payroll	R	\$ 0.067	31.5	Timing of charges		\$ 0.156	24.5	Timing of charges	
Health and Welfare	R	\$ 0.100	100.0	Timing of charges		\$ 0.298	100.0	Timing of charges	
Pension	R	\$ -	-			\$ -	-		
Other Fringe Benefits	R	\$ -	-			\$ -	-		
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Timing of charges		\$ 0.060	*	Timing of charges	
Materials & Supplies	R	\$ 0.073	*	Timing of charges		\$ 0.217	*	Timing of charges	
Total Expense Variance		\$ 28.362	31.9			\$ 53.715	20.3		
Net Variance		\$ 26.761	39.6			\$ 49.167	24.1		

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	March 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 19,098	\$ 16,409	\$ (2,689)	(14.1)	\$ 53,883	\$ 52,067	\$ (1,816)	(3.4)
Other Operating Revenue	1,721	0,403	(1,318)	(76.6)	5,163	1,604	(3,559)	(68.9)
Capital and Other Reimbursements	0,942	0,542	(0,400)	(42.5)	2,826	1,325	(1,501)	(53.1)
Total Receipts	\$ 21,761	\$ 17,354	\$ (4,407)	(20.3)	\$ 61,872	\$ 54,996	\$ (6,876)	(11.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 22,235	\$ 31,399	\$ (9,164)	(41.2)	\$ 67,705	\$ 88,596	\$ (20,891)	(30.9)
Overtime	5,139	6,498	(1,359)	(26.4)	15,314	19,505	(4,191)	(27.4)
Health and Welfare	6,497	7,597	(1,100)	(16.9)	19,492	20,344	(0,852)	(4.4)
OPEB Current Payment	2,102	1,810	0,292	13.9	6,306	5,388	0,918	14.6
Pensions	4,627	4,878	(0,251)	(5.4)	13,882	14,424	(0,542)	(3.9)
Other Fringe Benefits	6,518	5,903	0,615	9.4	15,208	17,035	(1,827)	(12.0)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 47,118	\$ 58,085	\$ (10,967)	(23.3)	\$ 137,907	\$ 165,293	\$ (27,385)	(19.9)
								-19.9%
<i>Non-Labor:</i>								
Electric Power	\$ 0,163	\$ 0,138	\$ 0,025	15.3	\$ 0,489	\$ 0,484	\$ 0,005	1.1
Fuel	2,176	2,324	(0,148)	(6.8)	6,528	5,910	0,618	9.5
Insurance	0,558	-	0,558	100.0	1,675	-	1,675	100.0
Claims	2,217	2,313	(0,096)	(4.3)	6,651	9,421	(2,770)	(41.6)
Maintenance and Other Operating Contracts	4,103	5,435	(1,332)	(32.5)	12,310	10,408	1,902	15.5
Professional Service Contracts	3,247	1,675	1,572	48.4	9,742	5,009	4,733	48.6
Materials & Supplies	5,289	6,052	(0,763)	(14.4)	15,868	12,150	3,718	23.4
Other Business Expenses	0,444	0,356	0,088	19.8	1,332	0,963	0,369	27.7
Total Non-Labor Expenditures	\$ 18,198	\$ 18,293	\$ (0,095)	(0.5)	\$ 54,595	\$ 44,345	\$ 10,249	18.8
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 65,316	\$ 76,378	\$ (11,062)	(16.9)	\$ 192,502	\$ 209,638	\$ (17,136)	(8.9)
Operating Cash Surplus/(Deficit)	\$ (43,555)	\$ (59,024)	\$ (15,469)	(35.5)	\$ (130,630)	\$ (154,642)	\$ (24,012)	(18.4)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

(\$ in millions)

Operating Receipts or Disbursements	March 2019					Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance			Favorable (Unfavorable) Variance		Reason for Variance
	\$	%				\$	%	
Farebox Revenue	\$ (2.689)	(14.1)	Lower ridership and delay in receipts			\$ (1.816)	(3.4)	Lower ridership and delay in receipts
Other Operating Revenue	(1.318)	(76.6)	Timing of Student's and Senior Citizen's reimbursements			(3.559)	(68.9)	Timing of Student's and Senior Citizen's reimbursements
Capital and Other Reimbursements	Total Receipts	(0.400)	(42.5)	Timing of reimbursement receipts		\$ (1.501)	(53.1)	Timing of reimbursement receipts
Payroll		\$ (4.407)	(20.3)	RWA Payout of \$7.8 million		\$ (6.876)	(11.1)	
Overtime		(1.359)	(26.4)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work		(4.191)	(27.4)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)		(0.808)	(9.4)	Timing of payments		0.066	0.3	(a)
Pension		(0.251)	(5.4)	Higher expenses		(0.542)	(3.9)	Higher expenses
Other Fringe Benefits		0.615	9.4	Favorable timing of payments		(1.827)	(12.0)	Payments for prior periods
GASB		-	-			-	-	
Electric Power		0.025	15.3	(a)		0.005	1.1	(a)
Fuel		(0.148)	(6.8)	Payments for prior periods		0.618	9.5	Lower diesel rates partially offset by higher CNG rates
Insurance		0.558	100.0	Favorable timing of payments		1.675	100.0	Favorable timing of payments
Claims		(0.096)	(4.3)	(a)		(2.770)	(41.6)	Higher claim payments
Maintenance and Other Operating Contracts		(1.332)	(32.5)	Payments for prior period expenses		1.902	15.5	Timing of Shop program, and Bus Technology
Professional Service Contracts		1.572	48.4	Timing of interagency billing		4.733	48.6	Timing of interagency billing
Materials & Supplies		(0.763)	(14.4)	Payments for prior period expenses		3.718	23.4	Prior Period expenses, offset by timing of New Fare System (NFS), SBS rollout and lower general maintenance expenses
Other Business Expenditure	Total Expenditures	0.088	19.8	(a)		0.369	27.7	Timing of AFC fees and other Misc. expenses
		\$ (11.062)	(16.9)			\$ (17.136)	(8.9)	
	Net Cash Variance	\$ (15.469)	(35.5)			\$ (24.012)	(18.4)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	March 2019				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (1.300)	\$ (1.300)	-	\$ 0.000	\$ 1.953	\$ 1.953	*
Other Operating Revenue	\$ 0.017	\$ (1.340)	\$ (1.357)	*	\$ 0.085	\$ (3.372)	\$ (3.457)	*
Capital and Other Reimbursements	\$ 0.453	\$ 0.304	\$ (0.149)	(32.9)	\$ 1.369	\$ 0.545	\$ (0.824)	(60.2)
Total Receipts	\$ 0.470	\$ (2.336)	\$ (2.806)	*	\$ 1.454	\$ (0.874)	\$ (2.328)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.499	\$ (4.628)	\$ (6.127)	*	\$ 3.015	\$ (11.978)	\$ (14.993)	*
Overtime	\$ (0.000)	-	\$ 0.000	100.0	-	\$ (0.000)	\$ (0.000)	-
Health and Welfare	\$ (0.066)	\$ (1.199)	\$ (1.133)	*	\$ (0.326)	\$ (1.652)	\$ (1.326)	*
OPEB Current Payment	\$ (0.021)	-	\$ 0.021	100.0	\$ (0.104)	\$ (0.002)	\$ 0.102	97.7
Pensions	\$ (0.032)	\$ 0.001	\$ 0.033	*	\$ (0.188)	\$ 0.001	\$ 0.189	*
Other Fringe Benefits	\$ (0.605)	\$ 0.726	\$ 1.331	*	\$ 2.410	\$ 0.626	\$ (1.784)	(74.0)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 0.775	\$ (5.100)	\$ (5.875)	*	\$ 4.806	\$ (13.007)	\$ (17.813)	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.001)	\$ -	\$ 0.001	100.0	\$ (0.007)	\$ (0.001)	\$ 0.006	91.6
Fuel for Buses and Trains	\$ 0.096	\$ (0.192)	\$ (0.288)	*	\$ 0.241	\$ (0.157)	\$ (0.398)	*
Insurance	\$ (0.005)	\$ 0.387	\$ 0.392	*	\$ (0.027)	\$ 1.160	\$ 1.187	*
Claims	\$ 2.843	\$ 2.687	\$ (0.156)	(5.5)	\$ 8.427	\$ 4.479	\$ (3.947)	(46.8)
Maintenance and Other Operating Contracts	\$ 0.082	\$ (3.403)	\$ (3.485)	*	\$ 0.163	\$ (3.599)	\$ (3.761)	*
Professional Service Contracts	\$ (0.032)	\$ 0.893	\$ 0.925	*	\$ (0.163)	\$ 1.596	\$ 1.759	*
Materials & Supplies	\$ (0.052)	\$ (2.303)	\$ (2.251)	*	\$ (0.265)	\$ (1.231)	\$ (0.966)	*
Other Business Expenditures	\$ (0.005)	\$ 0.024	\$ 0.029	*	\$ (0.023)	\$ (0.033)	\$ (0.010)	(45.3)
Total Non-Labor Expenditures	\$ 2.924	\$ (1.907)	\$ (4.831)	*	\$ 8.345	\$ 2.216	\$ (6.130)	(73.5)
<i>Other Expenditure Adjustments :</i>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
<i>Gap Closing Expenditures :</i>								
'Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 4.169	\$ (9.343)	\$ (13.512)	*	\$ 14.605	\$ (11.665)	\$ (26.271)	*
Depreciation Adjustment	4.483	0.765	(3.718)	(82.9)	13.359	11.440	(1.919)	(14.4)
Other Post Employment Benefits	8.262	(10.400)	(18.662)	*	24.620	-	(24.620)	(100.0)
GASB 68 Pension Adjustment	7.087	-	(7.087)	(100.0)	21.118	-	(21.118)	(100.0)
Environmental Remediation	-	0.749	0.749	-	0.749	0.749	-	-
Total Cash Conversion Adjustments	\$ 24.001	\$ (18.229)	\$ (42.230)	*	\$ 73.702	\$ 0.524	\$ (73.179)	(99.3)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2019 ADOPTED BUDGET

Utilization
 (In millions)

	<u>March 2019</u>			<u>Year-to-date as of March 2019</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 19.098	\$ 17.709	\$ (1.389)	\$ 53.882	\$ 50.114	\$ (3.768)
Total Farebox Revenue	\$ 19.098	\$ 17.709	\$ (1.389)	\$ 53.882	\$ 50.114	\$ (3.768)
<u>Ridership</u>						
Fixed Route	10.703	10.350	(0.353)	30.093	29.042	(1.052)
Total Ridership	10.703	10.350	(0.353)	30.093	29.042	(1.052)

MTA BUS COMPANY
2019 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
MARCH 2019

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable)	Explanation of Variances
			Variance	
Administration				
Office of the EVP	3	3	-	
Human Resources	21	18	3	
Office of Management and Budget	16	14	2	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	19	19	-	
Office of the President	5	5	-	
System Safety Administration	5	1	4	
Law	25	20	5	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	31	26	5	
Non-Departmental	4	-	4	
Total Administration	146	122	24	Vacancies to be filled
Operations				
Buses	2,336	2,334	2	Vacancies to be filled
Office of the Executive VP	4	4	-	
Safety & Training	57	149	(92)	Students in training
Road Operations	141	123	18	
Transportation Support	22	23	(1)	
Operations Planning	34	33	1	
Revenue Control	7	7	-	
Total Operations	2,601	2,673	(72)	
Maintenance				
Buses	738	757	(19)	
Maintenance Support/CMF	236	239	(3)	
Facilities	80	72	8	
Supply Logistics	103	99	4	
Total Maintenance	1,157	1,167	(10)	Change in Shop Program
Capital Program Management	37	28	9	
Total Engineering/Capital	37	28	9	Vacancies to be filled
Security	15	13	2	
Total Public Safety	15	13	2	Vacancies to be filled
Total Positions	3,956	4,003	(47)	
Non-Reimbursable	3,916	3,966	(50)	
Reimbursable	40	37	3	
Total Full-Time	3,938	3,992	(54)	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
2019 Adopted Budget vs Actual
TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION
MARCH 2019

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	65	55	10	
Professional, Technical, Clerical	78	67	11	
Operational Hourlies	3	-	3	
Total Administration	146	122	24	Vacancies to be filled
Operations				
Managers/Supervisors	306	318	(12)	
Professional, Technical, Clerical	44	49	(5)	
Operational Hourlies	2,251	2,306	(55)	Students in training
Total Operations	2,601	2,673	(72)	
Maintenance				
Managers/Supervisors	250	232	18	
Professional, Technical, Clerical	33	37	(4)	
Operational Hourlies	874	898	(24)	
Total Maintenance	1,157	1,167	(10)	Change in Shop Program
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	28	9	Vacancies to be filled
Public Safety				
Managers/Supervisors	9	7	2	
Professional, Technical, Clerical	6	6	-	
Operational Hourlies	-	-	-	
Total Public Safety	15	13	2	Vacancies to be filled
Total Baseline Positions				
Managers/Supervisors	651	627	24	
Professional, Technical, Clerical	177	172	5	
Operational Hourlies	3,128	3,204	(76)	
Total Baseline Positions	3,956	4,003	(47)	

MTA Bus Company
FEBRUARY FINANCIAL PLAN
2019 ADOPTED BUDGET
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	March							March Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav		Adopted Budget		Actuals		Var. - Fav./Unfav		
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours
<u>Scheduled Service</u>	54,322	\$2.174	51,981	\$2.545	2,341 4.3%	(\$0.371) -17.1%	161,868	\$6.478	150,241	\$7.590	11,627 7.2%	(\$1.112) -17.2%	
<u>Unscheduled Service</u>	11,018	\$0.483	11,253	\$0.540	(235) -2.1%	(\$0.058) -11.9%	32,832	\$1.438	28,176	\$1.389	4,656 14.2%	\$0.049 3.4%	
<u>Programmatic/Routine Maintenance</u>	21,261	\$0.934	32,023	\$1.582	(10,761) -50.6%	(\$0.648) -69.3%	63,354	\$2.784	99,788	\$4.967	(36,434) -57.5%	(\$2.183) -78.4%	
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	25,415	\$1.370	31,492	\$1.498	(6,076) -23.9%	(\$0.128) -9.4%	75,733	\$4.082	88,996	\$4.255	(13,263) -17.5%	(\$0.173) -4.2%	
<u>Weather Emergencies</u>	3,723	\$0.142	5,982	\$0.293	* *	(2,259) * * (\$0.151)	11,094	\$0.423	24,036	\$1.175	* *(12,942)	* *(\$0.752)	
<u>Safety/Security/Law Enforcement</u>	258	\$0.014	135	\$0.012	123 47.5%	\$0.002 12.6%	769	\$0.041	476	\$0.040	293 38.1%	\$0.000 1.0%	
<u>Other</u>	274	\$0.023	294	\$0.029	(20)	(\$0.006)	815	\$0.069	933	\$0.089	(118)	(\$0.021)	
Subtotal		116,271	\$5.139	133,160	\$6.498	(16,889) -14.5%	(\$1.359) -26.4%	346,465	\$15.314	392,646	\$19.505	(46,182) -13.3%	(\$4.191) -27.4%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	
TOTAL OVERTIME	116,271	\$5.139	133,160	\$6.498	(16,889) -14.5%	(\$1.359) -26.4%	346,465	\$15.314	392,646	\$19.505	(46,182) -13.3%	(\$4.191) -27.4%	

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

MTA Bus Company
FEBRUARY FINANCIAL PLAN
2019 ADOPTED BUDGET
Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	March					March Year- To - Date	
	Var. - Fav./Unfav)		Hours	\$	Explanations	Var. - Fav./Unfav)	
	Hours	\$				Hours	\$
NON-REIMBURSABLE OVERTIME							
<u>Scheduled Service</u>	2,341 4.3%	(\$0.371) -17.1%	Scheduled service operated	11,627 7.2%	(\$1.112) -17.2%	Running Time/Traffic and scheduled service operated	
<u>Unscheduled Service</u>	(235) -2.1%	(\$0.058) -11.9%		4,656 14.2%	\$0.049 3.4%		
<u>Programmatic/Routine Maintenance</u>	(10,761) -50.6%	(\$0.648) -69.3%	Program and Campaign work	(36,434) -57.5%	(\$2.183) -78.4%	Program, Campaign work and weather backfill	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%		
<u>Vacancy/Absentee Coverage</u>	(6,076) -23.9%	(\$0.128) -9.4%	Vacancy and absentee coverage	(13,263) -17.5%	(\$0.173) -4.2%	Vacancy and absentee coverage	
<u>Weather Emergencies</u>	(2,259) *	(\$0.151) *	Inclement Weather	(12,942) *	(\$0.752) *	Inclement Weather	
<u>Safety/Security/Law Enforcement</u>	123 47.5%	\$0.002 12.6%		293 38.1%	\$0.000 1.0%		
<u>Other</u>	(20) 0.0%	(\$0.006) 0.0%		(118) 0.0%	(\$0.021) 0.0%		
Subtotal	(16,889) -14.5%	(\$1.359) -26.4%		(46,182) -13.3%	(\$4.191) -27.4%		
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%		
TOTAL OVERTIME	(16,889)	(\$1.359)		(46,182)	(\$4.191)		

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

* Exceeds 100%

MTA Bus Company
2019 Overtime Reporting
Overtime legend

Type	Definition
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	<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 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	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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Capital Program

Alok Saha, Acting Senior Vice President



NYCT completed the purchase of 72 articulated buses on April 30. These buses will replace older articulated buses in the city-wide fleet while providing new and improved safety and customer service technologies. All the buses come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) technology. The buses are also equipped with digital information screens that feature route and next stop information as well as USB chargers and Wi-Fi.

May 2019 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending one month prior to the presentation of the report. In addition, year-to-date performance for all five major capital program milestones, as well as a quarterly report on fan plant status are presented.

Through April 30, 2019, NYCT's performance against its 2019 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$29.0	\$34.0	117
Design Completions	\$83.4	\$59.2	71
Construction Awards	\$1,116.0	\$1,076.8	96
Substantial Completions	\$2,088.2	\$1,855.9	89
Closeouts	\$5,472.4	\$490.2	9

In April 2019, NYCT awarded projects totaling \$135.0 million, including a flood resiliency project at the St. George Station and Yard in Staten Island for \$47.3 million, mainline track switch replacement on the Broadway-7th Avenue Line for \$22.3 million and a project to improve the escalators at Jay Street-Metrotech Station on the Fulton Line for \$20.6 million.

Also in April, NYCT completed projects totaling \$253.5 million, including station improvement projects at various stations for \$176.6 million and the purchase of 72 articulated buses for \$65.8 million.

Capital Program Status

April 2019

NYCT awarded projects totaling \$135.0 million, including a flood resiliency project at the St. George Station and Yard in Staten Island for \$47.3 million. Both the station and the yard were flooded by Superstorm Sandy; future potential flooding will be mitigated by a perimeter wall around the station, deployable barrier protection at station access points and the rail tunnel, improvements to the drainage and pumping systems, watertight manholes and a backflow system. This investment will reduce the potential of flooding damage to St. George Station and Yard against future major storms.

NYCT also awarded mainline track switch replacement on the Broadway-7th Avenue Line for \$22.3 million. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cables including positive and negative connection, and any associated signal cables.

Furthermore, NYCT awarded a project to realign and replace the escalators at Jay Street-Metrotech Station on the Fulton Line in Brooklyn for \$20.6 million. This project will improve the reliability, safety and efficiency of customer circulation at the station entrances. As a part of the project, two existing escalators will be removed and two will be replaced.

Also in April 2019, NYCT completed projects totaling \$253.5 million, including station improvement projects at various stations for \$176.6 million. The stations that received these improvements are 23rd Street and 57th Street on the 6th Avenue Line, 34th Street-Penn Station on the 7th and 8th Avenue Lines and 28th Street on the Lexington Line. For 23rd Street, 57th Street and 28th Street, all station entrances were replaced or refurbished and received new LED handrails and informational totems. Defects in the walls, ceilings and columns were repaired and new stairs, granite flooring, windscreens, mezzanine facades, and artwork were installed within every station. New amenities such as glass fare arrays, informational dashboards, Help Points, security cameras and train arrival countdown clocks were also installed to enhance the customer experience. For Penn Station, the improvements emphasized station finishes, lighting, wayfinding and connectivity. Three street stairs and the lower-level control area on the 8th Avenue line were improved, while the 7th Avenue line received improvements to one street stair and the 33rd Street subpassage control area.

Lastly, NYCT completed the purchase of 72 articulated buses for \$65.8 million. These buses will replace older articulated buses in the city-wide fleet while providing new and improved safety and customer service technologies. The buses will be equipped with USB chargers, Wi-Fi and digital information screens with route and next stop information for improved customer service. Furthermore, all buses will come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) technology.

In addition, NYCT started seven design projects for \$2.3 million, completed 11 design projects for \$18.8 million, and closed out 13 projects for \$226.9 million.

The following table presents the base and current budget, closeout target date, and schedule variance for the projects that NYCT closed out in April.

Projects Closed in April 2019
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2015 / 8th Avenue	\$60.1	\$59.7	12/2017	16
Sandy Repairs: Signals - 53 St Tube QBL	\$13.1	\$8.2	7/2018	9
Sandy Repairs: Comm/Power Cable Replacement- 53 St Tube QBL	\$51.4	\$54.1	7/2018	9
Sandy Repairs: CBH (#565 & 603) 53 St Tube QBL	\$5.0	\$7.7	7/2018	9
Sandy Repairs: Track - 53 St Tube QBL	\$14.0	\$11.2	7/2018	9
Sandy Repairs: Substation Equipment (SS#216) - 53 St Tube	\$20.1	\$17.7	7/2018	9
Mainline Track Replacement 2017 / Concourse	\$27.3	\$32.5	12/2018	4
Continuous Welded Rail 2016 / Queens Blvd	\$27.4	\$26.3	1/2019	3
Elevated Street Stairs: 215th St / BW7 (S2/S4) [SBMP Tier2]	\$2.3	\$2.3	1/2019	3
Elevated Street Stairs: 215th St / BW7 (S1/S3) [SBMP Tier2]	\$2.1	\$2.1	1/2019	3
Interior Stairs: Canal Street (Lower Level) / BWY [SBMP]	\$1.4	\$1.5	2/2019	2
Mainline Track Replacement 2017 / 4th Avenue	\$2.7	\$3.1	3/2019	1
Removal of In-ground Lifts at 5 Depots	\$3.3	\$2.3	6/2019	(2)

Capital Project Milestone Summary 2019

(Through April 30, 2019)

Milestones Planned \$M	#	Milestones Accomplished \$M	#	Percent Performance %(\$)	%(#)
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April

Design Starts	\$2.3	3	\$2.3	7	99.7	233.3
Design Completions	22.4	16	18.8	11	84.0	68.8
Construction Awards	187.8	13	135.0	6	71.9	46.2
Substantial Completions	244.6	12	324.2	14	132.6	116.7
Closeouts	230.4	20	226.9	13	98.5	65.0

2019 Year-To-Date

Design Starts	\$29.0	20	\$34.0	32	117.2	160.0
Design Completions	83.4	64	59.2	41	71.0	64.1
Construction Awards	1,116.0	46	1,076.8	31	96.5	67.4
Substantial Completions	2,088.2	88	1,855.9	63	88.9	71.6
Closeouts	5,472.4	91	490.2	34	9.0	37.4

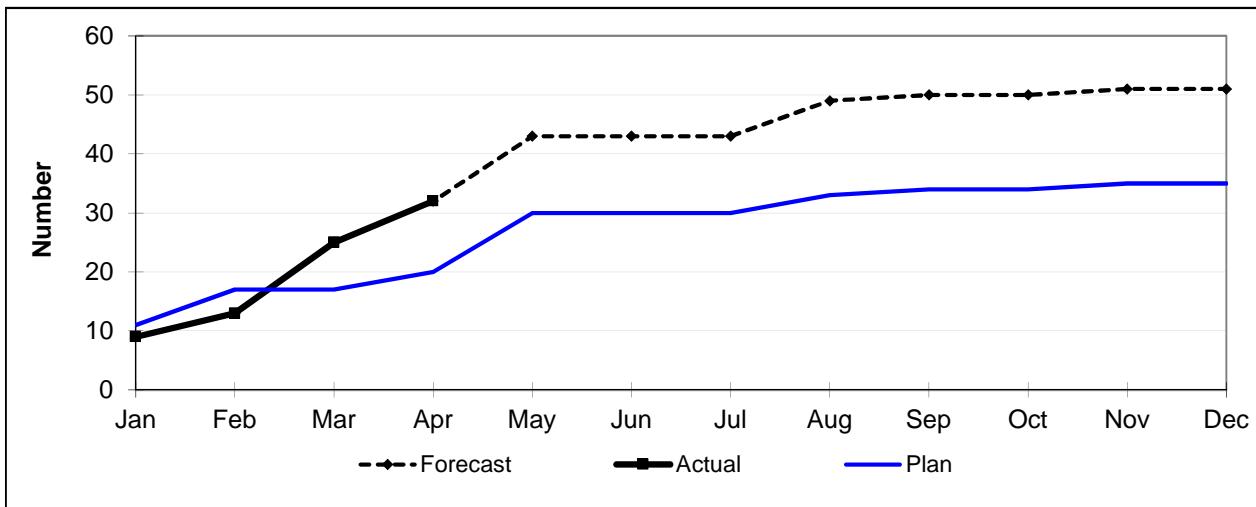
2019 Projected To-Year-End

	Initial Plan		Current Forecast	%(\$)	%(#)	
Design Starts	\$42.5	35	\$53.3	51	125.6	145.7
Design Completions	157.7	130	159.4	131	101.1	100.8
Construction Awards	3,719.5	144	4,048.7	150	108.9	104.2
Substantial Completions	4,176.7	207	4,345.1	206	104.0	99.5
Closeouts	10,213.7	264	9,458.6	256	92.6	97.0

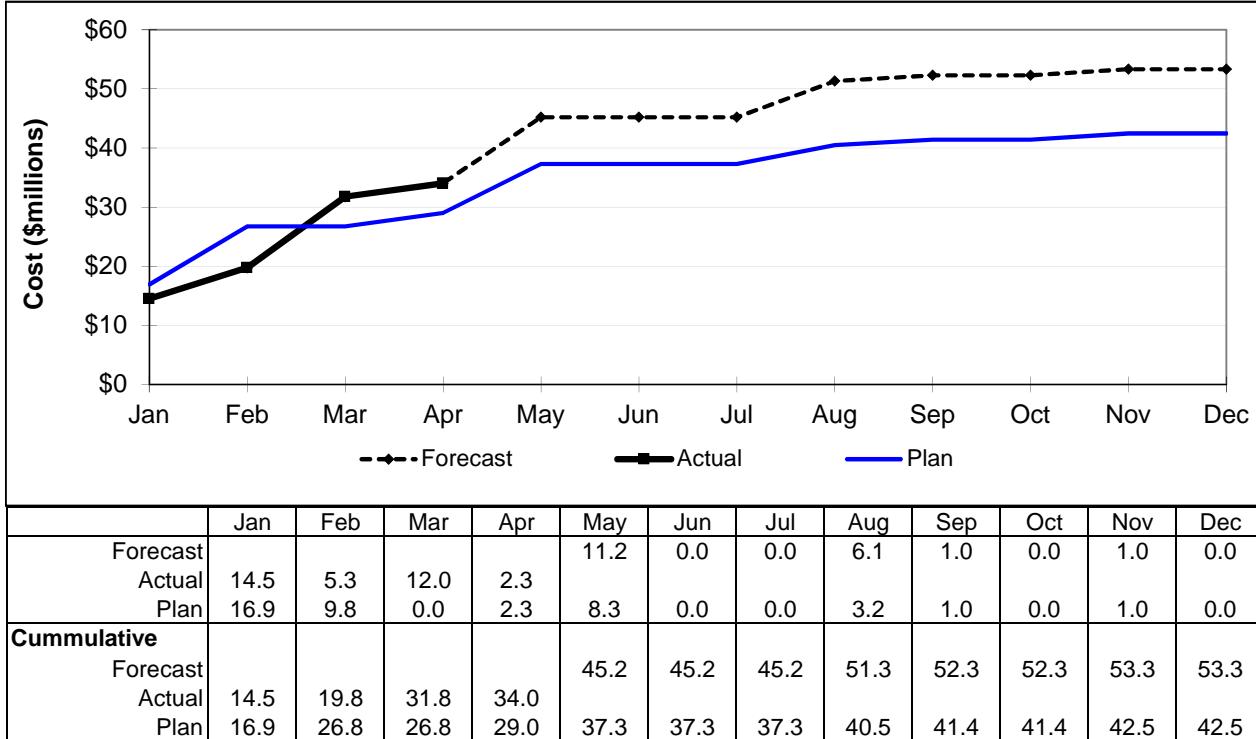
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2019 Design Starts Charts

As of April 2019

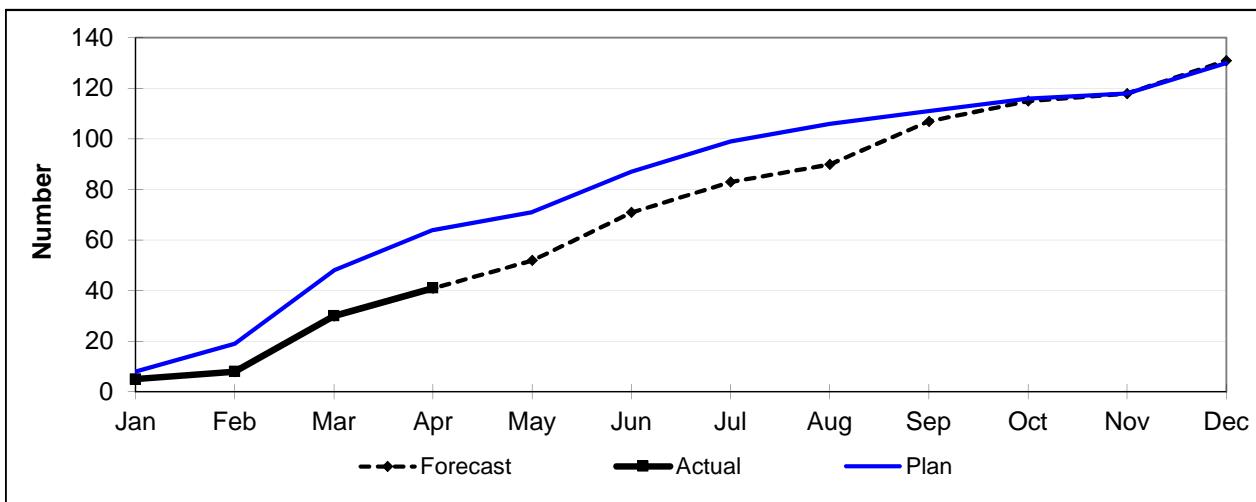


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	9	4	12	7	11	0	0	6	1	0	1	0
Actual	11	6	0	3	10	0	0	3	1	0	1	0
Plan	9	13	25	32	43	43	43	49	50	50	51	51
Cummulative												
Forecast	9	13	25	32	43	43	43	49	50	50	51	51
Actual	11	17	17	20	30	30	30	33	34	34	35	35
Plan	9	17	27	30	38	38	38	41	42	42	43	43

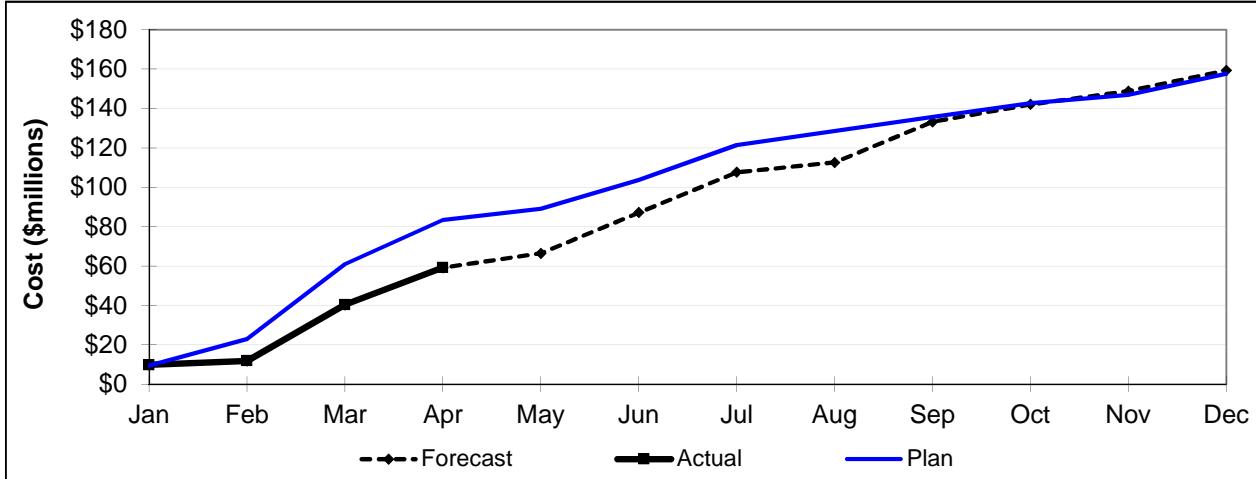


2019 Design Completions Charts

As of April 2019



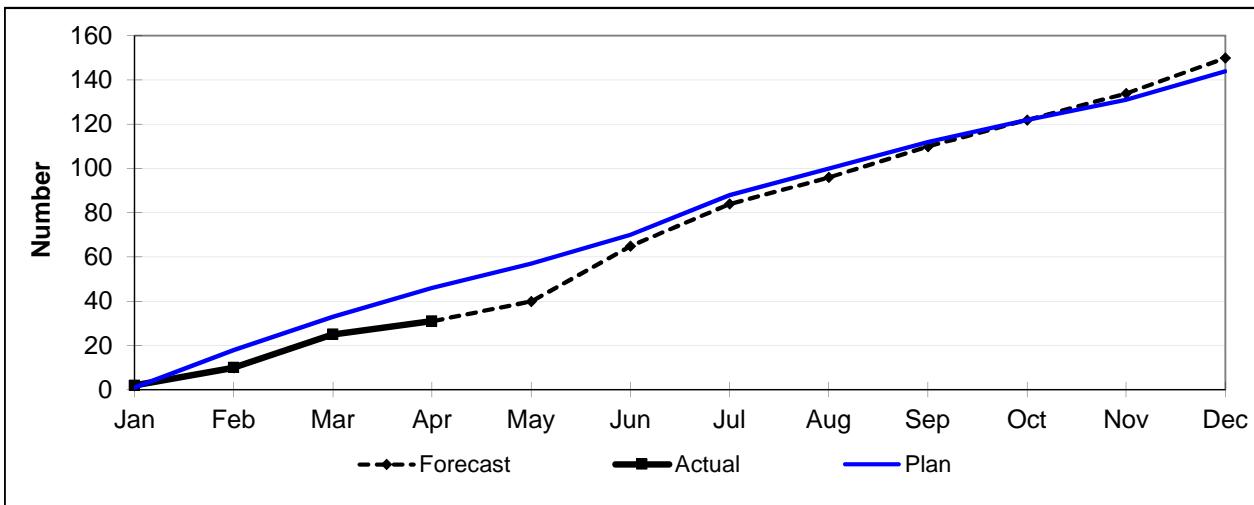
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	5	3	22	11	11	19	12	7	17	8	3	13
Plan	8	11	29	16	7	16	12	7	5	5	2	12
Cummulative												
Forecast												
Actual	5	8	30	41	52	71	83	90	107	115	118	131
Plan	8	19	48	64	71	87	99	106	111	116	118	130



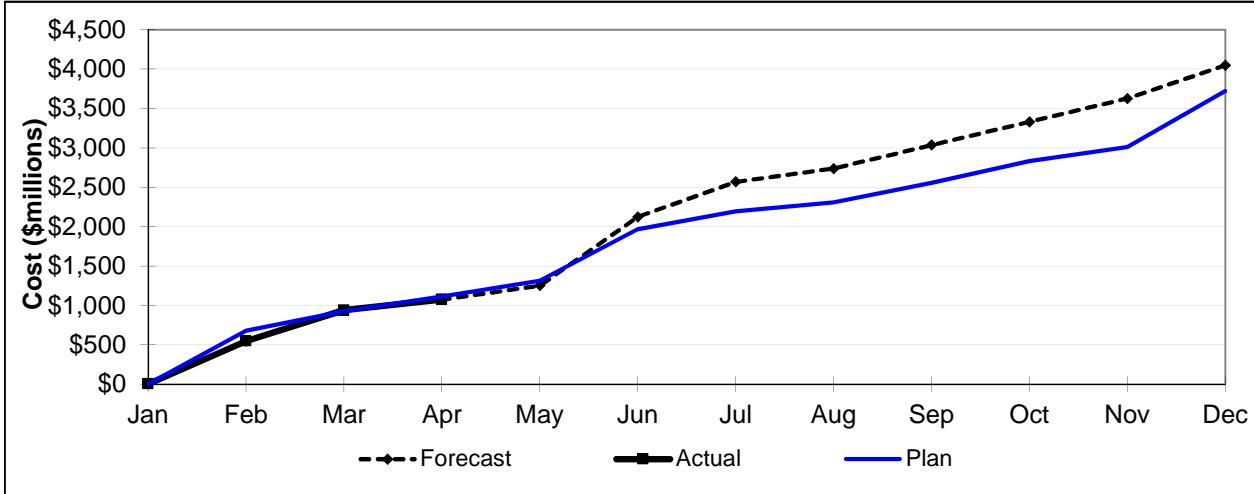
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	9.9	2.0	28.5	18.8	7.3	20.7	20.5	4.9	20.6	8.9	6.8	10.6
Plan	9.5	13.4	38.0	22.4	5.6	14.7	17.6	7.1	7.2	7.0	4.3	10.7
Cummulative												
Forecast												
Actual	9.9	11.9	40.4	59.3	66.5	87.2	107.7	112.6	133.3	142.1	148.9	159.4
Plan	9.5	23.0	61.0	83.4	89.0	103.8	121.4	128.5	135.7	142.7	146.9	157.7

2019 Awards Charts

As of April 2019



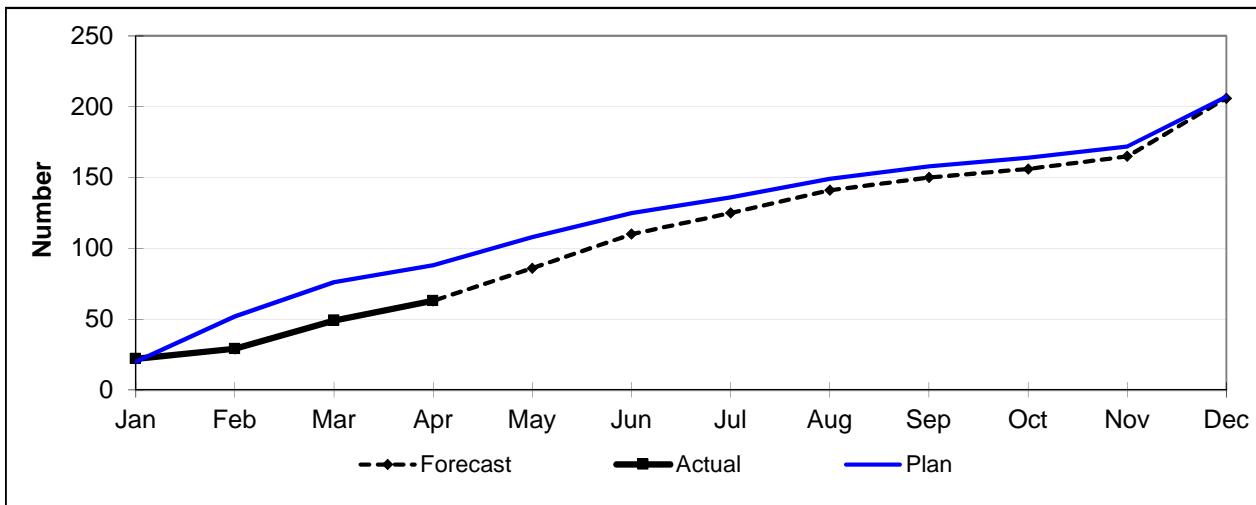
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	2	8	15	6	9	25	19	12	14	12	12	16
Plan	1	17	15	13	11	13	18	12	12	10	9	13
Cummulative												
Forecast	2	10	25	31	40	65	84	96	110	122	134	150
Actual	1	18	33	46	57	70	88	100	112	122	131	144
Plan												



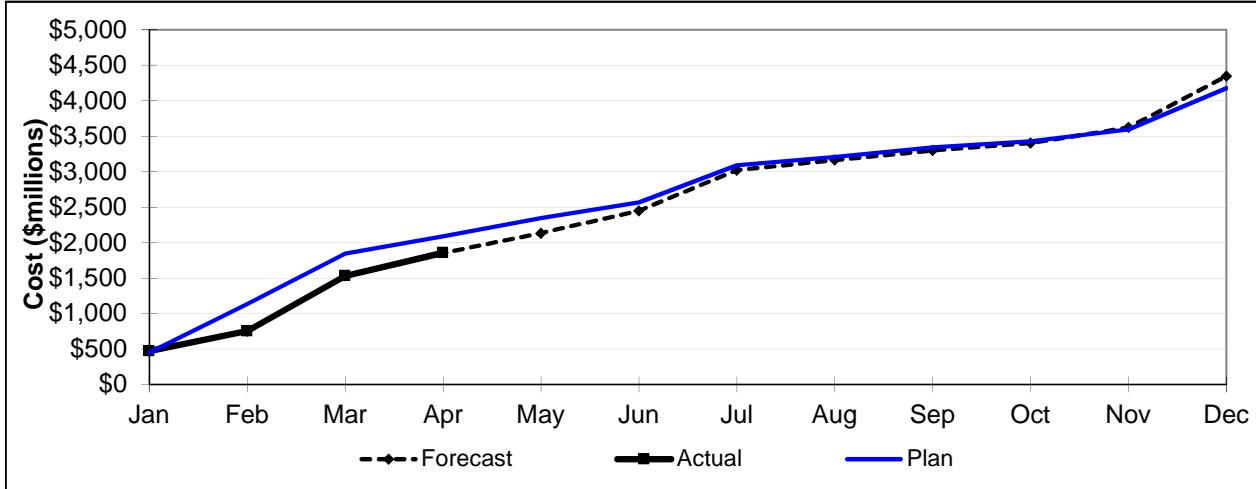
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	4.7	545.0	392.2	135.0	178.9	870.6	444.6	168.7	298.6	294.6	296.3	419.8
Plan	3.2	675.6	249.5	187.8	198.9	651.6	226.0	116.3	245.3	279.6	174.9	710.9
Cummulative												
Forecast	4.7	549.7	941.8	1,076.8	1,255.6	2,126.2	2,570.8	2,739.5	3,038.0	3,332.6	3,629.0	4,048.7
Actual	3.2	678.8	928.2	1,116.0	1,314.9	1,966.5	2,192.5	2,308.8	2,554.1	2,833.7	3,008.6	3,719.5
Plan												

2019 Substantial Completions Charts

As of April 2019



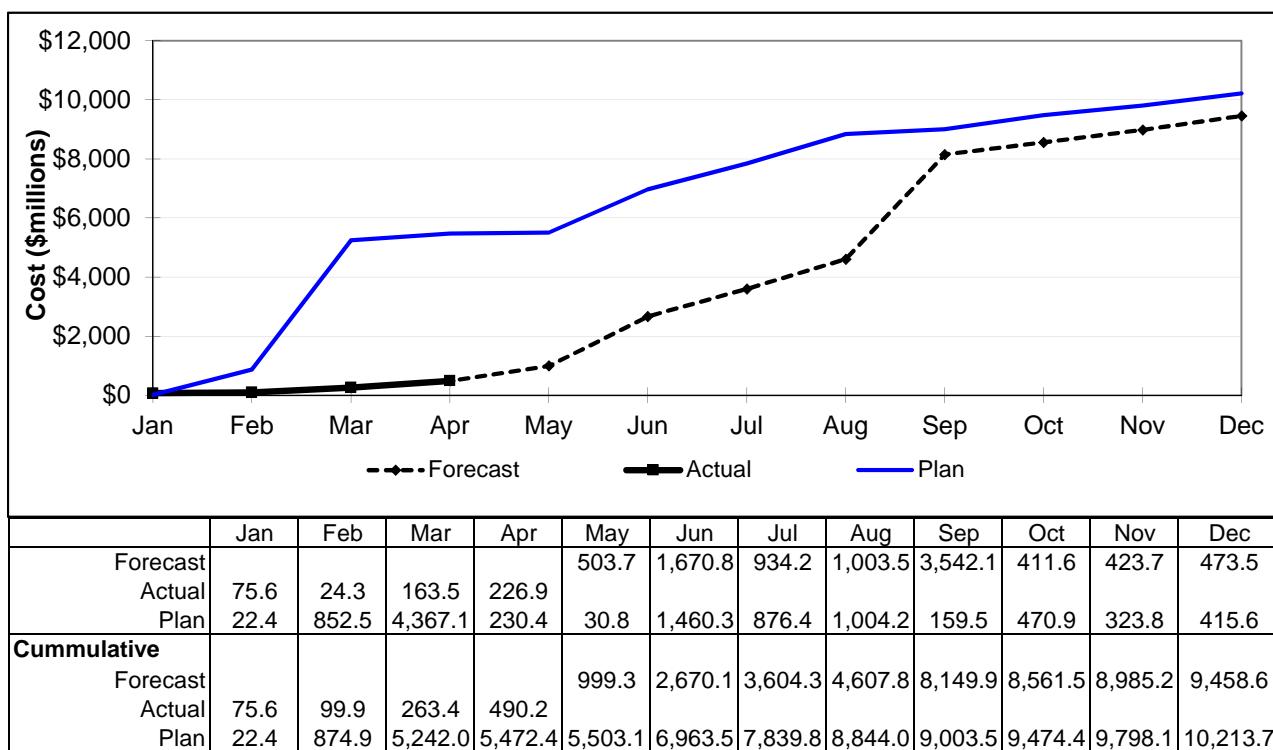
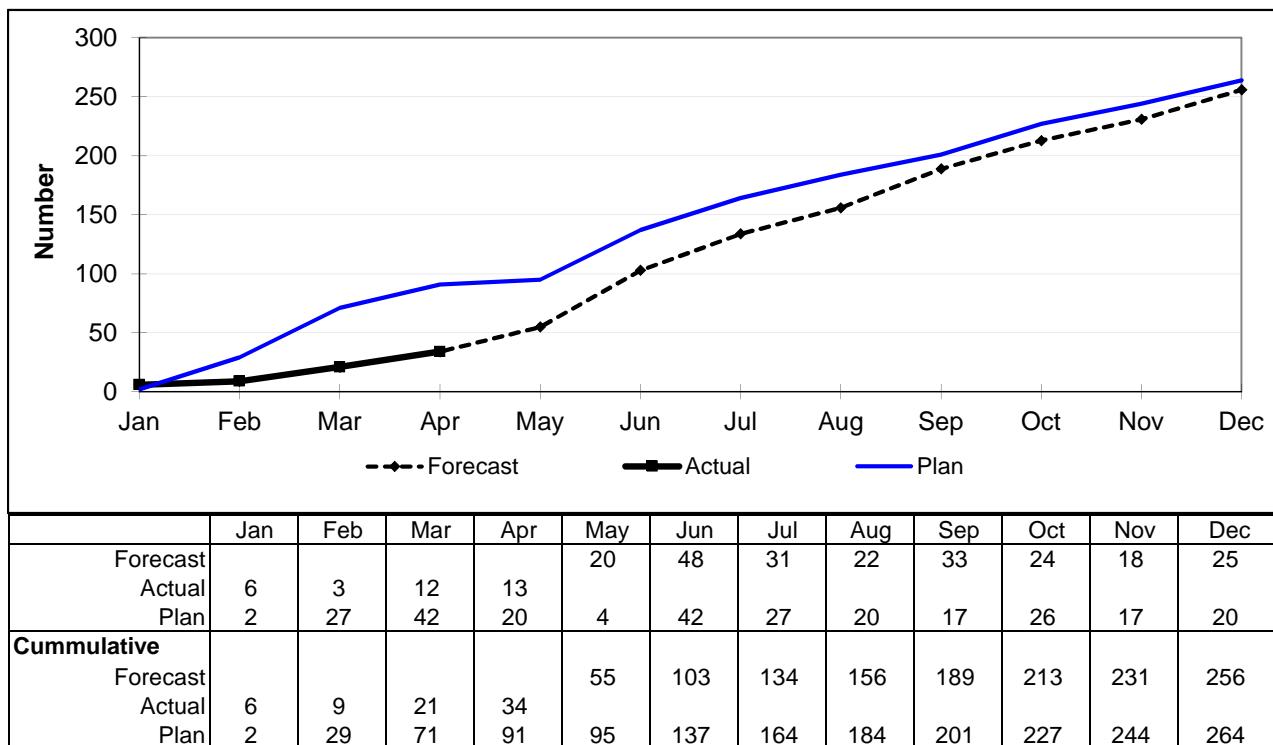
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	22	7	20	14	23	24	15	16	9	6	9	41
Plan	20	32	24	12	20	17	11	13	9	6	8	35
Cummulative												
Forecast												
Actual	22	29	49	63	86	110	125	141	150	156	165	206
Plan	20	52	76	88	108	125	136	149	158	164	172	207



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												
Actual	471.9	279.6	780.2	324.2	277.2	314.8	573.9	142.4	133.9	104.9	219.4	722.6
Plan	448.9	684.7	710.1	244.6	255.6	224.6	523.6	116.4	135.4	83.9	169.5	579.5
Cummulative												
Forecast												
Actual	471.9	751.5	1,531.7	1,855.9	2,133.2	2,448.0	3,021.9	3,164.3	3,298.1	3,403.1	3,622.5	4,345.1
Plan	448.9	1,133.5	1,843.7	2,088.2	2,343.9	2,568.5	3,092.1	3,208.4	3,343.9	3,427.8	3,597.3	4,176.7

2019 Closeouts Charts

As of April 2019



Procurement

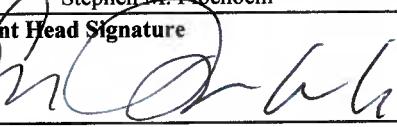
Steve Plochochi, Senior Vice President



The Kawasaki R188 subway cars pictured above will undergo a six-year Scheduled Maintenance System overhaul, performed by the Department of Subways' Division of Car Equipment, using parts ordered from the Kawasaki Omnibus item in this month's Procurement package.

PROCUREMENTS

The Procurement Agenda this month includes 13 actions for a proposed expenditure of \$171.9M.

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement & Supply Chain – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	5/20/19			
2	Board	5/22/19			

May 14, 2019					
Department					
Department Head Name					
Department Head Signature					
Internal Approvals					
		Approval			Approval
		President NYCT <i>5/15/19</i>			
		SVP Operations Support	X	Pres. MTA Bus/SVP DOB	
		X Capital Prog. Management	X	Subways	
		Law	X	Diversity/Civil Rights	
Internal Approvals (cont.)					
Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A:	Noncompetitive Purchases and Public Work Contracts	1	\$ 12.0 M
	• Kawasaki Rail Car, Inc. \$ 12.0 M		
		SUBTOTAL	1 \$ 12.0 M

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

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

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

Schedules Requiring Majority Vote:

Schedule E: Miscellaneous Procurement Contracts	1	\$ 138.7 M
	SUBTOTAL	1 \$ 138.7 M

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

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	11	\$ 21.2 M
	SUBTOTAL	11 \$ 21.2 M
	TOTAL	13 \$ 171.9 M

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract 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 Service Contract Procurement Guidelines, 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.

MAY 2019

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; \$750K Other Noncompetitive.)

1. Kawasaki Rail Car, Inc. \$12,000,000 (Est.) Staff Summary Attached
Sole Source—Three-year omnibus
Purchase of inventory and non-inventory replacement truck components and car body parts.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (Location)	Kawasaki Rail Car, Inc. (Yonkers, New York)
Description	Purchase of replacement truck components and car body parts
Contract Term (including Options, if any)	June 3, 2019–June 2, 2022
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval

Contract Number	NONE	Renewal?
		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$12,000,000 (Est.)	
Funding Source	<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name:	Procurement & Supply Chain, 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 18,129 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 purchase 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 \$9,000,000 was approved by the Board in February 2017 and expires on March 31, 2020. There is a remaining balance of \$388,018 of unexpended funds on the existing omnibus approval, which is insufficient to support the requirements through the end of the existing omnibus approval. Therefore, Board approval is being sought early. The greater-than-anticipated spend is attributed to new and modified SMS work scope and forecast changes since the existing omnibus approval was approved by the Board.

Procurement performed an analysis on the 19 contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$6,466,689. Of the 19 contracts, seven items have comparative price history and represent 40.91 percent, or \$2,645,239, of the total dollar value of the contracts. A comparative price analysis of these seven items revealed an annual weighted average price decrease of 1.89 percent, which compares favorably with the Producer Price Index (“PPI”) used for the analysis over the same time period, which shows an annual average price increase of 1.31 percent. The aforementioned weighted average price decrease of 1.89 percent was impacted by significant price decreases on two items (outliers). These price decreases were due to economies of scale realized because of higher requested quantities. When these two outliers are excluded, the resultant annual weighted average price decrease is 0.77 percent, which compares favorably to the PPI annual average increase of 1.31 percent. NYC Transit’s Cost Price Analysis Unit reviewed the comparative price analysis and concurred that the pricing offered by Kawasaki is fair and reasonable.

Kawasaki Continued:

Based on the current forecasts as well as projections for 2019 through 2022, it is anticipated that DCE will require approximately \$12,000,000 for the purchase from Kawasaki of sole-source items exceeding the small purchase threshold. During the term of the new omnibus approval, 200 R68A, 96 R143, and 506 R188 subway cars will undergo a six-year overhaul, and 315 R62 and 1,276 R160 subway cars will undergo a 12-year overhaul.

Procurement, with the concurrence of DCE, 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. Pricing for any noncompetitive procurement is established by requesting a quotation for each item from Kawasaki on an as-required basis, and each individual procurement is subject to a cost and/or price analysis and a determination that the price is fair and reasonable.

MAY 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive; \$1M Competitive.)

- 1. The Goodyear Tire and Rubber Company** **\$138,696,191 (Est.)** **Staff Summary Attached**
Two Proposals – 84-month contract
RFP# 228959
Leasing and servicing of tires for revenue vehicles.

Schedule E: Miscellaneous Procurement Contracts



New York City Transit

Item Number: 1

Vendor Name (Location)	The Goodyear Tire and Rubber Company (Akron, Ohio)
Description	Tire Leasing and Service
Contract Term	June 1, 2019–May 31, 2026
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number	RFP 228959	Renewal?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Total Amount: \$138,696,191 (Est.)		
\$105,994,082 (NYCT)		
\$32,702,109 (MTABC)		
Funding Source		
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept./Div., Dept./Div. Head Name:		
Department of Buses/MTA Bus Company, Darryl C. Irick		

Discussion:

It is requested that the Board approve the award of a contract to The Goodyear Tire and Rubber Company (“Goodyear”) in the estimated total amount of \$138,696,191 for a tire leasing program for revenue vehicles and associated tire services for a period of seven years. New York City Transit Department of Buses’ (“DOB”) portion will be in the amount of \$105,994,082 and MTA Bus Company’s (“MTABC”) portion will be in the amount of \$32,702,109.

In order to support the safe and efficient operations of the revenue bus fleet, DOB and MTABC utilize a tire service program. This program involves two primary components, both to be performed by a single contractor: (1) The provision of tires on a lease basis including inventory management and tire recycling; and (2) The provision of tire services including personnel and equipment at each bus facility to mount and dismount tires from wheel rims, inflate tires, and perform monthly inspections of tread wear and inflation. DOB and MTABC personnel perform all wheel mounting/unmounting to/from buses. Also included in the contract are wheel painting, inter-facility transporting of tires, and a labor rate for overtime work performed as needed.

Tire leasing programs are the predominant model utilized by North America’s largest transit bus fleets. DOB and MTABC choose to lease tires instead of purchase them to leverage industry expertise to maximize the performance of the tire over its life and maintain a consistent budget for revenue vehicle tires that is directly proportionate to actual bus mileage driven. Through this program, DOB and MTABC benefit from vendor-managed inventory, comprehensive monthly inspections performed by manufacturer trained and certified personnel, and vendor-managed recycling of the tires at the end of their useful life.

Due to the criticality of this service in terms of both safety and operations, a competitive Request for Proposal (“RFP”) was conducted for these services. To foster competition on the RFP, prior to its solicitation NYC Transit offered the tire manufacturing industry the opportunity to conduct a Test and Evaluation (“T&E”) of their tire service programs. Bridgestone/Firestone and Michelin North America, Inc. (“Michelin”) both initially expressed interest, but Bridgestone/Firestone eventually chose not to participate because it focuses its business on smaller customers. Michelin was awarded a contract on January 10, 2018 to conduct a T&E of its products and services at Mother Clara Hale and Castleton Bus depots.

The RFP was issued on October 11, 2018. It requires the contractor to: (1) furnish tires on a lease basis with lease rates per mile for high-floor and low-floor buses; (2) provide a monthly rate to provide embedded depot-based labor and equipment at 29 DOB and MTABC locations to service said tires; (3) provide a rate to paint wheel rims; (4) provide a rate for inter-facility transporting of tires; and (5) provide an hourly labor rate to provide service during overtime hours as needed. The contractor is required to recycle the tires at the end of their useful life. The contract is performance-based and includes incentives for exceeding mileage requirements and deductions for failing to meet those requirements. The evaluation criteria were listed in order of importance as follows: relevant experience, technical expertise of the proposer, overall pricing, and quality of the proposal. The technical specifications noted that new tires were preferred over retread tires, and that traction tires were required in the drive and center axle positions. Traction tires are required because they provide extra traction in wet and snowy weather.

The price schedule of the RFP included a fixed 39-month price for the tire lease, a fixed monthly service rate over 15 months, and a fixed seven-year price for wheel painting and other tire services as defined above. On December 28, 2018, proposals were received from Goodyear and Michelin. Based on the recommendation of the Selection Committee, both proposers were invited to give oral presentations.

**Goodyear Continued:**

Goodyear's initial price proposal of \$52,201,790 included some minor exceptions to the contract terms and conditions. Michelin's price proposal of \$33,521,896 included several exceptions to the terms and conditions as well as technical specifications. The specification required the use of traction tires in the center and rear axle positions in order to maximize traction in wet and snowy weather. Michelin's exception, proposing the use of non-traction tires in the center and rear axle positions, rendered its proposal to be non-compliant. As a result, Michelin was able to propose lower lease rates on its tires and thus made its price proposal artificially low in comparison to Goodyear's proposal.

During the T&E period Michelin's service performance was deficient in several key areas rendering its overall performance under the T&E program to be unsatisfactory. Prior to oral presentations the Selection Committee requested that Michelin address its performance issues on the T&E program by submitting a corrective action plan and a comprehensive managerial organizational chart of the company; Michelin failed to provide either. After the conclusion of oral presentations, the Selection Committee determined that Michelin did not adequately address its performance issues and, combined with the non-compliant technical proposal, voted unanimously to eliminate Michelin from further consideration and invite only Goodyear to Negotiations.

Negotiations were conducted with Goodyear that centered on the structure of the price schedule, contract provisions, and pricing. A revised price schedule was developed that delineated firm pricing alternatives on the tire leasing for periods of 15, 27, and 39 months that allowed for index-based adjustments thereafter. Through negotiations, Goodyear agreed to honor its more competitively priced 15-month rates for 39 months.

On April 18, 2019, Goodyear's Best and Final Offer ("BAFO") of \$46,857,211 was received, which included the fixed 39-month price for the tire lease, a fixed monthly service rate, and a fixed price for wheel painting and other tire services. The Selection Committee unanimously recommended award to Goodyear because it demonstrated an in-depth understanding of the scope of work and technical specifications, and proposed an experienced and skilled management team. The Selection Committee considered Goodyear's proposal to be technically superior to the proposal offered by Michelin and considered Goodyear's performance under the current contract to be excellent.

Goodyear's BAFO pricing is approximately 3.8 percent lower than the pricing on the current contract, and 10.1 percent lower than its initial proposal. The negotiated agreement will result in savings of approximately \$11.9 million from the pricing on the current contract. The total value of contract award to Goodyear is estimated to be \$138,696,191, which is based on an estimated annual escalation on the tire lease rate after the first 39 months, an estimated annual escalation on the tire service rate after the first 12 months, an annual estimate for damaged tires, and cost of wheel painting and other tire services as needed over the full seven-year term of the contract. Goodyear's BAFO proposal is considered fair and reasonable based upon the presence of competition, favorable comparison to the in-house estimate of \$143,529,753, and pricing lower than the market index increase during the duration of the present contract.

MAY 2019

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.)

1. Henningson, Durham & Richardson \$1,874,737

Staff Summary Attached

Architecture and Engineering, P.C.

Contract# CM-1333.22

Modification to the contract for additional design and construction support services for the rehabilitation of nine stations and line structure on the Sea Beach line; aspects of this modification address all stations.

2. Parsons Transportation Group of \$1,535,000

Staff Summary Attached

New York, Inc.

Contract# W-32366.12

Modification to the contract to procure a 700/800 MHz Bus Radio System for New York City Transit, in order to support the design and construction of a new freestanding radio tower at the East New York Yard.

ECCO III Enterprises, Inc.

\$8,635,000 (Aggregate)

Staff Summary Attached

3. Contract# A-36622C.13

\$1,945,000



4. Contract# A-36622C.19

\$2,844,000



5. Contract# A-36622C.22

\$776,000



6. Contract# A-36622C.25

\$1,450,000



7. Contract# A-36622C.30

\$1,620,000



Modifications to the contract for Enhanced Station Initiative Package 3 for the design and construction of improvements at 72nd and 86th streets, Cathedral Parkway (110th Street), and 163rd Street – Amsterdam Avenue stations, in order to provide additional quantities for waterproofing and structural steel repairs at all stations, skim coating and painting of ceilings at all stations; and full platform edge replacement at the 72nd Street and 163rd Street stations.

MAY 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

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

Judlau Contracting, Inc.	\$7,772,000 (Aggregate)	<u>Staff Summary Attached</u>
8. Contract# A-36622D.33	\$822,000	↓
9. Contract# A-36622D.39	\$1,050,000	↓
10. Contract# A-36622D.46	\$5,900,000	↓

Modifications to the contract for Enhanced Station Initiative Package 4 for the design and construction of improvements at 23rd and 57th streets (6th Avenue IND), 28th Street (Lexington Avenue IRT), 34th Street – Penn Station (7th Avenue IRT), and 34th Street – Penn Station (8th Avenue IND), in order to remove and replace the metal drop ceiling at 34th Street Station on the 7th Avenue line; patching and painting of the ceiling at 28th Street Station; and replacement of the concrete sidewalk slab, waterproofing of the station ceiling, and repair and/or replacement of structural steel in the station ceiling at the 28th Street entrances.

11. Citnalta-Forte Joint Venture	\$1,365,000	<u>Staff Summary Attached</u>
Contract# A-36622E.21		

Modification to the contract for Enhanced Station Initiative Package 8 for the design and construction of improvements at 174th–175th Street and 167th Street (Concourse Line IND), and 145th Street (Lenox Line IRT).

Schedule K: Ratification of Completed Procurement Actions



New York City Transit

Item Number:	1	Contract Number	AWO/Mod. #
Vendor Name (Location)	Henningson, Durham & Richardson Architecture and Engineering, PC (New York, New York)	CM-1333	22
Description	Design and Construction Support Services for the Rehabilitation of Nine Stations and Line Structure on the Sea Beach Line (BMT), Borough of Brooklyn	Original Amount:	\$ 9,754,283
Contract Term (including Options, if any)	June 20, 2007–July 13, 2019	Option Amount:	\$ 3,144,833
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Total Amount:	\$ 12,899,116
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Prior Modifications:	\$ 14,717,667
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Prior Budgetary Increases:	\$ 0
Funding Source	<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	Current Amount:	\$ 27,616,783
Requesting Dept./Div., Dept./Div. Head Name:	Capital Program Management, Alok Saha	This Request:	\$ 1,874,737
		% of This Request to Current Amount:	6.8%
		% of Modifications (including This Request) to Total Amount:	128.6%

Discussion:

This retroactive modification is for additional design and construction support services for the rehabilitation of nine stations and line structure on the Sea Beach line in Brooklyn.

The base contract includes Design and Optional Construction Support Services (“CSS”) for the rehabilitation of nine stations on the Sea Beach line (Eighth Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, Bay Parkway, Kings Highway, Avenue U, and 86th Street). The required work under the base contract includes design services for the rehabilitation of all existing station elements to achieve a State of Good Repair and the structural repair of the retaining walls and associated infrastructure from north of the Eighth Avenue Station to south of the 86th Street Station. Modification 11 exercised the option for CSS and extended the contract to July 13, 2019. A subsequent modification will be forthcoming for additional design and CSS services and an extension of the contract term to coincide with construction progress.

The additional design services addressed in this modification include: (1) work at the Eighth Avenue station, involving design for the widening of one stairway; redesign of a stair foundation to address soil conditions that lacked sufficient load-bearing capacity at another stairway; redesign of the Eighth Avenue Control House configuration to increase passenger flow; and redesign of a retaining wall due to soil conditions; (2) work at the Kings Highway station, involving design for the repair of a deteriorated manhole under the platform stairs; preparation of construction drawings including design for power and data associated with Interactive Artwork Panels; (3) work at the Fort Hamilton Parkway station, involving design for the replacement of the deteriorated concrete floor slab and steel floor framing of the control house that was not discovered until after demolition; and (4) review of additional communications submittals associated with systems such as Help Point, Public Address/Customer Information System (PA/CIS), and closed-circuit television at all stations. This modification also addresses additional CSS associated with the aforementioned additional design work as well as CSS for design work at the Eighth Avenue station not addressed in prior modifications 19 and 21.

A retroactive memo was approved by the SVP, Capital Program Management (“CPM”) to continue design work in order to ensure that the construction project remains on schedule.

The contractor’s initial proposal was for \$1,954,462; CPM’s revised estimate was \$1,873,737. Negotiations resulted in a Best and Final Offer of \$1,874,737, or 4.1 percent lower than the initial proposal. Savings of \$79,725 were achieved. This price is found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



New York City Transit

Item Number: 2

Vendor Name (Location)
Parsons Transportation Group of New York (New York, New York)
Description
700/800 MHz Bus Radio System (BRS) for New York City Transit
Contract Term (including Options, if any)
March 2, 2016–January 2, 2021
Option(s) included in Total Amount?
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name:
Capital Program Management, Alok Saha

Contract Number	AWO/Mod. #
W-32366	12
Original Amount:	\$ 202,100,000
Prior Modifications:	\$ 808,630
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 202,908,630
This Request:	\$ 1,535,000
% of This Request to Current Amount:	0.8%
% of Modifications (including This Request) to Total Amount:	1.2%

Discussion:

This retroactive modification is for the design and construction of a new freestanding radio tower at the East New York (“ENY”) Yard as part of the new Bus Radio System (“BRS”).

The contract requires designing, furnishing, and installing a new land mobile digital radio system servicing both NYC Transit Department of Buses (“DOB”) and MTA Bus Company (“MTABC”). Upon completion of this project, DOB and MTABC will share a common radio network and base station sites.

To ensure proper radio system coverage and capacity, the BRS contract scope includes construction of 36 radio sites across the five boroughs of New York City, the City of Yonkers; and Kearny, New Jersey. Radio sites consist of shelters with base stations, antennas, monopole towers, and freestanding towers.

Included in the 36 radio sites is an existing tower at the ENY Yard location that was to be utilized by the new BRS for the mounting of new microwave antennas. The ENY Yard tower is needed as an integral part of the Bus Radio Design. Subsequent to award, after a detailed study of the existing tower by NYC Transit’s contractor, it was determined that the existing tower **was** not capable of supporting the additional load of the new BRS microwave antennas. Accordingly, a new tower must be installed in the vicinity of the existing tower. This modification provides for a new freestanding radio tower at the ENY Yard. The work in this modification includes the foundation and a steel super-structure. Board approval will be sought for a separate modification to construct a new shelter for the subject freestanding radio tower.

In order to mitigate any impact to the project schedule, the SVP, Capital Program Management approved a retroactive waiver and the contractor was directed to commence work. Approval was also obtained from the VP, Materiel authorizing payment up to \$1.1 million for work performed prior to approval of this modification.

The contractor’s proposal was for \$2,159,645, including a request for a 321 calendar-day (226 workdays) extension of time (“EOT”). The in-house estimate is \$1,743,000. The in-house schedule analysis determined that this work is not on the critical path of the project schedule and that no EOT is warranted. Cost negotiations resulted in the agreed-upon lump-sum price of \$1,535,000. Savings of \$624,645 were achieved. This price is found to be fair and reasonable. An agreement was not reached with regard to the project schedule. Accordingly, this modification will be issued at the agreed-upon lump-sum amount of \$1,535,000 for the work and a directive with no impact to the project schedule.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3-7

Vendor Name (Location)		
ECCO III Enterprises, Inc. (Yonkers, New York)		
Description		
Enhanced Station Initiative – Package 3, Design and Construction of Improvements at the 163rd Street, 110th Street, 86th Street, and 72nd Street stations on the 8th Avenue Line (IND) in Manhattan		
Contract Term (including Options, if any)	□ Yes	□ No
October 25, 2017–December 8, 2018		
Option(s) included in Total Amount?	□ Yes	□ No
Procurement Type	<input checked="" type="checkbox"/> Competitive	<input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP	<input type="checkbox"/> Bid
<input checked="" type="checkbox"/> Other: Modification		
Funding Source	□ Operating	<input checked="" type="checkbox"/> Capital
<input type="checkbox"/> Federal		
<input type="checkbox"/> Other:		
Requesting Dept./Div., Dept./Div. Head Name:	Capital Program Management, Alok Saha	

Contract Number	AWO/Mod. #s
A-36622C	13, 19, 22, 25, 30
Original Amount:	\$ 111,190,000
Prior Modifications:	\$ 4,362,220
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 115,552,220
This Request:	\$ 8,635,000
Modification 13: \$1,945,000	
Modification 19: \$2,844,000	
Modification 22: \$ 776,000	
Modification 25: \$1,450,000	
Modification 30: \$1,620,000	
% of This Request to Current Amount:	7.5%
% of Modifications (including This Request) to Original Amount:	11.7%

Discussion:

These retroactive modifications are for additional quantities of waterproofing and structural steel repairs at all four stations, resurfacing of the concrete ceiling with a thin layer of concrete (skim coat) and painting of ceilings at all four stations, and replacement of platform edges at the 72nd and 163rd Street stations along the Eighth Avenue line in Manhattan.

The Enhanced Station Initiative (“ESI”) Package 3 covers (1) design, (2) demolition/removals, (3) State-of-Good-Repair (“SoGR”) work including concrete and steel repairs, new platform edges, and waterproofing, (4) upgraded electrical and communication systems including new closed-circuit television cameras in fare control areas, (5) glass barriers in the fare control areas, (6) new signage and navigation systems providing information at street level, fare control areas, and platforms (dashboards and totems), (7) enhanced street entrances, (8) new LED lighting and illuminated handrails, (9) charging stations, benches, and leaning bars, and (10) contemporary art.

Additional Waterproofing and Steel Repairs

Modification 13: The base contract requires the repair of water leaks penetrating from the exterior of the station structure, including the roof structure and the side walls at selected locations of all four Package 3 Stations, up to a total estimated quantity of 34,110 square feet. After several significant rain events, it was determined post award that the waterproofing of additional areas would be necessary. This modification is for an additional 17,890 square feet of waterproofing. The contractor submitted its proposal in the amount of \$2,093,061. The in-house estimate is \$1,965,882. Negotiations resulted in the agreed-upon lump-sum price of \$1,945,000. Savings of \$148,061 were achieved.

Modification 19: The base contract requires the sandblasting of exposed steel at all Package 3 Stations. After sandblasting was completed and the structural steel could be fully assessed, it was discovered that additional structural steel repairs would be needed to address all deficiencies. In order to complete the required additional repairs in time for the reopening of the stations, it was necessary to expedite the work. Accordingly, the contractor used additional steel suppliers to acquire the steel more quickly and performed the work on all shifts. Work also included removal and replacement of the platform’s concrete slab around each column, abatement and painting of each column base below the platform’s concrete slab, and reconstruction of column cove bases. Additionally, several columns required temporary support and repairs that were not considered in the typical repair details included in the contract. The contractor submitted its proposal in the amount of \$3,291,853. The revised in-house estimate is \$2,748,129. Negotiations resulted in the agreed-upon lump-sum price of \$2,844,000. Savings of \$447,853 were achieved.

**ECCO III Continued:****Ceiling Repairs**

Modification 22: The base contract requires the removal of existing paint from exposed steel and concrete ceilings at the mezzanine/control areas and platforms of ESI Package 3 stations by sandblasting. The concrete ceilings were to be left bare. However, the sandblasting exposed imperfections related to old station fixtures, such as signage, and injection ports from prior water leak remediation work. A visual inspection of the bare concrete ceilings was performed by NYC Transit, whereby it was also determined that sections of concrete ceiling repairs performed per contract could not match surrounding areas in texture and color. As a result of these issues, it was determined that the condition of the bare concrete ceilings was insufficient to meet the Visual Quality intent of the ESI Program. This modification addresses (1) removal of the uncovered imperfections, and (2) resurfacing of the concrete ceiling (skim coat) and painting of the repaired ceiling areas to match the surrounding ceiling in texture and color. The contractor submitted its proposal in the amount of \$951,560. The revised in-house estimate is \$799,345. Negotiations resulted in the agreed-upon lump-sum price of \$776,000. Savings of \$175,560 were achieved.

Platform Edge Replacement

The base contract requires the construction of a new 40-foot-long ADA-compliant boarding area at the center of the platform, having a raised concrete floor to facilitate an easier transition from platform to train. As part of the new ADA boarding area, the contractor is required to reconstruct the platform edge, including a new ADA tactile warning strip and a new rubbing board. After performing field inspections for the 72nd and 163rd Street stations, the contractor reported that the entire existing platform edge on both tracks were severely deteriorated, requiring reconstruction. NYC Transit conducted field inspections at the 72nd and 163rd Street stations which corroborated the contractor's findings.

Modification 25: This modification is for the reconstruction of the entire platform edge on both tracks of the 163rd Street station. The contractor submitted its proposal in the amount of \$1,733,315. The in-house estimate is \$1,416,493. Negotiations resulted in the agreed-upon lump-sum price of \$1,450,000. Savings of \$283,315 were achieved.

Modification 30: This modification is for the reconstruction of the entire platform edge on both tracks of the 72nd Street station. The contractor submitted its proposal in the amount of \$1,993,404. The revised in-house estimate is \$1,586,804. Negotiations resulted in the agreed-upon lump-sum price of \$1,620,000. Savings of \$373,404 were achieved.

Procurement finds all agreed-upon pricing to be fair and reasonable.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under all modifications commenced immediately in order to maintain the reopening dates of the stations. All work in each modification has been completed.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 8-10

Vendor Name (Location)	Judlau Contracting, Inc. (Queens, New York)
Description	
Enhanced Station Initiative – Package 4, Design and Construction of Improvements at the 23rd Street and 57th Street stations on the 6th Avenue Line (IND), 28th Street station on the Lexington Line (IRT), 34th Street station on the 8th Avenue Line (IND), and 34th Street station on the 7th Avenue Line (IRT) in Manhattan	
Contract Term (including Options, if any)	February 23, 2018–January 20, 2019
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name:	Capital Program Management, Alok Saha

Contract Number	AWO/Mod. #s
A-36622D	33, 39, 46
Original Amount:	\$ 124,949,000
Prior Modifications:	\$ 6,559,170
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 131,508,170
This Request:	
Mod. 33: \$822,000 Mod. 39: \$1,050,000 Mod. 46: \$5,900,000	\$ 7,772,000
% of This Request to Current Amount:	5.9%
% of Modifications (including This Request) to Original Amount:	11.5%

Discussion:

These retroactive modifications are for (1) removal and replacement of a metal drop ceiling at the 34th Street station – 7th Avenue, (2) patching and painting of the ceiling at the 28th Street station, and (3) replacement of the concrete sidewalk slab, waterproofing of the station ceiling, and repair and/or replacement of structural steel in the station ceiling at the 28th Street station on the Lexington Avenue line in Manhattan.

The Enhanced Station Initiative (“ESI”) Package 4 covers (1) design, (2) demolition/removals, (3) State-of-Good-Repair (“SoGR”) work including concrete and steel repairs, new platform edges, and waterproofing, (4) upgraded electrical and communication systems including new closed-circuit television cameras in fare control areas, (5) glass barriers in the fare control areas, (6) new signage and navigation systems providing information at street level, fare control areas, and platforms (dashboards and totems), (7) enhanced street entrances, (8) new LED lighting, illuminated handrails, (9) charging stations, benches, and leaning bars, and (10) contemporary art.

Modification 33: The base contract requires the removal of the existing metal drop ceiling at the 34th Street station – 7th Avenue, along with all abandoned conduits and systems mounted to the concrete ceiling above. The height of the metal drop ceiling in this area is low (approximately 7 feet). The exposed concrete ceiling above was to be left bare. After removal of the metal drop ceiling it was determined that many items mounted to the concrete ceiling, such as conduit and piping, could not be removed. The exposed conduit and piping, now within reach of the public, was determined to be a safety issue. In order to address the safety issue while also meeting the Visual Quality intent of the ESI Program, this modification includes the installation of a new metal drop ceiling. The contractor submitted its proposal in the amount of \$1,011,186. The revised in-house estimate is \$904,436. Negotiations resulted in the agreed-upon lump-sum price of \$822,000. Savings of \$189,186 were achieved. Additionally, this modification includes an excusable and non-impactable time extension of 75 calendar days to the Substantial Completion date from January 20, 2019 to April 5, 2019.

Modification 39: The base contract requires the removal of existing paint from exposed steel and concrete ceilings at the mezzanine/control areas and platforms of the 28th Street station by sandblasting. The existing concrete ceilings were to be left bare. Once the sandblasting was completed, a visual inspection of the concrete ceilings was performed by NYC Transit whereby it was determined that the condition of the bare concrete ceilings was insufficient to meet the Visual Quality intent of the ESI Program. This modification requires the resurfacing of the concrete ceiling with a thin layer of concrete (skim coat) and painting of the repaired areas to match the surrounding ceiling in texture and color. The contractor submitted its proposal in the amount of \$1,372,111. The revised in-house estimate is \$995,657. Negotiations resulted in the agreed-upon lump-sum price of \$1,050,000. Savings of \$321,111 were achieved.

**Judlau Continued:**

Modification 46: The base contract requires the removal of all paint from exposed steel and concrete ceilings throughout the 28th Street station by sandblasting. Once sandblasting was completed, it was discovered that the structural steel and concrete ceiling in the area of the northbound mezzanine was severely deteriorated. This deterioration is attributed to water penetration, as excessive leaks had been located in the same area. A joint walkthrough with NYC Transit, Construction Consultant Management, and contractor personnel determined that extensive steel repair/replacement would be required in the areas of the northeast and northwest corners of Park Avenue South and East 28th Street. In addition to design, the major elements of work include removal of the station ceiling/sidewalk, opening of the walls within the station where the steel members are connected into the structure, temporary shoring, full replacement of various steel members, waterproofing and reconstruction of the station ceiling/sidewalk. The contractor submitted its proposal in the amount of \$8,741,397. The revised in-house estimate is \$6,321,262. Negotiations resulted in the agreed-upon lump-sum price of \$5,900,000. Savings of \$2,841,397 were achieved.

Procurement finds all agreed-upon pricing to be fair and reasonable.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under all modifications commenced immediately in order to maintain the reopening dates of the stations. All work under Modifications 33 and 39 has been completed. Substantial Completion was declared on April 5, 2019. Work under Modification 46 will be performed as remaining work after Substantial Completion and will be completed by November 15, 2019.

In connection with a previous contract awarded to Judlau, Judlau was found to be responsible notwithstanding Significant Adverse Information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to Judlau and Judlau has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions



New York City Transit

Item Number: 11

Vendor Name (Location)	Citnalta-Forte Joint Venture (Bohemia, New York)
Description	
Enhanced Station Initiative – Package 8, Design and Construction of Improvements at 174th–175th Street and 167th Street stations Concourse line (IND) in the Bronx, and 145th Street Station Lenox line (IRT) in Manhattan	
Contract Term (including Options, if any)	February 23, 2018–January 23, 2019
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name:	Capital Program Management, Alok Saha

Contract Number	A-36622E	AWO/Mod. #s	21
Original Amount:	\$ 87,987,000		
Prior Modifications:	\$ 5,089,246		
Prior Budgetary Increases:	\$ 0		
Current Amount:	\$ 93,076,246		
This Request:	\$ 1,365,000		
% of This Request to Current Amount:	1.5%		
% of Modifications (including This Request) to Original Amount:	7.3%		

Discussion:

This retroactive modification is for the replacement of the concrete topping slab [the top layer of concrete, approximately 4 inches in depth] at the 167th Street and 174th–175th Street stations along the Concourse line in the Bronx.

The Enhanced Station Initiative (“ESI”) Package 8 covers (1) design, (2) demolition/removals, (3) State-of-Good-Repair work including concrete and steel repairs, new platform edges and waterproofing, (4) upgraded electrical and communication systems including new closed-circuit television cameras in fare control areas, (5) glass barriers in the fare control areas, (6) new signage and navigation systems providing service information at street level, fare control areas, and platforms (dashboards and totems), (7) enhanced street entrances, (8) new LED lighting, illuminated handrails, (9) charging stations, benches, and leaning bars, and (10) contemporary art.

The base contract and a prior modification required the reconstruction of the platform edges as well as concrete topping repairs at all three Package 8 stations including complete topping replacement at the 145th Street station. The base contract calls for the contractor to prepare a 3D survey of the top side of both running rails to the existing structural edge of the platform. Based on this survey, NYC Transit determines the best-fit alignments and profiles for construction of the new platform edge. In each case, the height of the platform edge increased between 1 and 1½ inches. However, due to the increased height of the 167th and 174th–175th Street station platform edges, the platforms could not be sufficiently sloped solely through concrete topping repairs to enable proper drainage toward the platform edge. In order to achieve a proper slope toward the platform edges, this modification includes demolition and removal of existing concrete topping down to structural slab at the 167th and 174th–175th Street station platforms, including the control areas at the 167th Street station, and new concrete topping.

Pursuant to the approval of a retroactive waiver by the SVP, Capital Program Management, work under this modification commenced immediately in order to maintain the reopening dates of the stations. All work has been completed.

The contractor submitted its proposal in the amount of \$2,370,046. The revised in-house estimate is \$1,335,680. Negotiations resulted in the agreed-upon lump-sum price of \$1,365,000 which was found to be fair and reasonable. Savings of \$1,005,046 were achieved.

Staff Summary



New York City Transit

Page 1 of 2

Subject	Tariff Revision: Elimination of Half Fare Student MetroCard
Department	Office of Management & Budget
Department Head Name	Aaron Stern
Department Head Signature	
Project Manager Name	Niko Rukaj

Date	April 10, 2019
Vendor Name	NA
Contract Number	NA
Contract Manager Name	NA
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Comm.		X		
3	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
10	President	4	VP General Counsel
9	SVP Operations Support	3	VP GCR
8	CFO	2	Chief OP
7	VP Revenue Control	1	Director OMB
6	SVP Strategy & Customer Exp.		
5	SVP Bus		

Purpose

To obtain Board approval of the annexed resolution authorizing a tariff change to discontinue the half-fare student MetroCard program and allow all students who live at least one-half mile from their school to be given a free 3-Trip student MetroCard valid on subway and local bus.

Discussion

New York City students in Kindergarten through 12th grade are eligible for student MetroCards based on grade and distance from school. The half-fare program is offered by the MTA (not the Department of Education) to aid students who do not meet the distance requirements for free student MetroCards. The existing distance requirements are as follows:

Grade	0-1/2 Miles	1/2-1 Mile	1-1 & 1/2 Miles	>1 & 1/2 Miles
K-2	No Reduced Fare	Free	Free	Free
3-6	No Reduced Fare	Half Fare	Free	Free
7-12	No Reduced Fare	Half Fare	Half Fare	Free

Half-fare student MetroCards are valid on local buses only, and entitle students to three half-fare local bus trips and three free local bus transfers on school days. Students are required to dip their MetroCard in the bus farebox and then deposit \$1.35 in coins. However, few students deposit the half fare. Annual 2018 NYCT half-fare student bus ridership was 4.3 million (or approximately 27,000 per school day), with annual revenue of \$162,000 and an average fare of less than four cents.

Eliminating the half-fare student program will simplify production and shipment of student MetroCards to the Department of Education, free bus operators from monitoring half-fare payments, and reduce the workload of school administrators who must verify eligibility for each student in their schools. In addition, the half-fare program could create difficulties when New Fare Payment Systems (NFPS) comes online if some students continue to be required to pay with coins.

This proposed change will benefit all half-fare student riders. As such, an analysis conducted pursuant to Title VI showed no adverse impact on minority and/or low income student riders.

Therefore, it is proposed that the tariff be revised to discontinue the half-fare student MetroCard program and allow all students who live at least one-half mile from their school to be given a free 3-Trip student MetroCard valid on subway or local bus. Copies of the proposed revised tariff pages are annexed to this staff summary.

Recommendation

It is recommended that the MTA Board adopt the annexed resolution approving the proposed tariff change effective with the start of the Fall 2019 semester on or about September 1, 2019.

Alternatives

Continue half-fare program. The current program generates little revenue, complicates production and distribution of student MetroCards, and may not be compatible with NPPS.

Impact on Funding

A revenue loss of less than \$200,000 is expected. There will be no impact on student reimbursements from New York City or State, since the half-fare program is not covered by the City and State student reimbursements.

Approved:



Andy Byford
President

RESOLUTION

WHEREAS, the Chairman has recommended that the MTA Board approve a Tariff change to discontinue the half-fare student MetroCard program and allow all students who live at least one-half mile from their school to be given a free 3-Trip student MetroCard valid on subway and local bus.;

WHEREAS, the annexed Staff Summary contains modified Tariff pages prepared by the Office of Management and Budget to effect the recommended changes to the Authority's Tariff to discontinue the half-fare student program;

WHEREAS, the Authority has determined it is in the public interest to make this change;

NOW, THEREFORE, BE IT RESOLVED, that modifications to the Tariff in accordance with said Staff Summary and its attachments are hereby approved.

I. INTRODUCTION

1. This Tariff delineates the fares charged for regular scheduled bus and subway service operated in the City of New York by the New York City Transit Authority (NYCTA), the MTA Bus Company (MTABC), the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) and the Staten Island Rapid Transit Operating Authority (SIRTOA) and for paratransit service operated under contract for the NYCTA.
2. Basic fares charged by the NYCTA, MTABC and NYCTA Affiliates may be paid by SingleRide Ticket, value-based MetroCard (also referred to as Regular MetroCard), time-based MetroCard, or cash (on buses only).

Regular Fare Services (Subway, Local Bus, and SIRTOA)

<u>Fare Category</u>	<u>Fare/Fare Medium</u>
Basic Fare	<ul style="list-style-type: none"> -- A valid SingleRide Ticket (sold for \$3.00) or the deduction of \$2.75 from a valid value-based MetroCard. --Payment of \$2.75 with combination of MetroCard then coin on buses only. --Payment of \$2.75 in exact change on buses only. --Swipe or dip of valid time-based MetroCard*
Senior Citizen/Disabled—Subway	<ul style="list-style-type: none"> --Deduction of \$1.35 per trip from a valid Reduced Fare MetroCard. --Swipe of valid Reduced Fare Round Trip MetroCard. --Swipe of valid time-based Reduced Fare MetroCard.*
Senior Citizen/Disabled--Local Bus	<ul style="list-style-type: none"> --\$1.35 in exact change or the deduction of \$1.35 from a valid Reduced Fare MetroCard or the payment of \$1.35 with a combination of Reduced Fare MetroCard. then coin. --Dip of valid Reduced Fare Round Trip MetroCard --Dip of valid time-based Reduced Fare MetroCard.*
Senior Citizen/Disabled—SIRTOA	<ul style="list-style-type: none"> Deduction of \$1.35 from a valid Reduced Fare MetroCard. --Swipe of valid Reduced Fare Round Trip MetroCard. --Swipe of valid time-based Reduced Fare MetroCard.*
ADA Paratransit-eligible person approved for Paratransit services	--Swipe of valid Zero Fare MetroCard
<u>Students with Bus Half Fare School Pass</u>	\$1.35
Children 44" & Under Accompanied by Adult	Free

* See Section I.7, page 3, for complete list of time-based MetroCards (unlimited ride passes).

II. REGULAR FARE SERVICES

(continued)

E. Student Fares

1. Student MetroCards may be used for three free trips and three free transfers per school day on NYCTA subways and NYCTA/MaBSTOA/MTABC local buses and on SIRTOA at St. George Terminal and Tompkinsville. Students who are certified by their educational institutions as requiring an additional school-related trip, will receive MetroCards that are valid for four free trips and four free transfers per school day. Transfers are valid to and from local buses operated by MTA Bus.
2. Student MetroCards are valid from 5:30 AM to 8:30 PM on school days Monday to Friday for most students; and from 5:30 AM to 10:30 PM Sunday to Friday for those with Sunday classes. Night School student MetroCards are valid Monday to Thursday, 1:00 PM to 1:00 AM, and Sunday, 8:00 AM to 8:00 PM, on school days during the school year, and Monday to Friday, 3:00 PM to 11:00 PM on school days during the summer session. The student MetroCard will be valid over the semester in which it is issued.
3. The following student MetroCards are valid for free transportation on NYCTA subways and NYCTA/MaBSTOA/MTABC local buses and on SIRTOA at St. George Terminal and Tompkinsville:

	<u>MetroCard</u>
	<u>Type</u>
a. <u>Regular Students</u>	
Elementary school	A
High School	I
Alternative high school	C
b. <u>Students with Sunday classes</u>	
Elementary school	PA
High school	PI
c. <u>Night school student</u>	
Night high school	N
<u>Night High School Half fare local bus*</u>	NZ
d. <u>Half fare</u>	
<u>Half fare local bus*</u>	Z

~~* Students qualifying for a half fare local bus MetroCard, must dip their MetroCard in the farebox and pay \$1.35 to obtain a bus ride and a free local bus transfer.~~

4. Value may not be stored on student MetroCards.
5. Students traveling on school days to other authorized locations or at times not authorized by the student MetroCard are issued special two-trip MetroCards by their school. These special MetroCards, valid from 5:30 AM to 11:00 PM, Monday to Friday, and Saturday, 5:30 AM to 8:30 PM, are obtained by the school from the Department of Education.

V. PROCEDURES GOVERNING SELECT BUS SERVICE WITH OFF-BOARD FARE COLLECTION (Continued)

C. Senior Citizen/Disabled Reduced Fare (continued)

4. Reduced Fare Round Trip MetroCard

A senior citizen aged 65 and older or disabled individual inserting a valid Reduced Fare Round Trip MetroCard into a Select Bus Service MetroCard Fare Collector, and then obtaining a valid proof-of-payment receipt from the MetroCard Fare Collector, is entitled to a one-way trip on the Select Bus Service route travelling in the direction indicated on the receipt. Reduced fare passengers must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt along with valid identification, as shown in Section II.C.4 of this Tariff, on request to a New York City Police Officer or authorized personnel.

D. Student Fare

1. Free Student MetroCards

A student inserting a free student MetroCard into a Select Bus Service MetroCard Fare Collector, and then obtaining a valid proof-of-payment receipt from the MetroCard Fare Collector, is entitled to a one-way trip on the Select Bus Service route traveling in the direction indicated on the receipt. Students must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt and their student MetroCard on request to a New York City Police Officer or authorized personnel.

2. Half Fare Student MetroCards

~~A student with a half fare student MetroCard pressing the half fare button on a Select Bus Service Coin Fare Collector, and then depositing \$1.35 in exact change into a Coin Fare Collector and obtaining a valid proof of payment receipt from the Coin Fare Collector, is entitled to a one way trip on the Select Bus Service route traveling in the direction indicated on the receipt. (A student using a half fare student MetroCard encoded with a valid transfer must use a MetroCard Fare Collector as detailed in section E.3.) Students using half fare student MetroCards must retain the proof of payment receipt for the duration of the Select Bus Service trip and present the receipt along with their half fare student MetroCard on request to a New York City Police Officer or authorized personnel.~~

V. PROCEDURES GOVERNING SELECT BUS SERVICE WITH OFF-BOARD FARE COLLECTION (Continued)

E. Transfers to Select Bus Service

1. Value-Based MetroCards

Regular and reduced fare passengers using a value-based MetroCard are entitled to transfer for free from subway, local bus or express bus service (including service operated by other agencies that have reciprocal transfers with NYCTA/MaBSTOA) to any Select Bus Service route operated by the NYCTA or MaBSTOA within two hours, measured from the time the transfer was encoded at a subway turnstile or bus farebox until the MetroCard is inserted into the Select Bus Service MetroCard Fare Collector. Passengers may not transfer from the same Select Bus Service route. Additional transfers to and from bus routes with special transit privileges listed in Appendix II of this Tariff will be permitted. Passengers must insert their MetroCard in a Select Bus Service MetroCard Fare Collector to have the transfer validated, and then obtain a valid proof-of-payment receipt from the MetroCard Fare Collector. Passengers may ride only on the route and in the direction indicated on the receipt. Passengers must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt on request to a New York City Police Officer or authorized personnel.

2. Electronic Paper Transfers

Regular and reduced fare passengers with a valid electronic paper transfer issued on any local bus route are entitled to transfer for free to any Select Bus Service route within two hours, measured from the time the paper transfer was issued from the bus farebox until the paper transfer is inserted into the Select Bus Service MetroCard Fare Collector. Electronic paper transfers issued on the same Select Bus Service route will not be accepted. Passengers must insert the electronic paper transfer into a Select Bus Service MetroCard Fare Collector, and then obtain a valid proof-of-payment receipt from the MetroCard Fare Collector. Passengers may ride only on the route and in the direction indicated on the receipt. Passengers must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt on request to a New York City Police Officer or authorized personnel.

3. Student Transfers

A student using a free ~~or half fare~~ student MetroCard encoded with a valid transfer must insert their MetroCard in a Select Bus Service MetroCard Fare Collector to have the transfer validated, and then obtain a valid proof-of-payment receipt from the MetroCard Fare Collector. Students may ride only on the route and in the direction indicated on the receipt. Students must retain the proof-of-payment receipt for the duration of the Select Bus Service trip and present the receipt on request to a New York City Police Officer or authorized personnel.



Service Changes: Bus Schedule Changes Effective Summer 2019

Judy McClain, Acting Chief, Operations Planning

Service Issue

Regularly assessing bus schedules is one of our agency's routine business practices. It is an effort to ensure that we are accurately meeting current ridership demand on each route by time of day, in compliance with MTA bus loading guidelines; it also allows us to adjust bus schedules for changing operating conditions—such as traffic congestion and street obstructions—which slow bus speeds and increase trip times. These routine schedule reviews are essential to deploy available bus resources where they are most needed to provide our customers with the most efficient and effective bus service that is possible.

As is typical with service reviews, the summer 2019 schedule revisions include both service frequency increases and decreases. (*See Attachment I for details.*) Two of the changes add more service to ensure that bus capacity is available to meet customer demand during particular time periods. Eleven schedules will have reduced frequencies to more closely align with ridership levels.

We are aware that running time is an issue. There will also be running time changes to improve bus service reliability. Additional running time will be added to sixteen schedules to ensure that the planned level of service is actually provided despite slower traffic speeds resulting from congestion. Three schedules will also be adjusted to reflect faster travel times. In conjunction with these running time changes, we are working with NYCDOT to improve bus speeds and reliability for the M1, M2, M3, and M4 along Madison Avenue and for the B35 along Church Avenue. We are also working with NYPD to expand traffic enforcement measures to speed up bus travel times.

Recommendation

NYC Transit is planning to implement 32 bus schedule changes across 19 bus routes in summer 2019, as part of its ongoing bus schedule review and evaluation process.

Budget Impact

A net savings of \$81,000 is expected with the implementation of the summer 2019 schedule changes. Although guideline changes saved a total net of \$2.8 million, \$2.7 million was reinvested to meet running time deficiencies to improve route reliability.

Proposed Implementation Date

Summer 2019

Staff Summary



Subject	Bus Schedule Changes Effective Summer 2019
Department	Operations Planning
Department Head Name	Judy McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	May 10, 2019
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Comm			X	
3	MTA Board			X	

Internal Approvers			
Title	Approved	Title	Approved
President	X	VP GC Law	X
Executive VP	X	Dir. OMB	X
SVP Subways	X	Acting VP GCR	X
Chief Cust. Officer	X	Acting Chief OP	X

Purpose

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule adjustments in response to changes in ridership, bus travel time adjustments to more closely match actual operating conditions; and to reallocate resources to where they are most needed throughout New York City.

Discussion

To ensure that bus schedules accurately match current rider demand and operating conditions as well as to ensure that NYCT has resources available where they are most needed, schedules are regularly reviewed, evaluated and revised to provide passengers with the most efficient and effective service possible. NYCT routinely adjusts service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Traffic speeds, including bus speeds, have generally slowed in recent years and bus schedules must reflect these changing conditions.

Under the NYCT bus schedule review program, our Operations Planning Team evaluates weekday local bus schedules every two years, weekend local bus schedules every four years, and weekday express bus schedules every year. In addition, NYCT further reviews any bus schedules shown to have significant changes in ridership or running time that may necessitate service adjustments. Where feasible, these routes are modified to reflect changes in operating conditions and ridership demand in compliance with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed, vehicle type has changed, or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Staff Summary



Thirty-two bus schedule changes (on nineteen routes) have been identified for proposed changes in service levels and/or running times in summer 2019 (see Attachment 1).

- Two of the thirty-two bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
- Nineteen bus schedule changes contain running-time-only adjustments to improve reliability of bus service for our customers based on observed travel times on these routes. Sixteen schedule adjustments reflect added running-time to ensure that the planned level of service is actually provided despite slower traffic speeds resulting from congestion, and three schedules reflect faster travel speeds.
- Eleven bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.

There are, as is typical with these regular service reviews, increases as well as decreases in frequencies and running-times. These changes are necessary to maintain reliability without reducing frequency (which would lead to overcrowding).

Please note that all new schedules feature adjustments to running time to reflect current traffic conditions. These adjustments are increases for the most part, some of them significant, such as the weekday schedules on Routes M1, M2, M3, and M4 along Madison Avenue and on Route B35 along Church Avenue. We are working with NYCDOT to improve bus speeds along Madison Avenue and Church Avenue, which would benefit the travel speeds on these routes. We are also working with NYPD to expand traffic enforcement measures to speed up bus travel times.

The bus service reductions will have only minimal impact for customers using the affected bus routes during weekday a.m. and p.m. peak travel periods. One exception is the M55 route, where service will operate every twenty minutes instead of every fifteen minutes during the a.m. peak, midday, and evening periods. Route analysis showed that, on average, M55 buses are currently operating at less than half of scheduled capacity during these periods. Under the revised schedule, it is anticipated that buses should still be operating, on average, well below scheduled capacity. Service on these routes will be monitored to ensure that this is the case and make further adjustments if necessary.

On the other hand, B63 service will receive a significant addition, with service increasing from every nine minutes to every seven minutes during the a.m. peak; from ten to nine minutes during the p.m. peak; and from twenty to fifteen minutes in the evening. Ridership analysis showed that, on average, buses are operating well over scheduled capacity during the a.m. peak, virtually at capacity during the p.m. peak, and at full capacity in the evening. The revised schedules are designed to remedy these service deficiencies, and to provide some room for ridership growth. Service on these routes will be closely monitored to ensure that the new schedule provides sufficient service to meet customer demand.

On April 19, 2019, elected officials and affected community boards were notified of these changes and invited to come speak at the New York City Transit and Bus Committee of the MTA on May 20, 2019.

Staff Summary



Recommendation

Implement the proposed changes on the thirty-two bus schedules (on nineteen routes).

Alternatives

Do nothing. NYCT would not make service level adjustments to better meet customer demand, make running time changes to more closely reflect existing conditions and support investments in other services.

Budget Impact

A net savings of \$81,000 is expected with the implementation of the summer 2019 schedule changes. Although guideline changes saved a total net of \$2.8 million, \$2.7 million was reinvested to meet running time deficiencies to improve route reliability.

Implementation Date

Summer 2019

Attachment 1
Summer 2019 - Page 1 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Attachment 1
Summer 2019 - Page 2 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles	
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity			
	Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change		
B24**	30	30	40%	40%	30	30	36%	36%	30	30	53%	53%	30	30	39%	39%	-2.5%	
B4	30	20	104%	69%	30	20	53%	53%	20	20	62%	62%	20	20	52%	52%	+0.9%	

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. Routes with running time changes only - B35, B35Ltd, M1, M2, M3, M4, M12

(**) Trip adjustment may occur during time periods not shown above

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles	
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity			
	Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change		
B11**	15	15	87%	87%	12	12	80%	80%	12	12	86%	86%	20	20	83%	83%	-1.3%	
S51**	30	30	46%	46%	30	30	57%	57%	30	30	57%	57%	30	30	47%	47%	-2.0%	

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. Routes with running time changes only - B35, B35Ltd, M1, M2, M3, M4, M12, Q46, Q85

(**) Trip adjustment may occur during time periods not shown above

Standard Follow-Up Reports: May 2019 MetroCard Report



This report was created to document monthly trends of Automated Fare Collection (AFC) payments from various sources offering internal or external MetroCard sales. Sales data shown is from the month ending two months prior to the report. Payment mechanisms are reported for revenue received from debit/credit, electronic settlements and cash transactions from automated sales.

Alan F. Putre
New Fare Payment Program Executive Director (MTA)
and VP & Chief Revenue Officer (NYCT)

MetroCard Market Share

Actual March 2019 fare media market share of non-student passenger trips compared to the previous year are summarized below:

Fare Media	March 2018	March 2019*	Difference
Cash	1.9%	1.8%	(0.1%)
Single-Ride Ticket	0.7%	0.7%	0.0%
Bonus Pay-Per-Ride	40.1%	40.7%	0.6%
Non-Bonus Pay-Per-Ride	4.3%	4.2%	(0.1%)
7-Day Farecard	22.1%	21.6%	(0.5%)
30-Day Farecard	<u>30.8%</u>	<u>30.9%</u>	0.1%
Total	100.0%	100.0%	

* Preliminary

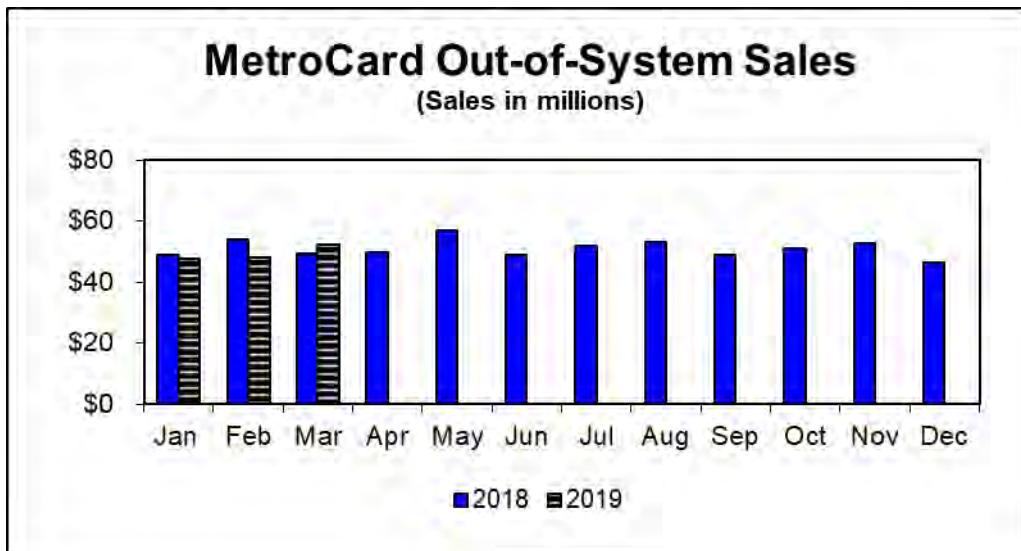
Note: Percentages may not add due to rounding.

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 March 2019 was 4,042, an 11.32 percent decrease from the same period last year. The average value of a credit issued was \$75.14.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.5 million in March 2019, a 6.1 percent increase compared to March of 2018. Year to date sales totaled \$148.1 million, a 2.8 percent decrease compared to the same period last year.



Retail Sales

There were 4,063 active out-of-system sales and distribution locations for MetroCards, generating \$19.2 million in sales revenue during March 2019.

Employer-based Sales of Pre-tax Transportation Benefits

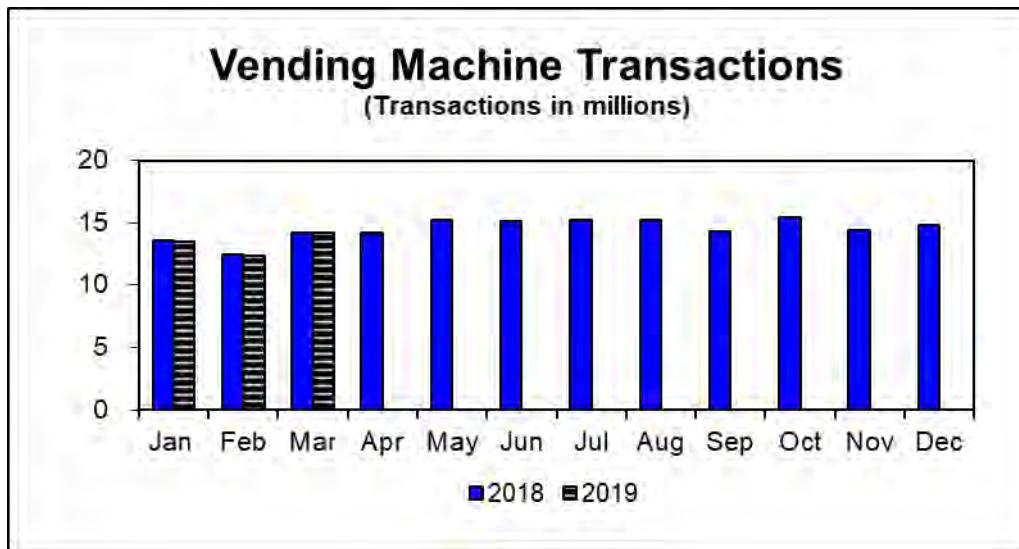
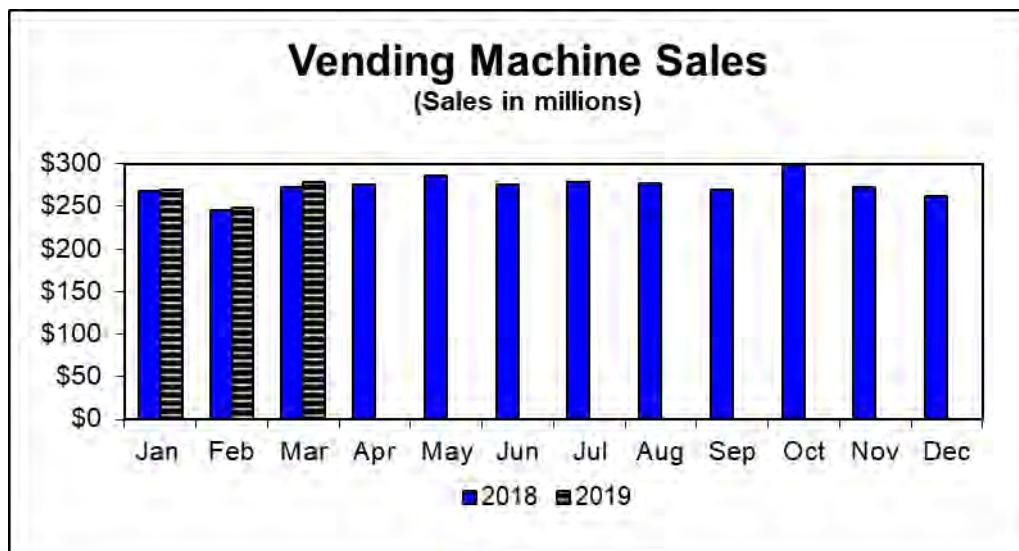
Sales of 235,560 MetroCards valued at approximately \$22 million were made in March 2019 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$93.74. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 123,153 for March 2019, generating an additional \$14.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$90 million, an 11 percent increase when compared to last year.

Mobile Sales Program

In March 2019, the Mobile Sales unit completed 197 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$105,520 in revenue was generated. In March 2019, the Mobile Sales unit assisted and enabled 1,469 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at the Woodland Heights Library (Bronx, NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during March 2019 totaled \$278.8 million, on a base of 14.2 million customer transactions. This represents 1.3 percent increase in vending machine transactions compared to the same period last year. During March 2019, MEMs accounted for 2,207,264 transactions resulting in \$59,706,196.85 in sales. Debit/credit card purchases accounted for 83 percent of total vending machine revenue, while cash purchases accounted for 17 percent. Debit/credit card transactions account for 62.6 percent of total vending machine transactions, while cash transactions account for 37.5 percent. The average credit sale was \$29.88, more than three times the average cash sale of \$8.87. The average debit sale was \$20.43.



Reduced-Fare Program

During March 2019, enrollment in the Reduced-Fare Program increased by 5,941 new customers. The total number of customers in the program is 1,197,489. Seniors account for 1,000,496 or 84 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 16 percent or 196,993 customers. Of those, a total of 40,924 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 \$8.9 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In March 2019, the EasyPay Reduced Fare program enrollment totaled 184,775 accounts. During the month, active EasyPay customers accounted for approximately 2.5 million subway and bus rides with \$2.8 million charged to their accounts. Each active account averaged 30 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In March 2019, enrollment in the EasyPay Xpress PPR program totaled 125,513 accounts. During that month, active Xpress PPR customers accounted for approximately 2.2 million subway, express bus and local bus rides with \$6.1 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$63.

EasyPay Xpress Unlimited Program

In March 2019, enrollment in the EasyPay Xpress Unlimited program totaled 25,993 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.2 million subway and local bus rides with \$2.6 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$121.00.



Standard Follow-Up Report: Transit Adjudication Bureau, 1st Quarter 2019

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

David Farber

Acting Vice President and General Counsel
NYC Transit Law Department

Transit Adjudication Bureau, First Quarter 2019

The following is a comparison of the key indicators for the first quarter of 2019 as compared to the same period in 2018.

- TAB violations issued in the first quarter of 2019 (Q1 2019) increased by 42.3%, from 29,893 in 2018 to 42,527 in 2019.
- TAB received 37,474 payments in Q1 2019, a 35.8% increase from the 27,600 received in Q1 2018. Direct payments increased by 19.4% (from 20,094 to 23,991) compared to the first quarter of 2018. The number of first quarter payments received from state tax refunds increased from 7,506 in 2018 to 13,483 in 2019.
- Total revenue for Q1 2019 was 87.6% higher than in 2018 (\$4,627,685 versus \$2,467,127). Receipts from direct payments in Q1 2019 increased by 17.8% (\$2,246,549 compared to \$1,906,389 in 2018). Receipts from state tax refunds for Q1 2019 relating to outstanding judgments from prior years totaled \$2,308,476, representing a 103.6% increase from Q1 2018 state tax refund receipts of \$1,133,582.
- TAB revenue for Q1 2019 exceeded expenses by \$3,461,149. This compared to a margin of \$1,192,109 for Q1 2018. First quarter expenses decreased by 8.5% relative to 2018 (\$1,166,536 compared to \$1,275,018).

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
First Quarter 2019**

Indicator	1st Qtr 2019	1st Qtr 2018
Issuance Data		
Violations Issued	42,527	29,893
Payment Data		
Number of Payments	37,474	27,600
Regular	23,991	20,094
State Tax Refund	13,483	7,506
Amount Paid	\$4,555,025	\$3,039,971
Regular	\$2,246,549	\$1,906,389
State Tax Refund	\$2,308,476	\$1,133,582
Average Payment	\$121.55	\$110.14
Yield per NOV	\$107.11	\$101.70
Revenue/Expense Data		
Revenue	\$4,627,685	\$2,467,127
Expenses	\$1,166,536	\$1,275,018
Adjudications		
Total Cases Adjudicated	5,861	5,148

Standard Follow-up Report: Elevator & Escalator Quarterly Report, 1st Quarter 2019

This report provides information on the availability and performance of elevators and escalators at NYCT. NYCT is fully committed to maintaining clean, functioning elevators and escalators.

Highlight of Activities

- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages with contractor resources supplementing in-house efforts.
- NYCT piloted a modified maintenance plan to increase the frequency of Elevator maintenance. This plan began in October of 2018 and rolled out to all elevators. The results are encouraging and NYCT is planning to roll out a similar plan for all escalators in July 2019.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168th St, 181st St and 191st St on the 1 line, and 181st and 190th St on the A line. Performance on these elevators in the 1st Quarter of 2019 (Q1 2019) was much better than Q1 of 2018; Q1 2019 availability was 97.0% compared to the Q1 2018 availability of 94.7% and Q4 2017 availability of 89.8% before the contract began.
- Recruitment efforts continue for Elevator and Escalator mechanics and Specialist positions. NYCT held two Elevator and Escalator job fairs on February 5th and February 7th. These fairs attracted more than 100 candidates, and led to 10 new hires. Another job fair is scheduled for September 2019. In addition, E&E is expecting to hire 40 Transit Electrical Helpers who can provide support to the E&E team beginning in July 2019.
- NYCT's Elevator & Escalator team includes 36 apprentices working through a three-year labor-management apprenticeship program. The first group of 15 apprentices is expected to graduate in Q3 2019 and those who pass the NYCT Elevator and Escalator Exam will establish permanent work status. NYCT plans on continuing this program with additional candidates to start in Q3 2019.
- NYCT is reaching out to the parties responsible for third-party elevators to improve monitoring of performance and to expedite repairs.

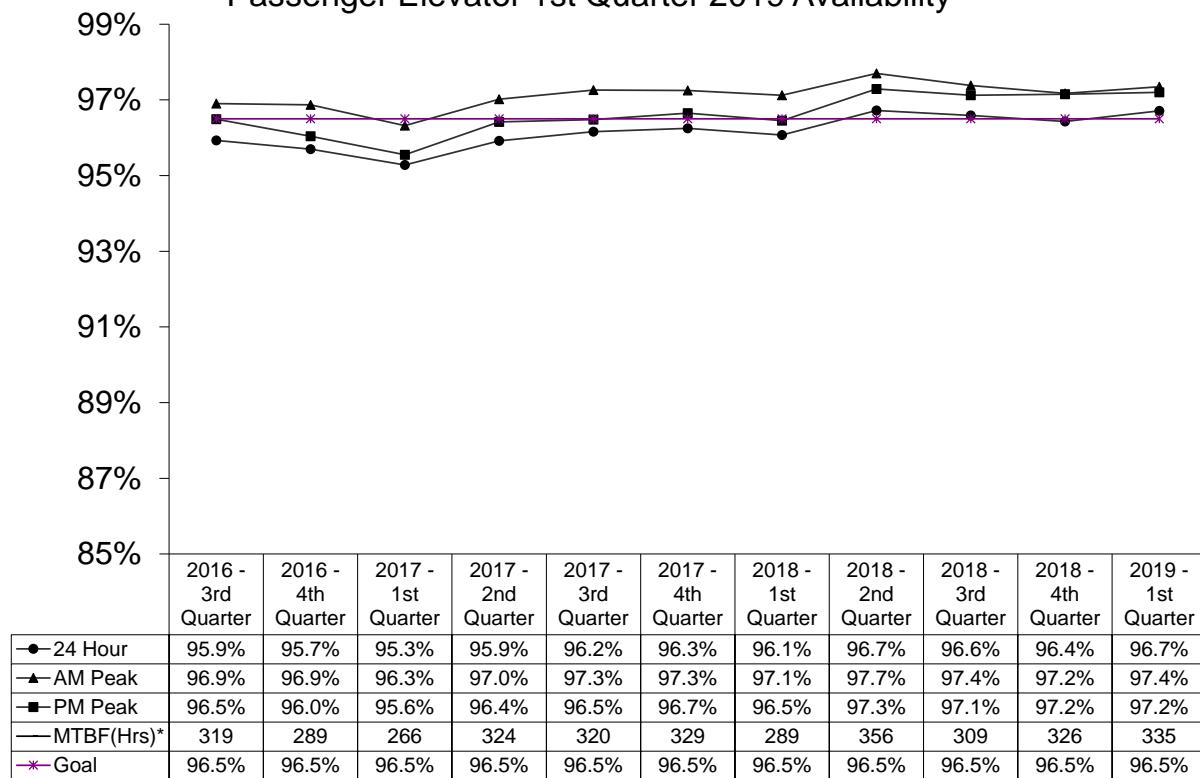
Elevator and Escalator Performance in Q1 2019

- Overall elevator performance improved slightly in Q1 2019 compared to Q1 2018, surpassing the 96.5% goal, while escalator availability experienced a decline.
- Elevator availability increased to 96.7% compared to 96.1% in Q1 2018.
- Elevator AM peak availability increased slightly to 97.4% compared to 97.1% in Q1 2018. Elevator PM peak availability increased to 97.2% compared to 96.5% in Q1 2018.
- Escalator availability decreased to 90.3% in Q1 2019 compared to 93.7% during the same period last year, principally due to increased major campaigns, safety checks and repairs that took several escalators out of service for extended periods of time.
- Escalator AM peak availability decreased to 91.9% in Q1 2019 compared to 95.4% in the Q1 2018. Escalator PM peak availability decreased to 89.6% in Q1 2019 compared to 94.1% in Q1 2018.

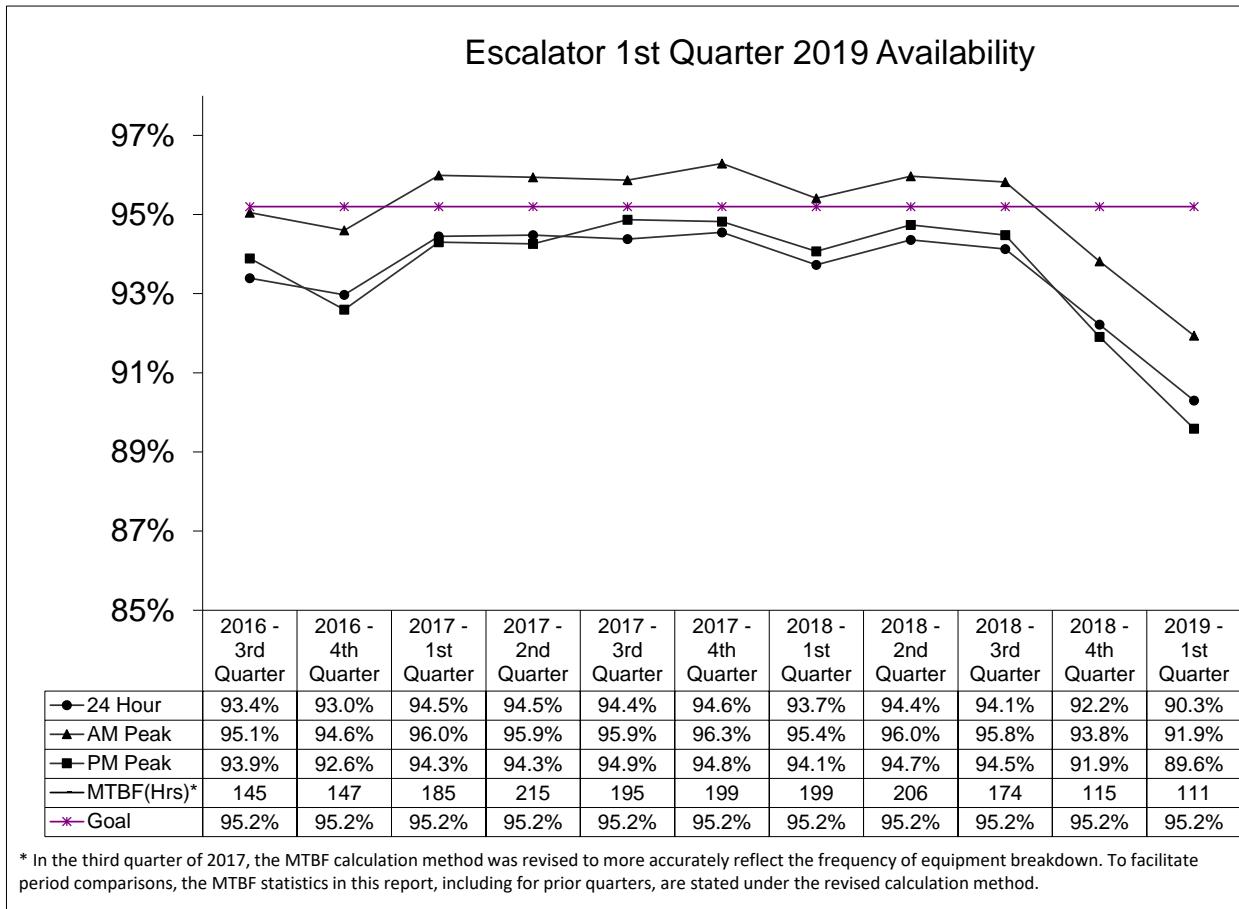
Sally Librera

Senior Vice President, Department of Subways

Passenger Elevator 1st Quarter 2019 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)



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
1st Quarter 2019**

Elevator Performance

Borough	No. Units	Avg Age	1st Quarter 2019 Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	10.3	97.1%	97.5%	98.0%	399	209	190	44
Brooklyn	54	13.2	96.5%	97.4%	97.1%	725	379	346	31
Manhattan	133	11.8	96.6%	97.4%	97.0%	2213	1319	894	108
Queens	35	10.2	96.9%	97.3%	97.5%	467	217	250	27
System	254	11.4	96.7%	97.4%	97.2%	3804	2124	1680	210

Escalator Performance

Borough	No. Units	Avg Age	1st Quarter 2019 Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	19.9	80.4%	81.5%	78.6%	436	354	82	0
Brooklyn	32	17.8	87.2%	89.4%	85.5%	1533	1272	261	0
Manhattan	154	11.4	91.5%	93.3%	91.0%	7243	4542	2701	0
Queens	34	17.3	91.1%	91.9%	90.9%	1121	860	261	0
System	232	16.6	90.3%	91.9%	89.6%	10333	7028	3305	0

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator Quarterly Performance By Borough												
1st Quarter 2019												
	Borough:		Bronx									
	Unit ID	Age (Yrs)		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments
					24 Hr	AM	PM		Total	Non * Scheduled	Scheduled	
					Peak	Peak						
1	EL182	12	Gun Hill Rd	2 5	89.02%	85.90%	91.97%	98.85%	28	14	14	4
2	EL129	22	3 Av-149 St	2 5	91.33%	89.43%	94.44%	89.26%	23	3	20	1
3	EL189	4	Kingsbridge Rd	B D	91.52%	86.14%	96.36%	99.22%	32	16	16	2
4	EL192	11	233 St	2 5	94.32%	93.36%	94.77%	94.30%	20	10	10	4
5	EL121	3	Pelham Bay Park	6	95.62%	98.73%	95.42%	98.07%	25	18	7	7
6	EL127	2	Simpson St	2 5	95.65%	97.92%	97.44%	95.68%	17	13	4	2
7	EL128	2	Simpson St	2 5	96.32%	98.20%	96.56%	95.31%	17	13	4	2
8	EL160	6	180 St	2 5	96.76%	97.86%	97.52%	97.98%	7	4	3	2
9	EL188	13	Fordham Rd	4	97.01%	95.42%	98.26%	99.57%	14	11	3	0
10	EL122	3	Pelham Bay Park	6	97.35%	97.82%	98.36%	99.26%	11	3	8	1
11	EL133	17	161 St-Yankee Stadium	4	97.36%	98.93%	97.17%	95.65%	13	8	5	3
12	EL135	17	161 St-Yankee Stadium	B D	97.37%	97.43%	97.96%	99.21%	6	1	5	0
13	EL183	12	Gun Hill Rd	2 5	97.38%	98.55%	97.25%	97.28%	13	6	7	3
14	EL130	22	3 Av-149 St	2 5	97.54%	98.38%	97.10%	95.60%	11	7	4	4
15	EL132	17	161 St-Yankee Stadium	4	97.59%	99.58%	96.57%	93.06%	13	7	6	0
16	EL184	12	231 St	1	97.78%	97.10%	98.30%	95.45%	12	10	2	2
17	EL136	11	Pelham Pkwy	2 5	98.09%	97.99%	99.38%	97.67%	12	6	6	1
18	EL186	13	Fordham Rd	4	98.40%	98.47%	98.89%	98.99%	7	4	3	0
19	EL195	4	Hunts Point Av	6	98.45%	97.58%	98.66%	93.56%	11	9	2	1
20	EL137	11	Pelham Pkwy	2 5	98.45%	98.88%	99.20%	92.45%	9	2	7	1
21	EL193	11	233 St	2 5	98.48%	98.29%	99.37%	97.80%	8	5	3	1
22	EL196	4	Hunts Point Av	6	98.49%	100%	99.58%	98.77%	9	3	6	0
23	EL131	17	161 St-Yankee Stadium	4 B D	98.52%	99.38%	99.01%	96.67%	6	2	4	1
24	EL187	13	Fordham Rd	4	98.52%	99.44%	98.90%	97.83%	8	5	3	0
25	EL159	6	180 St	2 5	98.55%	98.62%	99.63%	97.49%	10	5	5	0
26	EL134	17	161 St-Yankee Stadium	B D	98.56%	99.93%	98.89%	97.24%	6	0	6	0
27	EL138	11	Pelham Pkwy	2 5	98.65%	99.49%	99.70%	98.21%	11	4	7	1
28	EL191	4	Kingsbridge Rd	B D	98.71%	100%	99.16%	99.40%	14	10	4	0
29	EL197	4	Hunts Point Av	6	98.77%	99.65%	99.71%	98.25%	6	2	4	0
30	EL194	11	233 St	2 5	98.98%	99.81%	99.17%	91.62%	5	2	3	1
31	EL190	4	Kingsbridge Rd	B D	99.15%	100%	100%	99.63%	11	6	5	0
32	EL185	12	231 St	1	99.29%	100%	100%	96.81%	4	0	4	0
	32	10.3	Elevator Subtotal:		97.1%	97.5%	98.0%	96.8%	399	209	190	44
1	ES114	20	161 St-Yankee Stadium	4	60.20%	61.56%	57.16%	91.43%	50	45	5	0
2	ES120	29	Pelham Bay Park	6	68.77%	70.05%	66.34%	87.58%	29	20	9	0
3	ES123	22	Pelham Pkwy	2 5	76.73%	77.10%	74.73%	97.19%	20	15	5	0
4	ES106	14	West Farms Sq-E Tremont Av	2 5	77.55%	78.30%	75.15%	88.04%	39	35	4	0
5	ES108	26	Intervale Av	2 5	78.18%	80.33%	75.38%	90.77%	20	16	4	0
6	ES111	17	Parkchester	6	79.77%	80.65%	79.68%	96.55%	55	42	13	0
7	ES113	17	161 St-Yankee Stadium	4	82.23%	82.11%	81.73%	76.68%	47	38	9	0
8	ES122	22	Pelham Pkwy	2 5	82.74%	82.26%	81.15%	97.28%	29	26	3	0
9	ES104	13	Gun Hill Rd	2 5	82.89%	85.46%	80.54%	1.42%	58	50	8	0
10	ES105	13	Gun Hill Rd	2 5	85.69%	89.96%	81.12%	93.94%	58	51	7	0
11	ES112	17	Norwood-205 St	D	93.30%	94.01%	94.23%	98.34%	20	7	13	0
12	ES121	29	Pelham Bay Park	6	96.41%	96.62%	96.18%	98.98%	11	9	2	0
	12	19.9	Escalator Subtotal:		80.4%	81.5%	78.6%	84.9%	436	354	82	0
			*Note the number of entrapments are included in the non scheduled outages count.									

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019															
Borough:		Manhattan		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments			
Unit ID	Age	(Yrs)			24 Hr				24 Hr						
					Peak	AM Peak	PM Peak		Total	Non *	Scheduled				
1	EL440	2	Lexington Av-63 St F Q		86.61%	87.89%	84.77%	89.39%	59	36	23	1			
2	EL601	3	34 St-Hudson Yards 7		86.96%	88.35%	88.04%	97.75%	13	7	6	0			
3	EL716	4	Fulton St A C J Z 2 3 4 5		89.93%	91.61%	89.58%	84.27%	22	17	5	1			
4	EL119	33	181 St A		90.06%	91.23%	87.52%	85.78%	30	25	5	5			
5	EL106	16	191 St 1		90.11%	91.34%	85.76%	98.70%	65	55	10	4			
6	EL277	9	59 St-Columbus Circle A B C D I		90.35%	91.69%	90.90%	86.46%	25	17	8	4			
7	EL266	2	72 St Q		90.87%	92.07%	91.22%	98.74%	54	41	13	1			
8	EL230	15	Times Sq-42 St N Q R W		92.00%	96.51%	91.09%	98.01%	27	13	14	1			
9	EL237	19	66 St-Lincoln Center 1		92.20%	88.68%	95.59%	98.33%	23	4	19	0			
10	EL178	5	Dyckman St 1		92.26%	94.78%	91.12%	96.32%	40	26	14	5			
11	EL206	28	Grand Central-42 St 4 5 6		92.53%	93.33%	93.22%	92.82%	5	2	3	0			
12	EL267	2	72 St Q		92.71%	93.76%	92.84%	97.13%	23	12	11	2			
13	EL328	6	Bleecker St D F B M 6		93.19%	94.64%	93.03%	99.03%	29	17	12	0			
14	EL245	14	Lexington Av-53 St E M		93.20%	95.65%	93.61%	98.21%	19	15	4	1			
15	EL335	14	West 4 St A B C D E F M		93.21%	91.24%	94.60%	96.85%	30	11	19	2			
16	EL224	16	8 Av L		93.49%	93.18%	94.28%	73.37%	31	25	6	1			
17	EL181	10	135 St 2 3		93.69%	91.51%	96.14%	95.89%	22	5	17	1			
18	EL114**	21	168 St 1		94.06%	81.25%	100%	93.62%	4	4	0	1			
19	EL602	3	34 St-Hudson Yards 7		94.14%	95.33%	91.24%	68.65%	34	23	11	2			
20	EL244	17	Grand Central-42 St 7		94.19%	95.36%	94.56%	70.15%	15	8	7	1			
21	EL215	19	34 St-Penn Station 2 3		94.25%	97.65%	93.72%	94.28%	22	9	13	0			
22	EL213	3	34 St-Herald Sq B D F M N Q R W		94.29%	95.76%	93.49%	97.86%	28	21	7	1			
23	EL333	14	West 4 St A B C D E F M		94.57%	97.38%	92.75%	97.18%	30	16	14	5			
24	EL225	16	34 St-Penn Station C E		94.59%	96.29%	94.72%	97.83%	14	10	4	2			
25	EL218	18	14 St-Union Sq L		94.61%	95.56%	95.59%	88.27%	6	2	4	0			
26	EL720	4	Fulton St A C J Z 2 3 4 5		94.65%	96.48%	95.20%	96.90%	35	23	12	2			
27	EL116	14	190 St A		94.66%	97.78%	94.69%	99.30%	26	19	7	5			
28	EL125	2	125 St 4 5 6		94.85%	93.52%	96.59%	96.89%	35	22	13	2			
29	EL441	2	Lexington Av-63 St F Q		94.85%	95.78%	94.34%	86.18%	31	19	12	2			
30	EL104	15	191 St 1		94.86%	95.38%	96.96%	94.82%	21	10	11	1			
31	EL204	28	Grand Central-42 St 4 5 6 7 S		94.98%	91.09%	99.24%	90.19%	21	1	20	0			
32	EL145	8	96 St 2 3 1		95.14%	97.17%	94.28%	93.58%	38	28	10	0			
33	EL325	17	Canal St 6		95.15%	93.71%	95.71%	97.44%	18	5	13	0			
34	EL123	29	175 St A		95.20%	94.98%	96.23%	97.72%	20	12	8	1			
35	EL334	14	West 4 St A B C D E F M		95.27%	96.67%	95.30%	98.61%	19	14	5	0			
36	EL232	12	Times Sq-42 St 1 2 3 7		95.60%	98.38%	96.12%	96.87%	12	8	4	2			
37	EL233	12	Times Sq-42 St 1 2 3		95.62%	93.71%	97.69%	97.27%	18	3	15	0			
38	EL124	29	175 St A		95.71%	95.36%	95.18%	97.84%	19	13	6	2			
39	EL217	18	14 St-Union Sq L N Q R W		95.83%	96.85%	95.41%	98.07%	12	6	6	2			
40	EL710	11	Bowling Green 4 5		95.88%	96.25%	95.67%	95.92%	35	30	5	0			
41	EL264	2	72 St Q		95.90%	96.16%	95.94%	97.47%	22	10	12	3			
42	EL105	16	191 St 1		95.90%	97.44%	96.30%	97.64%	11	5	6	2			
43	EL402	29	Lexington Av-63 St F Q		96.08%	96.06%	97.03%	90.74%	19	10	9	0			
44	EL211	25	34 St-Herald Sq N Q R W		96.12%	96.33%	95.21%	98.69%	12	6	6	1			
45	EL331	6	Bleecker St D F B M 6		96.14%	95.94%	98.03%	97.39%	29	14	15	2			

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019															
Borough:		Manhattan		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments			
Unit ID	Age	(Yrs)			24 Hr				24 Hr						
					Peak	AM Peak	PM Peak		Total	Non *	Scheduled				
46	EL109	19	181 St ①		96.33%	97.34%	96.59%	98.98%	22	17	5	1			
47	EL223	16	14 St A C E		96.42%	96.58%	97.15%	93.10%	19	11	8	0			
48	EL315	1	Brooklyn Bridge ④⑤⑥		96.48%	99.23%	95.47%	98.43%	13	9	4	2			
49	EL238	19	66 St-Lincoln Center ①		96.66%	96.40%	98.29%	97.69%	13	3	10	0			
50	EL219	18	14 St-Union Sq N Q R W		96.68%	96.01%	99.17%	98.13%	15	5	10	0			
51	EL278	9	59 St-Columbus Circle A B C D I		96.71%	98.95%	96.93%	95.29%	17	11	6	0			
52	EL444	2	Lexington Av-63 St F Q		96.79%	98.39%	96.71%	97.62%	18	9	9	0			
53	EL202	1	51 St ⑥		97.07%	98.89%	97.13%	97.52%	11	6	5	1			
54	EL250	2	86 St Q		97.09%	96.61%	98.45%	97.28%	20	14	6	2			
55	EL721	5	Fulton St A C J Z 2 3 4 5		97.14%	96.41%	98.06%	97.17%	21	12	9	0			
56	EL316	1	Brooklyn Bridge ④⑤⑥		97.14%	97.08%	97.34%	98.50%	12	9	3	0			
57	EL111**	21	168 St ①		97.16%	100%	95.00%	88.44%	4	3	1	0			
58	EL107	19	181 St ①		97.18%	96.42%	98.59%	93.58%	19	13	6	0			
59	EL279	9	59 St-Columbus Circle A B C D I		97.19%	97.25%	98.42%	99.68%	6	4	2	1			
60	EL205	28	Grand Central-42 St ④⑤⑥		97.19%	97.32%	98.54%	99.43%	12	7	5	0			
61	EL262	2	72 St Q		97.22%	98.14%	98.12%	98.83%	32	19	13	0			
62	EL280	9	59 St-Columbus Circle A B C D I		97.30%	97.64%	95.91%	98.50%	31	27	4	0			
63	EL108	19	181 St ①		97.40%	94.59%	98.74%	92.57%	28	27	1	0			
64	EL221	16	14 St/8 Av A C E L		97.42%	98.03%	98.24%	95.84%	17	11	6	1			
65	EL330	6	Bleecker St D F B M 6		97.42%	98.50%	96.77%	98.51%	15	9	6	1			
66	EL401	3	Lexington Av-63 St F Q		97.44%	98.82%	96.04%	99.10%	10	6	4	1			
67	EL332	6	Bleecker St D F B M 6		97.45%	99.26%	97.22%	96.81%	17	11	6	0			
68	EL103	15	191 St ①		97.48%	98.63%	96.43%	93.25%	13	5	8	1			
69	EL144	13	125 St A B C D		97.55%	98.56%	98.86%	95.79%	12	8	4	0			
70	EL148	19	Inwood-207 St A		97.62%	100%	96.83%	93.05%	14	7	7	0			
71	EL228	16	34 St-Penn Station C E		97.69%	99.47%	97.86%	99.75%	14	10	4	0			
72	EL265	2	72 St Q		97.71%	99.41%	97.02%	99.29%	27	17	10	0			
73	EL209	25	34 St-Herald Sq B D F M		97.73%	98.89%	98.89%	95.24%	7	3	4	1			
74	EL336	9	Chambers St 1 2 3		97.78%	98.51%	99.18%	98.75%	11	5	6	0			
75	EL329	6	Bleecker St D F B M 6		97.81%	98.70%	97.68%	94.16%	15	8	7	2			
76	EL149	19	Inwood-207 St A		97.81%	99.04%	96.85%	95.90%	12	5	7	1			
77	EL723	5	Fulton St 2 3		97.91%	98.58%	98.11%	98.70%	15	12	3	1			
78	EL214	15	34 St-Penn Station 1		97.91%	98.66%	99.13%	97.62%	12	5	7	1			
79	EL210	25	34 St-Herald Sq B D F M		97.95%	98.22%	99.41%	98.83%	11	7	4	2			
80	EL711	11	Bowling Green 4 5		97.95%	98.87%	98.43%	99.16%	16	11	5	3			
81	EL126	2	125 St 4 5 6		97.98%	99.97%	97.83%	97.72%	8	5	3	1			
82	EL180	10	135 St 2 3		98.00%	98.56%	98.44%	97.82%	12	5	7	1			
83	EL120	33	190 St A		98.00%	99.83%	97.47%	94.80%	21	15	6	0			
84	EL227	16	34 St-Penn Station A		98.02%	99.51%	97.69%	98.93%	14	7	7	0			
85	EL281	9	57 St-7 Av N Q R W		98.03%	99.47%	98.89%	93.02%	14	12	2	1			
86	EL443	2	Lexington Av-63 St F Q		98.05%	98.56%	98.20%	85.98%	15	5	10	0			
87	EL146	8	96 St 2 3 1		98.06%	97.42%	98.48%	97.02%	18	14	4	1			
88	EL442	2	Lexington Av-63 St F Q		98.12%	99.78%	99.00%	90.18%	28	16	12	0			
89	EL229	15	Times Sq-42 St N Q R W		98.13%	100%	99.25%	96.84%	11	6	5	2			
90	EL731	1	South Ferry 1		98.20%	98.70%	97.13%	99.57%	12	6	6	0			

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019													
Borough:		Manhattan		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments	
Unit ID	Age				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non *		
		(Yrs)								Scheduled			
91	EL730	1	South Ferry 1		98.30%	98.36%	99.21%	96.68%	15	12	3	1	
92	EL403	29	Roosevelt Island F		98.31%	99.86%	97.78%	96.27%	6	2	4	0	
93	EL115	17	190 St A		98.35%	96.32%	97.84%	99.26%	15	12	3	1	
94	EL201	1	51 St 6		98.36%	98.88%	99.89%	99.37%	10	7	3	1	
95	EL142	13	125 St A B C D		98.37%	99.03%	99.03%	84.71%	7	2	5	0	
96	EL326	0	World Trade Center E		98.42%	99.90%	98.74%	N/A	9	6	3	0	
97	EL110	19	181 St 1		98.45%	97.81%	99.31%	90.58%	49	43	6	1	
98	EL113**	21	168 St 1		98.50%	100%	94.40%	93.00%	4	3	1	0	
99	EL216	15	34 St-Penn Station 1		98.53%	100%	98.86%	95.24%	12	1	11	0	
100	EL314	1	Brooklyn Bridge 4 5 6		98.56%	99.24%	98.94%	96.88%	10	4	6	2	
101	EL719	5	Fulton St A C J Z 2 3 4 5		98.61%	99.68%	98.80%	98.28%	15	12	3	3	
102	EL139	12	168 St 1 A C		98.64%	99.26%	98.89%	91.42%	9	5	4	1	
103	EL712	0	Cortlandt St 1		98.65%	98.89%	99.17%	N/A	5	1	4	0	
104	EL324	17	Canal St 6		98.70%	99.83%	98.94%	92.30%	7	4	3	0	
105	EL247	2	96 St Q		98.74%	100%	98.98%	97.27%	9	4	5	0	
106	EL338	9	Chambers St 1 2 3		98.75%	99.35%	100%	98.58%	14	9	5	0	
107	EL212	25	34 St-Herald Sq N Q R W		98.77%	100%	99.07%	97.65%	10	5	5	0	
108	EL140	12	168 St A C		98.78%	99.42%	99.87%	98.56%	6	4	2	0	
109	EL235	10	47-50 Sts-Rockefeller Center B D F M		98.79%	98.44%	100%	99.51%	9	5	4	0	
110	EL337	9	Chambers St 1 2 3		98.80%	99.97%	99.21%	95.08%	7	1	6	0	
111	EL404	29	Roosevelt Island F		98.80%	100%	98.98%	98.57%	5	1	4	0	
112	EL713	0	Cortlandt St 1		98.85%	100%	99.31%	N/A	10	4	6	0	
113	EL226	16	34 St-Penn Station C E		98.88%	100%	99.27%	98.40%	6	3	3	1	
114	EL299	2	23 St 6		98.94%	99.19%	98.45%	98.70%	6	4	2	1	
115	EL112**	21	168 St 1		98.98%	100%	100%	96.01%	1	N/A	1	0	
116	EL722	5	Fulton St J Z		98.99%	99.91%	99.35%	99.41%	11	4	7	0	
117	EL259	2	72 St Q		99.01%	99.94%	100%	99.41%	10	3	7	0	
118	EL118	14	181 St A		99.07%	98.96%	99.85%	96.58%	14	8	6	0	
119	EL222	16	14 St A C E		99.07%	100%	98.42%	92.97%	9	5	4	0	
120	EL141	12	168 St A C		99.09%	99.42%	99.95%	99.38%	5	3	2	0	
121	EL249	2	86 St Q		99.09%	100%	99.72%	99.15%	6	N/A	6	0	
122	EL234	10	47-50 Sts-Rockefeller Center B D F M		99.13%	99.51%	98.83%	92.25%	8	4	4	0	
123	EL248	2	96 St Q		99.14%	100%	100%	99.12%	7	1	6	0	
124	EL732	11	Fulton St 2 3		99.19%	99.28%	100%	95.65%	5	2	3	0	
125	EL117	16	181 St A		99.19%	99.81%	99.86%	97.57%	14	6	8	0	
126	EL298	2	23 St 6		99.20%	99.14%	100%	98.74%	7	5	2	0	
127	EL143	13	125 St A B C D		99.26%	100%	100%	89.56%	3	N/A	3	0	
128	EL236	10	47-50 Sts-Rockefeller Center B D F M		99.27%	99.51%	100%	99.28%	5	1	4	0	
129	EL240	15	72 St 1 2 3		99.27%	100%	100%	97.69%	3	N/A	3	0	
130	EL239	15	72 St 1 2 3		99.28%	100%	100%	96.92%	3	N/A	3	0	
131	EL220	18	14 St-Union Sq N Q R W		99.31%	100%	100%	99.05%	5	2	3	0	
132	EL600	3	34 St-Hudson Yards 7		99.34%	99.53%	99.93%	98.78%	7	2	5	0	
133	EL603	3	34 St-Hudson Yards 7		99.73%	100%	100%	96.99%	8	3	5	0	
	133	11.8	Elevator Subtotal:		96.6%	97.4%	97.0%	95.5%	2213	1319	894	108	

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019												
Borough:		Manhattan		Station	1st Quarter 2019 Availability		1st Quarter 2018 Availability	Outages			Entrapments	
Unit ID	Age	(Yrs)			24 Hr	AM Peak		24 Hr	Total	Non *		
		24 Hr	Peak		Peak	Total		Non * Scheduled	Scheduled			
1	ES241	20	5 Av-53 St E M		47.47%	48.68%	43.89%	98.26%	19	11	8	0
2	ES295	2	72 St Q		70.37%	76.02%	71.17%	92.53%	67	42	25	0
3	ES102	17	125 St 1		73.31%	74.76%	70.03%	90.11%	46	38	8	0
4	ES103	23	125 St 1		74.45%	74.91%	69.19%	86.78%	68	58	10	0
5	ES101	17	125 St 1		76.29%	78.83%	70.85%	93.57%	48	40	8	0
6	ES211	21	59 St 4 5 6		76.40%	78.48%	73.18%	97.83%	72	57	15	0
7	ES217	12	Times Sq-42 St 7		78.74%	84.50%	75.89%	90.90%	109	99	10	0
8	ES119	22	181 St A		79.43%	79.18%	79.12%	95.94%	31	22	9	0
9	ES255	29	Grand Central-42 St 4 5 6 7 S		80.09%	82.92%	76.92%	78.03%	178	133	45	0
10	ES221	12	34 St-Herald Sq B D F M N Q R W		81.31%	79.59%	78.89%	92.92%	57	49	8	0
11	ES233	11	34 St-Herald Sq B D F M		81.43%	84.37%	80.17%	92.88%	60	55	5	0
12	ES249	15	Lexington Av-59 St N R W		81.63%	88.41%	80.44%	96.58%	76	67	9	0
13	ES209	17	Grand Central-42 St 7		82.19%	80.37%	77.42%	91.72%	131	117	14	0
14	ES229	12	34 St-Herald Sq B D F M		82.19%	83.46%	82.51%	96.81%	27	20	7	0
15	ES231	12	34 St-Herald Sq B D F M		82.74%	87.31%	79.06%	94.26%	57	48	9	0
16	ES256	29	Grand Central-42 St 4 5 6 7 S		82.89%	83.36%	78.57%	96.47%	71	57	14	0
17	ES411	11	Roosevelt Island F		83.83%	84.25%	79.73%	96.67%	46	40	6	0
18	ES208	18	Grand Central-42 St 7		83.90%	91.39%	82.78%	90.02%	123	70	53	0
19	ES232	12	34 St-Herald Sq B D F M		84.42%	87.81%	83.14%	95.33%	62	53	9	0
20	ES218	13	Times Sq-42 St 7		85.01%	89.05%	85.76%	96.11%	72	57	15	0
21	ES234	11	34 St-Herald Sq B D F M		85.52%	85.35%	86.38%	96.13%	32	19	13	0
22	ES222	12	34 St-Herald Sq B D F M N Q R W		85.91%	84.55%	83.51%	95.56%	64	58	6	0
23	ES246	21	Lexington Av-53 St E M		86.01%	87.84%	84.29%	95.69%	90	53	37	0
24	ES117	22	181 St A		86.02%	86.34%	87.21%	60.71%	19	12	7	0
25	ES245	21	Lexington Av-53 St E M		86.14%	88.84%	85.32%	97.34%	62	43	19	0
26	ES243	22	Lexington Av-53 St E M		86.18%	85.45%	85.32%	97.50%	112	94	18	0
27	ES223	12	34 St-Herald Sq B D F M N Q R W		86.66%	85.89%	84.22%	95.10%	45	39	6	0
28	ES116	17	145 St B D		86.67%	90.42%	81.56%	90.40%	49	43	6	0
29	ES285	2	72 St Q		86.90%	87.32%	87.62%	97.14%	81	61	20	0
30	ES248	15	Lexington Av-59 St N R W		86.95%	85.86%	86.31%	97.20%	54	44	10	0
31	ES207	18	Grand Central-42 St 7		87.19%	89.72%	89.84%	96.69%	114	55	59	0
32	ES206	17	Grand Central-42 St 7		87.35%	88.63%	89.74%	94.29%	118	55	63	0
33	ES118	21	181 St A		87.44%	88.86%	87.04%	96.67%	32	19	13	0
34	ES240	19	5 Av-53 St E M		87.45%	91.44%	76.93%	96.96%	128	89	39	0
35	ES212	19	59 St 4 5 6		88.24%	90.00%	88.11%	96.68%	19	10	9	0
36	ES278	2	86 St Q		88.68%	93.46%	89.35%	97.45%	35	23	12	0
37	ES328	19	Delancey St F		89.15%	89.94%	86.83%	97.91%	38	37	1	0
38	ES327	19	Delancey St F		89.32%	93.24%	86.01%	97.58%	32	29	3	0
39	ES242	20	5 Av-53 St E M		89.37%	95.13%	81.26%	99.02%	121	84	37	0
40	ES213	19	59 St 4 5 6		89.44%	93.29%	88.50%	92.62%	66	49	17	0
41	ES115	18	145 St B D		89.68%	93.86%	88.33%	93.76%	38	32	6	0
42	ES235	11	34 St-Herald Sq B D F M		89.69%	93.16%	88.08%	86.23%	27	20	7	0
43	ES630	0	34 St-Hudson Yards 7		89.75%	88.11%	89.46%	N/A	24	16	8	0
44	ES626	3	34 St-Hudson Yards 7		89.78%	94.76%	88.16%	93.90%	55	24	31	0
45	ES410	29	Lexington Av-63 St F Q		89.84%	91.90%	86.86%	94.01%	87	52	35	0

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019													
Borough:		Manhattan		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments	
Unit ID	Age	(Yrs)			24 Hr	AM	PM		Total	Non *	Scheduled		
		Peak	Peak			Peak	Scheduled						
46	ES367	5	Fulton St A C J Z 2 3 4 5		89.85%	92.54%	86.34%	90.92%	66	58	8	0	
47	ES230	12	34 St-Herald Sq B D F M		89.89%	93.61%	87.78%	95.78%	64	51	13	0	
48	ES635	0	34 St-Hudson Yards 7		90.29%	91.01%	88.22%	N/A	34	20	14	0	
49	ES236	11	34 St-Herald Sq B D F M		90.32%	91.23%	90.73%	81.04%	34	22	12	0	
50	ES415	10	Roosevelt Island F		90.39%	91.52%	89.97%	96.26%	24	15	9	0	
51	ES370	1	South Ferry 1		90.48%	90.09%	92.30%	98.21%	57	50	7	0	
52	ES286	2	72 St Q		90.50%	97.33%	88.38%	93.98%	72	44	28	0	
53	ES244	22	Lexington Av-53 St E M		90.61%	96.57%	89.37%	97.18%	120	69	51	0	
54	ES288	2	72 St Q		90.76%	91.89%	90.62%	64.17%	54	36	18	0	
55	ES325	19	West 4 St A B C D E F M		90.84%	92.01%	91.01%	96.47%	55	47	8	0	
56	ES632	0	34 St-Hudson Yards 7		90.95%	93.86%	84.00%	N/A	34	26	8	0	
57	ES204	19	Grand Central-42 St 7		91.60%	95.12%	89.58%	94.28%	97	46	51	0	
58	ES405	29	Lexington Av-63 St F Q		91.61%	90.47%	92.15%	89.21%	82	42	40	0	
59	ES414	11	Roosevelt Island F		91.61%	94.73%	87.79%	98.58%	50	44	6	0	
60	ES301	19	Park Pl 2 3		91.80%	93.83%	91.26%	98.34%	30	20	10	0	
61	ES403	29	Lexington Av-63 St F Q		92.00%	94.21%	94.61%	95.48%	92	47	45	0	
62	ES345	23	Bowling Green 4 5		92.03%	94.24%	91.53%	98.23%	26	17	9	0	
63	ES203	19	Grand Central-42 St 7		92.33%	94.80%	92.49%	88.45%	58	35	23	0	
64	ES627	3	34 St-Hudson Yards 7		92.48%	96.86%	88.54%	87.05%	44	30	14	0	
65	ES364	4	Fulton St 4 5		92.51%	96.24%	95.22%	92.89%	46	32	14	0	
66	ES633	0	34 St-Hudson Yards 7		92.65%	93.24%	92.85%	N/A	18	8	10	0	
67	ES622	3	34 St-Hudson Yards 7		92.88%	95.37%	92.18%	95.44%	35	21	14	0	
68	ES336	15	Bowling Green 4 5		92.88%	96.16%	85.98%	96.63%	60	51	9	0	
69	ES329	5	East Broadway F		92.90%	92.57%	92.86%	83.16%	18	11	7	0	
70	ES628	3	34 St-Hudson Yards 7		92.96%	93.03%	93.01%	95.05%	8	4	4	0	
71	ES237	19	7 Av B D E		93.12%	94.96%	91.82%	98.05%	44	29	15	0	
72	ES297	2	86 St Q		93.16%	94.70%	92.92%	98.34%	53	27	26	0	
73	ES351	18	Whitehall St R W		93.21%	93.26%	92.27%	96.86%	39	36	3	0	
74	ES631	0	34 St-Hudson Yards 7		93.26%	93.79%	93.39%	N/A	37	15	22	0	
75	ES210	17	Grand Central-42 St 7		93.34%	94.34%	94.15%	92.43%	58	39	19	0	
76	ES284	2	86 St Q		93.38%	94.01%	94.76%	97.54%	55	23	32	0	
77	ES636	0	34 St-Hudson Yards 7		93.57%	94.34%	94.50%	N/A	18	9	9	0	
78	ES401	29	Lexington Av-63 St F Q		93.58%	96.44%	93.03%	94.08%	85	34	51	0	
79	ES259	2	96 St Q		93.60%	97.12%	95.41%	91.87%	59	17	42	0	
80	ES269	15	Lexington Av-53 St E M		93.66%	96.44%	93.88%	93.78%	52	36	16	0	
81	ES270	2	96 St Q		93.75%	97.61%	98.31%	94.72%	56	15	41	0	
82	ES339	15	Bowling Green 4 5		93.78%	94.45%	94.29%	100%	63	58	5	0	
83	ES276	2	86 St Q		93.90%	93.64%	97.29%	96.67%	47	23	24	0	
84	ES334	5	Bowery J Z		93.99%	96.05%	94.93%	97.10%	42	29	13	0	
85	ES205	17	Grand Central-42 St 7		94.35%	98.24%	93.89%	96.86%	52	30	22	0	
86	ES238	19	7 Av B D E		94.36%	96.54%	93.81%	95.00%	48	34	14	0	
87	ES289	2	72 St Q		94.37%	94.44%	92.01%	94.80%	49	32	17	0	
88	ES374	1	South Ferry 1		94.44%	96.38%	94.78%	98.63%	42	28	14	0	
89	ES290	2	72 St Q		94.51%	99.29%	87.37%	93.05%	37	31	6	0	
90	ES311	17	Whitehall St R W		94.57%	94.26%	93.97%	97.17%	29	21	8	0	

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019												
Borough:		Manhattan		Station	1st Quarter 2019 Availability		1st Quarter 2018 Availability	Outages			Entrapments	
Unit ID	Age	(Yrs)			24 Hr	AM Peak		24 Hr	Total	Non *		
		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non *	Scheduled				
91	ES337	15	Bowling Green 4 5		94.57%	94.63%	95.95%	97.92%	25	18	7	0
92	ES294	2	72 St Q		94.59%	95.91%	98.20%	97.68%	33	17	16	0
93	ES625	3	34 St-Hudson Yards 7		94.82%	94.47%	96.58%	97.02%	16	6	10	0
94	ES271	2	96 St Q		94.87%	98.10%	95.68%	94.73%	49	18	31	0
95	ES224	12	34 St-Herald Sq B D F M N Q R W		94.90%	95.57%	91.59%	96.58%	25	23	2	0
96	ES274	2	86 St Q		94.91%	97.48%	98.38%	95.43%	53	22	31	0
97	ES312	5	Whitehall St R W		94.99%	97.01%	93.84%	94.16%	29	17	12	0
98	ES621	3	34 St-Hudson Yards 7		95.00%	96.59%	92.27%	97.15%	35	23	12	0
99	ES413	22	Roosevelt Island F		95.04%	94.57%	95.93%	91.78%	25	15	10	0
100	ES343	15	Bowling Green 4 5		95.09%	96.14%	93.45%	96.41%	22	18	4	0
101	ES302	19	Park Pl 2 3		95.10%	94.45%	94.74%	98.43%	38	32	6	0
102	ES369	1	South Ferry 1		95.14%	94.41%	94.83%	86.55%	56	50	6	0
103	ES300	6	Bleecker St D F B M 6		95.15%	95.68%	90.80%	80.76%	37	24	13	0
104	ES214	20	59 St 4 5 6		95.16%	96.44%	94.85%	95.34%	43	31	12	0
105	ES287	2	72 St Q		95.17%	96.89%	94.81%	96.57%	53	21	32	0
106	ES341	15	Bowling Green 4 5		95.31%	96.96%	94.71%	98.18%	39	33	6	0
107	ES239	19	5 Av-53 St E M		95.58%	93.53%	96.91%	98.57%	25	18	7	0
108	ES634	0	34 St-Hudson Yards 7		95.66%	94.84%	97.19%	N/A	25	10	15	0
109	ES407	29	Lexington Av-63 St F Q		95.66%	98.62%	94.19%	97.13%	65	37	28	0
110	ES281	2	86 St Q		95.85%	99.81%	93.19%	97.62%	40	18	22	0
111	ES402	29	Lexington Av-63 St F Q		95.86%	98.64%	98.61%	97.07%	53	8	45	0
112	ES282	2	86 St Q		95.87%	97.20%	98.25%	94.54%	47	8	39	0
113	ES279	2	86 St Q		95.91%	99.11%	96.41%	96.79%	46	24	22	0
114	ES416	22	Roosevelt Island F		95.97%	96.99%	97.55%	98.24%	16	5	11	0
115	ES368	5	Fulton St A C J Z 2 3 4 5		96.10%	96.85%	96.29%	96.17%	22	14	8	0
116	ES260	2	96 St Q		96.10%	99.60%	97.79%	95.59%	49	10	39	0
117	ES375	1	South Ferry 1		96.12%	98.44%	98.12%	98.43%	33	20	13	0
118	ES273	2	86 St Q		96.28%	99.26%	96.34%	98.16%	38	9	29	0
119	ES296	2	72 St Q		96.30%	97.68%	98.54%	94.31%	29	16	13	0
120	ES277	2	86 St Q		96.31%	97.76%	98.37%	94.81%	81	29	52	0
121	ES408	29	Lexington Av-63 St F Q		96.33%	97.71%	96.49%	96.58%	59	22	37	0
122	ES216	12	Times Sq-42 St 7		96.40%	96.59%	96.63%	97.91%	37	29	8	0
123	ES459	2	Lexington Av-63 St F Q		96.49%	95.90%	94.08%	97.09%	18	11	7	0
124	ES252	29	51 St 6		96.49%	96.29%	97.92%	95.95%	12	8	4	0
125	ES215	22	Lexington Av-59 St N Q R W		96.53%	95.82%	96.79%	97.75%	18	11	7	0
126	ES412	10	Roosevelt Island F		96.56%	98.85%	94.33%	98.20%	24	13	11	0
127	ES404	29	Lexington Av-63 St F Q		96.59%	96.55%	97.20%	91.86%	44	24	20	0
128	ES280	2	86 St Q		96.60%	99.33%	98.72%	97.73%	76	17	59	0
129	ES418	11	Roosevelt Island F		96.61%	97.89%	97.06%	98.40%	12	4	8	0
130	ES275	2	86 St Q		96.63%	99.94%	98.91%	98.30%	48	8	40	0
131	ES409	29	Lexington Av-63 St F Q		96.77%	100%	98.11%	96.29%	45	10	35	0
132	ES458	2	Lexington Av-63 St F Q		96.85%	96.96%	95.39%	95.15%	22	16	6	0
133	ES342	14	Bowling Green 4 5		96.85%	97.00%	96.82%	95.46%	19	17	2	0
134	ES340	14	Bowling Green 4 5		96.96%	98.96%	95.75%	96.61%	19	12	7	0
135	ES353	0	Cortlandt St 1		97.01%	98.12%	99.63%	N/A	24	10	14	0

***Note the number of entrapments are included in the non scheduled outage count.**

**** Removed from service during first quarter of 2019 for replacement**

Elevator and Escalator Quarterly Performance By Borough												
1st Quarter 2019												
	Borough:		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrap- ments	
	Unit ID	Age		24 Hr	AM	PM		24 Hr	Total	Non *	Scheduled	
		(Yrs)		Peak	Peak				Scheduled			
1	EL340	19	Franklin Av C S	78.96%	79.75%	81.55%	98.61%	10	5	5	0	
2	EL312	18	Clark St 2 3	81.47%	83.61%	83.04%	98.84%	23	12	11	3	
3	EL342	13	Euclid Av A C	88.16%	86.57%	90.51%	93.99%	16	8	8	2	
4	EL310	18	Clark St 2 3	89.73%	91.11%	89.87%	96.69%	12	5	7	2	
5	EL382	15	Prospect Park B Q S	93.61%	90.81%	95.23%	97.01%	23	4	19	0	
6	EL398	11	Myrtle-Wyckoff Avs M	93.99%	92.91%	95.56%	97.81%	8	3	5	0	
7	EL397	11	Myrtle-Wyckoff Avs L	94.28%	94.44%	95.56%	94.25%	8	2	6	0	
8	EL311	18	Clark St 2 3	94.28%	99.14%	92.56%	83.50%	34	17	17	2	
9	EL376	6	Bay Parkway D	94.71%	95.49%	92.95%	93.92%	26	19	7	0	
10	EL301	14	Pacific St-Atlantic Av D N R	95.12%	94.79%	97.08%	95.87%	21	14	7	0	
11	EL393	16	Flushing Av J M	95.53%	96.77%	93.96%	91.68%	28	18	10	0	
12	EL339	19	Franklin Av C S	95.94%	96.06%	96.04%	95.74%	7	3	4	0	
13	EL383	15	Prospect Park B Q S	95.97%	98.33%	96.28%	98.52%	24	16	8	0	
14	EL761	7	Kings Highway B Q	96.09%	98.89%	95.62%	98.07%	16	10	6	1	
15	EL304	14	Atlantic Av 2 3	96.31%	96.09%	97.88%	97.49%	9	3	6	0	
16	EL343	13	Euclid Av A C	96.31%	97.68%	96.51%	96.52%	7	1	6	0	
17	EL302	14	Pacific St-Atlantic Av D N R	96.45%	97.86%	96.46%	97.25%	16	11	5	0	
18	EL346	4	Utica Av A C	96.93%	97.11%	99.35%	98.07%	22	13	9	1	
19	EL708	8	Jay St A C F R	96.96%	99.01%	96.61%	98.17%	49	39	10	0	
20	EL344	4	Utica Av A C	97.18%	99.17%	97.77%	97.08%	19	11	8	0	
21	EL760	7	Kings Highway B Q	97.18%	99.51%	95.81%	98.47%	22	14	8	1	
22	EL318	24	Borough Hall 2 3 4 5	97.23%	99.63%	97.55%	98.71%	14	6	8	0	
23	EL320	20	Church Av 2 5	97.26%	97.85%	96.16%	98.65%	15	6	9	1	
24	EL707	8	Jay St A C F R	97.33%	98.07%	98.87%	98.59%	17	8	9	1	
25	EL373	10	Church Av F G	97.59%	97.73%	98.14%	98.55%	12	5	7	0	
26	EL309	17	Court St R	97.62%	97.84%	98.89%	78.65%	8	5	3	1	
27	EL341	13	Euclid Av A C	97.70%	99.30%	95.72%	96.66%	14	9	5	0	
28	EL345	4	Utica Av A C	97.86%	97.59%	98.53%	98.23%	12	5	7	0	
29	EL391	14	Marcy Av J M Z	98.00%	98.33%	99.51%	98.35%	15	8	7	1	
30	EL377	6	Bay Parkway D	98.07%	98.25%	97.95%	95.28%	12	6	6	0	
31	EL307	15	Atlantic Av B Q	98.07%	99.88%	98.89%	98.89%	9	2	7	0	
32	EL394	16	Flushing Av J M	98.12%	99.58%	99.06%	95.04%	10	5	5	2	
33	EL371	13	DeKalb Av B Q R	98.21%	99.94%	98.54%	98.27%	12	6	6	1	
34	EL306	14	Atlantic Av 2 3	98.32%	99.10%	98.92%	98.23%	8	3	5	2	
35	EL378	6	Bay Parkway D	98.40%	99.84%	99.63%	98.90%	9	2	7	0	
36	EL317	24	Borough Hall 2 3 4 5	98.46%	99.98%	99.45%	96.08%	10	3	7	0	
37	EL322	14	Crown Hts-Utica Av 3 4	98.48%	100%	99.26%	98.61%	10	5	5	0	
38	EL308	17	Court St R	98.54%	99.69%	99.25%	95.30%	8	3	5	2	
39	EL396	11	Myrtle-Wyckoff Avs L M	98.58%	97.79%	98.86%	96.41%	9	4	5	0	
40	EL305	14	Atlantic Av 4 5	98.62%	99.44%	99.20%	97.46%	14	5	9	0	
41	EL395	16	Flushing Av J M	98.64%	98.19%	98.30%	96.78%	9	5	4	1	
42	EL303	14	Pacific St-Atlantic Av D N R	98.66%	99.63%	98.71%	94.93%	6	3	3	1	
43	EL323	14	Crown Hts-Utica Av 3 4	98.69%	99.31%	98.78%	93.08%	8	4	4	0	
44	EL321	20	Church Av 2 5	98.70%	99.74%	100%	98.56%	8	0	8	0	
45	EL709	8	Jay St A C F R	98.70%	99.94%	99.42%	98.41%	12	8	4	2	
46	EL706	8	Jay St A C F R	98.82%	99.48%	99.89%	97.28%	19	13	6	1	
47	EL374	10	Church Av F G	98.83%	98.17%	99.19%	97.81%	7	5	2	1	

Elevator and Escalator Quarterly Performance By Borough 1st Quarter 2019												
Borough:		Brooklyn		Station	1st Quarter 2019 Availability		1st Quarter 2018 Availability	Outages			Entrap ments	
Unit ID	Age	(Yrs)	Peak		24 Hr	AM Peak		Total	Non *	Scheduled		
48	EL375	10	Church Av F G		98.90%	100%	99.63%	99.03%	5	3	2	0
49	EL319	21	Brooklyn College-Flatbush Av 2 5		98.96%	99.80%	100%	88.23%	8	3	5	1
50	EL370	13	DeKalb Av B Q R		99.05%	99.40%	100%	98.74%	4	1	3	0
51	EL392	14	Marcy Av J M Z		99.07%	99.77%	99.98%	99.86%	5	1	4	0
52	EL372	13	DeKalb Av B Q R		99.12%	100%	99.77%	98.78%	7	5	2	0
53	EL701	13	Coney Island-Stillwell Av D F N Q		99.29%	99.44%	98.89%	92.46%	3	1	2	0
54	EL702	13	Coney Island-Stillwell Av D F N Q		99.30%	99.51%	99.68%	99.17%	6	3	3	1
	54	13.2	Elevator Subtotal:		96.5%	97.4%	97.1%	96.4%	725	379	346	31
1	ES346	16	Brighton Beach B Q		45.58%	49.75%	41.11%	63.22%	48	42	6	0
2	ES321	20	High St A C		62.65%	65.59%	62.28%	91.84%	44	42	2	0
3	ES349	20	Smith 9 St F G		64.43%	65.81%	64.36%	97.56%	16	13	3	0
4	ES315	18	Smith 9 St F G		75.73%	79.40%	72.39%	86.36%	63	56	7	0
5	ES324	19	High St A C		77.09%	79.33%	71.52%	69.45%	71	67	4	0
6	ES304	17	President St 2 5		77.44%	79.32%	75.83%	93.15%	39	34	5	0
7	ES335	15	West 8 St-NY Aquarium F Q		80.96%	90.03%	74.38%	88.46%	97	69	28	0
8	ES333	16	Myrtle-Wyckoff Avs L M		81.62%	83.15%	78.15%	92.37%	66	59	7	0
9	ES309	18	DeKalb Av B Q R		83.99%	86.01%	82.33%	93.67%	81	71	10	0
10	ES306	15	Court St R		86.47%	91.64%	83.64%	79.24%	71	61	10	0
11	ES308	18	DeKalb Av B Q R		87.21%	87.58%	86.12%	97.26%	22	15	7	0
12	ES330	22	Broadway Junction A C J L Z		88.56%	92.48%	85.33%	97.59%	80	74	6	0
13	ES331	23	Broadway Junction A C J L Z		89.49%	93.50%	90.41%	97.77%	52	46	6	0
14	ES352	19	Franklin Av S		90.52%	95.69%	85.64%	92.33%	58	56	2	0
15	ES332	16	Myrtle-Wyckoff Avs L M		91.42%	93.91%	89.23%	93.47%	55	49	6	0
16	ES317	19	Jay St A C F		92.30%	92.54%	93.02%	97.61%	52	45	7	0
17	ES322	20	High St A C		92.34%	92.19%	90.90%	94.78%	33	29	4	0
18	ES347	22	Broadway Junction A C J L Z		92.59%	94.48%	91.65%	97.87%	41	36	5	0
19	ES357	8	Jay St A C F R		92.86%	93.75%	91.81%	95.37%	31	26	5	0
20	ES316	18	Smith 9 St F G		93.21%	96.81%	88.74%	88.14%	63	58	5	0
21	ES356	8	Jay St A C F R		93.35%	94.26%	95.56%	96.14%	145	68	77	0
22	ES323	20	High St A C		93.43%	95.03%	91.50%	94.33%	31	26	5	0
23	ES350	21	High St A C		93.90%	94.28%	92.16%	98.30%	34	30	4	0
24	ES305	15	Court St R		93.93%	92.49%	93.50%	95.36%	42	38	4	0
25	ES318	19	Jay St A C F		93.95%	96.28%	92.05%	97.67%	50	44	6	0
26	ES348	20	Smith 9 St F G		94.82%	94.01%	95.34%	95.81%	43	39	4	0
27	ES320	21	Jay St A C F		94.88%	96.27%	95.06%	77.30%	14	10	4	0
28	ES303	15	Borough Hall 2 3 4 5		95.25%	96.97%	96.07%	96.31%	27	20	7	0
29	ES313	18	Smith 9 St F G		96.49%	98.00%	93.91%	90.91%	24	21	3	0
30	ES314	18	Smith 9 St F G		97.99%	99.92%	96.54%	97.29%	16	13	3	0
31	ES319	21	Jay St A C F		98.08%	99.08%	97.59%	98.25%	9	6	3	0
32	ES310	16	Atlantic Av B Q		98.30%	99.60%	98.35%	99.14%	15	9	6	0
	32	17.8	Escalator Subtotal:		87.2%	89.4%	85.5%	92.0%	1533	1272	261	0

*Note the number of entrapments are included in the non scheduled outage count.

Elevator and Escalator
Quarterly Performance By Borough
1st Quarter 2019

	Borough:		Queens	Station	1st Quarter 2019 Availability		1st Quarter 2018 Availability	Outages			Entrapments		
	Unit ID	Age (Yrs)			24 Hr	AM Peak		24 Hr	Total	Non *			
									Scheduled				
1	EL427	12	Junction Blvd 7		89.84%	89.39%	89.91%	83.73%	13	3	10	0	
2	EL426	12	Junction Blvd 7		91.17%	86.17%	95.34%	99.09%	30	10	20	2	
3	EL425	12	Junction Blvd 7		92.67%	94.95%	93.76%	96.00%	20	13	7	3	
4	EL424	1	Briarwood E F		92.90%	92.39%	93.67%	99.05%	30	17	13	3	
5	EL432	13	Jamaica-179 St F		94.25%	91.95%	95.27%	96.50%	20	4	16	0	
6	EL434	10	Kew Gardens-Union Tpke E F		94.86%	95.48%	95.87%	97.56%	15	9	6	0	
7	EL431	13	Jamaica-179 St F		95.18%	94.86%	95.15%	98.54%	22	13	9	0	
8	EL405	2	21 St-Queensbridge F		96.18%	96.99%	98.25%	98.54%	18	11	7	3	
9	EL421	13	Jackson Hts-Roosevelt Av E F M R		96.22%	96.89%	96.23%	97.06%	16	3	13	2	
10	EL462	1	Ozone Park-Lefferts Boulevard A		96.60%	96.99%	93.09%	99.40%	12	6	6	1	
11	EL437	4	Forest Hills E F M R		96.63%	96.20%	95.05%	95.41%	20	13	7	1	
12	EL420	13	74 St-Broadway 7		96.71%	97.71%	97.34%	92.40%	14	8	6	1	
13	EL412	30	Jamaica Center E J Z		96.76%	97.02%	98.54%	95.14%	22	15	7	1	
14	EL423	13	74 St-Broadway 7		96.91%	95.29%	99.86%	95.95%	13	3	10	0	
15	EL439	4	Forest Hills E F M R		96.99%	98.17%	96.86%	98.31%	22	10	12	0	
16	EL413	30	Jamaica Center E J Z		97.15%	97.97%	99.53%	95.85%	18	10	8	0	
17	EL414	19	Flushing-Main St 7		97.69%	99.12%	96.70%	96.61%	12	6	6	1	
18	EL433	13	Jamaica-179 St F		97.91%	97.94%	98.76%	98.03%	11	6	5	0	
19	EL409	2	Jamaica-Van Wyck E		98.02%	97.59%	100%	98.79%	10	6	4	2	
20	EL429	13	Queens Plaza E M R		98.05%	99.36%	99.98%	95.55%	10	3	7	0	
21	EL446	7	CitiCorp/Court Square 7 E G		98.06%	98.38%	99.33%	98.04%	11	6	5	3	
22	EL435	10	Kew Gardens-Union Tpke E F		98.06%	99.79%	98.49%	99.76%	11	4	7	1	
23	EL463	1	Ozone Park-Lefferts Boulevard A		98.25%	98.73%	97.09%	99.01%	9	4	5	0	
24	EL438	4	Forest Hills E F M R		98.35%	100%	97.73%	98.20%	17	13	4	0	
25	EL497	7	Mott Av A		98.36%	98.45%	98.08%	98.21%	8	2	6	1	
26	EL430	13	Queens Plaza E M R		98.37%	99.51%	98.82%	99.08%	7	3	4	1	
27	EL408	2	Jamaica-Van Wyck E		98.50%	100%	100%	98.46%	9	3	6	0	
28	EL428	13	Queens Plaza E M R		98.58%	99.82%	98.88%	93.93%	9	3	6	0	
29	EL407	2	21 St-Queensbridge F		98.64%	100%	99.58%	98.98%	7	2	5	1	
30	EL406	2	21 St-Queensbridge F		98.69%	100%	98.33%	98.89%	7	2	5	0	
31	EL411	30	Supphin Blvd-Archer Av-JFK E J Z		98.83%	99.38%	99.57%	98.65%	7	4	3	0	
32	EL447	7	CitiCorp/Court Square 7 E G		99.00%	98.89%	100%	96.89%	5	0	5	0	
33	EL422	13	Jackson Hts-Roosevelt Av E F M R		99.03%	99.40%	99.08%	98.50%	4	0	4	0	
34	EL436	10	Kew Gardens-Union Tpke E F		99.31%	99.46%	100%	95.33%	4	1	3	0	
35	EL498	7	Mott Av A		99.31%	99.95%	99.72%	96.31%	4	1	3	0	
	35	10.2	Elevator Subtotal:		96.9%	97.3%	97.5%	97.0%	467	217	250	27	

Elevator and Escalator
Quarterly Performance By Borough
1st Quarter 2019

	Borough:		Station	1st Quarter 2019 Availability			1st Quarter 2018 Availability	Outages			Entrapments	
	Unit ID	Age (Yrs)		24 Hr	AM Peak	PM Peak		24 Hr	Total	Non *		
1	ES456	20	Flushing-Main St 7	45.46%	45.58%	43.33%	91.43%	26	22	4	0	
2	ES450	19	74 St-Broadway 7	63.20%	64.81%	63.09%	85.83%	45	35	10	0	
3	ES448	19	Woodside-61 St 7	79.92%	81.82%	81.54%	75.20%	38	12	26	0	
4	ES457	20	Flushing-Main St 7	80.87%	83.31%	76.74%	76.32%	52	45	7	0	
5	ES455	20	Flushing-Main St 7	82.57%	84.52%	80.76%	92.82%	74	59	15	0	
6	ES449	19	74 St-Broadway 7	88.90%	88.98%	84.22%	96.89%	82	70	12	0	
7	ES434	30	Supphin Blvd-Archer Av-JFK E J Z	90.31%	90.25%	90.93%	96.66%	74	67	7	0	
8	ES437	30	Supphin Blvd-Archer Av-JFK E J Z	91.77%	92.91%	92.89%	90.55%	29	18	11	0	
9	ES439	11	Jamaica Center E J Z	91.88%	92.99%	90.69%	96.43%	44	36	8	0	
10	ES441	11	Jamaica Center E J Z	92.02%	90.06%	91.60%	98.97%	40	34	6	0	
11	ES423	29	21 St-Queensbridge F	93.14%	95.15%	93.45%	96.89%	35	29	6	0	
12	ES444	10	Jamaica Center E J Z	93.48%	94.75%	89.50%	98.68%	35	31	4	0	
13	ES424	29	21 St-Queensbridge F	93.69%	95.04%	95.10%	97.84%	13	5	8	0	
14	ES440	9	Jamaica Center E J Z	93.95%	94.80%	94.36%	92.72%	41	35	6	0	
15	ES442	11	Jamaica Center E J Z	94.17%	95.62%	93.33%	98.41%	22	10	12	0	
16	ES431	10	Jamaica-Van Wyck E	94.40%	95.09%	95.18%	95.98%	36	28	8	0	
17	ES438	10	Jamaica Center E J Z	94.48%	96.73%	94.24%	95.31%	40	33	7	0	
18	ES451	21	74 St-Broadway 7	94.71%	95.51%	94.34%	95.06%	14	6	8	0	
19	ES421	29	21 St-Queensbridge F	95.10%	93.15%	97.06%	96.63%	23	17	6	0	
20	ES447	11	Jamaica Center E J Z	95.17%	95.30%	94.69%	98.91%	29	23	6	0	
21	ES426	29	21 St-Queensbridge F	95.18%	96.46%	95.17%	97.37%	17	12	5	0	
22	ES452	3	74 St-Broadway 7	95.27%	96.96%	94.09%	97.33%	38	29	9	0	
23	ES453	3	74 St-Broadway 7	95.33%	94.82%	95.09%	93.27%	35	26	9	0	
24	ES430	10	Jamaica-Van Wyck E	95.44%	96.58%	96.80%	98.40%	17	8	9	0	
25	ES425	29	21 St-Queensbridge F	95.54%	98.05%	95.09%	98.62%	22	17	5	0	
26	ES446	9	Jamaica Center E J Z	95.77%	96.19%	97.49%	97.15%	36	32	4	0	
27	ES422	29	21 St-Queensbridge F	95.79%	97.29%	95.58%	97.61%	27	22	5	0	
28	ES435	30	Supphin Blvd-Archer Av-JFK E J Z	95.99%	96.05%	95.78%	98.73%	45	41	4	0	
29	ES428	10	Jamaica-Van Wyck E	96.13%	95.18%	97.00%	97.62%	21	16	5	0	
30	ES436	30	Supphin Blvd-Archer Av-JFK E J Z	96.34%	97.77%	97.33%	99.40%	26	16	10	0	
31	ES427	10	Jamaica-Van Wyck E	96.87%	97.50%	97.78%	97.61%	11	7	4	0	
32	ES445	9	Jamaica Center E J Z	97.72%	98.67%	98.13%	98.68%	15	9	6	0	
33	ES429	10	Jamaica-Van Wyck E	97.77%	97.49%	98.47%	96.17%	13	8	5	0	
34	ES443	10	Jamaica Center E J Z	98.78%	99.48%	98.89%	97.88%	6	2	4	0	
	34	17.3	Escalator Subtotal:	91.1%	91.9%	90.9%	95.1%	1121	860	261	0	
			*Note the number of entrapments are included in the non scheduled outage count.									

Quarterly Performance of Elevators and Escalators Maintained By Third Parties								
1st Quarter 2019								
	Unit ID	Station	Owner	1st Quarter 2019 Availability			1st Quarter 2018 Availability	
				24 Hr	AM Peak	PM Peak	24 Hr	
1	EL489X	Aqueduct Racetrack A	Genting New York LLC	33.55%	33.33%	34.18%	88.37%	
2	EL14X	Cortlandt St R W	Port Authority	72.18%	71.34%	73.32%	N/A	
3	EL268X	49 St N Q R W	Barclays	79.24%	78.61%	80.00%	99.04%	
4	EL34X	34 St - Penn 1 2 3	LIRR	81.28%	81.09%	81.71%	99.90%	
5	EL700X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	84.38%	87.02%	80.39%	56.19%	
6	EL18X	Cortlandt St R W	Port Authority	86.76%	85.37%	87.37%	N/A	
7	EL203X	Lexington Av / 53 St E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	90.10%	93.08%	88.52%	99.47%	
8	EL290X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	91.04%	92.18%	91.78%	56.97%	
9	EL279X	28 St 6	Park and 28th Street Condominium	91.32%	88.89%	92.86%	91.91%	
10	EL295X	42 St - Bryant Park B D F M	Hines Incorporated/Bank of China	91.50%	92.01%	90.93%	76.50%	
11	EL276X	59 St - Columbus Cir 1 A B C D	Columbus Centre LLC, c/o The Related Companies	95.78%	96.28%	95.56%	98.20%	
12	EL288X**	42 St - Port Authority Bus Terminal A C E	Port Authority	95.85%	98.88%	90.63%	98.77%	
13	EL717X	Fulton St A C J Z 2 3 4 5	Westfield Management	95.90%	95.56%	96.67%	99.61%	
14	EL747X	Hoyt Street-Schermerhorn Street A C G	Hoyt & Horn, 210 Livingston Street	96.37%	96.34%	96.61%	N/A	
15	EL22X	Cortlandt St R W	Port Authority	96.48%	96.57%	98.84%	N/A	
16	EL445X	Court Square G 7	Perennially Green c/o Citicorp	96.76%	97.78%	95.80%	94.25%	
17	EL291X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	96.93%	96.99%	96.61%	67.84%	
18	EL492X	Howard Beach A	Port Authority	97.06%	96.27%	97.88%	98.39%	
19	EL17X	Cortlandt St R W	Port Authority	97.35%	98.77%	98.06%	N/A	
20	EL23X	World Trade Center E	Port Authority	97.39%	96.81%	99.51%	N/A	
21	EL493X	Howard Beach A	Port Authority	97.60%	98.19%	97.58%	97.89%	
22	EL327X	Jay St - MetroTech A C F R	Avalon Willoughby West LLC	97.65%	97.36%	97.78%	97.59%	
23	EL449X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	97.91%	96.96%	98.21%	88.62%	
24	EL207X	50 St C E	WWP Office, LLC c/o RXR Realty	98.20%	97.80%	98.13%	97.76%	
25	EL294X	42 St - Bryant Park B D F M	3 BP Property Owner LLC	98.27%	98.75%	97.10%	87.07%	
26	EL287X	42 St - Bryant Park B D F M	The Durst Organization	98.39%	97.36%	98.89%	96.59%	
27	EL450X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	98.49%	96.67%	99.97%	97.02%	
28	EL448X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	98.54%	98.47%	98.28%	86.52%	
29	EL289X**	42 St - Port Authority Bus Terminal A C E	Port Authority	98.57%	98.39%	100%	100%	
30	EL494X	Howard Beach A	Port Authority	98.71%	99.30%	98.36%	98.01%	
31	EL208X	50 St C E	WWP Office, LLC c/o RXR Realty	98.76%	98.94%	98.89%	99.45%	
32	EL416X	61 St - Woodside 7	LIRR	98.81%	98.89%	98.80%	99.50%	
33	EL495X	Howard Beach A	Port Authority	98.89%	98.85%	99.88%	99.38%	
34	EL200X	34 St - Herald Sq B D F M N O R W	PATH	98.90%	100%	98.94%	98.26%	
35	EL418X	61 St - Woodside 7	LIRR	99.00%	98.89%	99.22%	99.60%	
36	EL12X	WTC Cortlandt St 1	Port Authority	99.12%	98.89%	99.03%	N/A	
37	EL726X	Cortlandt St R W	Westfield Management	99.21%	98.36%	100%	100%	
38	EL727X	Cortlandt St R W	Westfield Management	99.24%	99.36%	98.89%	100%	
39	EL415X	61 St - Woodside 7	LIRR	99.29%	99.19%	99.90%	98.40%	
40	EL13X	WTC Cortlandt St 1	Port Authority	99.30%	98.83%	99.44%	N/A	
41	EL300X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	99.37%	98.89%	100%	99.00%	
42	EL16X	Cortlandt St R W	Port Authority	99.40%	100%	100%	N/A	
43	EL417X	61 St - Woodside 7	LIRR	99.42%	100%	99.09%	99.00%	
44	EL729X	Fulton St 4 5	Westfield Management	99.69%	100%	99.57%	99.87%	
45	EL728X	Fulton St 4 5	Westfield Management	99.73%	100%	99.78%	100%	
46	EL737X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	99.74%	99.63%	100%	99.20%	
47	EL11X	WTC Cortlandt St 1	Port Authority	99.90%	100%	100%	N/A	
48	EL231X	Times Sq - 42 St N O R S W 1 2 3 7	Boston Properties	100%	100%	100%	95.66%	
49	EL419X	61 St - Woodside 7	LIRR	100%	100%	100%	99.60%	
50	EL490X	Howard Beach A	Port Authority	100%	100%	100%	97.66%	
51	EL491X	Howard Beach A	Port Authority	100%	100%	100%	98.64%	
52	EL718X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	100%	
53	EL733X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	100%	

Quarterly Performance of Elevators and Escalators Maintained By Third Parties								
1st Quarter 2019								
	Unit ID	Station	Owner	1st Quarter 2019 Availability			1st Quarter 2018 Availability	
				24 Hr	AM	PM	24 Hr	
					Peak	Peak		
* Data provided by LIRR ** OOS for part of first quarter								
1	ES254X	Lexington Av / 53 St E M	885 Third Holding LLC	18.63%	18.89%	19.94%	25.53%	
2	ES258X	14 St - Union Sq L N Q R W	Zeckendorf Towers	19.15%	18.38%	18.45%	79.13%	
3	ES261X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	24.14%	23.33%	22.22%	81.55%	
4	ES262X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	25.09%	24.95%	24.44%	69.14%	
5	ES265X	Court Square G 7	Perennially Green c/o Citicorp	48.13%	45.71%	48.40%	91.65%	
6	ES363X	Fulton St A C J Z 2 3 4 5	Westfield Management	61.04%	61.11%	60.43%	100%	
7	ES257X	14 St - Union Sq L N Q R W	Zeckendorf Towers	68.04%	67.52%	67.22%	55.14%	
8	ES496X	Howard Beach A	Port Authority	72.25%	72.78%	70.84%	99.73%	
9	ES461X	Court Square G 7	Perennially Green c/o Citicorp	75.32%	74.37%	76.39%	71.79%	
10	ES358X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	77.53%	78.42%	75.99%	89.95%	
11	ES462X	Court Square G 7	Perennially Green c/o Citicorp	78.81%	75.49%	77.83%	82.66%	
12	ES606X	42 St - Port Authority Bus Terminal A C E	SJP Properties	83.56%	82.78%	82.52%	83.24%	
13	ES251X**	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	84.10%	84.12%	82.56%	83.89%	
14	ES607X	42 St - Port Authority Bus Terminal A C E	SJP Properties	85.75%	82.44%	89.72%	74.18%	
15	ES498X	Howard Beach A	Port Authority	86.39%	86.73%	85.00%	98.70%	
16	ES264X	50 St C E	WWP Office, LLC c/o RXR Realty	92.32%	90.39%	92.63%	94.64%	
17	ES362X	Fulton St A C J Z 2 3 4 5	Westfield Management	93.52%	93.87%	92.22%	78.87%	
18	ES432X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	93.92%	93.69%	92.41%	93.31%	
19	ES499X	Howard Beach A	Port Authority	95.37%	93.29%	96.88%	100%	
20	ES359X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	95.66%	95.56%	95.61%	84.37%	
21	ES433X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	96.59%	94.44%	98.72%	97.35%	
22	ES253X	599 Lexington Av E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	96.98%	96.88%	97.22%	97.44%	
23	ES266X	Court Square G 7	Perennially Green c/o Citicorp	97.39%	96.67%	97.34%	92.32%	
24	ES380X	Cortlandt St 1	Brookfield Property Partners	97.40%	98.61%	94.44%	98.09%	
25	ES383X	Fulton St A C J Z 2 3 4 5	Westfield Management	97.58%	97.78%	98.89%	99.84%	
26	ES267X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	98.05%	98.03%	97.69%	90.53%	
27	ES600X	Lexington Av / 53 St E M	875 Third Avenue LLC., c/o Eastgate Realty	98.08%	98.30%	97.44%	44.53%	
28	ES250X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	98.52%	99.58%	97.01%	98.49%	
29	ES497X	Howard Beach A	Port Authority	98.64%	97.78%	98.89%	99.40%	
30	ES268X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	99.18%	100%	98.89%	93.38%	
31	ES376X	Fulton St J Z	BBV US Real Estate Fund	99.30%	100%	97.78%	84.19%	
32	ES377X	Fulton St J Z	BBV US Real Estate Fund	99.30%	100%	97.78%	87.29%	
33	ES263X	50 St C E	WWP Office, LLC c/o RXR Realty	99.46%	99.70%	98.79%	97.67%	
34	ES361X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.55%	100%	99.72%	99.12%	
35	ES378X	Wall St 2 3	Deutsche Bank	99.73%	100%	98.89%	90.52%	
36	ES379X	Wall St 2 3	Deutsche Bank	99.73%	100%	98.89%	100%	
37	ES608X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	99.73%	100%	98.89%	100%	
38	ES609X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	99.73%	100%	98.89%	100%	
39	ES610X	42 St - Grand Central 4 5 6 7 S	SL Green	99.73%	100%	98.89%	97.48%	
40	ES360X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	100%	
41	ES365X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	90.87%	
42	ES366X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	98.79%	
42	** OOS for part of first quarter							

1ST QUARTER 2019 ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
EL340	Franklin Av C S	78.96%	This elevator had 2 incidents and it was out of service for an extended period of time. The first outage was from 1/20/19 to 2/1/19 (approximately 12 days). The second outage was from 2/7/19 to 2/12/19 (approximately 5 days). The unit experienced power issues which led up to its extended shutdowns. The machine underwent major emergency repairs, all of the issues were resolved; the elevator was tested and returned to service.
EL312	Clark St 2 3	81.47%	This elevator was out of service 8 times due to several issues involving the controller & brakes. It was out of service from 2/1/19 to 2/4/19 (approximately 3 days) due to repairs being made to the motor as well as the replacement of motor field coils. Furthermore, this machine experienced 3 entrapments. 1 out of the 3 kept the elevator out of service from 2/5/19 to 2/15/19 (approximately 9 days). This particular entrapment resulted in the machine going through major emergency repairs. All of the issues to the unit were resolved; the elevator was tested and returned to service.

1ST QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES104	Gun Hill Rd ②⑥	82.89%	This escalator was out of service from 1/7/19 to 1/11/19 due to a main drive chain adjustment and gear case repair. The escalator was out of service from 3/7/19 to 3/8/19 for a safety check. This escalator was out of service numerous times for up thrust track, comb impact, step sag and emergency stop button safety activations.
ES106	West Farms Sq-E Tremont Av ②⑤	77.55%	This escalator was out of service from 12/28/18 to 1/2/19 due to a wreck caused by a broken glass panel that was vandalized. This escalator was out of service from 1/3/19 to 1/16/19 for handrail replacement and soft start programing. This escalator was out of service 2/28/19 to 3/1/19 for safety check. This escalator was out of service numerous times for comb stop and emergency stop button activations.
ES108	Intervale Av ②⑤	78.18%	This escalator was out of service from 12/29/18 to 1/2/19 due to a customer accident and electrical troubleshooting of handrail sensor. This escalator was out of service from 1/21/19 to 1/31/19 due to a wreck, damaged up thrust tracks were repaired. This Escalator was out of service from 3/7/19 to 3/11/19 for safety check. This escalator was out of service numerous times for comb stop and emergency stop button activations.
ES111	Parkchester ③	79.77%	This escalator was out of service from 1/21/19 to 1/22/19 for EMD to drain sprinkler system and troubleshoot dampener switch. This escalator was out of service from 3/6/19 to 3/9/19 for safety check. This escalator was out of service numerous times for handrail slip monitor, comb stop, comb impact and emergency stop button.
ES113	161 St-Yankee Stadium ④	82.23%	This escalator was out of service from 1/10/09 to 1/14/19 for inspection repair, the comb carrier was repaired to activate at 60LBS. This escalator was out of service from 3/2/19 to 3/7/19 for safety check. This escalator was out of service numerous times for comb stop and emergency stop button activations.
ES114	161 St-Yankee Stadium ④	60.20%	This escalator was out of service from 1/20/19 to 1/23/19 for repairs, comb stop and comb impact adjustments. This escalator was out of service from 2/12/19 to 2/13/19 due to broken sprinkler pipe inside the escalator truss. This Escalator was removed from service 3/2/19 to 3/23/19 for safety check. This escalator was out of service numerous times for comb stop, comb impact and emergency stop button activations.
ES120	Pelham Bay Park ⑥	68.77%	This escalator was out of service from 1/25/19 to 1/27/19 to repair a defective up thrust track. This escalator was out of service from 3/6/19 to 3/28/19 for safety check. This escalator was out of service numerous times for comb stop and emergency stop button activations.
ES122	Pelham Pkwy ②⑥	82.74%	This escalator was out of service from 1/12/19 to 1/14/19 to troubleshoot brake fault. This escalator was out of service from 1/23/19 to 1/26/19 for inspection repairs. This escalator was out of service from 3/5/19 to 3/9/19 for safety check. This escalator was out of service numerous times for comb stop and emergency stop button activations.
ES123	Pelham Pkwy ②⑥	76.73%	This escalator was out of service 3/6/19 to 3/17/19 for safety check. This escalator was out of service from 3/22/19 to 3/26/19 for inspection of steps. This escalator was out of service numerous times for emergency stop button activations.
BROOKLYN			
ES304	President St ②⑤	77.44%	This escalator was out of service 20 times due to various issues involving several safety switches. Among those 20 outages, 5 of them involved issues with the comb stop/impact. This escalator was out of service another 6 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons. This Escalator was out of service from 3/8/19 to 3/21/19 (approximately 14 days) for safety checks and related work. All of the issues have been resolved; the escalator was tested and returned to service.
ES309	DeKalb Av B⑨R	83.99%	This escalator was out of service 46 times due to various issues involving several safety switches. Among those 46 outages, 32 of them involved issues with the comb stop/impact. The escalator was out of service another 5 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons. All of the issues have been resolved; the escalator was tested and returned to service.
ES315	Smith 9 St F⑨G	75.73%	This escalator was out of service 15 times due to various issues involving the comb stop/impact. This escalator was out of service another 24 times due to vandalism. Majority of the vandalism involved a fault corresponding to the safety circuit being out. This escalator was out of service from 1/11/19 to 1/24/19 (approximately 14 days) to replace the gear case seal; repair an oil leakage and replacing of the tracks. Also on 2/22/19, this unit had a water flood in the lower landing pit, the water was pumped out, all of the issues have been resolved; the escalator was tested and returned to service.
ES321	High St A④C	62.65%	This escalator was out of service 11 times due to various issues involving several safety switches. It was out of service an additional 6 times involving issues with the comb stop/impact. This escalator was out of service another 13 times due to vandalism as a result of customers activating either the upper or lower emergency stop buttons. This Escalator is currently out of service beginning on 3/4/19 for safety checks and related work. Once the inspection is completed in its entirety, the escalator will be tested and will eventually return to service.
ES324	High St A④C	77.09%	This escalator was out of service 11 times due to various issues involving several safety switches. This escalator was out of service another 30 times due to vandalism. The machine was out of service from 2/12/19 to 2/20/19 (approximately 9 days) due to the replacement of the upthrust tracks and the handrail tension needing adjustment. Also from 3/12/19 to 3/4/19 (approximately 3 days), this unit was out of service due to a water flood in the motor room causing damage to the controller. The water was pumped out and the controller was repaired. All of the issues have been resolved; the escalator was tested and returned to service.
ES333	Myrtle-Wyckoff Avs L⑩M	81.62%	This escalator was out of service 33 times due to various issues involving the comb stop/impact. This escalator was out of service another 15 times due to different issues involving several safety switches. In addition, the Escalator Safety Checklist Inspection caused the machine to be out of service from 3/6/19 to 3/9/19 (approximately 3 days). All of the issues have been resolved; the escalator was tested and returned to service.
ES335	West 8 St-NY Aquarium F④C	80.96%	This escalator was out of service 18 times due to various issues involving the comb stop/impact. This escalator was out of service another 37 times due to vandalism. Majority of the vandalism involved a fault corresponding to Emergency Stop Button being triggered/reset. This Escalator was out of service from 3/9/19 to 3/12/19 (approximately 3 days) for safety checks and related work. All of the issues have been resolved; the escalator was tested and returned to service.
ES346	Brighton Beach ④④	45.58%	This escalator was out of service 9 times due to various issues involving the comb stop/impact. This escalator was out of service another 13 times due to vandalism. Majority of the vandalism involved a fault corresponding to the Emergency Stop Button being triggered/reset. In addition, this machine was out due to water damage on two separate occasions. The first outage was from 1/24/19 to 2/16/19 (approximately 24 days). The second outage was from 2/27/19 to 3/5/19 (approximately 7 days). This Escalator was out of service from 3/9/19 to 3/13/19 (approximately 4 days) for safety checks and related work. This escalator was out of service from 3/21/19 to 3/28/19 (approximately 7 days) due to major emergency repairs. All of the issues have been resolved; the escalator was tested and returned to service.

1ST QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES349	Smith 9 St F G	64.43%	This escalator was out of service 7 times due to vandalism. Water damaged caused the machine to be out of service on 2/22/19. The Escalator was out of service on 3/3/19 for safety checks and related work. Currently, this machine is still out of service. Once the inspection has been completed, the escalator will be tested and will eventually return to service.
MANHATTAN			
ES101	125 St 1	76.29%	This escalator has experienced numerous outages for various reasons. This escalator was out of service between 1/7/19 to 1/12/19 for the replacement of the main drive chain. This escalator was out of service from 3/2/19 to 3/4/19 for a safety inspection. This escalator was out of service between 3/4/19 to 3/9/19 due to repairs of the safety device's electrical wiring. This escalator was out of service from 3/11/19 to 3/14/19 for the replacement of the handrail chain. Multiple outages were also recorded throughout the quarter due to the sensitivity of the comb stop and comb impact safety device.
ES102	125 St 1	73.31%	This escalator experienced numerous outages for various reasons. This escalator was out of service between 2/27/19 to 3/2/19 for a comb stop, comb impact safety check. This escalator was out of service from 3/12/19 to 3/26/19 for a contractor safety check and skirt adjustment. There were also various outages for comb stop, comb impact and skirt safety switch activations.
ES103	125 St 1	74.45%	This escalator was out of service from 1/31/19 to 2/3/19 due to repairs made to the escalator microprocessor, handrail inlet safety devices and the step band locking safety device. This escalator was out of service from 3/4/19 to 3/8/19 due to safety checks. This escalator had various outages for the comb stop top landing due to its sensitivity.
ES119	181 St A	79.43%	This escalator was out of service from 3/4/19 to 3/14/19 due to safety checks. This escalator was out of service from 3/20/19 to 3/23/19 for stop band sensor replacement. This escalator was out of service numerous times for comb stop, step band speed and emergency stop button activations.
ES208	Grand Central-42 St 7	83.90%	This escalator was out of service from 1/12/19 to 1/14/19 for an escalator clean down. This escalator was out of service from 3/8/19 to 3/11/19 for safety checks. This escalator was out of service various times for comb stop, and emergency stop button activations.
ES209	Grand Central-42 St 7	82.19%	This escalator was out of service from 1/3/19 to 1/6/19 for emergency brake repairs. This escalator was out of service from 3/6/19 to 3/8/19 due safety checks. This escalator was out of service various times due to the activation of the comb stop and emergency stop button safety activations.
ES211	59 St 4 5 6	76.40%	This escalator was out of service from 1/10/19 to 1/13/19 due to the right handrail not operating correctly. The right handrail guide rollers were replaced and adjusted. The comb stop safety device and skirts were also adjusted. This escalator was out of service from 3/9/19 to 3/14/19 for safety checks and related work. This escalator was out of service from 3/16/19 to 3/20/19 for escalator controller microprocessor repairs and safety check related work. This escalator was out of service various times for comb stop safety device activations.
ES217	Times Sq-42 St 7	78.74%	This escalator was out of service numerous times due to the activation of the comb stop safety device. This escalator was out of service from 2/14/19 to 2/16/19 for due to the replacement of the lower landing comb carrier bearings.
ES221	34 St-Herald Sq B D F M N O R W	81.31%	This escalator was out of service numerous times due to the activation of the lower landing up thrust and comb stop safety device. This escalator was out of service from 3/2/19 to 3/3/19 for a contractor safety check. This escalator was removed from service from 3/8/19 to 3/14/19 for a contractor safety check and related repairs. This escalator was removed from service from 3/26/19 to 3/28/19 for the replacement of the main drive chain.
ES229	34 St-Herald Sq B D F M	82.19%	This escalator was out of service from 3/3/19 to 3/7/19 for safety checks and related repairs. This escalator was out of service from 3/8/19 to 3/15/19 for a contractor safety check and related repairs. This escalator was out of service form 3/30/19 to 3/31/19 due to the main brake being repaired.
ES231	34 St-Herald Sq B D F M	82.74%	This escalator was out of service from 2/16/19 to 2/19/19 due to repairs to the right handrail speed sensor safety device and handrail adjustment. This escalator was out of service from 2/20/19 to 2/21/19 for the replacement of the handrail drive pressure roller assembly. This escalator was removed from service from 2/27/19 to 2/28/19 for safety checks and related work. This escalator was out of service from 3/8/19 to 3/12/19 for the replacement of the main drive chain.
ES232	34 St-Herald Sq B D F M	84.42%	This escalator was out of service from 3/9/19 to 3/15/19 for safety checks and related work. This escalator was out of service various times for comb stop and stop button safety device activations.
ES233	34 St-Herald Sq B D F M	81.43%	This escalator was out of service from 3/9/19 to 3/16/19 for safety checks and related work. This escalator was out of service various times due to the activation of the upper left skirt safety device.
ES241	5 Av-53 St E M	47.47%	This escalator was out of service between 1/4/19 to 2/19/19 for a rehabilitation of the escalator. The bull gear and step chain carriage assembly were repaired. The step chain and steps were replaced.
ES249	Lexington Av-59 St N R W	81.63%	This escalator had repeated outages for the activation of the comb stop safety device. It will be retested and checked to see if it is too sensitive. This escalator was out of service from 3/29/19 to 3/31/19 for brake release switch adjustment.
ES255	Grand Central-42 St 4 5 6 7 S	80.09%	This escalator was out of service from 1/8/19 to 1/9/19 for the testing and adjustment of the comb stop and comb impact safety devices. This escalator was out of service from 2/15/19 to 2/16/19 for the adjustment of the lower comb stop safety device. This escalator was out of service from 3/2/19 to 3/3/19 for a safety check and related work. This escalator was out of service from 3/10/19 to 3/12/19 for skirt adjustments and a safety check. This escalator had repeated outages for the activation of the lower landing comb stop safety device.
ES256	Grand Central-42 St 4 5 6 7 S	82.89%	This escalator was out of service from 2/8/19 to 2/9/19 for step load track adjustments. This escalator was out of service from 2/22/19 to 2/23/19 for the replacement of the right handrail. This escalator was out of service from 3/11/19 to 3/14/19 for safety checks and related work. This escalator was out of service from 3/20/19 to 3/23/19 for the repairs of the upper landing comb stop safety device.
ES295	72 St C	70.37%	This escalator was out of service from 12/30/18 to 1/14/19 due to repairs of the upper landing comb carrier and related safety devices. This escalator was out of service from 2/5/19 to 2/11/19 due to warranty repairs by contractor to the right-hand handrail pedestal assembly. This escalator had multiple outages for the right handrail drive system which was repaired by the contractor.
ES411	Roosevelt Island F	83.83%	This escalator was out of service 24 times due to various issues involving the comb stop/impact. This escalator was out of service another 5 times due to different issues involving several safety switches. This machine was out of service from 1/21/19 to 1/29/19 (approximately 7 days) for emergency repairs. All of the issues have been resolved; the escalator was tested and returned to service.
QUEENS			
ES448	Woodside-61 St 7	79.92%	This escalator was out of service from 1/11/19 to 1/13/19 due to a wreck. All repairs were completed, and the escalator was returned to service. This escalator was out of service another 4 times due to different issues involving several safety switches. This machine was out of service for emergency repairs from 1/18/19 to 1/28/19 (approximately 10 days). All of the issues have been resolved; the escalator was tested and returned to service.
ES450	74 St-Broadway 7	63.20%	This escalator was out of service 14 times due to vandalism. It went out of service another 10 times due to different issues involving several safety switches. This Escalator was out of service from 3/2/19 to 3/4/19 (approximately 2 days) for safety check and related work. This escalator was our of service from 3/8/19 to 4/7/19 due to step chain replacement. The step chain and the steps were replaced; the escalator was tested, monitored and returned to service.

1ST QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES455	Flushing-Main St ⑦	82.57%	This escalator was out of service 21 times due to various issues involving the comb stop/impact. This escalator was out of service another 14 times due to different issues involving several safety switches. This Escalator was out of service on 2 instances for safety checks and related work. The first instance was from 3/2/19 to 3/4/19 (approximately 2 days), the second instance was from 3/13/19 to 3/16/19 (approximately 3 days). All of the issues have been resolved; the escalator was tested and returned to service.
ES456	Flushing-Main St ⑦	45.46%	This escalator was out of service 6 times due to vandalism. It went out of service another 10 times due to different issues involving several safety switches. Furthermore, a fire incident caused the machine to be out of service from 1/19/19 to 1/21/19 (approximately 2 days). This escalator was out of service from 2/20/19 to 5/3/19 due to step chain replacement. The step chain, steps, axles, kick plate and skirt were replaced; the escalator was tested, monitored and returned to service.
ES457	Flushing-Main St ⑦	80.87%	This escalator was out of service 12 times due to various issues involving the comb stop/impact. This escalator was out of service another 20 times due to different issues involving several safety switches. This Escalator was out of service from 3/4/19 to 3/6/19 (approximately 2 days) for safety checks and related work. All of the issues have been resolved; the escalator was tested and returned to service.

1ST QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	7	The entrapment that occurred on 1/4/19 was the result of the doors not operating correctly. The car door clutch and hoistway door release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/9/19 was the result of the lower landing interlock needing adjusting. The lower landing interlocks and gate switch were adjusted; the elevator was tested and returned to service. The two entrapments that occurred on 2/14/19 and 2/15/19 was the result of the door open limit failure due to the car door restrictor not operating correctly. The door sills were cleaned, and the elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 3/23/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/25/19 was the result of the lower landing hoistway doors not operating correctly. The lower landing release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/25/19 was the result of debris (paper plate) in the door sills that prevented the doors from opening. The debris was removed; the elevator was tested and returned to service.
EL122	Pelham Bay Park ⑥	1	The entrapment that occurred on 3/10/19 was the result of the door operator not working correctly. The door operator board was replaced; the elevator was tested and returned to service.
EL127	Simpson St ②⑤	2	The entrapment that occurred on 2/13/19 was the result of the door open limit failure. The car door restrictor was inspected, and car door sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/9/19 was the result of dirty contacts on the hoistway door interlocks. The hoistway interlock was cleaned and adjusted; the elevator was tested and returned to service.
EL128	Simpson St ②⑤	2	The entrapment that occurred on 1/2/19 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/28/19 was the result of the doors not operating correctly. The elevator was inspected, and the fault could not be duplicated; the elevator was tested and returned to service.
EL129	3 Av-149 St ②⑤	1	The entrapment that occurred on 1/22/19 was the result of the pump motor grounded and burnt out. The pump motor and belt were replaced; the elevator was tested and returned to service.
EL130	3 Av-149 St ②⑤	4	The entrapment that occurred on 1/8/19 was the result of the oil overheating. The oil was allowed to cool off. The elevator was tested and returned to service. The entrapment that occurred on 1/16/19 was the result of debris in the door sill. The debris was removed, and the car door restrictor parts were replaced at the lower landing; the elevator was tested and returned to service. The entrapment that occurred on 2/23/19 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/27/19 was the result of debris (screw) in the door sill. The debris was removed; the elevator was tested and returned to service.
EL131	161 St-Yankee Stadium ④⑧⑩	1	The entrapment that occurred on 2/3/19 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL133	161 St-Yankee Stadium ④	3	The entrapment that occurred on 1/25/19 was the result of the doors not working correctly. The rear car door clutch was adjusted as well as the gate switch; the elevator was tested and returned to service. The entrapment that occurred on 2/12/19 was not determined; the elevator was inspected, tested and returned to service. The entrapment that occurred on 3/3/19 was the result of the door clutch having loose hardware and the door hanger rollers needing adjustments. The door clutch and hanger roller were adjusted and secured; the elevator was tested and returned to service.
EL136	Pelham Pkwy ②⑥	1	The entrapment that occurred on 3/26/19 was not determined. The elevator was inspected; the elevator was tested and returned to service.
EL137	Pelham Pkwy ②⑥	1	The entrapment that occurred on 2/8/19 was the result of the doors not working correctly. The car gate switch and car door restrictor were adjusted; the elevator was tested and returned to service.
EL138	Pelham Pkwy ②⑥	1	The entrapment that occurred on 3/14/19 was the result of the car door restrictor not operating correctly. The car door restrictor was adjusted; the elevator was tested and returned to service.
EL160	180 St ②⑤	2	The entrapment that occurred on 3/22/19 was the result of the pump motor soft starter faulting. The motor wiring was inspected, and loose connections were secured; the elevator was tested and returned to service. The entrapment that occurred on 3/25/19 was the result of debris (crushed cans) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL182	Gun Hill Rd ②⑤	4	The entrapment that occurred on 1/9/19 was the result of the doors at the top landing not working correctly. The top landing release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/11/19 was the result of the car glass panel switch activating. The car glass panel was secured; the elevator was tested and returned to service. The entrapment that occurred on 2/27/19 was not determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 3/19/19 was not determined. The elevator was inspected; the elevator was tested and returned to service.

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Borough/ Unit	Location	# of Entrapments	Comments
EL183	Gun Hill Rd ②⑤	3	The entrapment that occurred on 1/18/19 was the result of the oil overheating. The oil cooler circuit breaker was tripped. The breaker was reset; the elevator was tested and returned to service. The 2 entrapments that occurred on 1/25/19 were the result of the pump motor belt slipping. The pump motor belt was replaced and adjusted; the elevator was tested and returned to service.
EL184	231 St ①	2	The entrapment that occurred on 1/30/19 was the result of frozen water and debris in the door sill. The frozen water and debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/27/19 was the result of the doors not closing correctly. The fault could not be duplicated. The elevator was inspected; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ③④	2	The entrapment that occurred on 1/2/19 was the result of the pressure switch safety activating. The pressure switch safety was reset, and the valve body screens were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/27/19 was the result of the pressure switch safety device activating. The elevator was inspected, and the fault could not be duplicated. The lower landing hoist way door release roller was replaced and adjusted; the elevator was tested and returned to service.
EL192	233 St ②⑤	4	The entrapment that occurred on 1/7/19 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 1/25/19 was the result of a power fault. The power fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 2/9/19 was the result of the lower landing hoistway interlock assembly was not secured. The lower landing hoistway assembly was secured and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/9/19 was the result of the top hoistway door interlock not working correctly. The top hoistway door interlock was cleaned and adjusted; the elevator was tested and returned to service.
EL193	233 St ②⑤	1	The entrapment that occurred on 1/22/19 was the result of salt in the door sill that prevented the doors from operating correctly. The salt was removed from the door sill; the elevator was tested and returned to service.
EL194	233 St ②⑤	1	The entrapment that occurred on 1/22/19 was the result of the elevator stopping before reaching the lower landing. The controller was reset, and the fault could not be duplicated. The elevator was inspected; the elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	1	The entrapment that occurred on 1/11/19 was not determined. The elevator was found running upon arrival after police officers released customers from the elevator. The elevator was inspected; tested and returned to service.
BROOKLYN			
EL303	Pacific St-Atlantic Av ③④⑤	1	The cause of the entrapment that occurred on 3/15/19 was the result of debris (piece of paper) being stuck in the interlock. The debris was removed. The interlock & contacts were cleaned; the elevator was tested and returned to service.
EL306	Atlantic Av ②③	2	The cause of the entrapment that occurred on 1/24/19 could not be determined. Preventative measures were performed, the door lock contact was checked & cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/28/19 could not be determined. No defects were found; the elevator was tested and returned to service.
EL308	Court St ④	2	The cause of the entrapment that occurred on 1/6/19 was the result of an open safety circuit. The emergency escape door check safety circuit was secured; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/16/19 could not be determined. Preventative measures were performed, all sills and interlocks were cleaned, the front door operator open stopping roller was secured, the chain, belt, clutch and release assembly rollers were adjusted; the elevator was tested and returned to service.
EL309	Court St ④	1	The cause of the entrapment that occurred on 2/13/19 could not be determined. Preventative measures were performed, the proximity switches were cleaned as well as the BK relay & BW contacts. In addition, the brake pads were inspected and found to be okay; the elevator was tested and returned to service.
EL310	Clark St ②③	2	The cause of the entrapment that occurred on 2/5/19 could not be determined. A screw was observed in the L/L hoist way door saddle; the elevator was tested and returned to service. The entrapment that occurred on 2/27/19 was the result of defective field coils. New field coils were installed, the VVC-1 Drive Unit was adjusted, and 2 springs were replaced on the brake switches; the elevator was tested and returned to service.
EL311	Clark St ②③	2	The entrapment that occurred on 1/29/19 was the result of the L/L car door being off track as well as a burnt F4 fuse. Also, an electrical short was found due to a nut being located between the brake switch contact and brake plunger. The nut was removed, the F4 fuse was replaced & the L/L car door was put back on track; the elevator was tested and returned to service. The entrapment that occurred on 3/25/19 was the result of the fire alarm panel being activated due to an arcing generator. The fire alarm panel was reset; the elevator was tested and returned to service.

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Borough/ Unit	Location	# of Entrapments	Comments
EL312	Clark St ② ③	3	The cause of the entrapment that occurred on 1/1/19 was the result of an open safety and a tripped overload fault. In addition, a broken release roller was found on the U/L. The overload was reset, the door release roller was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/2/19 could not be determined. Preventative measures were performed, the L/L interlock was adjusted and corrected; the elevator was tested and returned to service. The entrapment that occurred on 2/5/19 was the result of a VVC speed control fault causing the car to overshoot the landing. This led to the release roller assembly being damaged. The assembly was rebuilt and the VVC speed control was adjusted; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av ② ⑤	1	The entrapment that occurred on 2/25/19 was the result of dirty door locks and debris in the door sills. All debris was cleaned from the sills, the door locks were cleaned, and the door operator was checked; the elevator was tested and returned to service.
EL320	Church Av ② ⑤	1	The entrapment that occurred on 2/21/19 was the result of defective gibs and hanger rollers. The gibs were replaced, the hanger rollers were properly adjusted, the U/L guide shoes were replaced and loose bolts on the release assembly were secured; the elevator was tested and returned to service.
EL342	Euclid Av A C	2	The entrapment that occurred on 2/22/19 was the result of an intermittent door opening problem at the upper landing. The release roller on the upper landing hoist way door was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/9/19 was the result of debris (peanut shells) found on the door sills. The door sills were cleaned; the elevator was tested and returned to service.
EL346	Utica Av A C	1	The entrapment that occurred on 1/8/19 was the result of debris (plastic broom handle) found stuck on U/L car door. The debris was removed; the elevator was tested and returned to service.
EL371	DeKalb Av B Q R	1	The cause of the entrapment that occurred on 3/4/19 could not be determined; the elevator was tested and returned to service.
EL374	Church Av F G	1	The cause of the entrapment that occurred on 2/21/19 was the result of debris (tissue paper) found rolled up in the L/L saddle by the hatch door. The debris was removed, all sills were cleaned; the elevator was tested and returned to service.
EL391	Marcy Av J M Z	1	The cause of the entrapment that occurred on 1/21/19 could not be determined. Preventative measures were performed, the L/L door interlock was adjusted, ice was removed from the L/L door sills; the elevator was tested and returned to service.
EL394	Flushing Av J M	2	The cause of the entrapment that occurred on 1/21/19 was a result of the hatch doors being frozen due to the weather. The car gates and hatch door sills were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/7/19 could not be determined; the elevator was tested and returned to service.
EL395	Flushing Av J M	1	The entrapment that occurred on 1/1/19 was the result of the U/L hatch door interlock being out of adjustment. The interlock was adjusted accordingly, all saddles were cleaned; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 2/6/19 was the result of debris (plastic bottle) being stuck by the hoistway door. The debris was removed; the elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 3/10/19 was the result of debris (bag) being stuck in the U/L hatch door. The debris was removed; the elevator was tested and returned to service.
EL707	Jay St A C F R	1	The entrapment that occurred on 1/29/19 was the result of the U/L hatch rollers being out of adjustment and the clutch hitting the door saddle. The proper adjustments were made to the U/L hoistway door rollers and clearance from the clutch to saddle was adjusted; the elevator was tested and returned to service.
EL709	Jay St A C F R	2	The entrapment that occurred on 1/26/19 was the result of debris (coffee cup) being stuck between the L/L hoistway door. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/30/19 could not be determined. Preventative measures were performed, the gate switch, keeper and door lock contacts were all cleaned; the elevator was tested and returned to service.
EL760	Kings Highway B C	1	The cause of the entrapment that occurred on 1/27/19 could not be determined. Preventative measures were performed, the U/L release rollers were replaced as well as the L/L gate switch contact; the elevator was tested and returned to service.
EL761	Kings Highway B C	1	The cause of the entrapment that occurred on 3/26/19 could not be determined. Preventative measures were performed, the glass panel switch was secured, and the lock cylinder/guard panel was re-installed; the elevator was tested and returned to service.
MANHATTAN			
EL103	191 St ①	1	The entrapment that occurred on 3/16/19 was the result of the overload activating. The overload was reset; the elevator was tested and returned to service.
EL104	191 St ①	1	The entrapment that occurred on 3/8/19 was the result of the overload activating. The overload was reset, and the brakes were adjusted; the elevator was tested and returned to service.

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Borough/ Unit	Location	# of Entrapments	Comments
EL105	191 St ①	2	The entrapment that occurred on 1/1/19 was the result of the elevator overshooting the upper landing. The speed regulator was adjusted, the hoist ropes were shortened, and the compensating ropes were equalized; the elevator was tested and returned to service. The entrapment that occurred on 1/10/19 was the result of the top of elevator car rail guide rollers needing replacement. The top of elevator car rail guide rollers was replaced and adjusted; the elevator was tested and returned to service.
EL106	191 St ①	4	The entrapment that occurred on 1/5/19 was not determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 1/23/19 was the result of the brake switches not working correctly. The brake switches were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/23/19 was the result of the brake relays needing replacement. The brake relays were replaced, and the door operator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/15/19 was the result of the hoistway door linkage getting damaged. The hoistway door linkage was replaced and adjusted; the elevator was tested and returned to service.
EL109	181 St ①	1	The entrapment that occurred on 3/5/19 was the result of the controller losing power and the hoist motor drive not operating correctly. The hoist motor drive was repaired; the elevator was tested and returned to service.
EL110	181 St ①	1	The entrapment that occurred on 3/4/19 was the result of the upper slowdown switch not operating correctly. The upper landing slowdown switch was replaced; the elevator was tested and returned to service.
EL115	190 St A	1	The entrapment that occurred on 3/8/19 was the result of the brakes not operating correctly. Various relay contacts for the brake relay and brake circuit were replaced; the elevator was tested and returned to service.
EL116	190 St A	5	The entrapment that occurred on 1/6/19 was the result of the overload contacts not working correctly. The overload contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/25/19 was the result of a blown fuse on the controller. The blown fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/16/19 was not determined. The elevator was inspected; the elevator was tested and returned to service. The two entrampments that occurred on 3/21/19 and 3/22/19 were the result of a defective drive board. The drive board was replaced; the elevator was tested and returned to service.
EL119	181 St A	5	The entrapment that occurred on 1/8/19 was the result of the elevator overshooting the upper landing. The car was removed from the upper final limit, the selector contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/11/19 was the result of the lower landing interlock needing repair. The lower landing interlock wiring and greenfield were repaired, the lower landing door tensioning device was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/19/19 was the result of the selector tape needing replacement. The selector tape was replaced and adjusted and a broken wire on the selector unit was repaired; the elevator was tested and returned to service. The entrapment that occurred on 1/27/19 was the result of the selector contacts needing adjusting. The selector unit contacts were cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/28/19 was the result of a defective relay on the controller. The defective relay 'SE' and blown fuse was repacked on the controller; the elevator was tested and returned to service.
EL123	175 St A	1	The entrapment that occurred on 3/31/19 was the result of the rail guide rollers needing adjusting as well as the hoistway door release rollers. The rail guide rollers were adjusted, the hoist way release rollers at the lower landing were also adjusted; the elevator was tested and returned to service.
EL124	175 St A	2	The entrapment that occurred on 1/21/19 was the result of the car door clutch needing adjusting. The car door clutch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/22/19 was the result of the door tensioning device needing adjusting. The door tensioning device was adjusted, and the interlock contacts were cleaned; the elevator was tested and returned to service.
EL125	125 St ④⑤⑥	2	The entrapment that occurred on 1/14/19 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted, and the lower landing interlock was adjusted as well; the elevator was inspected was tested and returned to service. The entrapment that occurred on 3/16/19 was not determined. The elevator door sills were cleaned, and the elevator was inspected; the elevator was tested and returned to service.
EL126	125 St ④⑤⑥	1	The entrapment that occurred on 2/21/19 was the result of the front gate switch by-pass failure activating. The car door zone restrictor device was adjusted, and debris was removed from the door sill; the elevator was tested and returned to service.
EL139	168 St ① A C	1	The entrapment that occurred on 1/1/19 was the result of the lower landing door not working correctly. The lower landing release rollers were replaced and adjusted; the elevator was tested and returned to service.
EL146	96 St ②③①	1	The entrapment that occurred on 1/1/19 was the result of debris (lighter) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL149	Inwood-207 St A	1	The entrapment that occurred on 1/11/19 was the result of the upper landing hoistway release roller assembly having defective hardware. The upper landing release roller hardware was replaced, and the car gate switch was cleaned as well; the elevator was tested and returned to service.

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Borough/ Unit	Location	# of Entrapments	Comments
EL178	Dyckman St ①	5	The entrapment that occurred on 1/2/19 was the result of the upper normal limit switch failing. The fault could not be duplicated. The interlocks and gate switches were cleaned; the elevator was tested and returned to service. The entraptments that occurred on 1/3/19 and 1/4/19 were the result of the controller input/output modules not working correctly. The wiring for modules #4 and #5 were tightened; the elevator was tested and returned to service. The entrapment that occurred on 1/17/19 was the result of a defective car stop switch relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/2/19 was the result of a circuit breaker failure and upper normal limit failure. The faults were reset, and the elevator was inspected; the elevator was tested and returned to service.
EL180	135 St ②③	1	The entrapment that occurred on 1/3/19 was the result of circuit breaker # 3 tripping. The circuit breaker was reset; the elevator was tested and returned to service.
EL181	135 St ②③	1	The entrapment that occurred on 3/30/19 was the result of the top landing hoistway door not operating correctly. The top landing hoistway door release roller assembly and linkages were replaced and adjusted; the elevator was tested and returned to service.
EL201	51 St ⑥	1	The entrapment that occurred on 1/18/19 was the result of the door close tensioning device not operating correctly. The door close tensioning device was replaced and adjusted; the elevator was tested and returned to service.
EL202	51 St ⑥	1	The entrapment that occurred on 1/7/19 was the result of debris (plastic cup) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL209	34 St-Herald Sq ④⑤⑦⑧	1	The entrapment that occurred on 1/14/19 was the result of the top door interlock not operating correctly. The top door interlock was replaced and adjusted; the elevator was tested and returned to service.
EL210	34 St-Herald Sq ④⑤⑦⑧	2	The entrapment that occurred on 1/7/19 was not determined. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred 3/12/19 was the result of debris (paper cup) that did not allow doors to operate correctly. The debris was removed; the elevator was tested and returned to service.
EL211	34 St-Herald Sq ⑨⑩⑪⑫	1	The entrapment that occurred on 3/26/19 was the result of the doors not operating correctly. The door operator stopper and interlocks were adjusted, the door operator speed was also adjusted; the elevator was tested and returned to service.
EL213	34 St-Herald Sq ④⑤⑦⑧⑨⑩⑪⑫	1	The entrapment that occurred on 2/21/19 was the result of the front door open limit failure activating. Debris was removed from the door sill and the interlocks were inspected; the elevator was tested and returned to service.
EL214	34 St-Penn Station ①	1	The entrapment that occurred on 2/2/19 was the result of the lower landing release rollers needing adjustment. The lower landing release rollers were adjusted; the elevator was tested and returned to service.
EL217	14 St-Union Sq ④⑤⑦⑧⑪⑫	2	The entrapment that occurred on 1/12/19 was not determined. The elevator was inspected, and the door sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/5/19 was the result of the car door relating cable breaking. The car door relating cable was replaced and adjusted; the elevator was tested and returned to service.
EL221	14 St/8 Av ④⑤⑦⑧	1	The entrapment that occurred on 2/7/19 was the result of a blown fuse. The blown fuse was replaced; the elevator was tested and returned to service.
EL224	8 Av ④	1	The entrapment that occurred on 3/24/19 was the result of the release roller assembly not secured correctly due to stripped mounting holes. A metal plate was installed, and the release roller was mounted and adjusted, the door clutch and door linkages were also adjusted; the elevator was tested and returned to service.
EL225	34 St-Penn Station ④⑤	2	The entrapment that occurred on 2/21/19 was the result of the door release roller breaking. The car door release roller was replaced and adjusted. The car gate switch was secured and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/17/19 was the result of the upper landing doors not operating correctly. The upper landing door closing tensioning device was adjusted. The interlocks and release rollers were also adjusted; the elevator was tested and returned to service.
EL226	34 St-Penn Station ④⑤	1	The entrapment that occurred on 2/21/19 was not determined. The elevator was inspected; the elevator was tested and returned to service.
EL229	Times Sq-42 St ⑨⑩⑪⑫	2	The entrapment that occurred on 2/28/19 was the result of debris in the door sill. The debris was removed, interlocks were also inspected and adjusted as needed; the elevator was tested and returned to service. The entrapment that occurred on 3/1/19 was the result of the interlock contacts not making up correctly. The interlocks were cleaned, and a release roller was replaced; the elevator was tested and returned to service.
EL230	Times Sq-42 St ⑨⑩⑪⑫	1	The entrapment that occurred on 2/26/19 was the result of the front doors not opening. The front door restrictor device was adjusted; the elevator was tested and returned to service.
EL232	Times Sq-42 St ①②③⑦	2	The entrapment that occurred on 2/1/19 was the result of the front doors not opening. The front car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/1/19 was not determined. The door sills were cleaned, and the elevator was inspected; the elevator was tested and returned to service.

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Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St 7	1	The entrapment that occurred on 3/29/18 was the result of debris (plastic cup) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	1	The entrapment that occurred on 1/18/19 was the result of the valve body not functioning correctly. The valve body was replaced, and the hydraulic fluid was also replaced; the elevator was tested and returned to service.
EL250	86 St Q	2	The entrapment that occurred on 1/26/19 was the result of the seismic safety switch activating. The seismic safety switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 3/8/19 was the result of the earthquake fault monitor activating. The earthquake fault monitor was reset; the elevator was tested and returned to service.
EL264	72 St Q	3	The entrapment that occurred on 1/14/19 was not determined. The elevator was removed from fireman service phase one and inspected; the elevator was tested and returned to service. The entrapment that occurred on 2/19/19 was the result of the rope gripper activating. The rope gripper was reset, and the elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 3/7/19 was the result of the encoder not properly secured. The encoder was secured; the elevator was tested and returned to service.
EL266	72 St Q	1	The entrapment that occurred on 1/14/19 was the result of the brake fault activating. The brake fault was reset; the elevator was inspected, tested and returned to service.
EL267	72 St Q	2	The entrapment that occurred on 1/9/19 was the result of a power failure in the area. Power was restored; the elevator was inspected, tested and returned to service. The entrapment that occurred on 1/10/19 was the result of faulty wiring connection to the rope gripper. The faulty wiring was corrected; the elevator was inspected, tested and returned to service.
EL277	59 St-Columbus Circle A B C D 1	4	The entrapment that occurred on 3/4/19 was the result of debris (napkins) in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/14/19 was the result of the valve body not operating correctly. The valve body down direction was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/14/19 was the result of defective controller relays. The controller relays 'SUD' and 'SDA' were replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/26/19 was the result of the doors not operating correctly. The door operator speed was adjusted, and the motor belt was also adjusted; the elevator was tested and returned to service.
EL279	59 St-Columbus Circle A B C D 1	1	The entrapment that occurred on 1/21/19 was the result of the lower landing slowdown switch bracket not secured correctly. The lower landing slowdown switch bracket was secured, and the lower landing release rollers were adjusted; the elevator was tested and returned to service.
EL281	57 St-7 Av N Q R W	1	The entrapment that occurred on 1/17/19 was the result of a defective in car stop switch. The in car stop switch was replaced; the elevator was tested and returned to service.
EL299	23 St 6	1	The entrapment that occurred on 1/4/19 was the result of the top landing hoistway interlock needing adjustment. The top landing hoistway door interlock was adjusted; the elevator was tested and returned to service.
EL314	Brooklyn Bridge 4 5 6	2	The cause of the entrapment that occurred on 2/14/19 could not be determined. Preventative measures were performed, the DOL on the door operator was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/27/19 could not be determined. No defects were found; the elevator was tested and returned to service.
EL315	Brooklyn Bridge 4 5 6	2	The cause of the entrapment that occurred on 1/25/19 could not be determined. Preventative measures were performed, the safety edge and all landing door tracks were cleaned; the elevator was tested and returned to service. The entrapment that occurred later in the evening on 1/25/19 was the result of a dislodged key way for the door operator motor pulley. The car door hanger roller assembly and the car door operation were adjusted; the elevator was tested and returned to service.
EL329	Bleecker St D F B M 6	2	The 2 entrapment that occurred on 2/19/19 was the result of corroded wiring at the motor splice (only 1 entrapment due to incorrectly closing of outage). The wiring was cleaned, and the wire clamps were replaced; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The entrapment that occurred on 1/2/19 was the result of a burnt lug nut found at a motor connection. The lug nut was replaced, and the wiring was secured; the elevator was tested
EL331	Bleecker St D F B M 6	2	The entrapment that occurred on 3/6/19 was the result of a L/L door lock failure. The spirator was adjusted on the L/L hoist way door; the elevator was tested and returned to service. The cause of the entrapment that occurred later that morning on 3/6/19 could not be determined. Preventative measures were performed, the door operator cams were checked/adjusted, the door close limit and the L/L door release rollers assembly were adjusted; the elevator was tested and returned to service.

1ST QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL333	West 4 St A B C D E F M	5	The cause of the entrapment that occurred on 1/30/19 could not be determined. There were no defects found; the elevator was tested and returned to service. The entrapment that occurred on 2/2/19 was the result of a missing eccentric roller on the L/L hanger roller assembly. The eccentric roller was installed and adjusted; the elevator was tested and returned to service. The entrapment that occurred later in the evening on 2/2/19 was the result of a loose module found on the L/L door operator board. The module abs were secured which restored power to the L/L door operator. Also, the L/L release roller was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/18/19 was the result of a bent upper hatch door release roller assembly & stripped mounting bolts. New bolts inserts were installed, and a new upper landing release roller was mounted; the elevator was tested and returned to service. The entrapment that occurred on 2/27/19 was the result of a tripped circuit breaker. No other defects were found; the elevator was tested and returned to service.
EL335	West 4 St A B C D E F M	2	The cause of the entrapment that occurred on 2/10/19 could not be determined. Preventative measures were performed, the car door hanger roller, upper hatch door hanger roller and interlock were adjusted. Also, the mid-level release rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/12/19 was the result of the U/L hatch door not closing properly. The door contact was checked and the spirator tension was adjusted; the elevator was tested and returned to service.
EL401	Lexington Av-63 St F Q	1	The entrapment that occurred on 1/25/19 was the result of a front gate bypass switch failure. The door restrictor screw was tightened and secured, the front door gate switch contact, and interlock were cleaned, the door close button was cleaned and adjusted; the elevator was tested and returned to service.
EL440	Lexington Av-63 St F Q	1	The entrapment that occurred on 1/10/19 was the result of a defective T2 transformer not providing enough power. A new transformer was installed, and the cams were adjusted; the elevator was tested and returned to service.
EL441	Lexington Av-63 St F Q	2	The entrapment that occurred on 2/7/19 was the result of the UPS temporarily losing power. The main line power was checked out to be good as well as the UPS. In addition, all door tracks were cleaned and lubricated; the elevator was tested and returned to service. The entrapment that occurred on 2/8/19 was the result of a leveling switch failure at the lower landing. The controller was reset; the elevator was tested and returned to service.
EL602	34 St-Hudson Yards 7	2	The entrapment that occurred on 1/18/19 was the result of the motor limit timer fault activating. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 1/29/19 was the result of the elevator speed encoder not operating correctly. The elevator speed encoder was replaced; the elevator was tested and returned to service.
EL711	Bowling Green 4 5	3	The cause of the entrapment that occurred on 2/20/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/16/19 could not be determined. Preventative measures were performed, both hoistway and car door eccentric rollers were adjusted. Two defective (bad thread) interlock box mounting bolts were replaced, the spirator tension and the U/L DCL were adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/21/19 could not be determined. Preventative measures were performed, the U/L interlock contacts were replaced, the U/L door operator cams and the U/L door release rollers were adjusted; the elevator was tested and returned to service.
EL716	Fulton St A C J Z 2 3 4 5	1	The cause of the entrapment that occurred on 2/4/19 could not be determined. Preventative measures were performed, the rear car gate switch was adjusted along with the chain tension on both door operators and the interlocks were checked out to be okay; the elevator was tested and returned to service.
EL719	Fulton St A C J Z 2 3 4 5	3	The cause of the entrapment that occurred on 2/5/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 2/27/19 was the result of an ice cube found on the saddle. The ice cube was removed, and the saddle was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/5/19 was the result of a worn release roller. The release roller was replaced, and the other remaining release rollers were adjusted; the elevator was tested and returned to service.
EL720	Fulton St A C J Z 2 3 4 5	2	The cause of the entrapment that occurred on 1/29/19 could not be determined. Preventative measures were performed, the operation of the door was checked, power was increased to the spirator, oiled moving parts; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/8/19 could not be determined. Preventative measures were performed, the restrictor was adjusted; the elevator was tested and returned to service.
EL723	Fulton St 2 3	1	The entrapment that occurred on 1/23/19 was the result of a glass door being open inside the car. The car was secured, and all of the glass switches were checked; the elevator was tested and returned to service.
EL730	South Ferry 1	1	The entrapment that occurred on 2/4/19 was the result of a loose door release assembly on the lower landing. The door release assembly was secured; the elevator was tested and returned to service.
QUEENS			

1ST QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL405	21 St-Queensbridge F	3	The entrapment that occurred on 1/26/19 was the result of low oil found in the tank. Oil was added accordingly; the elevator was tested and returned to service. The entrapment that occurred on 3/22/19 was the result of debris (granola bar) being stuck in the U/L hoistway door sill. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/26/19 could not be determined. Preventative measures were performed, the landing sills, door operators, contacts and safety edges were cleaned, and the door tracks were lubricated; the elevator was tested and returned to service.
EL407	21 St-Queensbridge F	1	The entrapment that occurred on 2/28/19 was the result of debris found on the L/L hoistway door saddle. The debris was removed; the elevator was tested and returned to service.
EL409	Jamaica-Van Wyck E	2	The entrapment that occurred on 1/16/19 was the result of debris found on the U/L hoistway door saddle and a defective U/L roller on the gate switch. The debris was removed, and the defective roller was repaired; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/17/19 could not be determined. Preventative measures were performed, the rear door eccentric roller was adjusted, and all door sills/interlock contacts were cleaned; the elevator was tested and returned to service.
EL412	Jamaica Center EJZ	1	The entrapment that occurred on 2/7/19 was the result of a broken L/L release roller assembly as well as a loose bolt on the U/L hoistway door track. The assembly was replaced, and the bolt was adjusted accordingly; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	1	The entrapment that occurred on 3/21/19 was the result of debris (dirt) found in the U/L door sill. The debris was removed; the elevator was tested and returned to service.
EL420	74 St-Broadway 7	1	The entrapment that occurred on 1/1/19 was the result of a defective guide shoe on IP8300 and the hoistway door spirator being out of adjustment/had no tension. The guide shoe was replaced, and adjustments were made to the spirator; the elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	2	The entrapment that occurred on 1/12/19 was the result of a loose front door operator inverter wire. The wire was secured, and the interlock was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/29/19 could not be determined. Preventative measures were performed, the door interlock assembly was cleaned and lubricated, all sills, door tracks and electric eyes were cleaned, and 5 gallons of oil was added to the tank; the elevator was tested and returned to service.
EL424	Briarwood E F	3	The entrapment that occurred on 1/11/19 was the result of a defective FU-9 fuse. The fuse was replaced, the door zone switches were checked, and all interlocks were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/23/19 could not be determined. Preventative measures were performed, all sills, saddles and contacts were cleaned, the U/L release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/3/19 was the result of a defective DPM relay causing the car to stop between the landings. The elevator positioning was re-programmed accordingly; the elevator was tested and returned to service.
EL425	Junction Blvd 7	3	The entrapment that occurred on 1/21/19 was the result of faulty door parameters causing the door to stall. The door parameters were adjusted for proper operation; the elevator was tested and returned to service. The entrapment that occurred on 3/5/19 was the result of debris/ice found on the L/L sill. The debris/ice was removed and cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/28/19 was the result of a misaligned U/L interlock. A new hoistway door interlock was installed and the hoistway door keeper contact was replaced; the elevator was tested and returned to service.
EL426	Junction Blvd 7	2	The cause of the entrapment that occurred on 1/5/19 could not be determined. Preventative measures were performed. The L/L electrical contacts were cleaned, minor adjustments were made to the front door and the L/L gate switch contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/30/19 was the result of a blown F9 4-amp fuse. The fuse was replaced; the elevator was tested and returned to service.
EL430	Queens Plaza E M R	1	The cause of the entrapment that occurred on 1/26/19 could not be determined. No defects were found; the elevator was tested and returned to service.
EL435	Kew Gardens-Union Tpke E F	1	The entrapment that occurred on 2/28/19 was the result of a loose communication wire in the controller near module #1. The wire was secured, and all of the mechanical interlocks were cleaned; the elevator was tested and returned to service.
EL437	Forest Hills E F M R	1	The entrapment that occurred on 3/4/19 was the result of snow built up in the hatch door. The snow was cleared; the elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	3	The cause of the entrapment that occurred on 1/22/19 could not be determined. Preventative measures were performed, 2 release rollers were replaced on the lower landing, debris was removed from the door sills; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/28/19 could not be determined. No defects were found; the elevator was tested and returned to service. The entrapment that occurred on 2/9/19 was the result of a car door contact failure. The door contact was adjusted; the elevator was tested and returned to service.

1ST QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL462	Ozone Park-Lefferts Boulevard A	1	The entrapment that occurred on 1/30/19 was the result of debris (sand) being found on the U/L door sill. The debris was removed; the elevator was tested and returned to service.
EL497	Mott Av A	1	The entrapment that occurred on 2/23/19 was the result of a dirty interlock and gate switch. Both the interlock and gate switch were cleaned, debris was removed from all sills; the elevator was tested and returned to service.



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