



Transit & Bus Committee Meeting

November 2017

Committee Members

F. Ferrer, Committee Chairman
A. Albert
R. Glucksman
D. Jones
S. Metzger
C. Moerdler
J. Molloy
S. Rechler
J. Samuelsen
P. Trottenberg
V. Vanterpool
J. Vitiello
P. Ward
C. Weisbrod

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Monday, 11/13/2017

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – OCTOBER 23, 2017

October Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 11

4. REVIEW OF NYCT AND MTA BUS COMMITTEE CHARTER

NYC Transit and MTA Bus Committee Charter - Page 19

5. OPERATIONS PERFORMANCE SUMMARY

a. September Operations Report

September Operations Report - Page 23

6. FINANCIAL REPORTS

a. September NYCT Financial & Ridership Report

September NYCT Financial and Ridership Report - Page 70

b. September SIR Financial & Ridership Report

September SIR Financial Financial and Ridership Report - Page 91

c. September MTA Bus Financial & Ridership Report

September MTA Bus Financial and Ridership Report - Page 102

d. Capital Program Status Report

Capital Program Status Report - Page 115

7. PROCUREMENTS

NYCT November Procurement Staff Summary and Resolution - Page 124

a. Non-Competitive Actions (None)

b. Competitive Actions

NYCT Competitive Actions - Page 128

c. Ratifications (None)

8. SERVICE CHANGES

a. NYCT Subway Schedule Changes, Effective June 2018

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 141

10. STANDARD FOLLOW-UP REPORTS

a. Elevator & Escalator Service Report, 3rd Quarter, 2017

Elevator and Escalator Service Report, 3rd Quarter, 2017 - Page 145

b. Transit Adjudication Bureau Report, 3rd Quarter, 2017

Transit Adjudication Bureau Report, 3rd Quarter, 2017 - Page 186

11. MTACC REPORT

MTACC Report - Page 188

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**

October 23, 2017

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Scott Rechler
Hon. John Samuelson
Hon. Polly Trottenberg
Hon. James E. Vitiello
Hon. Peter Ward
Hon. Carl Weisbrod

The following Members were absent:

Hon. Charles G. Moerdler
Hon. Veronica Vanterpool

Also present were:

Ira Greenberg, Board Member
Tim Mulligan, Acting President, New York City Transit
Craig Cipriano, Acting Executive Vice President
Peter Cafiero, Chief, Operations Planning
Robert Diehl, Vice President, Security
Vincent Coogan, Assistant Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Senior Vice President Operations Support, Materiel

Darryl Irick, President, MTA Bus Company
Janno Lieber, Chief Development Officer, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

Omar Vera thanked the Committee for having reinstated **W** train service, reiterated his position that the BMT Astoria Line should be extended to LaGuardia Airport, and stressed the importance of addressing subway delays and graffiti in the transit system.

Murray Bodin noted advances made in the Berlin and Paris transit systems and suggested that such systems be evaluated and considered as positive models for New York City.

Liz Patrick of the *East 72nd Street Neighborhood Association* asked for assistance in addressing traffic conditions on York Avenue between 73rd and 61st which delay the M72 and M66 buses, noting that the *Association* has asked NYC DOT to consider changing the timing of traffic lights, adding traffic agents in the area, and requiring curbside school bus loading for the Park East School on 68th Street.

Bishop Earl McKay, Pastor of *The Church of God of Prophecy* in the Bronx, spoke in opposition to alcohol advertisements being permitted in the transit system, noting the negative effects it has upon local communities.

Stacey Carpenter and Bob Pezzolessi of *Building Alcohol-Ad Free Transit*, both spoke in opposition to alcohol advertisements being permitted in the transit system, noting the health hazards presented by alcohol consumption and rejecting the notion that banning such advertisements would erode free speech. Ms. Carpenter presented the Committee with a petition asking that such advertisements be banned.

William Henderson, Executive Director of the PCAC, commented on the Paratransit Customer Bill of Rights, expressing his opinion that the document is not user friendly and was not developed with substantial specific input from Access-A-Ride users, and requesting that its format and content be reconsidered and revised.

Ellyn Shannon, of PCAC, acknowledged the value of the Major Delay Incident metric in the Performance Dashboard, noting that the **4**, **5**, **6**, **F** and **N** subway lines had the highest number of such incidents and that NYCT's funding partners must be galvanized to ensure that the Subway Action Plan receives the financial support necessary to improve performance on these lines in the year ahead.

H. P. Schroer, a WWII veteran, requested that the Committee offer veterans and their spouses discounted MetroCard fares, volunteering to assist in the implementation of such a benefit program.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the September 25, 2017 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.

There were no changes to the Work Plan.

Chair Ferrer advised the Committee that Darryl Irick has resumed his position as President of MTA Bus and Senior Vice President of NYC Transit's Department of Buses, and that Tim Mulligan has assumed the role of Acting President of NYC Transit pending the final selection of a new President.

Chair Ferrer thanked President Irick for his dedication and leadership as Acting President of NYCT during a challenging and transformative period.

IV. Agenda Items

A. Operations Report

Acting President Mulligan updated the Committee on the Subway Action Plan.

In response to a question from Member Samuelson regarding the unprecedented volume of sustained work on the subway system, Acting President Mulligan agreed to offer Members a tour of some of the sites where work is ongoing to allow for better visualization of the extensive scope of the Subway Action Plan. Member Samuelson also noted that track workers and signal maintainers are working under challenging conditions since much of the work performed under the Subway Action Plan is being done on active tracks with electrified third rails.

In response to a question from Member Albert, Acting President Mulligan agreed to provide customers with additional information on the reasons for the expanded FASTRACK hours and notice of the additional benefits this is expected to yield.

In response to a question from Member Albert, Acting President Mulligan explained to the Committee that due to current funding limitations it may be necessary to scale back some of the Subway Action Plan activities.

Member Weisbrod commented that a reallocation of existing resources, or an expansion of the current schedule, are alternatives to reducing the number of activities undertaken.

Member Samuelson stated that the successful implementation of the Subway Action Plan is consistent with the fiduciary duties of board members, and criticized the City for failing to meet its financial obligations towards NYCT by not reimbursing the agency for Paratransit and Student MetroCard costs amounting to almost \$500 million per year.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, advising the Committee that new customer-focused performance metrics had been added to the Subway Monthly Operations Report in this month's agenda.

In response to questions from Member Albert, SVP Habersham explained that EMT personnel can move from one station location to another if deemed strategically necessary, and that the performance statistics for the **5** line are negatively impacted by the signal modernization work on the Dyre Avenue Line.

In response to a question from Member Weisbrod regarding the counterintuitive decline in ridership on subways and buses as the City's population increases, Mr. Cafiero commented that other cities are experiencing similar declines and noted the possibility that weekend work may also be affecting the number of customers who opt to use the transit system.

Acting President Mulligan agreed to provide Member Greenberg with twelve month rolling averages on wait assessment statistics.

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

VP LoPiano updated the Committee on the implementation of the plan to provide a more customer-centric and transparent Paratransit system in response to concerns from riders and advocates.

In response to an inquiry from Member Rechler, VP LoPiano advised the Committee that options for expediting the development of the "My-Access-A-Ride" Mobile App are being considered.

In response to Member Jones' concerns regarding the ability of Paratransit customers that are not computer literate to take advantage of certain proposed improvements, VP LoPiano agreed that offering easy to use smart phones at cost, and providing any necessary training, would be considered.

Chair Ferrer stressed the importance of expediting the timetable for the development of the "My-Access-A-Ride" Mobile App.

VP Kennedy presented the Safety Report.

Assistant Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a question from Member Glucksman regarding the increase in anti-Semitic hate crimes, Chief Coogan noted that most of these offenses were in the nature of "criminal mischief" and that the bulk were committed in the beginning of the year.

Member Jones requested that the NYPD Transit Bureau Report include information on the race, gender and geographical location of fare evaders.

Member Greenberg asked Chief Coogan for statistics on fare evasion in subway stations in Jamaica, Queens.

B. Financial Reports

Acting EVP Cipriano reported to the Committee on NYCT's finances.

Member Greenberg requested that measures be taken in conjunction with the City to improve traffic congestion in Queens in order to increase bus ridership.

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

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

C. Procurements

SVP Plochochi introduced the revised NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 9 action items totaling \$398.4 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated design/build contract for Package 3 of the Enhanced Station Initiative Program, for the design and construction of improvements at the 72nd Street, 86th Street, Cathedral Parkway and 163rd Street stations along the 8th Avenue line in the borough of Manhattan to ECCO III Enterprises in the amount of \$111.19 million with a schedule duration of 13½ months, and (2) the award of options to purchase a total of 180 low-floor 60-foot articulated diesel buses from New Flyer and Nova Bus.

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

In response to a question from Member Weisbrod, SVP O'Grady advised Members that the scope of work proposed for award to ECCO III will not result in the four station locations being fully accessible.

In response to a question from Member Jones, General Counsel Henly noted that the schedules referenced in the procurement Board Resolution reflect the different categories of procurements to be voted on and apply as appropriate to the action items being presented for approval, clarifying that the Committee vote has the effect of forwarding procurement action items to the full Board with a recommendation that they be approved and that the Resolution need not be voted on at the Committee level.

NYCT's competitive procurements requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedule G, H and I in the Agenda) were approved and forwarded to the full Board for consideration.

MTACC's proposed ratification requiring a majority vote (Schedule K in the Agenda) was approved and forwarded to the full Board for consideration.

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

V. Service Changes

Mark Holmes informed the Committee of a revision to the travel path of the southbound Q10 local bus to use 134th Street instead of 150th Avenue and Van Wyck Expressway upon entering JFK Airport, noting that this change will symmetrically align the northbound and southbound Q10 local travel paths, discontinue two low-volume bus stops and add one new bus stop..

VI. Special Reports and Presentations

Cynthia Wilson, Assistant Director, MTA Homeless Outreach, updated the Committee on continued efforts to address the homeless population on the subway system.

General Counsel Henly presented a follow-up report on Transit's recidivism initiative as requested by Chair Ferrer.

In response to a request from Members Weisbrod and Metzger, Mr. Henly agreed to report on the disposition of recidivist cases once a sufficient database has been developed.

VII. Action Item

Chief Development Officer Lieber presented for the Committee's approval an Action Item authorizing the transfer of \$150 million in excess savings to the Second Avenue Subway project in order to fund negotiated additional work orders, contractor claims, impact costs and support costs incurred during the final stages of the project's completion, noting that the savings would be drawn from available funds in past administrative tasks, unused real estate tasks and reserves in current administrative program budgets.

In response to a question from Member Weisbrod, CDO Lieber clarified that the funds requested are intended to cover all outstanding capital work and all the costs necessary to close out the project.

Upon motion duly made and seconded, the Action Item was approved and forwarded to the full Board for consideration.

VIII. MTA CC Project Report

CDO Lieber reported on the status of the Cortlandt Street ① station, noting that significant progress towards successful completion has been made with the contractor on that job.

In response to a question by Member Albert, CDO Lieber advised the Committee of the increase in the contractor's productivity on the Cortlandt Street Station.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B. Quintas".

Bettina Quintas
Assistant Secretary



2017 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

November 2017

	<u>Responsibility</u>
Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3rd, Qtr, 2017	Subways
Transit Adjudication Bureau Report, 3rd Qtr, 2017	Law

December 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
SIR 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 rd Qtr, 2017	EEO & Human Resources
Transit Recidivism Report	Law

January 2018

Approval of 2018 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2018

Preliminary Review of NYC Transit 2017 Operating Results	Management & Budget
Preliminary Review of SIR 2017 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2017 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2018-2021	Management & Budget
SIR Adopted Budget/Financial Plan 2018-2021	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2018-2021	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2017 Yr End Rpt	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2018

Transit Recidivism Report

Law

April 2018

Homeless Outreach Report

Final Review of NYC Transit 2017 Operating Results

Final Review of SIR 2017 Operating Results

Final Review of MTA Bus 2017 Operating Results

MTA

Management & Budget

Management & Budget

Management & Budget

May 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

Elevator & Escalator Service Report, 1st Qtr, 2018

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2018

Law

Subways

EEO & Human Resources

June 2018

Transit Recidivism Report

July 2018

No Items

August 2018

No Meetings Held

September 2018

Public comment/Committee review of budget

2018 NYC Transit Mid-Year Forecast Monthly Allocation

2018 SIR Mid-Year Forecast Monthly Allocation

2018 MTA Bus Mid-Year Forecast Monthly Allocation

2019 Preliminary NYC Transit Budget

2019 Preliminary SIR Budget

2019 Preliminary MTA Bus Budget

Service Quality Indicators (including PES & MTA Bus PES)

Elevator & Escalator Service Report, 2nd Qtr, 2018

Transit Adjudication Bureau Report, 2nd Qtr, 2018

Transit Recidivism Report

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2018

Management & Budget

Operations Planning

Subways

Law

Law

EEO & Human Resources

October 2018

Public Comment/Committee review of budget

Homeless Outreach Report

2019 Preliminary NYC Transit Budget

2019 Preliminary SIR Budget

2019 Preliminary MTA Bus Budget

MTA

Management & Budget

Management & Budget

Management & Budget



2017 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2017

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2017

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

Transit Adjudication Bureau Report, 3rd Qtr, 2017

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

DECEMBER 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021

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

SIR 2018 Adopted Budget/Financial Plan 2018-2021

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

MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

EEO & Diversity Report, 3rd Qtr, 2017

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

Transit Recidivism Report

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

II. SPECIFIC AGENDA ITEMS (con't)

JANUARY 2018

Approval of Committee Work Plan

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

FEBRUARY 2018

Preliminary Review of NYC Transit's 2017 Operating Results

NYC Transit will present a brief review of its 2017 Budget results.

Preliminary Review of SIR 2017 Operating Results

NYC Transit will present a brief review of SIR's 2017 Budget results.

Preliminary Review of MTA Bus 2017 Operating Results

MTA Bus will present a brief review of its 2017 Budget results.

Adopted Budget/Financial Plan 2018-2021

NYC Transit will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR Adopted Budget/Financial Plan 2018-2021

NYC Transit will present SIR's revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

TA Bus Adopted Budget/Financial Plan 2018-2021

MTA Bus will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2017 Year-End Report

A detailed year-end 2017 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 2018

Transit Recidivism Report

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

APRIL 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2017 Operating Results

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

Final Review of SIR 2017 Operating Results

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

Final Review of MTA Bus 2017 Operating Results

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

MAY 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

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, 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report, 1st Qtr, 2018

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.

JUNE 2018

Transit Recidivism Report

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

JULY 2018

No Agenda Items

AUGUST 2018

No Meetings Held

SEPTEMBER 2018

2018 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 MTA Bus Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2018

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, 2018

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

EEO & Diversity Report, 2nd Qtr, 2018

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

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

OCTOBER 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

Public comments will be accepted on the SIR 2019 Preliminary Budget.

2019 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2019 Preliminary Budget.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE NEW YORK CITY TRANSIT AUTHORITY, THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY, THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY AND THE MTA BUS COMPANY

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”) on ~~July 24, 2013~~November 17, 2017.

I. ~~I.~~ PURPOSE

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, “NYCT”) and of the MTA Bus Company (“MTA Bus”).

II. ~~H.~~ COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, NYCT and/or MTA Bus. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. ~~III.~~ COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair

shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, MTA Bus or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT, the President of MTA Bus , and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT and MTA Bus:

1. monitor and update the Board Chair and the Board on the operating performance of NYCT and MTA Bus, including information on subway, bus and paratransit service;

2. monitor and update the Board Chair and the Board on the safety record of NYCT and MTA Bus; such monitoring shall include reviewing and monitoring customer and employee safety as well as crime statistics;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to NYCT and MTA Bus operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of NYCT and MTA Bus, including financial reports, ridership reports, and the use of funds by NYCT and MTA Bus;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of NYCT and MTA Bus that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed capital projects of NYCT and MTA Bus and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address NYCT and MTA Bus security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT and MTA Bus: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of NYCT or MTA Bus:

1. review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
2. review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
3. monitor the progress of the capital projects undertaken by the MTACC;
4. monitor the budget and the schedule of capital projects undertaken by the MTACC;
5. monitor the progress of contract commitments and completions with respect to capital projects; and

6. track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
- 1.2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 2.3. review and assess the adequacy of this Charter annually; and
- 3.4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

Monthly Operations Report

Results for the month of September 2017 are shown below.

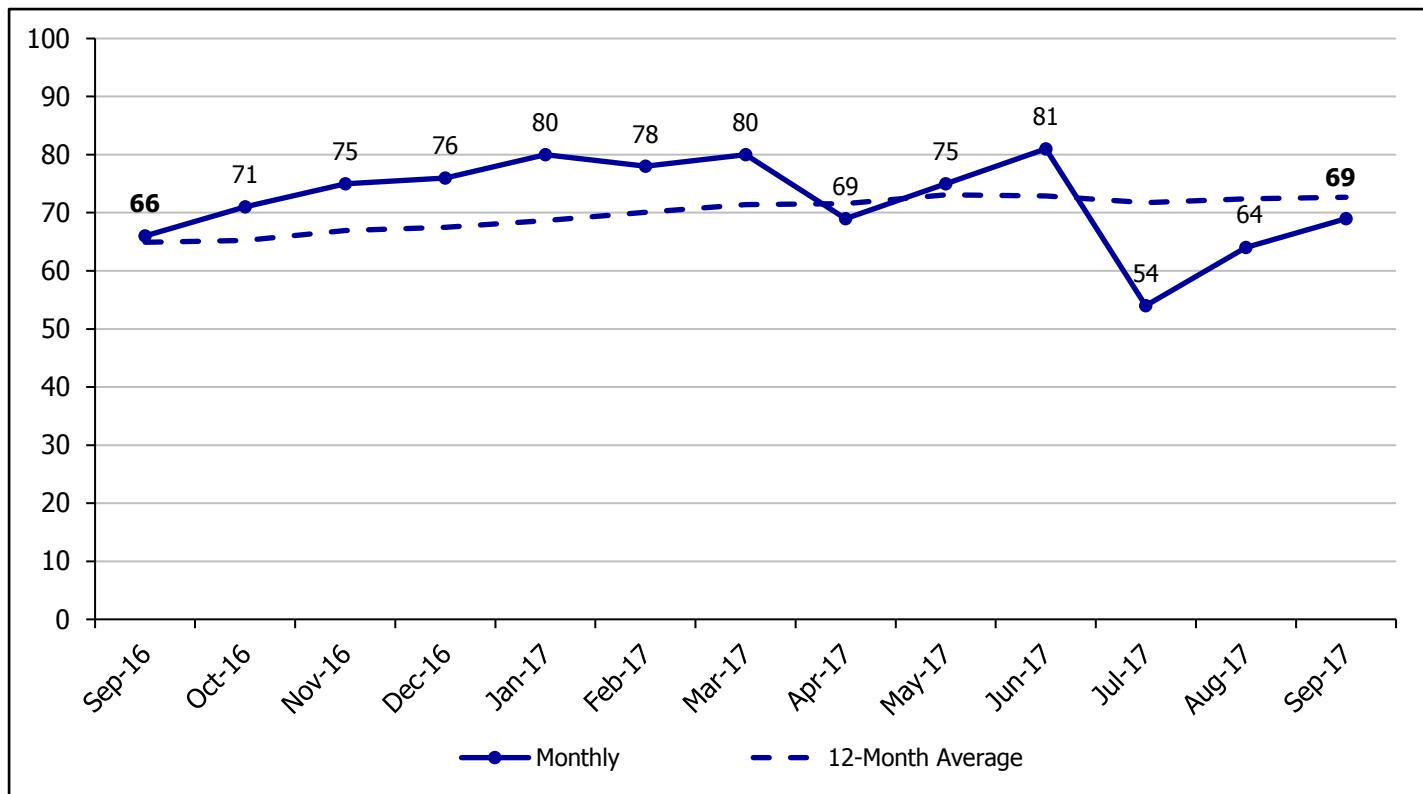
Subway Monthly Operations Report Service Indicators

Category	Performance Indicator	Current Month: September 2017			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	69	66	4.5%	72.7	64.9	+11.9%
	Weekend Major Incidents (Chart 2)	7	16	-56.3%	6.9	8.7	-20.2%
Capacity Provided	Weekday Service Delivered (Chart 3)	94.8%	95.5%	-0.7%	94.6%	95.9%	-1.3%
	Weekend Service Delivered (Chart 5)	96.9%	98.7%	-1.8%	97.9%	98.1%	-0.2%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:19	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:33	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Subway Car PES-KPI (Chart 11)				94.3%	95.7%	-1.4%
	Mean Distance Between Failures (Chart 12)	123,349	108,232	+14.0%	118,699	113,961	+4.2%
Station Environment	Stations PES-KPI (Chart 13)				90.8%	88.4%	+2.4%
	Elevator Availability (Chart 14)	96.2%	95.6%	+0.6%	95.8%	96.0%	-0.2%
	Escalator Availability (Chart 14)	94.4%	92.8%	+1.6%	94.1%	94.0%	+0.1%
Staten Island Railway	24 Hour On-Time Performance	98.8%	95.4%	+3.4%	95.5%	95.9%	-0.4%
	AM Rush On-Time Performance	99.7%	100.0%	-0.3%	97.5%	96.0%	+1.5%
	PM Rush On-Time Performance	96.5%	96.7%	-0.2%	95.2%	98.1%	-2.9%
	Percentage of Completed Trips	99.9%	100.0%	-0.1%	99.7%	99.9%	-0.2%
	Mean Distance Between Failures	43,088	72,810	-40.8%	52,673	80,214	-34.3%
	Staten Island Railway PES-KPI (Chart 15)				88.4%	90.8%	-2.4%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	71.3%	72.8%	-1.5%	71.9%	74.3%	-2.4%
	Weekend Wait Assessment (Chart 17)	77.4%	80.9%	-3.5%	79.8%	81.4%	-1.6%
	Weekday Terminal On-Time Performance (Chart 18)	64.6%	65.9%	-1.3%	63.5%	68.0%	-4.5%
	Weekend Terminal On-Time Performance (Chart 19)	69.4%	71.0%	-1.6%	71.1%	73.4%	-2.3%
	Weekday Trains Delayed (Chart 20)	58,413	55,922	+4.5%	61,620	52,841	+16.6%
	Weekend Trains Delayed (Chart 21)	17,942	13,965	+28.5%	15,195	13,353	+13.8%

*Systemwide data for the Additional Platform Time and Additional Train Time indicators are available from March 2017. Data for the B Division is not available prior to March 2017.

Staten Island Railway On-Time Performance excludes delays from trains purposely held for connecting passengers from the Staten Island Ferry.

Subway Weekday Major Incidents (24 hours)



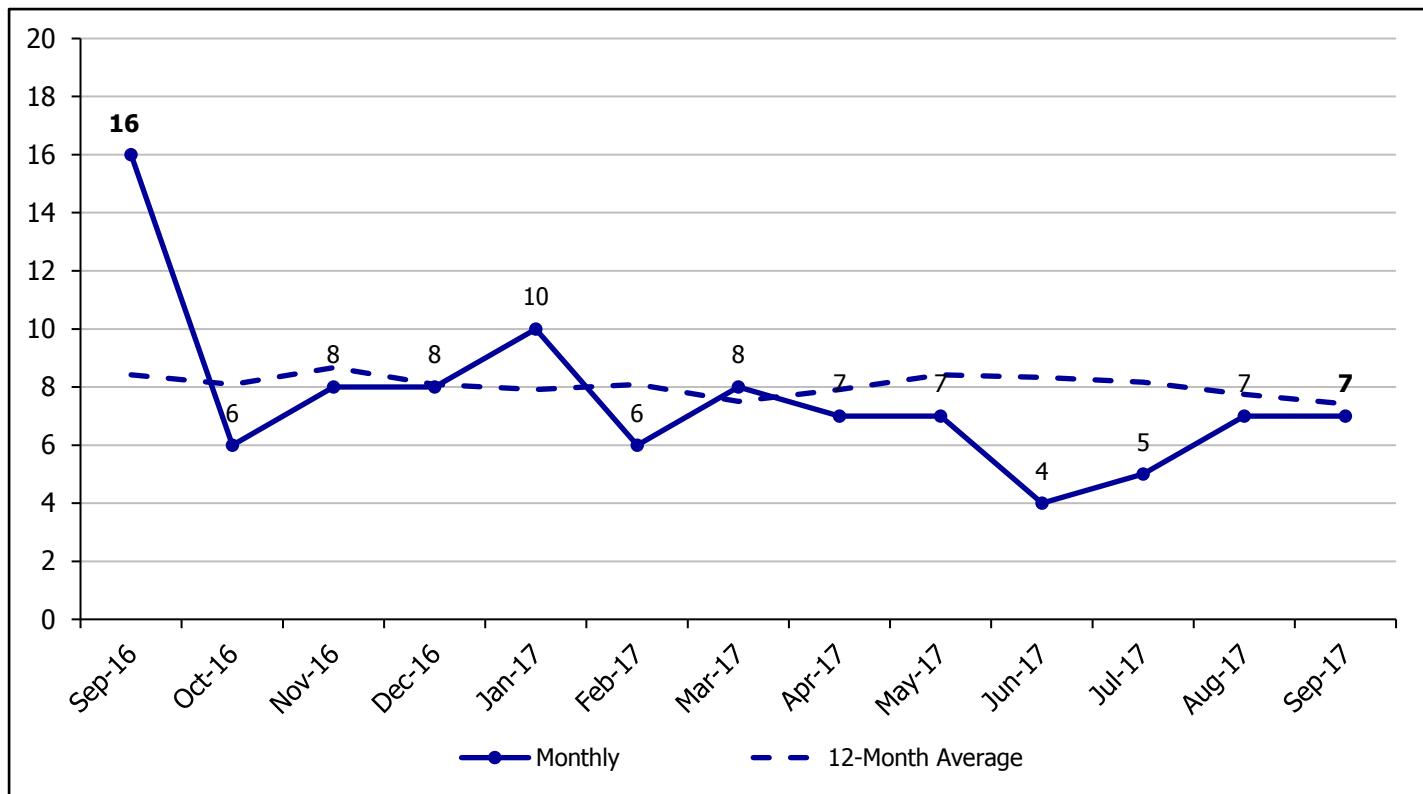
Major Incidents Definition

An incident that delays 50 or more trains. Major incidents are separated into the six categories below.

Categories	Monthly			12-Month Average		
	Sep '17	Sep '16	Difference	Sep '17	Sep '16	Difference
Track	19	10	+9	16.0	18.3	-2.3
Signals	19	30	-11	23.2	20.8	+2.4
Persons on Trackbed/Police/Medical	18	16	+2	15.8	14.4	+1.4
Stations & Structure	4	0	+4	4.7	2.3	+2.3
Subway Car	6	6	+0	5.3	4.9	+0.3
Other	3	4	-1	7.8	4.3	+3.5
Subdivision A	38	35	+3	36.9	33.3	+3.7
Subdivision B	31	31	+0	35.8	31.7	+4.1
Systemwide	69	66	+3	72.7	64.9	+7.8
Avg Incident Duration (h:mm:ss)	0:15:38	0:14:39	+0:00:59	0:17:04	0:15:59	+0:01:06
Avg Trains Delayed per Incident	101	95	+7	110	97	+14

Chart 1

Subway Weekend Major Incidents (24 hours)



Major Incidents Definition

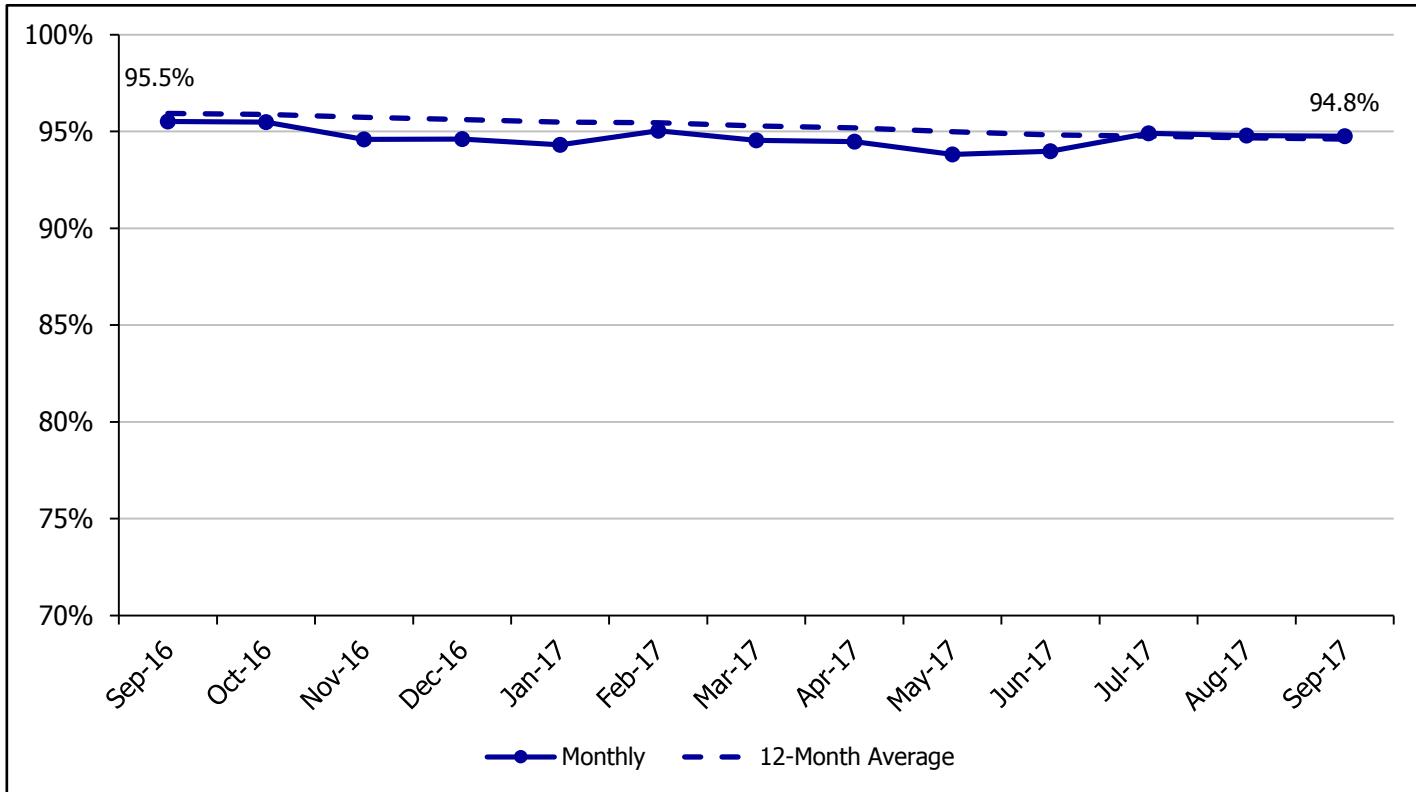
An incident that delays 50 or more trains. Major incidents are separated into the six categories below.

Categories	Monthly			12-Month Average		
	Sep '17	Sep '16	Difference	Sep '17	Sep '16	Difference
Track	1	2	-1	0.9	2.3	-1.3
Signals	2	2	0	2.2	1.7	+0.5
Persons on Trackbed/Police/Medical	1	4	-3	1.3	2.5	-1.2
Stations & Structure	0	1	-1	0.2	0.4	-0.3
Car Equipment	0	0	0	0.3	0.5	-0.3
Other	3	7	-4	2.1	1.3	+0.8
Subdivision A	5	6	-1	3.3	4.5	-1.3
Subdivision B	2	10	-8	3.7	4.2	-0.5
Systemwide	7.0	16	-9	6.9	8.7	-1.8

Avg Incident Duration (h:mm:ss)	0:14:00	0:12:00	+0:02:00	0:20:26	0:24:38	-0:04:12
Avg Trains Delayed per Incident	122	82	+40	101	78	+23

Chart 2

Subway Weekday % Service Delivered (Peak Hours)



% Service Delivered Definition

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 peak hours – 7 to 10 a.m. and 4 to 7 p.m.

	Monthly			12-Month Average			
	Sep '17	Sep '16	Difference	Sep '17	Sep '16	Difference	
	Subdivision A	91.8%	93.0%	-1.2%	Subdivision A	92.4%	93.9%
Subdivision B	97.0%	97.5%	-0.5%	Subdivision B	96.3%	97.5%	-1.2%
Systemwide	94.8%	95.5%	-0.7%	Systemwide	94.6%	95.9%	-1.3%

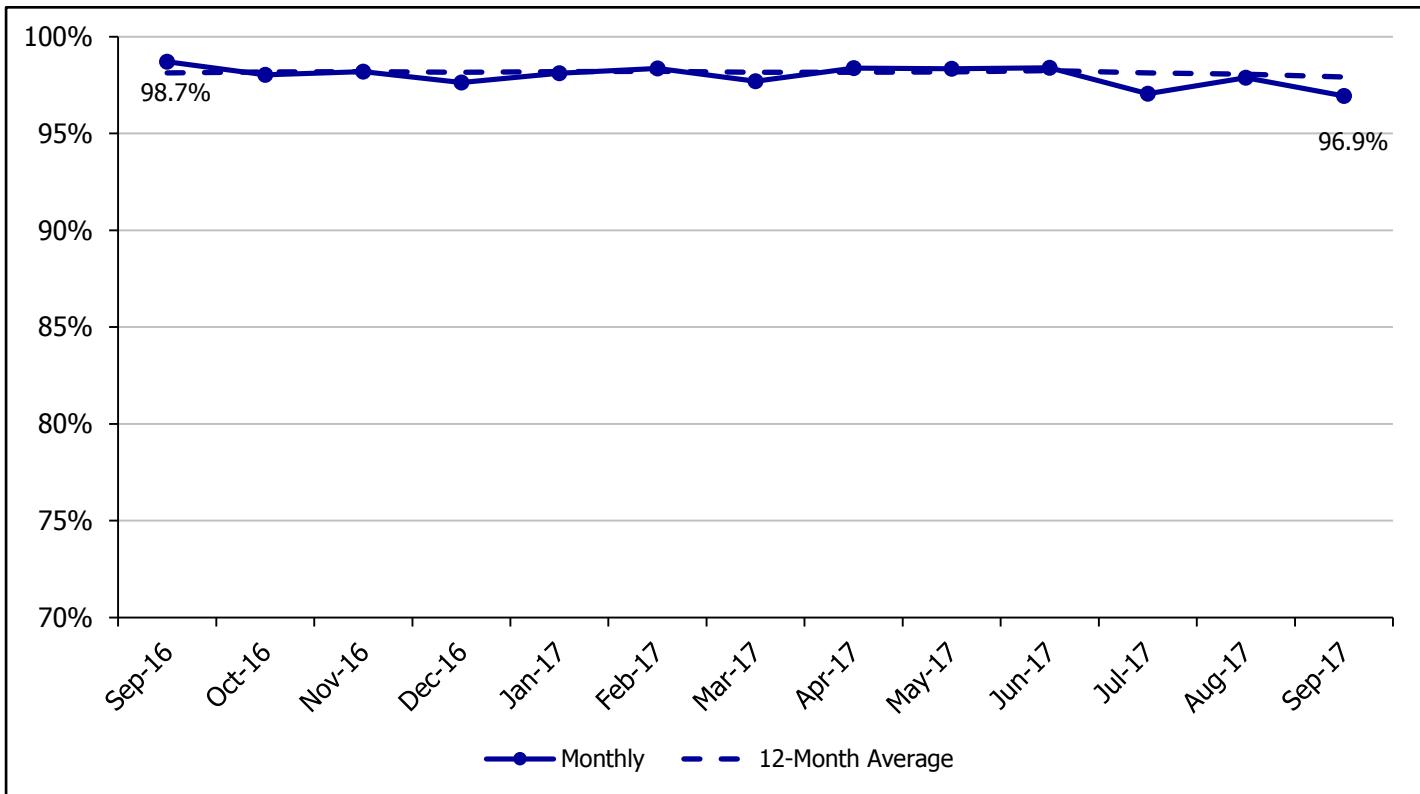
Chart 3

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Line	Sep '17	Sep '16	Difference
1	95.8%	96.3%	-0.5%
2	88.8%	89.4%	-0.6%
3	91.3%	92.9%	-1.6%
4	90.1%	92.2%	-2.1%
5	83.5%	87.1%	-3.6%
6	90.6%	91.5%	-0.9%
7	94.1%	95.8%	-1.7%
S 42nd	99.7%	98.5%	+1.2%
Subdivision A	91.8%	93.0%	-1.2%
A	96.5%	96.0%	+0.5%
B	98.4%	97.5%	+0.9%
C	96.4%	95.9%	+0.5%
D	98.9%	99.0%	-0.1%
E	94.4%	95.6%	-1.2%
F	98.0%	97.4%	+0.6%
S Fkln	100.0%	99.9%	+0.1%
G	102.7%	101.0%	+1.7%
S Rock	100.7%	100.2%	+0.5%
JZ	97.4%	95.7%	+1.7%
L	96.9%	98.5%	-1.6%
M	95.0%	94.0%	+1.0%
N	95.3%	99.1%	-3.8%
Q	95.6%	97.6%	-2.0%
R	96.8%	99.7%	-2.9%
W	94.7%	N/A	N/A
Subdivision B	97.0%	97.5%	-0.5%
Systemwide	94.8%	95.5%	-0.7%

Chart 4

Subway Weekend % Service Delivered (Peak Hours)



% Service Delivered Definition

Measures NYCT's ability to deliver the service that's scheduled taking into account planned track work. Service Delivered is measured along the busiest part of the line, reflecting service across the entire line, and is reported as the percentage of scheduled trains that are provided. On the weekend, this metric is measured between 10am and 6pm.

	Monthly			12-Month Average		
	Sep '17	Sep '16	Difference	Sep '17	Sep '16	Difference
Subdivision A	96.4%	97.8%	-1.4%	97.2%	97.8%	-0.6%
Subdivision B	97.3%	99.2%	-1.9%	98.4%	98.3%	0.1%
Systemwide	96.9%	98.7%	-1.8%	97.9%	98.1%	-0.2%

Chart 5

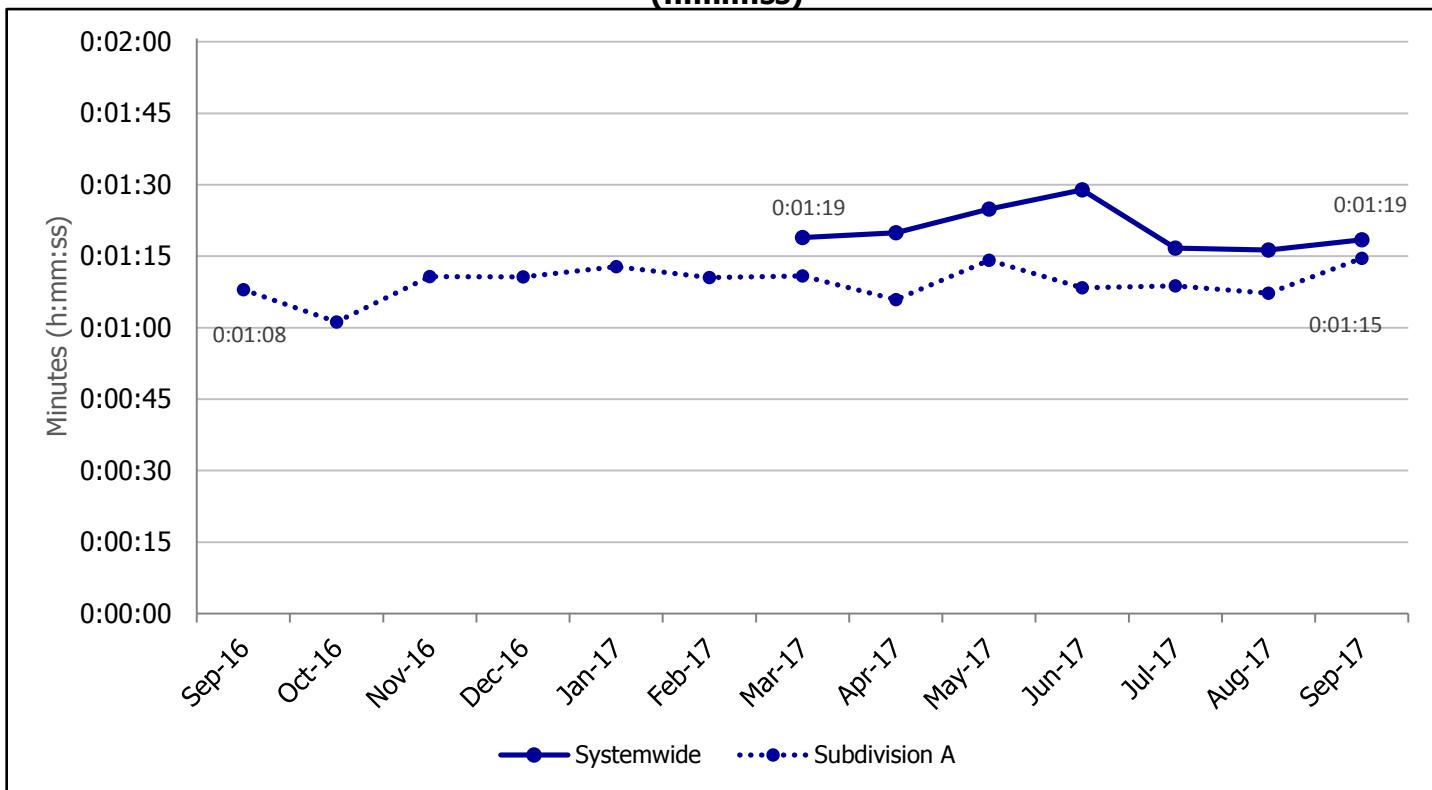
Subway Weekend % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Sep '17</u>	<u>Sep '16</u>	<u>Difference</u>
1	98.3%	94.1%	+4.2%
2	90.5%	96.5%	-6.0%
3	95.9%	102.5%	-6.6%
4	95.5%	94.9%	+0.6%
5	96.3%	98.4%	-2.1%
6	98.8%	98.6%	+0.2%
7	98.0%	99.7%	-1.7%
S 42nd	99.8%	100.0%	-0.2%
Subdivision A	96.4%	97.8%	-1.4%
A	98.0%	99.0%	-1.0%
C	95.3%	98.5%	-3.2%
D	99.3%	100.2%	-0.9%
E	97.8%	99.0%	-1.2%
F	97.0%	98.6%	-1.6%
S Fkln	99.4%	99.9%	-0.5%
G	96.0%	100.3%	-4.3%
S Rock	99.5%	99.6%	-0.1%
JZ	99.0%	96.9%	+2.1%
L	94.7%	97.9%	-3.2%
M	99.7%	99.2%	+0.5%
N	96.4%	99.7%	-3.3%
Q	99.4%	99.7%	-0.3%
R	95.6%	99.2%	-3.6%
Subdivision B	97.3%	99.2%	-1.9%
Systemwide	96.9%	98.7%	-1.8%

Chart 6

Subway Weekday Additional Platform Time

Monthly (6 am - midnight)
(h:mm:ss)



Additional Platform Time Definition

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. The measure uses information from the real-time train tracking technologies that provide train arrival information.

Additional Platform Time Results

	Monthly			12-Month Average
	Sep '17	Sep '16	Difference	Sep '17
Subdivision A	0:01:15	0:01:07	+0:00:08	0:01:10
Subdivision B	0:01:22	N/A	N/A	N/A
Systemwide	0:01:19	N/A	N/A	N/A

This metric uses 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 using these new technology and methods.

*Data for the B Division is not available prior to March 2017.

Chart 7

Subway Weekday Additional Platform Time
Monthly (6 am - midnight)
(h:mm:ss)

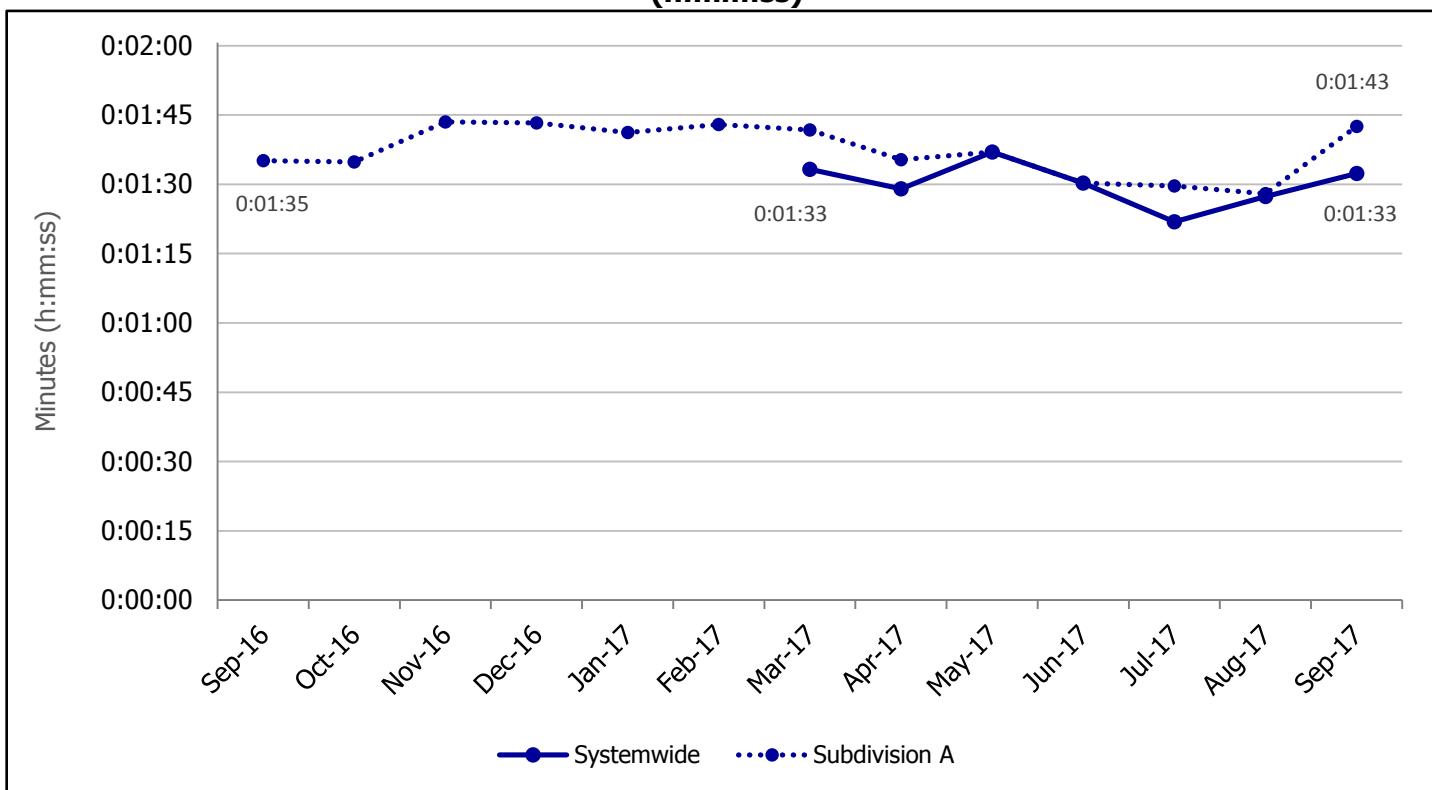
<u>Line</u>	<u>Sep '17</u>	<u>Sep '16</u>	<u>Difference</u>
1	0:01:24	0:01:02	+0:00:22
2	0:01:38	0:01:18	+0:00:20
3	0:01:20	0:00:58	+0:00:22
4	0:01:13	0:01:07	+0:00:06
5	0:01:22	0:01:21	+0:00:01
6	0:01:13	0:01:18	-0:00:05
7	0:00:53	0:00:51	+0:00:02
S 42nd	0:00:21	0:00:27	-0:00:06
Subdivision A	0:01:15	0:01:07	+0:00:08
A	0:01:16	N/A	N/A
B	0:01:30	N/A	N/A
C	0:01:41	N/A	N/A
D	0:01:28	N/A	N/A
E	0:01:12	N/A	N/A
F	0:01:20	N/A	N/A
S Fkln	0:00:04	N/A	N/A
G	0:01:06	N/A	N/A
S Rock	0:00:25	N/A	N/A
JZ	0:01:26	N/A	N/A
L	0:01:17	N/A	N/A
M	0:01:54	N/A	N/A
N	0:01:20	N/A	N/A
Q	0:01:18	N/A	N/A
R	0:01:22	N/A	N/A
W	0:01:02	N/A	N/A
Subdivision B	0:01:22	N/A	N/A
Systemwide	0:01:19	N/A	N/A

This metric uses ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. Data for the B Division is not available prior to March 2017. This is a beta metric and may change with further development.

Chart 8

Subway Weekday Additional Train Time

Monthly (6 am - midnight)
(h:mm:ss)



Additional Train Time Definition

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.

Additional Train Time Results

	Monthly			12-Month Average
	Sep '17	Sep '16	Difference	Sep '17
Subdivision A	0:01:43	0:01:35	0:00:08	0:01:38
Subdivision B	0:01:25	N/A	N/A	N/A
Systemwide	0:01:33	N/A	N/A	N/A

This metric uses 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 using these new technology and methods.

*Data for the B Division is not available prior to March 2017.

Chart 9

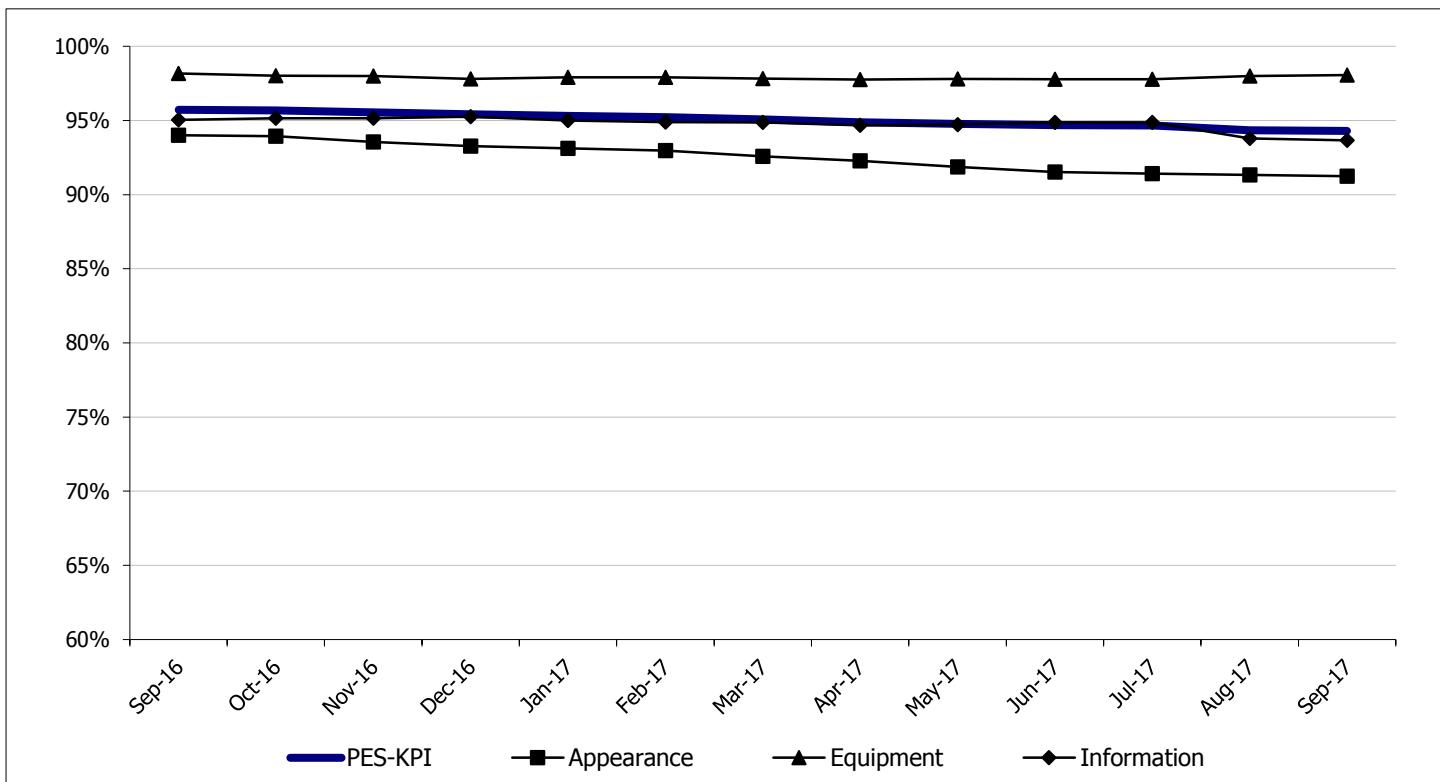
Subway Weekday Additional Train Time
Monthly (6 am - midnight)
(h:mm:ss)

Line	Sep '17	Sep '16	Difference
1	0:01:15	0:01:17	-0:00:02
2	0:02:12	0:02:03	+0:00:09
3	0:01:42	0:01:34	+0:00:08
4	0:02:13	0:02:05	+0:00:08
5	0:02:28	0:02:22	+0:00:06
6	0:01:25	0:01:24	+0:00:01
7	0:01:29	0:00:54	+0:00:35
S 42nd	0:00:27	0:00:26	+0:00:01
Subdivision A	0:01:43	0:01:35	+0:00:08
A	0:01:49	N/A	N/A
B	0:01:51	N/A	N/A
C	0:01:03	N/A	N/A
D	0:01:33	N/A	N/A
E	0:01:56	N/A	N/A
F	0:01:43	N/A	N/A
S Fkln	0:00:51	N/A	N/A
G	0:01:20	N/A	N/A
S Rock	0:00:17	N/A	N/A
JZ	0:01:37	N/A	N/A
L	0:00:08	N/A	N/A
M	0:00:56	N/A	N/A
N	0:01:41	N/A	N/A
Q	0:02:00	N/A	N/A
R	0:00:41	N/A	N/A
W	0:01:09	N/A	N/A
Subdivision B	0:01:25	N/A	N/A
Systemwide	0:01:33	N/A	N/A

This metric uses ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. Data for the B Division is not available prior to March 2017. This is a beta metric and may change with further development.

Chart 10

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



Subway Car PES-KPI Definition

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

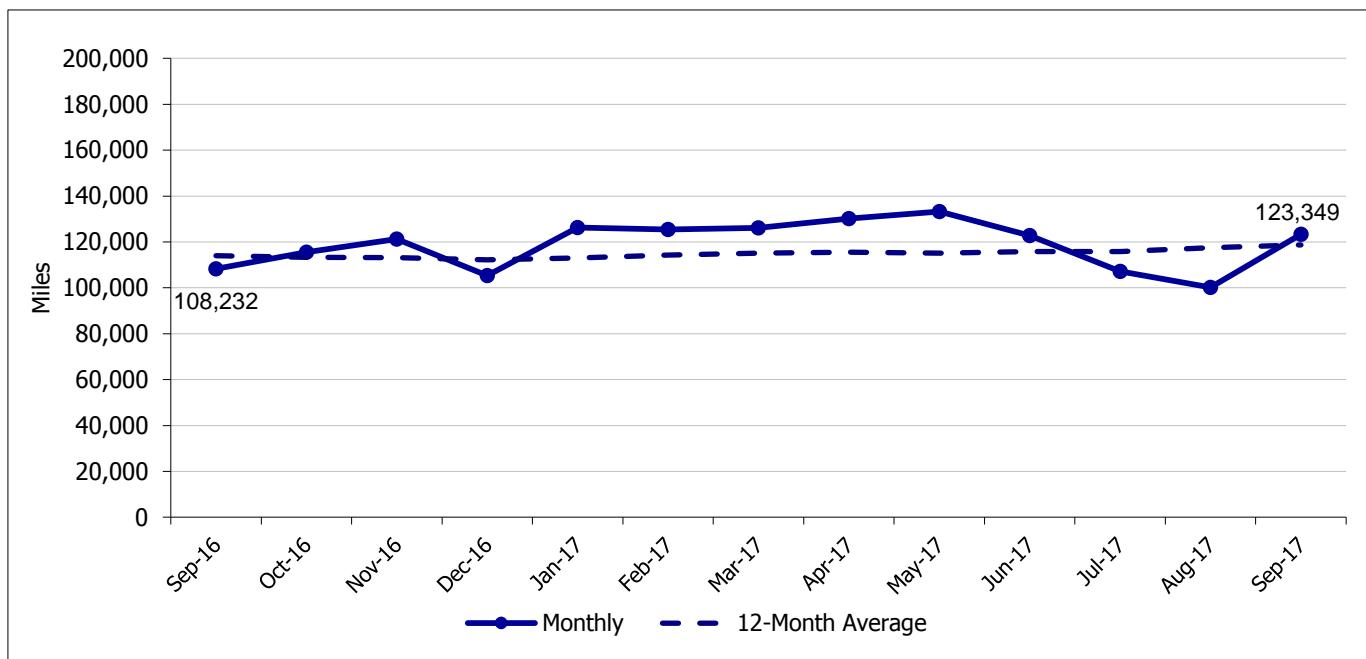
Information: Includes the subway car announcements and signage.

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

	Oct '16 - Sep '17				Oct '15 - Sep '16				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Subdivision A	94.3%	92.5%	97.7%	92.6%	95.7%	95.0%	97.8%	94.4%	-1.4%
Subdivision B	94.3%	90.5%	98.2%	94.3%	95.7%	93.4%	98.4%	95.4%	-1.4%
Systemwide	94.3%	91.2%	98.1%	93.7%	95.7%	94.0%	98.2%	95.0%	-1.4%

Chart 11

Subway Mean Distance Between Failure



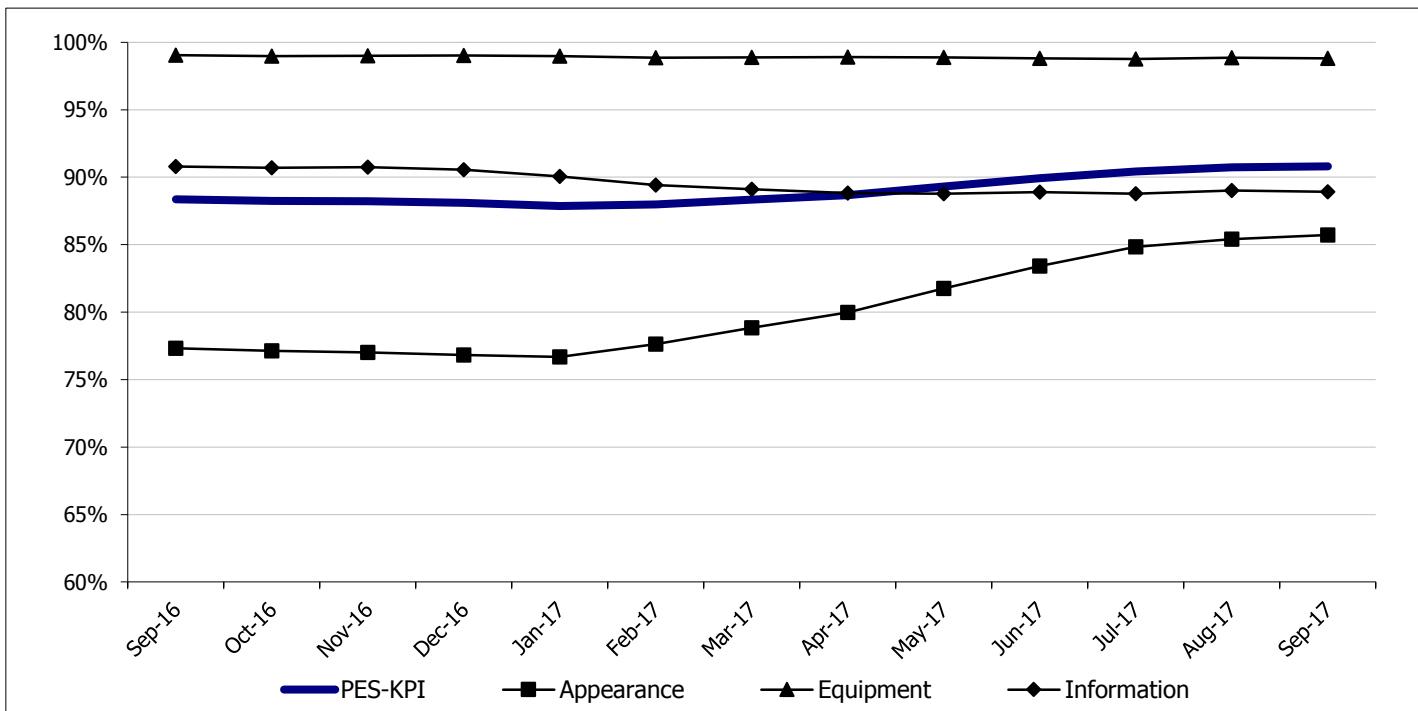
Definition

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

	# of Cars	Monthly		% Diff
		Sep '17	Sep '16	
Subdivision A	2,895	138,672	105,899	+30.9%
Subdivision B	3,523	114,261	110,017	+3.9%
Systemwide	6,418	123,349	108,232	+14.0%
12-Month Average				
Car Class	# of Cars	Sep '17	Sep '16	% Diff
R32	222	36,193	32,377	+11.8%
R42	50	42,729	32,788	+30.3%
R46	752	75,644	78,057	-3.1%
R62	315	207,805	176,174	+18.0%
R62A	824	93,226	83,438	+11.7%
R68	425	115,519	114,670	+0.7%
R68A	200	94,297	101,595	-7.2%
R142	1,030	151,053	139,584	+8.2%
R142A	220	52,083	51,275	+1.6%
R143	212	77,921	56,423	+38.1%
R160	1,662	233,807	286,655	-18.4%
R188 - New	126	443,704	581,452	-23.7%
R188 - Conversion	380	184,097	163,346	+12.7%
Subdivision A	2,895	121,460	109,708	+10.7%
Subdivision B	3,523	116,796	117,343	-0.5%
FLEET	6,418	118,699	113,961	+4.2%

Chart 12

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



Station PES-KPI Definition

Station PES-KPI is a composite indicator for station environments. It consists of three categories designed to reflect customer experiences. The Appearance category accounts for 37% of the KPI calculation, the Equipment category accounts for 31%, and the Information category accounts for 32%.

Appearance: Includes cleanliness and graffiti ratings for station; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes the functionality of turnstiles, booth microphones, and MetroCard vending machines.

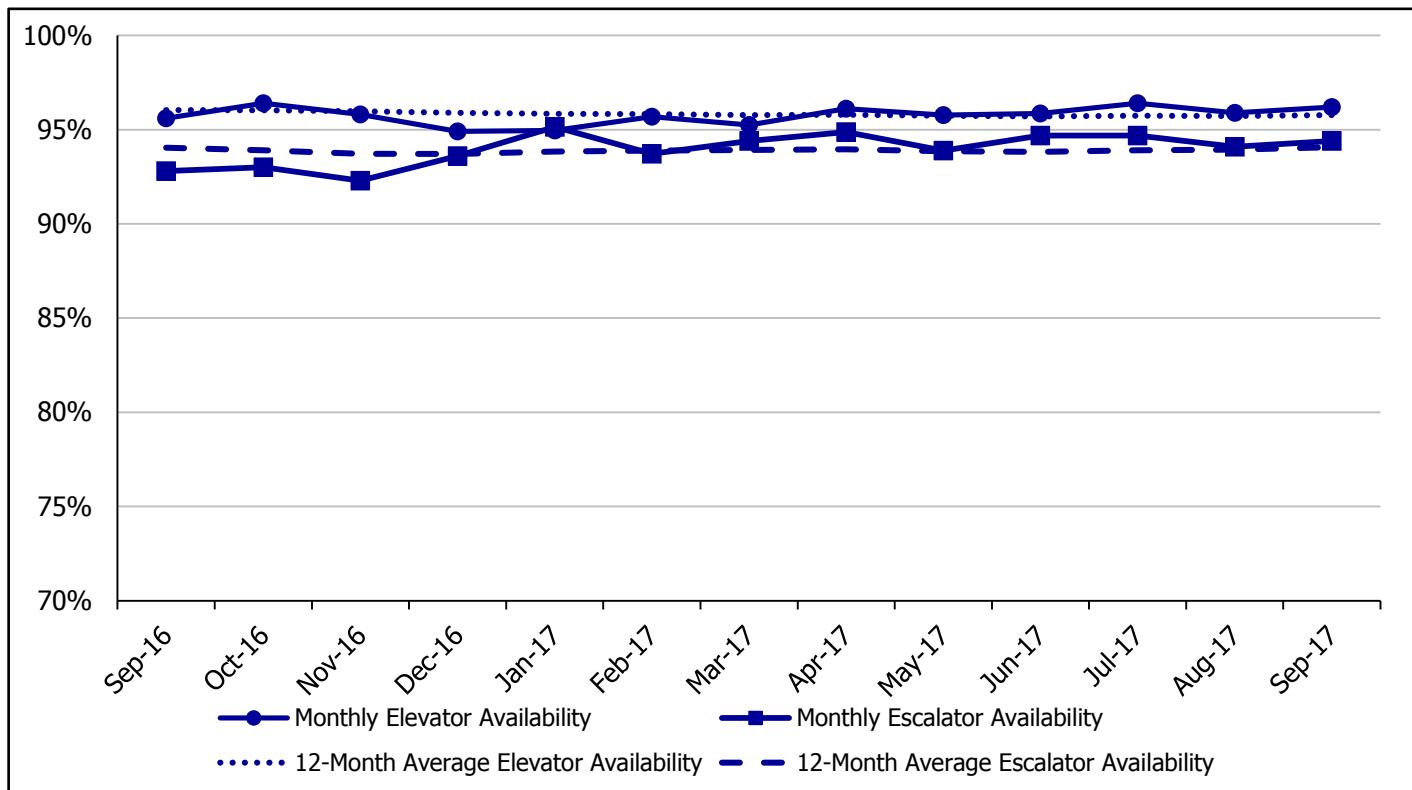
Information: Includes the ratings for maps, employees in proper uniforms.

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

Borough	Oct '16 - Sep '17				Oct '15 - Sep '16				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	88.5%	79.6%	98.4%	89.1%	86.0%	70.9%	99.3%	90.5%	+2.5%
Manhattan	91.8%	87.8%	98.9%	89.6%	88.1%	76.6%	99.0%	90.9%	+3.7%
Brooklyn	91.6%	86.8%	99.0%	89.9%	89.2%	78.7%	99.1%	91.8%	+2.4%
Queens	89.5%	85.2%	98.7%	85.4%	89.1%	81.3%	98.9%	88.7%	+0.4%
Systemwide	90.8%	85.7%	98.8%	88.9%	88.4%	77.3%	99.0%	90.8%	+2.4%

Chart 13

Elevator and Escalator Availability (24 Hours)



Elevator and Escalator Availability Definition

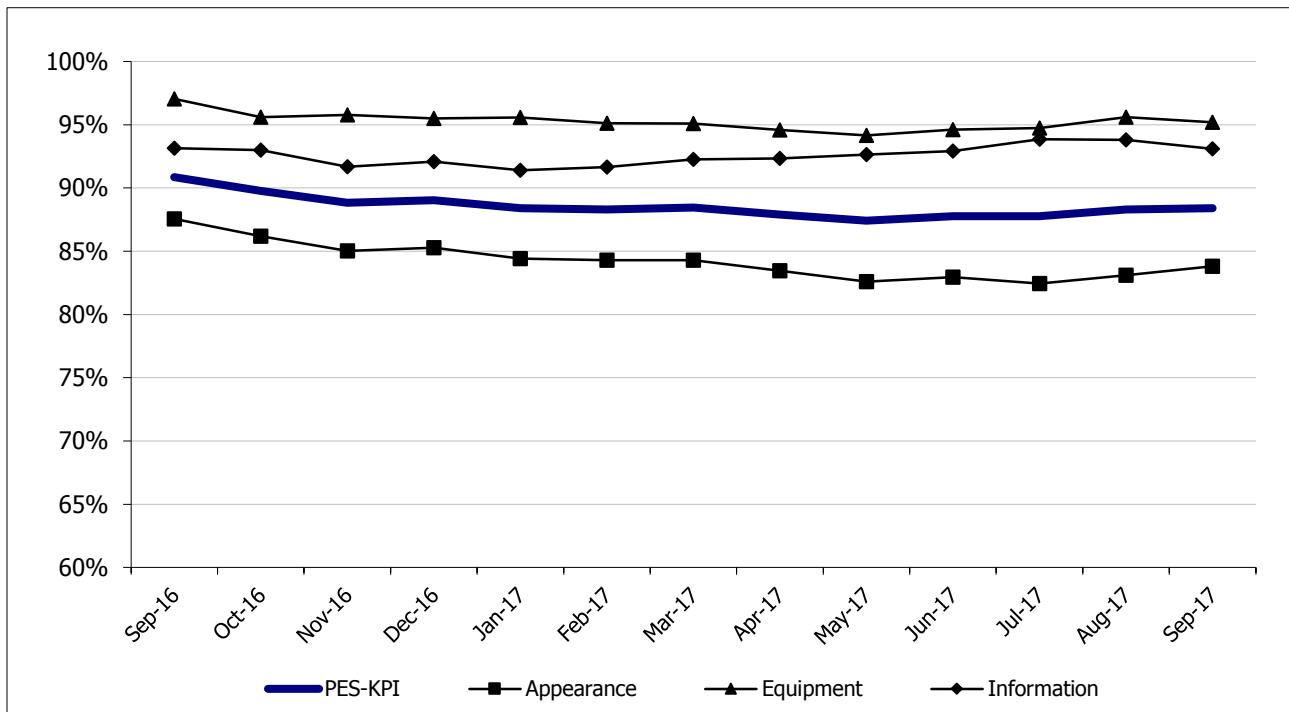
The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these are inspected by NYCT personnel every 8 hours.

Elevator and Escalator Availability Results

	Monthly			12-Month Average		
	Sep '17	Sep '16	Difference	Sep '17	Sep '16	Difference
Elevator Availability	96.2%	95.6%	0.6%	95.8%	96.0%	-0.2%
Escalator Availability	94.4%	92.8%	1.6%	94.1%	94.0%	0.1%

Chart 14

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	PES-KPI	Appearance	Equipment	Information
Oct '16 - Sep '17:	88.4%	83.8%	95.2%	93.1%
Oct '15 - Sep '16:	90.8%	87.5%	97.0%	93.1%
% Difference:	-2.4%	-3.7%	-1.8%	+0.0%

Legacy Indicators

Subway Weekday Wait Assessment
Monthly
(6 am - midnight)

Line	Standard	<u>Sep '17</u>			<u>Sep '16</u>			<u>Standard</u>	
		<u>Headways</u>			<u>Headways</u>				
		<u>Meets</u>	<u>GAP</u>		<u>Meets</u>	<u>GAP</u>			
Meets	Standard	Minor	Medium	Major	Meets	Minor	Medium	Major	
1	76.3%	9.5%	7.7%	6.6%	75.2%	9.6%	8.4%	6.8%	+1.1%
2	64.6%	10.6%	11.7%	13.1%	66.3%	10.6%	10.9%	12.2%	-1.7%
3	68.9%	11.5%	10.3%	9.3%	70.0%	10.7%	9.5%	9.7%	-1.1%
4	66.1%	10.3%	10.7%	12.9%	68.5%	10.0%	9.6%	11.9%	-2.4%
5	58.9%	10.9%	13.1%	17.1%	63.6%	10.5%	11.7%	14.3%	-4.7%
6	66.9%	9.8%	10.7%	12.7%	65.3%	9.7%	11.2%	13.8%	+1.6%
7	73.1%	11.1%	9.1%	6.7%	75.4%	12.1%	8.4%	4.1%	-2.3%
S 42nd	94.3%	3.4%	1.5%	0.7%	91.5%	4.7%	2.2%	1.6%	+2.8%
Subdivision A	68.6%	10.2%	10.2%	11.0%	69.7%	10.2%	9.7%	10.4%	-1.1%
A	69.3%	9.8%	10.1%	10.8%	70.1%	9.6%	9.7%	10.5%	-0.8%
B	76.6%	11.4%	7.5%	4.5%	76.7%	10.3%	7.3%	5.7%	-0.1%
C	73.4%	12.8%	9.1%	4.7%	72.2%	13.0%	9.9%	4.8%	+1.2%
D	75.5%	11.6%	8.4%	4.6%	79.5%	10.3%	6.7%	3.5%	-4.0%
E	67.6%	11.4%	10.8%	10.2%	72.5%	10.2%	9.3%	8.0%	-4.9%
F	69.7%	9.8%	9.9%	10.5%	72.2%	9.6%	9.1%	9.1%	-2.5%
S Fkln	99.2%	0.4%	0.3%	0.0%	98.6%	0.4%	0.5%	0.5%	+0.6%
G	81.5%	10.7%	5.7%	2.2%	82.0%	10.5%	5.3%	2.2%	-0.5%
S Rock	94.7%	3.0%	1.4%	1.0%	93.6%	4.2%	1.4%	0.8%	+1.1%
JZ	76.9%	10.9%	7.7%	4.5%	77.6%	9.9%	7.6%	4.9%	-0.7%
L	76.9%	11.7%	7.0%	4.4%	77.5%	11.9%	6.9%	3.7%	-0.6%
M	72.3%	10.2%	8.8%	8.8%	75.4%	10.3%	7.6%	6.6%	-3.1%
N	71.9%	11.4%	8.8%	7.9%	77.3%	11.2%	7.2%	4.2%	-5.4%
Q	76.2%	10.4%	8.0%	5.5%	76.5%	11.1%	7.0%	5.4%	-0.3%
R	73.2%	10.7%	8.9%	7.1%	75.9%	9.9%	8.2%	6.0%	-2.7%
W	74.1%	10.9%	7.9%	7.2%					
Subdivision B	73.7%	10.7%	8.6%	7.0%	75.7%	10.4%	7.9%	6.0%	-2.0%
Systemwide	71.3%	10.5%	9.3%	8.9%	72.8%	10.3%	8.8%	8.1%	-1.5%

W service began in November 2016.

Definition: Wait Assessment (WA), 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.

Chart 16

Subway Weekend Wait Assessment
Monthly
(6 am - midnight)

<u>Line</u>	<u>Sep '17</u>					<u>Sep '16</u>					<u>Standard</u>	
	<u>Headways</u>				<u>Meets</u>	<u>Headways</u>				<u>Meets</u>		
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>			
1	80.4%	10.1%	5.9%	3.7%		71.2%	10.3%	10.0%	8.5%		+9.2%	
2	63.5%	12.0%	13.0%	11.4%		76.6%	11.4%	8.4%	3.6%		-13.1%	
3	89.0%	6.0%	2.4%	2.5%		89.1%	7.9%	2.5%	0.4%		-0.1%	
4	71.2%	11.2%	10.0%	7.6%		71.6%	10.9%	10.9%	6.5%		-0.4%	
5	71.0%	13.6%	9.9%	5.4%		77.4%	10.5%	7.5%	4.7%		-6.4%	
6	86.1%	8.5%	4.1%	1.4%		85.4%	8.6%	4.4%	1.5%		+0.7%	
7	78.9%	11.5%	6.8%	2.8%		82.6%	11.5%	4.8%	1.1%		-3.7%	
S 42nd	99.3%	0.3%	0.1%	0.2%		98.4%	1.1%	0.1%	0.3%		+0.9%	
Subdivision A	77.0%	10.4%	7.6%	5.0%		78.9%	78.9%	10.0%	7.1%		-1.9%	
A	72.0%	11.3%	9.9%	6.8%		76.3%	10.0%	8.4%	5.2%		-4.3%	
C	76.7%	11.3%	7.6%	4.3%		79.5%	10.2%	7.1%	3.2%		-2.8%	
D	79.2%	10.0%	7.1%	3.7%		81.2%	10.8%	6.1%	1.9%		-2.0%	
E	81.1%	10.9%	5.3%	2.7%		84.2%	9.1%	4.0%	2.7%		-3.1%	
F	78.8%	10.4%	7.3%	3.5%		79.7%	9.7%	6.6%	4.1%		-0.9%	
S Fkln	98.6%	0.7%	0.6%	0.2%		98.7%	0.4%	0.3%	0.5%		-0.1%	
G	83.6%	9.3%	4.1%	3.0%		88.9%	8.0%	2.4%	0.7%		-5.3%	
S Rock	94.2%	4.0%	1.3%	0.5%		92.1%	5.0%	1.7%	1.2%		+2.1%	
JZ	86.8%	8.1%	3.4%	1.7%		83.4%	9.4%	5.8%	1.4%		+3.4%	
L	74.7%	10.6%	7.3%	7.5%		79.9%	10.2%	5.3%	4.5%		-5.2%	
M	86.3%	3.6%	5.6%	4.5%		95.1%	3.0%	0.6%	1.2%		-8.8%	
N	73.4%	13.1%	9.0%	4.5%		82.0%	10.4%	5.8%	1.8%		-8.6%	
Q	82.4%	10.4%	5.5%	1.8%		89.5%	7.1%	2.5%	1.0%		-7.1%	
R	70.4%	13.7%	10.7%	5.2%		79.0%	10.5%	6.9%	3.6%		-8.6%	
Subdivision B	77.8%	10.6%	7.2%	4.5%		82.2%	9.4%	5.5%	2.9%		-4.4%	
Systemwide	77.4%	10.5%	7.4%	4.7%		80.9%	9.6%	6.1%	3.3%		-3.5%	

B and W Lines do not operate on weekends.

Definition: Wait Assessment (WA), is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. Minor gaps 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.

Chart 17

Subway Weekday Terminal On-Time Performance

**Monthly
(24 hours)**

<u>Line</u>	<u>Sep '17</u>	<u>Sep '16</u>	<u>Difference</u>
1	70.4%	63.5%	+6.9%
2	27.7%	34.6%	-6.9%
3	44.5%	48.3%	-3.8%
4	32.0%	36.5%	-4.5%
5	26.1%	35.8%	-9.7%
6	51.9%	49.1%	+2.8%
7	78.2%	82.1%	-3.9%
S 42nd	99.6%	98.8%	0.8%
Subdivision A	60.2%	61.8%	-1.6%
A	58.1%	63.0%	-4.9%
B	58.5%	66.7%	-8.2%
C	60.4%	67.4%	-7.0%
D	57.6%	65.2%	-7.6%
E	56.7%	66.2%	-9.5%
F	44.8%	59.8%	-15.0%
S Fkln	99.9%	99.3%	+0.6%
G	78.9%	80.1%	-1.2%
S Rock	93.7%	92.7%	+1.0%
JZ	69.0%	64.3%	+4.7%
L	92.9%	91.4%	+1.5%
M	74.6%	66.6%	+8.0%
N	53.9%	59.2%	-5.3%
Q	66.3%	66.2%	+0.1%
R	68.4%	56.3%	12.1%
W	75.6%	N/A	N/A
Subdivision B	67.9%	69.6%	-1.7%
Systemwide	64.6%	65.9%	-1.3%

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

Chart 18

Subway Weekend Terminal OTP

**Monthly
(24 hours)**

Line	Sep '17	Sep '16	Difference
1	76.8%	64.6%	+12.2%
2	25.5%	39.6%	-14.1%
3	83.9%	57.0%	+26.9%
4	21.1%	45.0%	-23.9%
5	41.3%	50.4%	-9.1%
6	73.0%	65.5%	+7.5%
7	79.1%	86.4%	-7.3%
S 42nd	99.9%	99.6%	0.3%
Subdivision A	65.5%	67.5%	-2.0%
A	66.8%	64.7%	2.1%
C	63.8%	65.2%	-1.4%
D	62.5%	59.0%	+3.5%
E	53.5%	69.0%	-15.5%
F	40.2%	41.6%	-1.4%
S Fkln	99.9%	99.8%	+0.1%
G	79.6%	83.3%	-3.7%
S Rock	90.4%	88.3%	+2.1%
JZ	88.5%	82.7%	+5.8%
L	85.4%	89.0%	-3.6%
M	95.1%	97.3%	-2.2%
N	50.3%	58.0%	-7.7%
Q	71.8%	76.5%	-4.7%
R	53.2%	66.8%	-13.6%
Subdivision B	71.8%	73.4%	-1.6%
Systemwide	69.4%	71.0%	-1.6%

B and W Lines do not operate on weekends.

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

Chart 19

Subway Weekday Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>September 2017 Trains Delayed</u>
Over Crowding / Insufficient Capacity / Other	24,928
Planned Trackbed Work	8,736
ROW Delays	8,490
Work Equipment/G. O.	3,766
Car Equipment	2,666
Sick Customer	2,519
Operational Diversions	1,745
Police	1,556
Unruly Customer	1,461
Employee	1,273
Fire	630
External	271
Infrastructure	200
Inclement Weather	173
Collision/Derailment	0
Total Trains Delayed *	58,413

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

Chart 20

Subway Weekend Trains Delayed

**Monthly
(24 hours)**

Categories

September 2017 Trains Delayed

Work Equipment/G. O.	5,162
Planned Trackbed Work	3,977
Over Crowding / Insufficient Capacity / Other	3,475
ROW Delays	2,009
Unruly Customer	620
Sick Customer	532
Police	523
Car Equipment	520
Employee	439
Operational Diversions	388
External	119
Inclement Weather	79
Infrastructure	66
Fire	32
Collision/Derailment	0
Total Trains Delayed *	17,942

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

Chart 21

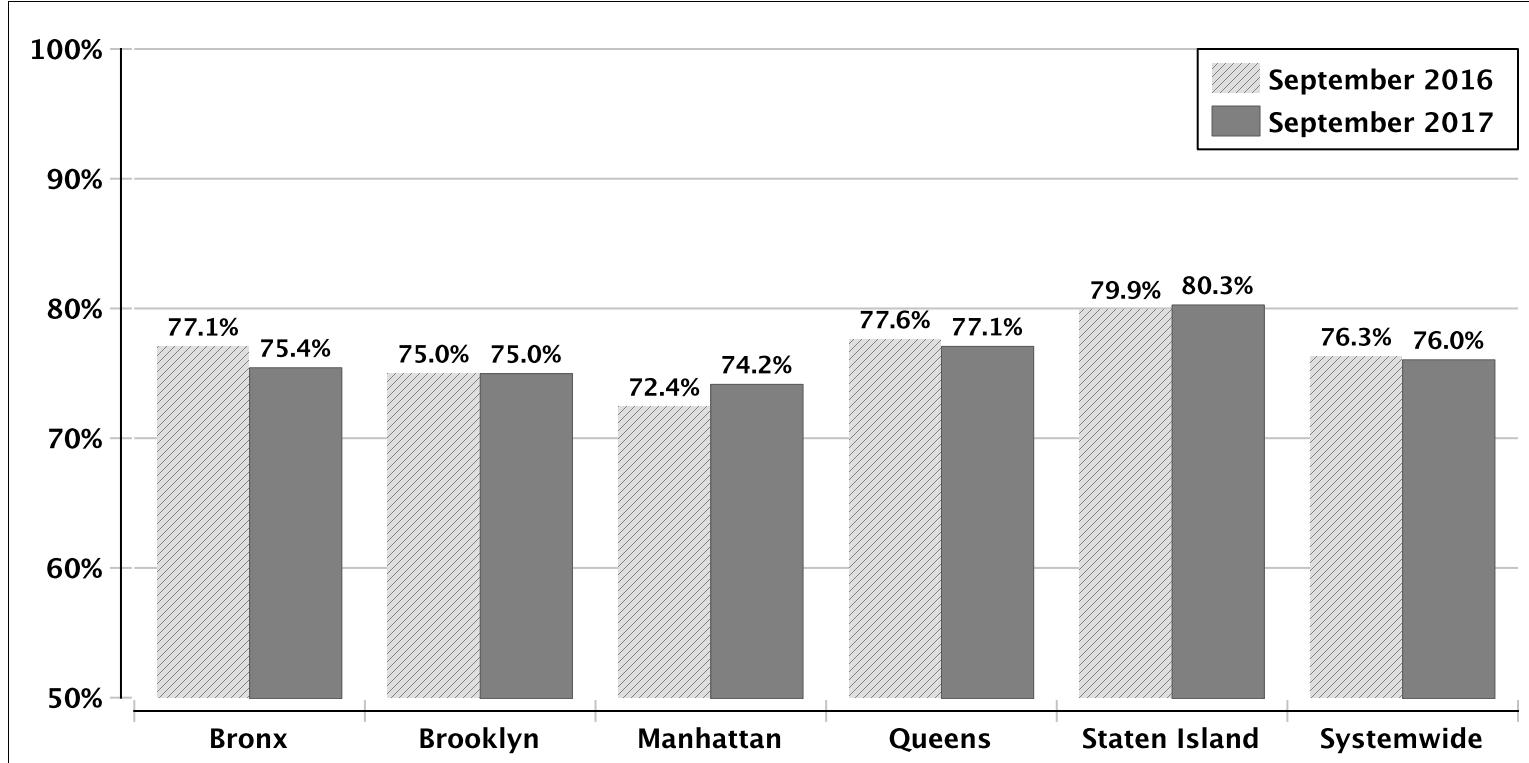
Monthly Operations Report

Statistidal results for the month of Sep-17 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Servide Indidators						
Performance Indidator	Current Month: Sep-17			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	76.0%	76.3%	-0.3%			
System MDBF (chart 8)	6,748	6,329	+6.6%	6,400	5,989	+6.9%
NYCT Bus	6,367	5,970	+6.6%	6,152	5,727	+7.4%
MTA Bus	8,298	7,823	+6.1%	7,348	7,010	+4.8%
System MDBSI (chart 9)	2,955	2,826	+4.5%	2,835	2,740	+3.5%
NYCT Bus	2,756	2,644	+4.3%	2,676	2,590	+3.3%
MTA Bus	3,811	3,621	+5.3%	3,503	3,360	+4.3%
System Trips Completed (chart 10)	99.30%	99.36%	-0.1%	99.16%	99.14%	+0.0%
NYCT Bus	99.27%	99.32%	-0.0%	99.17%	99.13%	+0.0%
MTA Bus	99.40%	99.53%	-0.1%	99.13%	99.18%	-0.0%
System AM Pull Out (chart 11)	99.89%	99.92%	-0.0%	99.75%	99.86%	-0.1%
NYCT Bus	99.90%	99.90%	-0.0%	99.81%	99.87%	-0.1%
MTA Bus	99.85%	99.97%	-0.1%	99.56%	99.82%	-0.3%
System PM Pull Out (chart 12)	99.90%	99.96%	-0.1%	99.88%	99.93%	-0.0%
NYCT Bus	99.91%	99.96%	-0.1%	99.90%	99.95%	-0.0%
MTA Bus	99.90%	99.95%	-0.0%	99.80%	99.86%	-0.1%
System Buses>=12 years	22%	17%				
NYCT Bus	22%	21%				
MTA Bus	20%	4%				
System Fleet Age	7.81	7.26				
NYCT Bus	7.35	6.95				
MTA Bus	9.43	8.34				
Paratransit						
% of Trips Completed	96.05%	89.54%	+6.5%	91.43%	90.52%	+0.9%
Trips Requested	643,884	645,563	-0.3%	649,943	655,876	-0.9%
Trips Scheduled	556,431	558,024	-0.3%	558,218	565,671	-1.3%
Trips Completed*	534,453	499,672	+7.0%	510,387	512,056	-0.3%
Early Cancellations as a Percentage of Trips Requested	12.78%	12.65%	+0.1%	13.30%	12.92%	+0.4%
Late Cancellations as a Percentage of Trips Scheduled	3.09%	3.14%	-0.1%	3.25%	2.95%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.96%	1.52%	+0.4%	1.57%	1.50%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.46%	0.66%	-0.2%	0.56%	0.72%	-0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.80%	0.91%	-0.1%	0.81%	0.83%	-0.0%
New Applidations Received	2,642	2,853	-7.4%	2,729	3,006	-9.2%

*Sep-17 completed trips are estimated. Also, the 12 month average number of trips completed has been revised to exclude authorized unpaid trips.

Bus Weekday Wait Assessment



Wait Assessment definition

Wait Assessment (WA) on weekdays is defined as the percent 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 mid-day (9 a.m.-4 p.m.), evening (7 p.m.-12 a.m.), and overnight (12 a.m.-7 a.m.) periods.

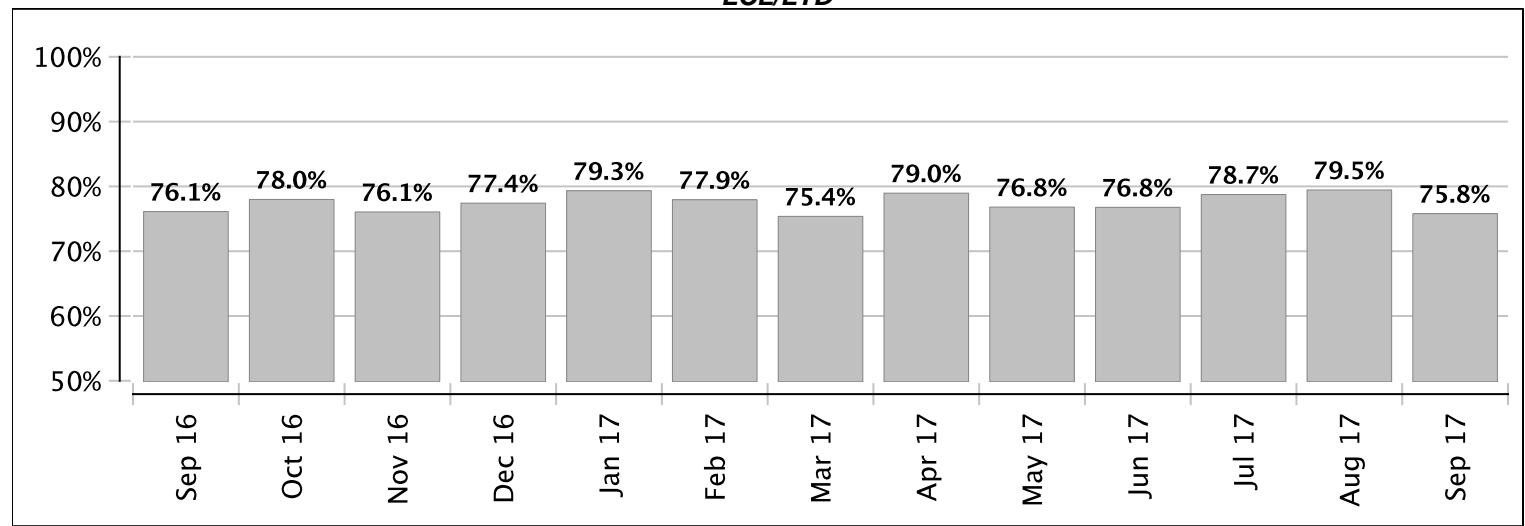
Results

	Sep 2016	Sep 2017	Difference
Systemwide	76.3%	76.0%	-0.3%
Bronx	77.1%	75.4%	-1.7%
Brooklyn	75.0%	75.0%	+0.0%
Manhattan	72.4%	74.2%	+1.8%
Queens	77.6%	77.1%	-0.5%
Staten Island	79.9%	80.3%	+0.4%

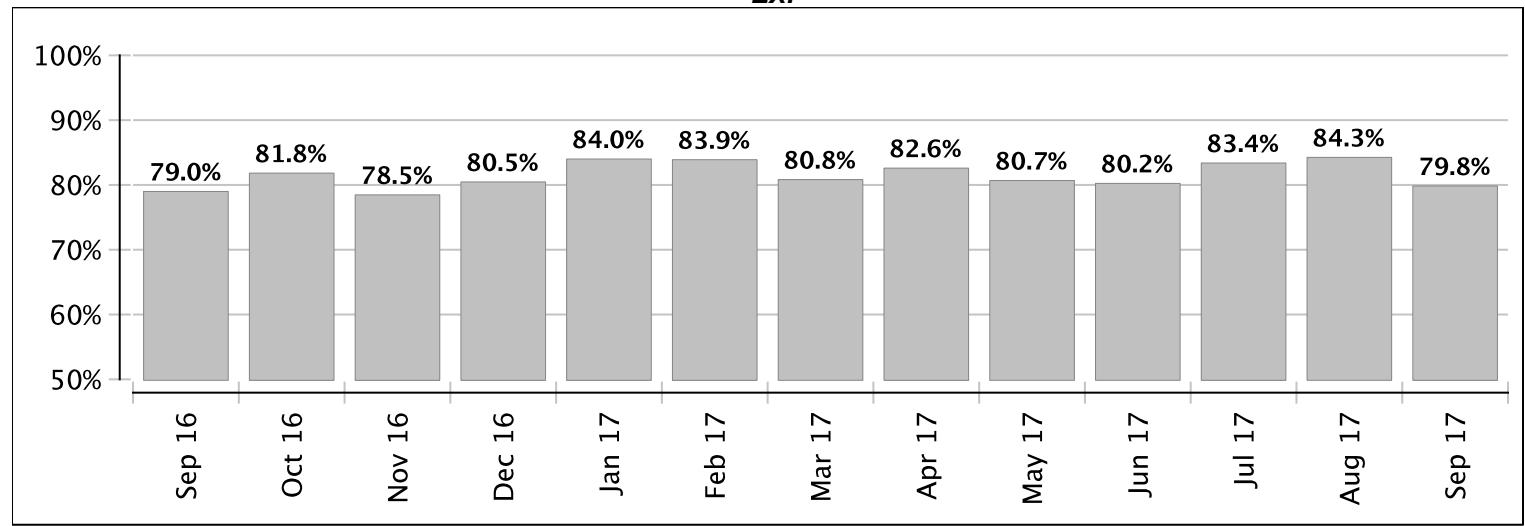
Bus Weekday Wait Assessment

Systemwide

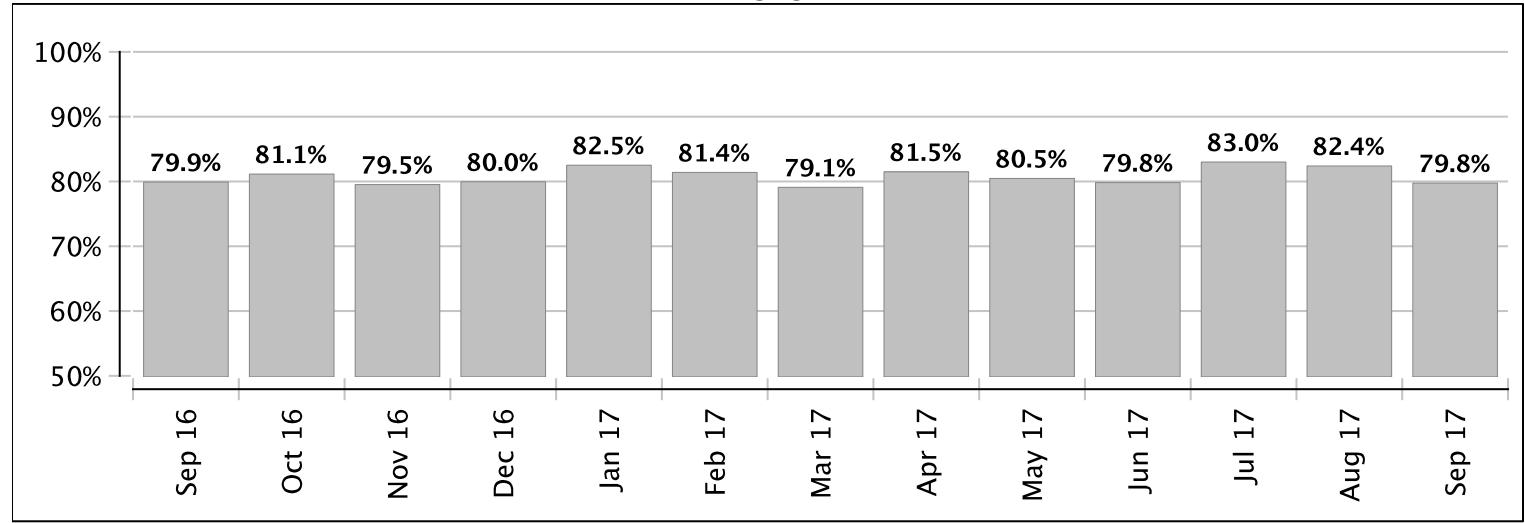
LCL/LTD



EXP

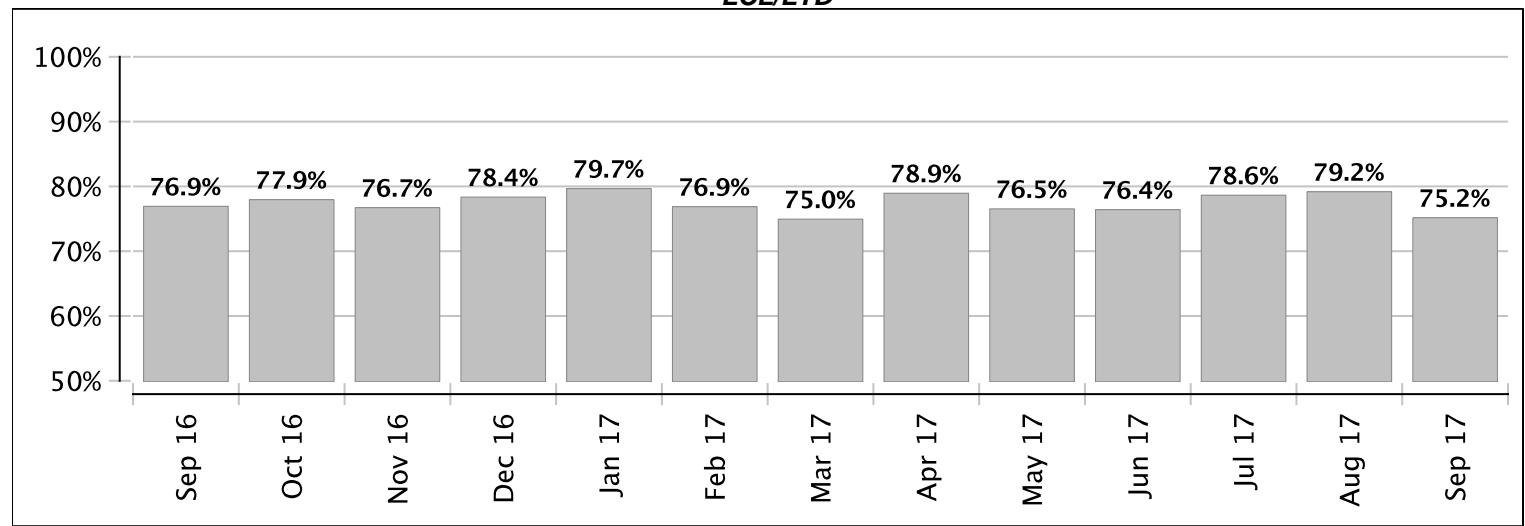


SBS

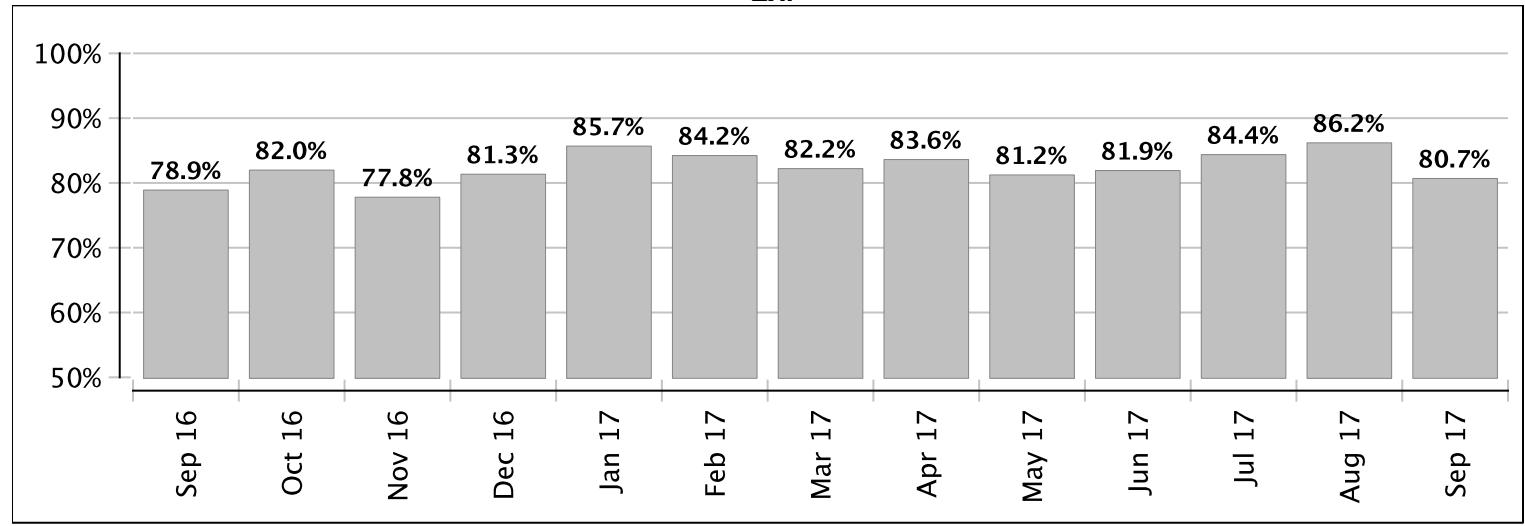


Bus Weekday Wait Assessment

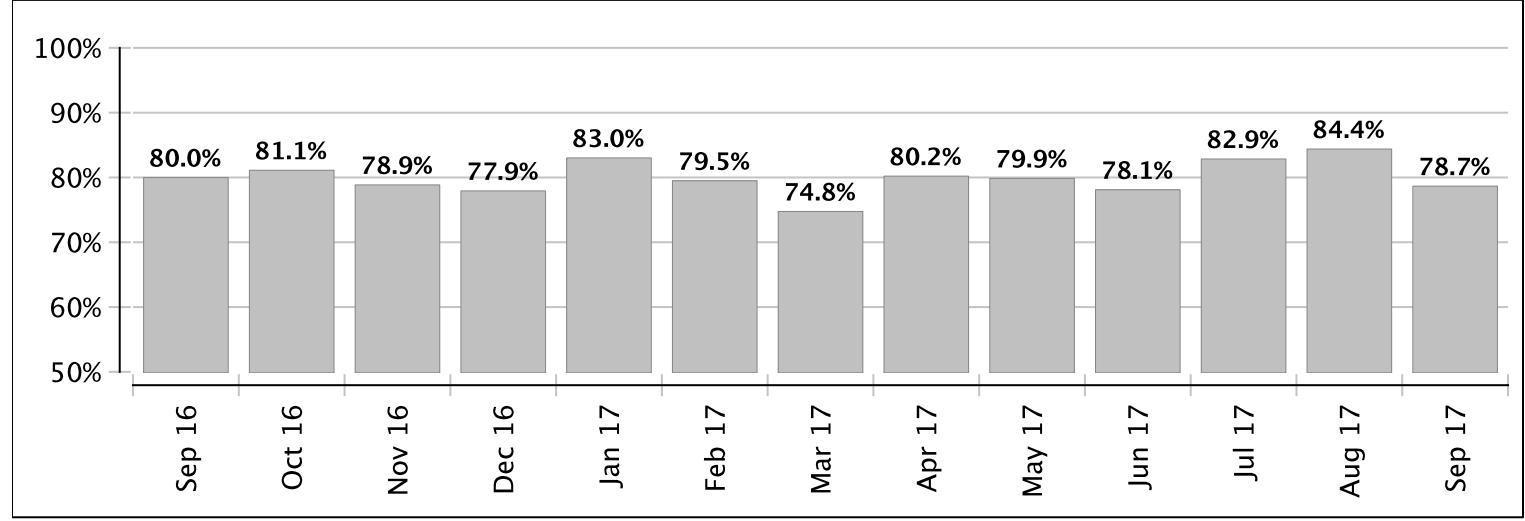
Bronx
LCL/LTD



EXP



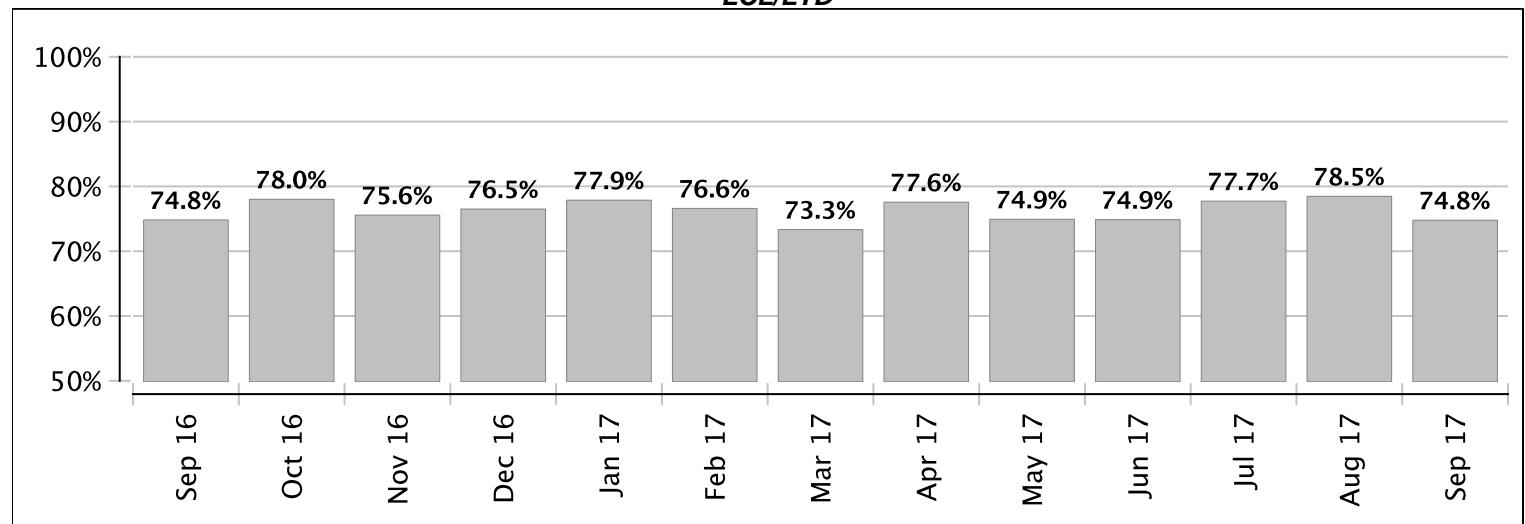
SBS



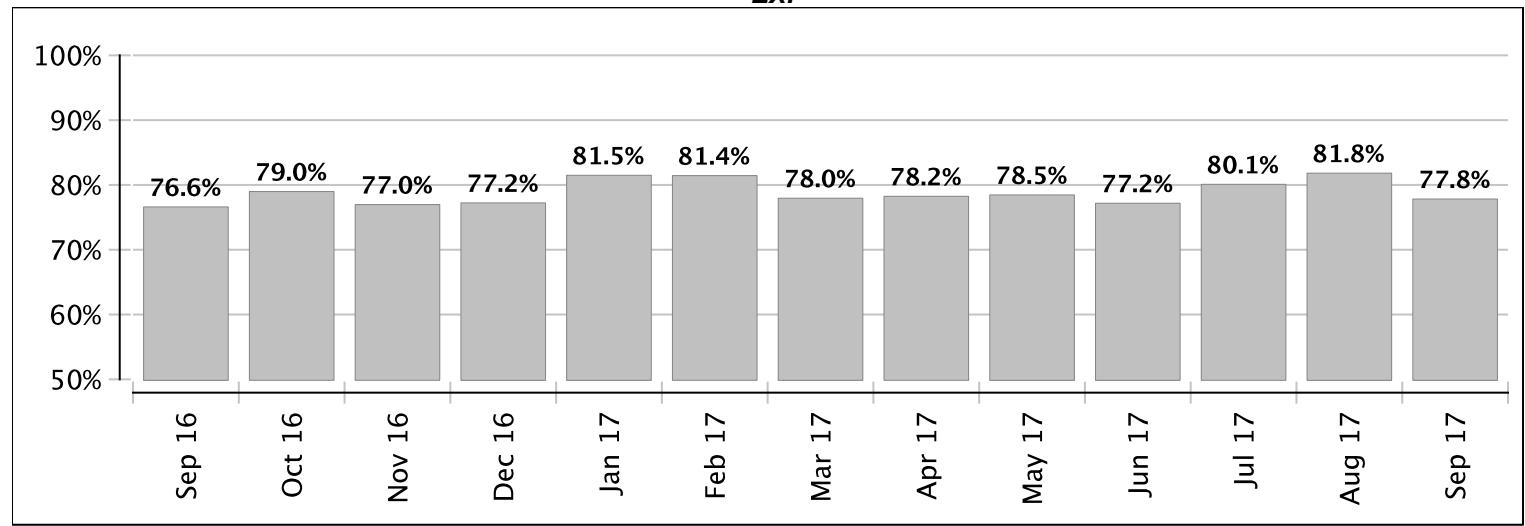
Bus Weekday Wait Assessment

Brooklyn

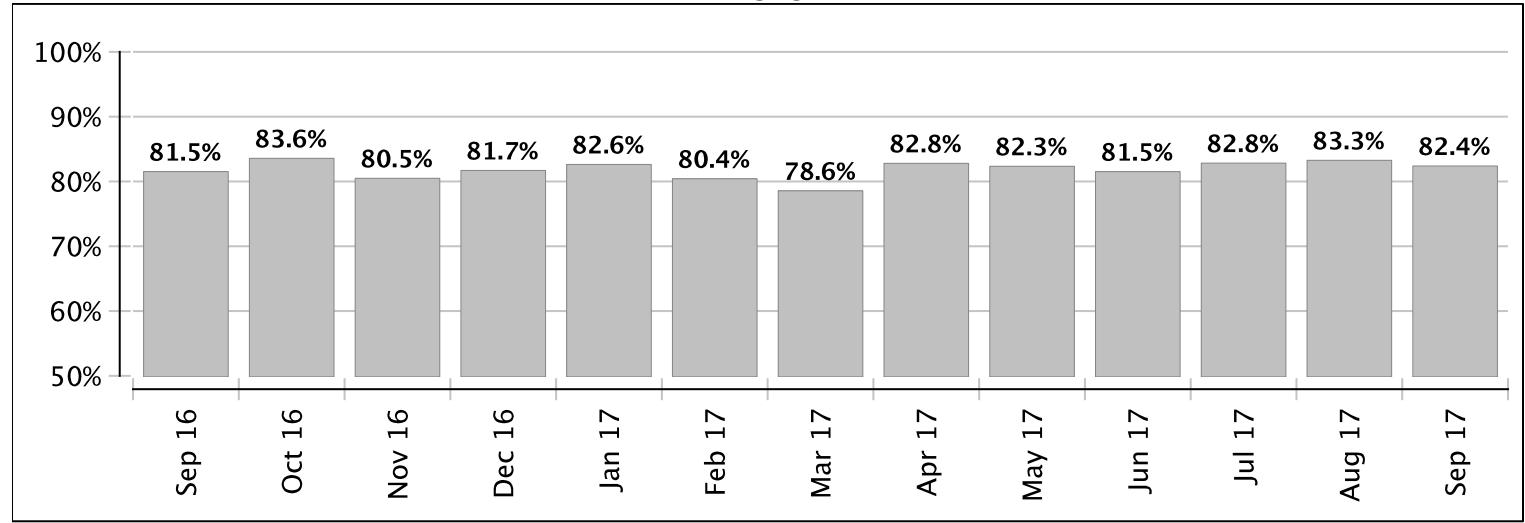
LCL/LTD



EXP



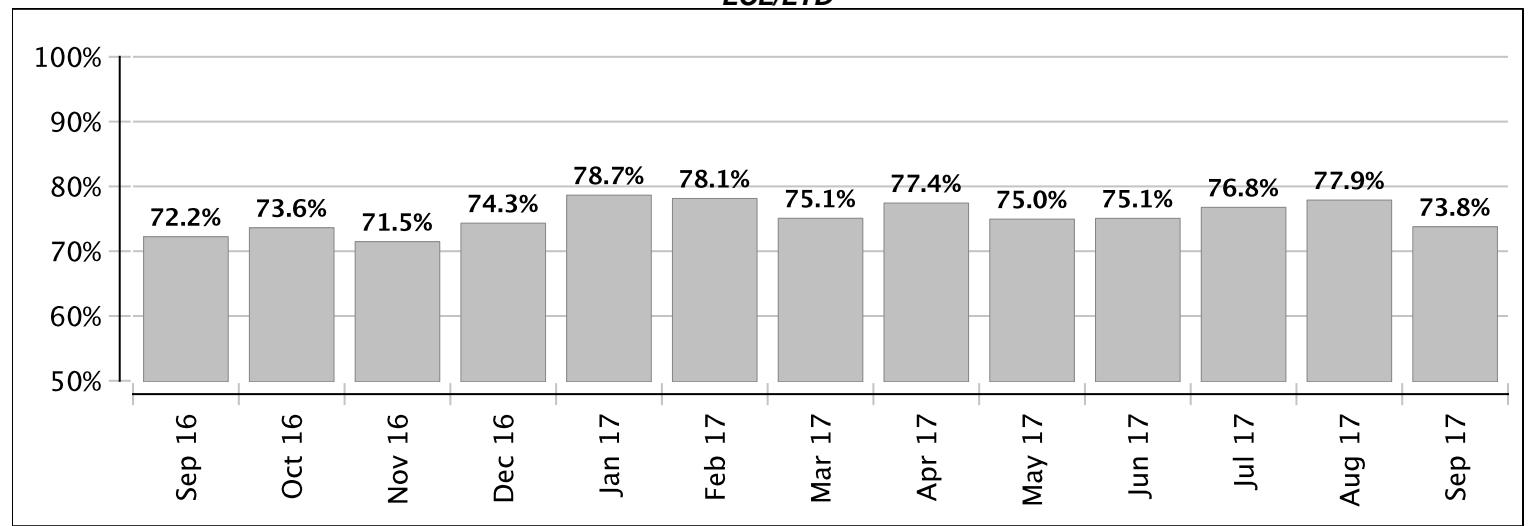
SBS



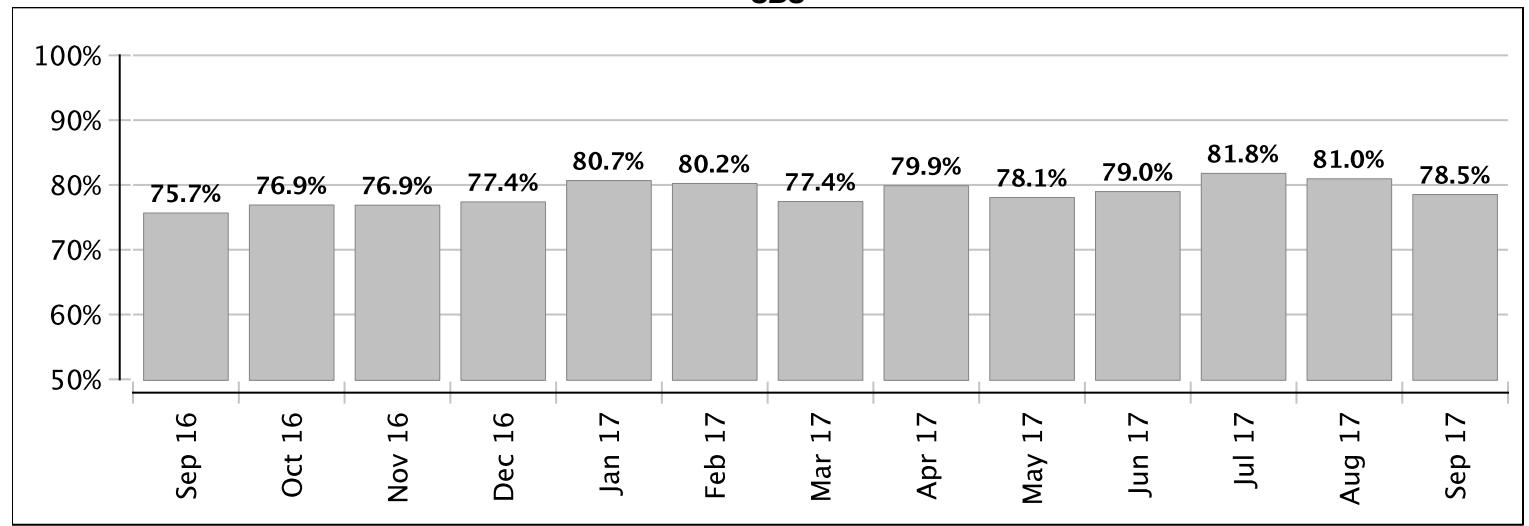
Bus Weekday Wait Assessment

Manhattan

LCL/LTD

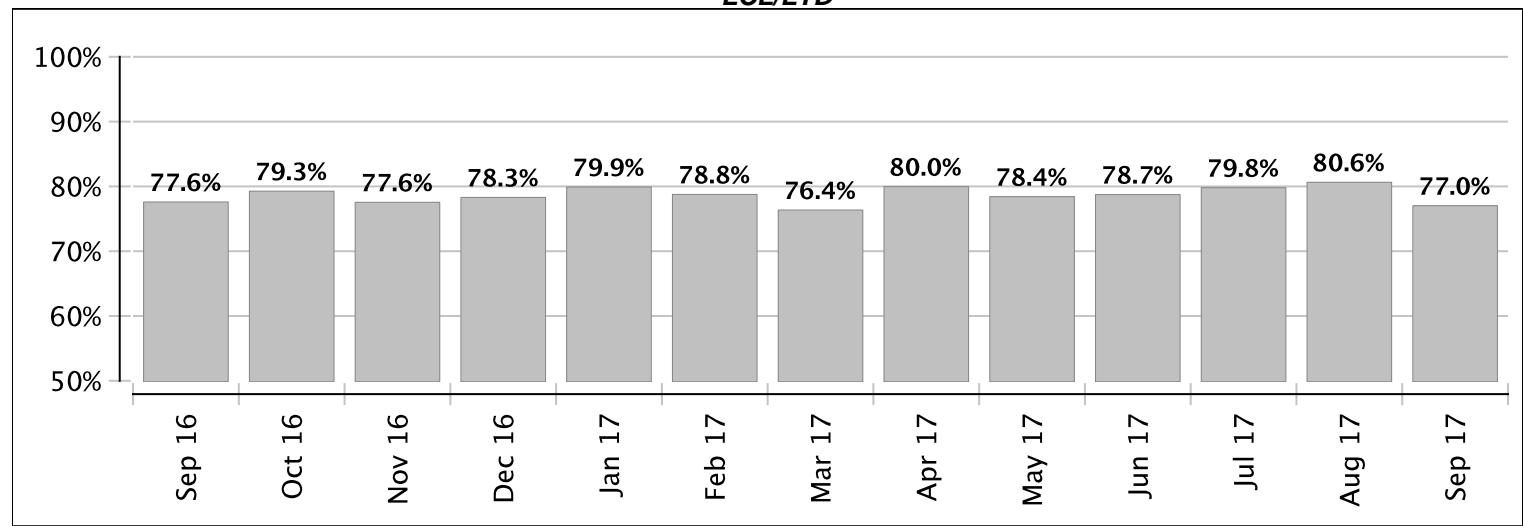


SBS

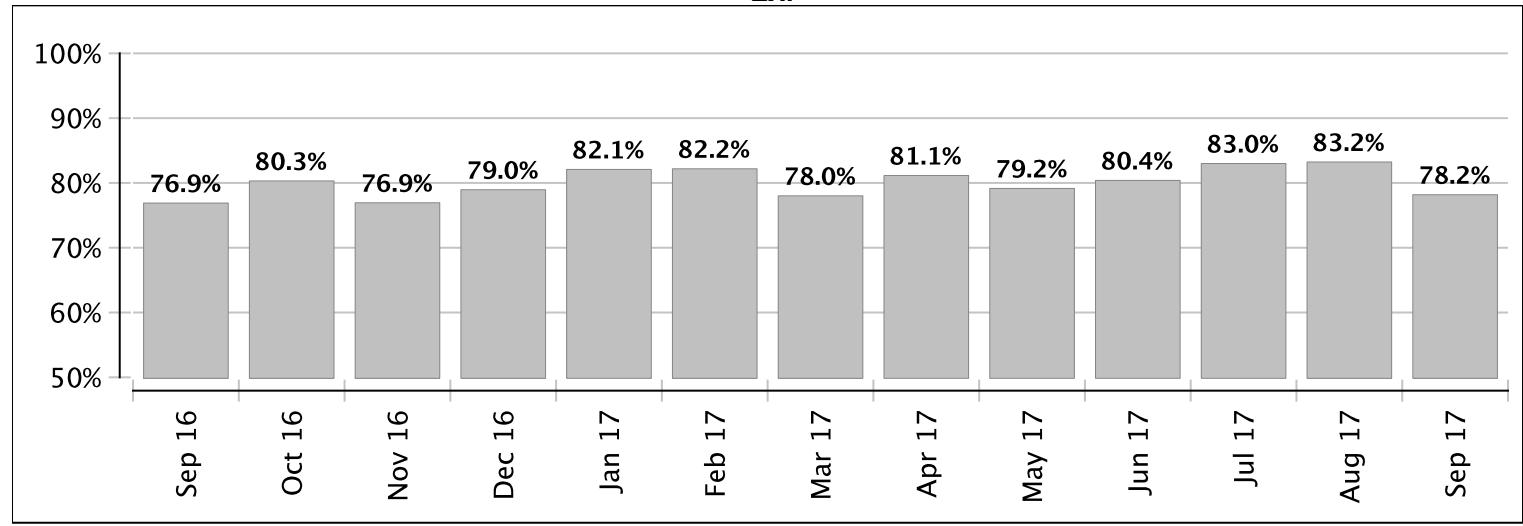


Bus Weekday Wait Assessment

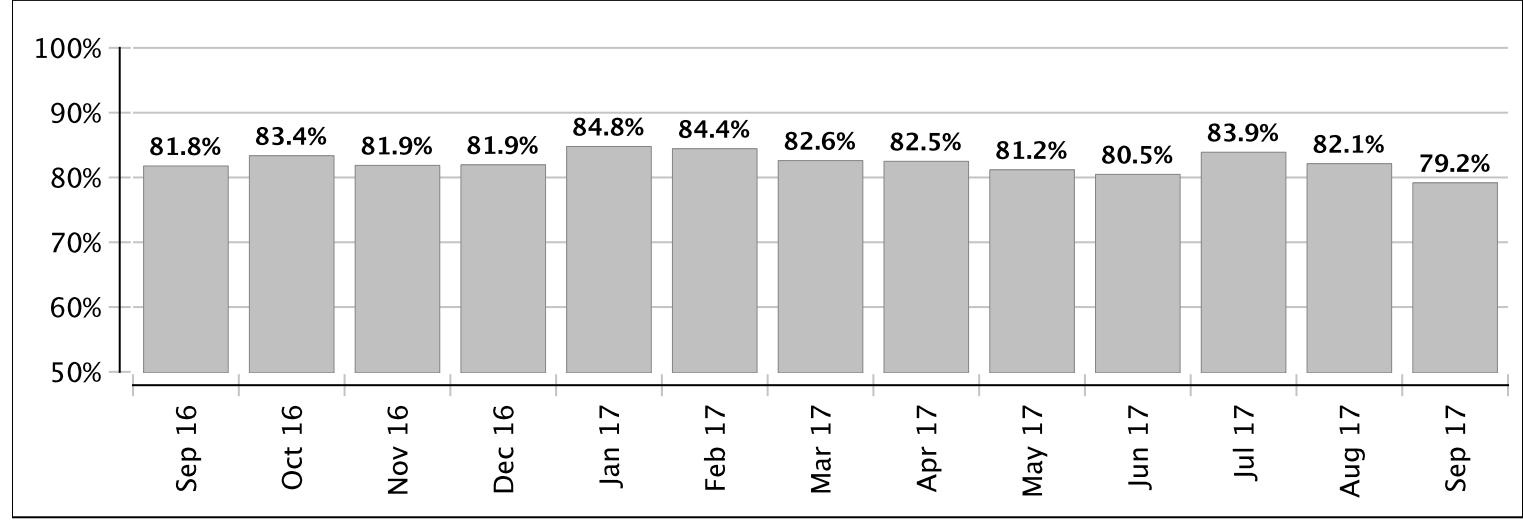
Queens
LCL/LTD



EXP



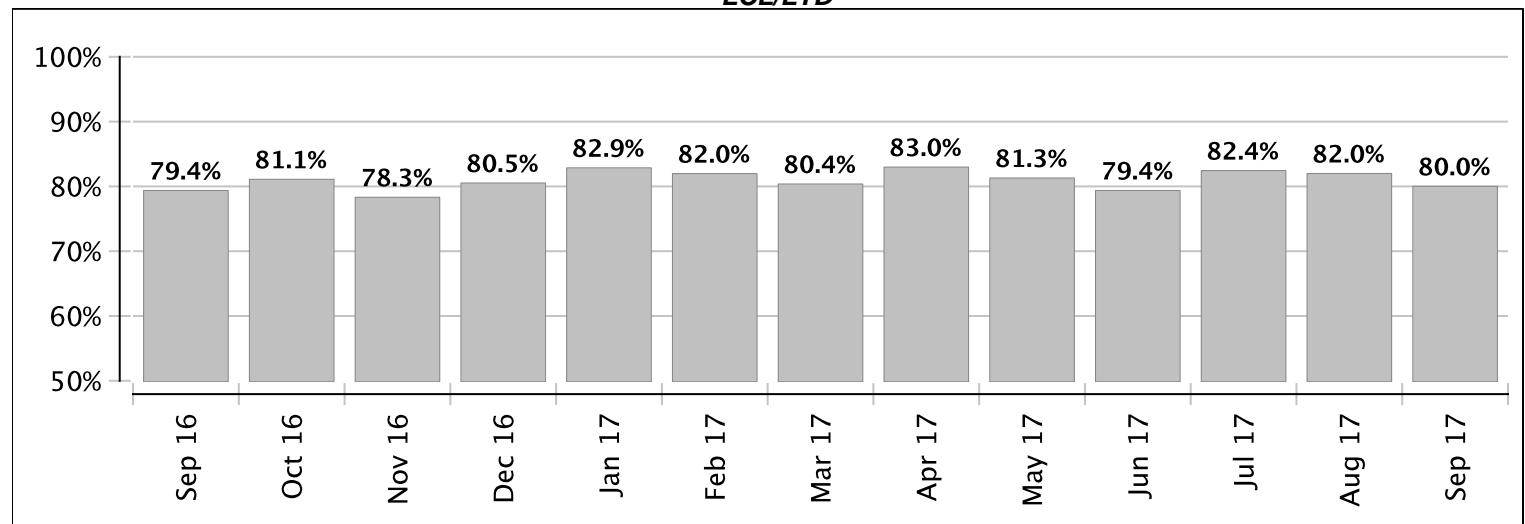
SBS



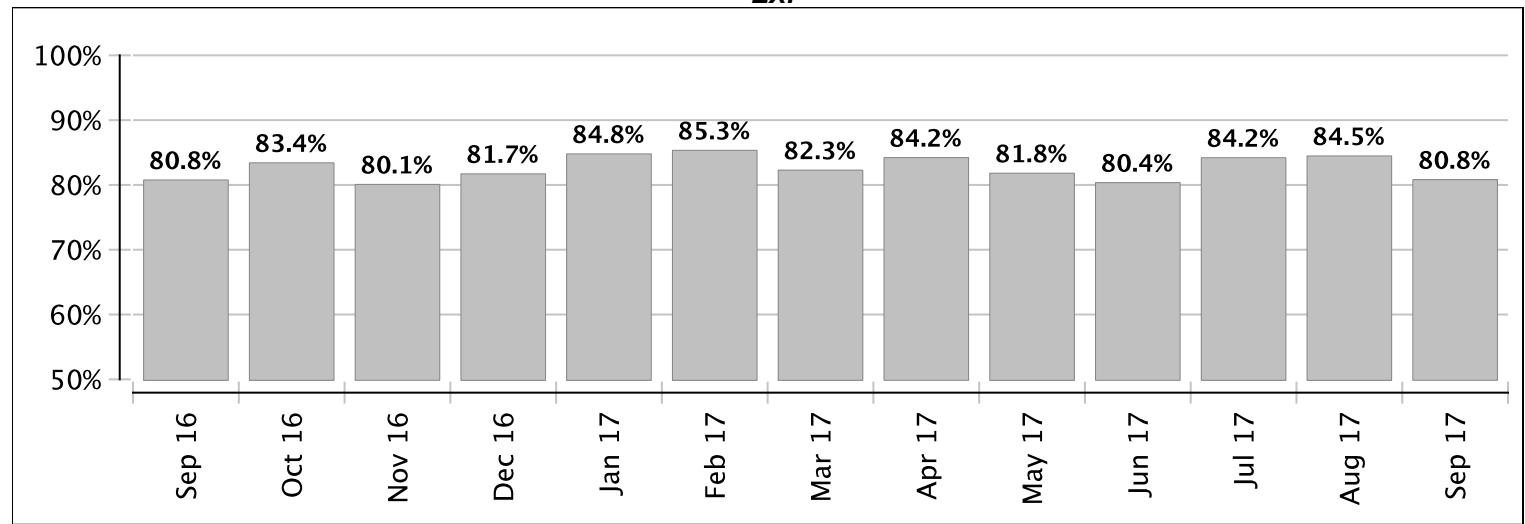
Bus Weekday Wait Assessment

Staten Island

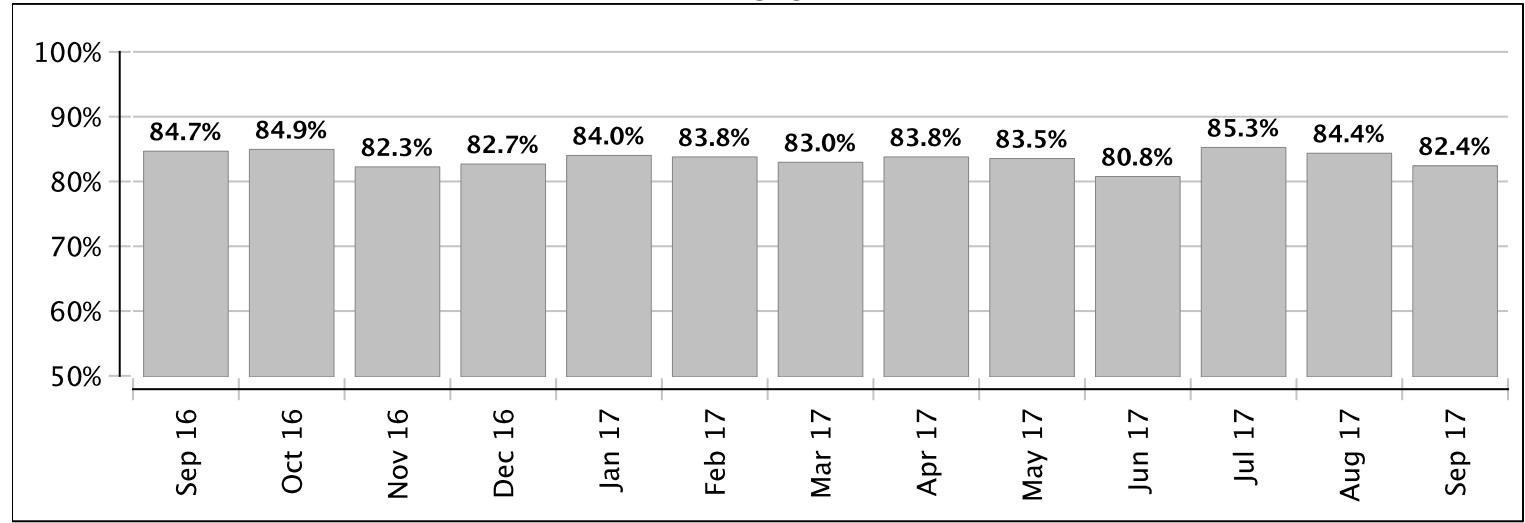
LCL/LTD



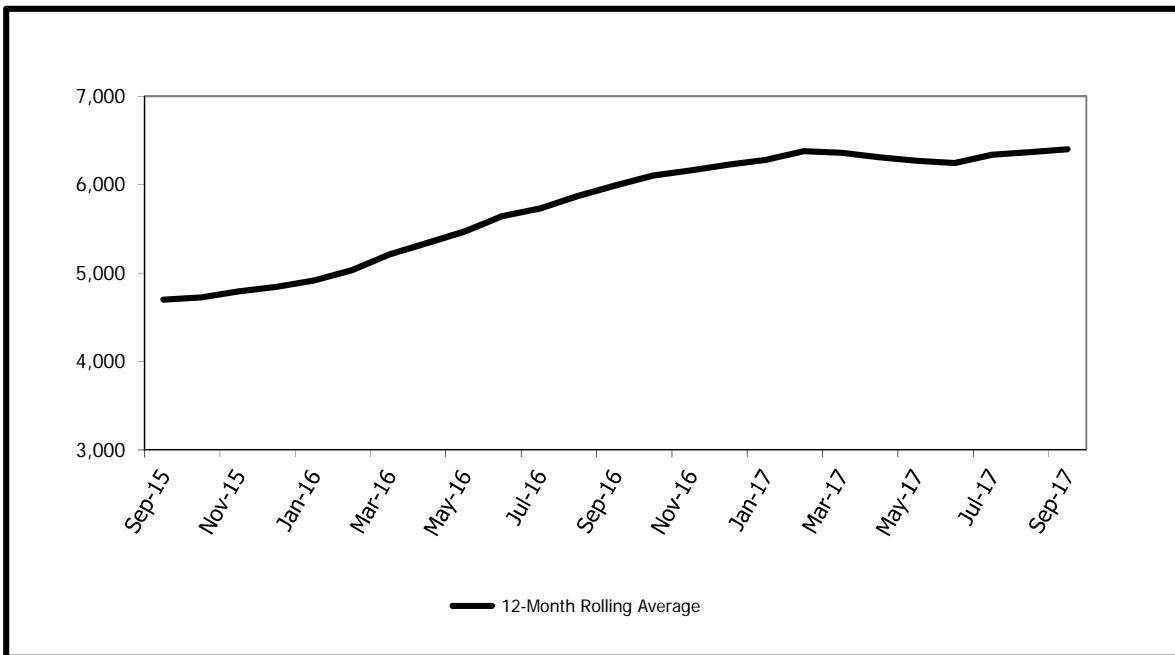
EXP



SBS



Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

September 2017: 6,748

September 2016: 6,329

12-Month Average

October 16 - September 17 6,400

October 15 - September 16 5,989

Annual Results

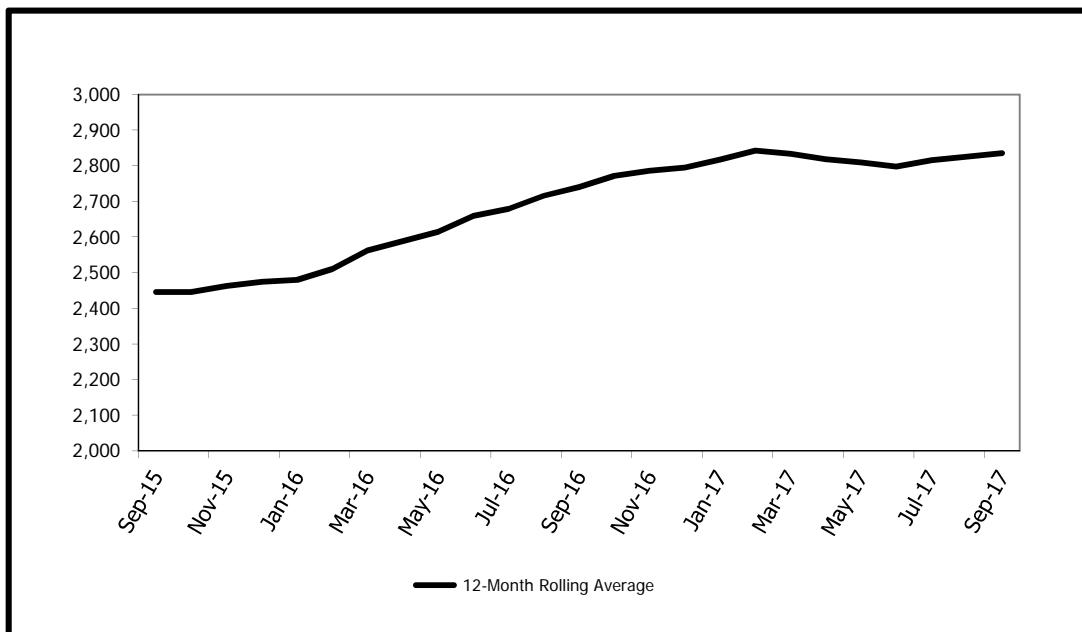
2017 Goal: 6,036

2016 Actual: 6,226

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

Chart 8

Bus Mean Distance Between Service Interruptions - System*



Definition

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

Monthly Results

September 2017: 2,955
September 2016: 2,826

12-Month Average

October 16 - September 17: 2,835
October 15 - September 16: 2,740

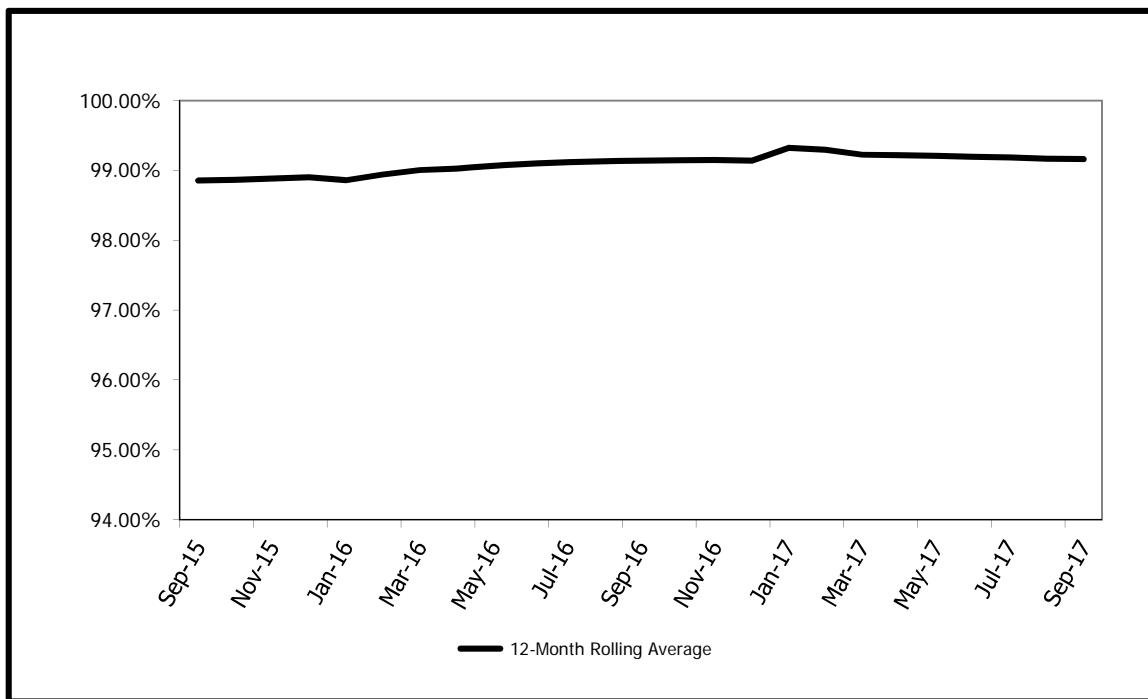
Annual Results

2017 YTD: 2,662
2016 Actual: 2,795

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

Chart 9

Bus Percentage of Completed Trips - System*



Definition

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

Monthly Results

September 2017: 99.30%
September 2016: 99.36%

12-Month Average

October 16 - September 17
October 15 - September 16

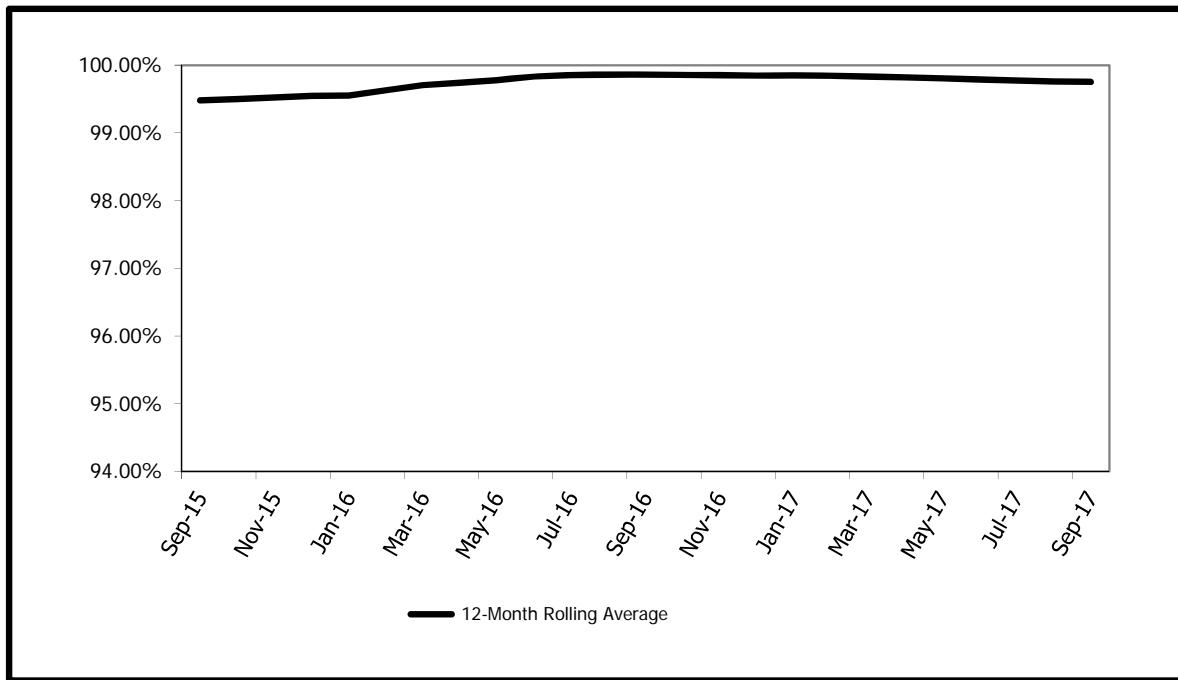
Annual Results

2017 YTD: 99.13%
2016 Actual: 99.14%

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

Chart 10

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

September 2017: 99.89%

September 2016: 99.92%

12-Month Average

October 16 - September 17

October 15 - September 16

Annual Results

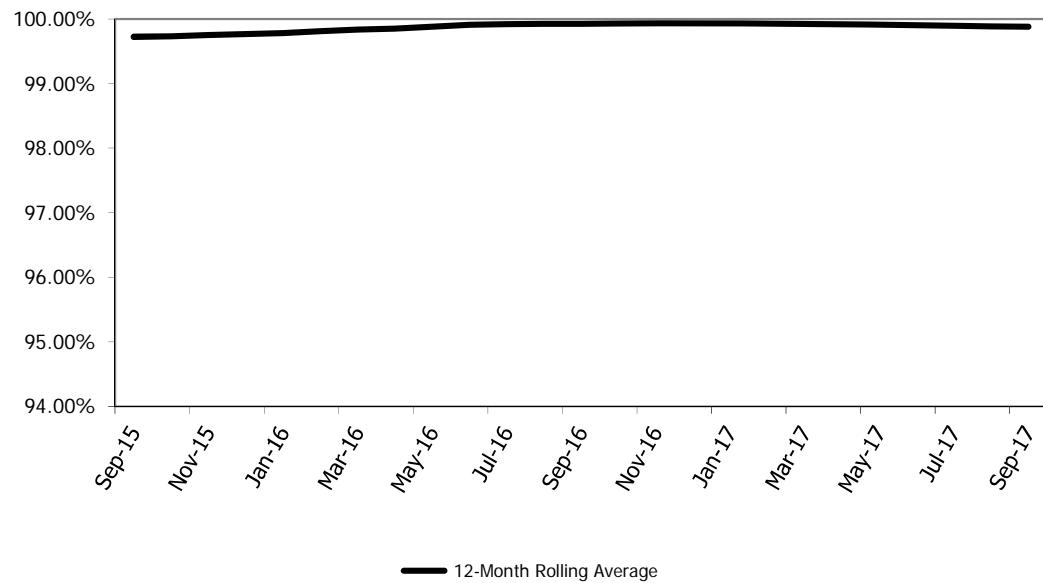
2017 YTD: 99.74%

2016 Actual: 99.84%

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

Chart 11

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results	12-Month Average	Annual Results
September 2017: 99.90%	October 16 - September 17	99.88%
September 2016: 99.96%	October 15 - September 16	99.93%

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

Chart 12

Monthly Operations Report

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

Safety Report		12-Month Average		
Performance Indicators		Oct 2014 - Sep 2015	Oct 2015 - Sep 2016	Oct 2016 - Sep 2017
Subways				
Subway Customer Accidents per Million Customers ¹		2.60	2.53	2.78
Subway Collisions ^{2,3}		0	0	0
Subway Derailments ^{2,3}		2	1	5
Subway Fires ²		1,044	923	938
Buses				
Bus Collisions Per Million Miles	Regional	51.48	56.42	54.60
Bus Collision Injuries Per Million Miles	Regional	6.34	6.69	6.55
Bus Customer Accidents Per Million Customers	Regional	1.12	1.21	1.27
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.83	4.24	3.42

¹ 12-Month Average data from September through August.

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

³ Data from November through October.

Leading Indicators				
Subways	October	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	34	301	340	88.5%
Joint Track Safety Audits -- Compliance Rate	96.9%	98.1%	100.0%	98.1%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	8,196	69,532	49,814	139.6%
Station -- Emergency Communication				
Help Point Installations*	5	57	79	72.2%
Buses	October	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	10	225	225	100.0%
Collision Warning System Pilot	1	114	114	100.0%
Vision Zero Employee Training	502	5,548	5,600	99.1%

* The goal has been revised from 92 to 79 stations due to construction work at 13 Stations (9 on the Sea Beach line, 3 Enhanced Station Initiative locations, and Cortlandt Street) that will not be ready to accept HP installations in 2017.

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

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



Police Department
City of New York

MTA Report

CRIME STATISTICS OCTOBER

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	43	32	11	34.4%
GL	162	168	-6	-3.6%
FELASSAULT	32	23	9	39.1%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>238</u>	<u>224</u>	<u>14</u>	<u>6.3%</u>

During October, the daily Robbery average increased from 1 to 1.4

During October, the daily Major Felony average increased from 7.2 to 7.7

CRIME STATISTICS JANUARY THRU OCTOBER

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	6	0	6	***.*%
ROBBERY	376	399	-23	-5.8%
GL	1318	1335	-17	-1.3%
FELASSAULT	268	253	15	5.9%
BURGLARY	24	15	9	60.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1992</u>	<u>2003</u>	<u>-11</u>	<u>-0.5%</u>

Year to date the daily Robbery average decreased from 1.3 to 1.2

Year to date the daily Major Felony average decreased from 6.6 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

OCTOBER ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	2420	3068	-648	-21.1%
TOS Arrests	1574	2168	-594	-27.4%
Total Summons	6436	7786	-1350	-17.3%
TOS TABs	4579	6519	-1940	-29.8%

JANUARY THRU OCTOBER ACTIVITY

	2017	2016	Diff	% Change
Total Arrests	23045	30565	-7520	-24.6%
TOS Arrests	15600	20920	-5320	-25.4%
Total Summons	63462	70383	-6921	-9.8%
TOS TABs	47958	56635	-8677	-15.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-OCTOBER																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<i>Murder</i>	4	1	5	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1	1	1	0
<i>Rape</i>	1	13	1	5	1	0	3	2	3	3	1	2	1	1	3	8	5	5	1	0	6
<i>Robbery</i>	1898	1555	1376	1161	1002	1049	955	897	960	831	657	636	572	605	643	680	509	351	422	399	376
<i>Assault</i>	397	363	345	305	227	238	208	228	181	155	174	150	134	162	166	165	164	176	206	253	268
<i>Burglary</i>	26	14	8	10	38	13	7	5	1	5	2	5	1	2	8	23	30	17	17	15	24
<i>GL</i>	2964	2143	1996	2105	1885	1803	1455	1547	1514	1233	1065	1090	940	1001	1255	1405	1411	1301	1373	1335	1318
<i>TOTAL MAJOR FELONIES</i>	5290	4089	3731	3587	3155	3104	2631	2682	2663	2229	1903	1885	1649	1772	2076	2281	2120	1851	2020	2003	1992
<i>Major Fel Per Day</i>	17.40	13.45	12.27	11.80	10.38	10.21	8.65	8.82	8.76	7.33	6.26	6.20	5.42	5.83	6.83	7.50	6.97	6.09	6.64	6.59	6.55

Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 10/29/2017)

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	1	-1	-100%
BLACK	4	1	3	300%
ETHNIC	1	0	1	100%
GENDER	0	4	-4	-100%
HISPANIC	1	0	1	100%
MUSLIM	3	0	3	300%
OTHER	5	4	1	25%
SEMITIC	26	2	24	1200%
SEXUAL ORIENTATION	8	7	1	14%
WHITE	3	2	1	50%
Grand Total	51	21	30	143%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	1	1	100%
Aggravated Harassment 2	4	2	2	100%
Assault 2	3	3	0	0%
Assault 3	9	7	2	29%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	30	4	26	650%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	2	-1	-50%
Robbery 2	1	1	0	0%
Grand Total	51	21	30	143%

Transit District by Motivation:

TD	Motivation	2017	2016	Diff	% Change
TD 1	BLACK	1	0	1	100%
	OTHER	2	1	1	100%
	SEMITIC	4	0	4	400%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 11	OTHER	1	0	1	100%
	SEXUAL ORIENTATION	0	3	-3	-100%
TD 12	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	2	0	2	200%
	WHITE	1	0	1	100%
TD 2	BLACK	1	1	0	0%
	OTHER	0	1	-1	-100%
	SEMITIC	5	0	5	500%
	SEXUAL ORIENTATION	1	1	0	0%
TD 20	ETHNIC	1	0	1	10%
	MUSLIM	1	0	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
	WHITE	1	0	1	100%
TD 23	OTHER	0	1	-1	-100%
TD 3	ASIAN	0	1	-1	-100%
	GENDER	0	2	-2	-100%
	MUSLIM	1	0	1	100%
	OTHER	2	0	2	200%
	SEMITIC	1	1	0	0%
	SEXUAL ORIENTATION	0	2	-2	-100%
TD 30	BLACK	1	0	1	100%
	SEMITIC	6	0	6	600%
	SEXUAL ORIENTATION	4	0	4	400%
	WHITE	1	1	0	0%

	BLACK	1	0	1	100%
	MUSLIM	1	0	1	100%
TD 32	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	300%
	WHITE	0	1	-1	-100%
TD 33	HISPANIC	1	0	1	100%
	SEMITIC	1	1	0	0%
TD 34	SEMITIC	2	0	2	200%
TD 4	GENDER	0	2	-2	-100%
	SEMITIC	3	0	3	300%
Grand Total		51	21	30	143%

Transit District by Crime:

TD	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	6	1	5	500%
TD 11	Assault 3	0	2	-2	-100%
	Criminal Mischief 4	1	0	1	100%
	Menacing 2	0	1	-1	-100%
TD 12	Assault 2	1	0	1	100%
	Assault 3	2	0	2	200%
	Criminal Mischief 4	1	0	1	100%
TD 2	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	6	0	6	600%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 20	Assault 2	1	0	1	100%
	Assault 3	3	0	3	300%
TD 23	Criminal Mischief 4	0	1	-1	-100%
TD 3	Aggravated Harassment 2	1	0	1	100%
	Assault 2	0	2	-2	-100%
	Assault 3	0	2	-2	-100%
	Criminal Mischief 3	1	0	1	100%
	Criminal Mischief 4	2	1	1	100%

	Robbery 2	0	1	-1	-100%
TD 30	Aggravated Harassment 1	1	0	1	100%
	Aggravated Harassment 2	1	0	1	100%
	Assault 2	1	0	1	100%
	Assault 3	3	0	3	300%
	Criminal Mischief 4	5	1	4	400%
	Menacing 2	1	0	1	100%
TD 32	Aggravated Harassment 1	1	1	0	0%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
	Robbery 2	1	0	1	100%
TD 33	Aggravated Harassment 2	0	1	-1	-100%
	Assault 3	1	0	1	100%
	Criminal Mischief 4	1	0	1	100%
TD 34	Criminal Mischief 4	2	0	2	200%
TD 4	Aggravated Harassment 2	0	1	-1	-100%
	Assault 2	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	300%
Grand Total		51	21	30	143%

Associated Hate Crime Task Force Complaint numbers:

2017	2016
2017-001-01640	2016-006-00786
2017-001-02106	2016-010-00518
2017-001-04126	2016-013-07392
2017-001-05518	2016-014-01812
2017-006-00528	2016-014-03495
2017-010-00359	2016-014-04848
2017-013-07992	2016-020-01866
2017-014-06385	2016-026-00274
2017-017-00488	2016-026-01965
2017-018-05711	2016-026-02395
2017-019-01370	2016-028-02049
2017-019-02686	2016-028-03717
2017-020-00490	2016-034-04179
2017-020-00531	2016-040-05999
2017-020-01761	2016-044-04296

2017-020-04340	2016-044-04657
2017-020-04350	2016-070-00703
2017-030-00565	2016-070-00945
2017-030-01195	2016-079-06864
2017-033-01441	2016-090-02508
2017-040-07617	2016-100-02409
2017-040-09260	Grand Total: 21
2017-042-07085	
2017-043-07976	
2017-045-01210	
2017-050-00744	
2017-061-01742	
2017-061-04896	
2017-070-01639	
2017-070-01666	
2017-070-01938	
2017-071-05820	
2017-075-03051	
2017-076-01850	
2017-078-01080	
2017-079-01596	
2017-079-05242	
2017-084-00310	
2017-084-00485	
2017-084-00653	
2017-084-00676	
2017-084-01723	
2017-084-02787	
2017-084-03404	
2017-088-01133	
2017-088-01876	
2017-102-04879	
2017-103-00305	
2017-104-06934	
2017-107-00043	
2017-112-03203	
Grand Total: 51	



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

October 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	1	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	1	1	100%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	6	1	17%
Felony Assault	4	1	3	300%
Burglary	0	0	0	0%
Grand Larceny	6	8	-2	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	15	2	13%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Report



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for September 2017 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance	Fav/(Unfav)	Forecast	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(3.5)	(0.9)	3,357.7	3,338.8	(18.8)	(0.6)
Nonreimb. Exp. before Dep./OPEB	(16.8)	(2.7)	5,965.1	5,940.9	24.2	0.4
Net Cash Deficit*	(43.2)	(26.7)	(2,044.4)	(2,140.2)	(95.8)	(4.7)

*Excludes Subsidies and Debt Service

September 2017 **farebox revenue** was \$377.5 million, \$3.5 million (0.9 percent) below forecast. Subway revenue was \$2.6 million (0.9 percent) below forecast, bus revenue was \$0.7 million (0.8 percent) below forecast, and paratransit revenue was \$0.2 million (11.7 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-date revenue of \$3,338.8 million was \$18.8 million (0.6 percent) below forecast. The September 2017 non-student average fare of \$1.990 increased 10.0¢ from September 2016; the subway fare increased 10.4¢, the local bus fare increased 7.3¢, and the express bus fare increased 21.3¢.

Total **ridership** in September 2017 of 194.1 million was 4.9 million trips (2.5 percent) below forecast. Average weekday ridership in September 2017 was 7.7 million, 3.1 percent below September 2016. Average weekday ridership for the twelve months ending September 2017 was 7.6 million, 2.5 percent lower than the twelve months ending September 2016.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in September were above forecast by \$16.8 million (2.7 percent). Labor expenses were in excess of forecast by \$13.5 million (2.8 percent), due largely to additional overtime requirements. Non-labor expenses also overran forecast by \$3.3 million (2.3 percent).

Year-to-date, nonreimbursable expenses were lower than forecast by \$24.2 million (0.4 percent). Labor expenses were unfavorable by a net \$14.3 million (0.3 percent), as higher overtime requirements were partly offset by favorable health & welfare/OPEB current results and reimbursable overhead credits. Non-labor expenses were below forecast by \$38.5 million (2.8 percent), with favorable results reported in several accounts.

The **net cash deficit** for September year-to-date was \$2,140.2 million, unfavorable to forecast by \$95.8 million (4.7 percent), due largely to higher overtime expenditures and the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

September 2017 Farebox Revenue - (\$ in millions)

	September				September Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	292.1	289.5	(2.6)	(0.9%)	2,570.0	2,557.2	(12.9)	(0.5%)
NYCT Bus	81.2	80.5	(0.7)	(0.8%)	718.9	713.6	(5.3)	(0.7%)
Paratransit	1.6	1.4	(0.2)	(11.7%)	13.6	13.0	(0.6)	(4.5%)
Subtotal	374.8	371.4	(3.5)	(0.9%)	3,302.5	3,283.7	(18.8)	(0.6%)
Fare Media Liability	6.1	6.1	0.0	0.0%	55.1	55.1	0.0	0.0%
Total - NYCT	381.0	377.5	(3.5)	(0.9%)	3,357.7	3,338.8	(18.8)	(0.6%)

Note: Totals may not add due to rounding.

- The September 2017 weather impact was minimal, with total precipitation and temperatures for the month running close to normal, and warmer temperatures in the latter part of the month being mostly offset by cooler temperatures in the beginning of the month.

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	1.976	2.079	0.104	5.2%				
Local Bus	1.582	1.654	0.073	4.6%	1.607	1.684	0.077	4.8%
Subway & Local Bus	1.875	1.974	0.099	5.3%	1.607	1.684	0.077	4.8%
Express Bus	5.101	5.314	0.213	4.2%	5.097	5.302	0.206	4.0%
Total	1.890	1.990	0.100	5.3%	1.842	1.927	0.086	4.6%

- September 2017 total non-student subway and bus average fares were higher than September 2016 due mainly to the March 19, 2017 fare increase.

Other Operating Revenue

Year-to-date, other operating revenue was lower than forecast by \$11.2 million (3.4 percent), resulting from the unfavorable timing of fare reimbursement and advertising revenues, and lower paratransit Urban Tax revenue, partly offset by higher Transit Adjudication Bureau (TAB) fees.

Nonreimbursable Expenses

In the month of September, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, exceeded forecast by \$16.8 million (2.7 percent). Year-to-date, expenses were less than forecast by \$24.2 million (0.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of September were in excess of forecast by \$13.5 million (2.8 percent). Overtime expenses were above forecast by \$14.2 million (43.8 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements. Health & welfare/OPEB current expenses overran by \$11.5 million (10.4 percent), due mostly to the unfavorable timing of expenses. Payroll expenses were below forecast by \$9.5 million (3.6 percent), due to vacancies and the favorable timing of expenses. Other fringe benefit expenses were lower by \$1.5 million (3.8 percent), caused by an increase of fringe benefit overhead credits resulting from additional reimbursable labor requirements. Reimbursable overhead credits were favorable by \$1.0 million (2.7 percent), due to higher reimbursable labor requirements. Year-to-date, expenses were over forecast by a net \$14.3 million (0.3 percent). Overtime expenses exceeded forecast by \$49.0 million (13.6 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and subway service delays and overcrowding. Other fringe benefit expenses were above forecast by \$5.8 million (1.5 percent), due primarily to higher FICA costs and the unfavorable timing of expenses, partly offset by favorable fringe benefit overhead credits. Health & welfare/OPEB current expenses underran by \$19.0 million (2.0 percent), mostly from healthcare provider credits and a favorable rate experience. Reimbursable overhead credits were favorable by \$16.2 million (7.5 percent), due to higher reimbursable labor requirements. Payroll expenses were less than forecast by \$5.3 million (0.2 percent), mainly from vacancies and the favorable timing of expenses.

Non-labor expenses surpassed forecast in September by a net \$3.3 million (2.3 percent). Fuel expenses were above forecast by \$4.3 million (over 100.0 percent), due largely to accrual adjustments, higher prices and consumption. Professional service contract expenses were under forecast by \$3.2 million (23.5 percent), due primarily to the favorable timing of various professional service contract expenses and EDP-related requirements.

Year-to-date, non-labor expenses were favorable by \$38.5 million (2.8 percent), including the following:

- Maintenance contract expenses were below forecast by \$19.4 million (10.8 percent), due largely to the favorable timing of revenue vehicle maintenance & repair requirements.

- Professional service contract expenses underran forecast by \$15.4 million (12.1 percent), due primarily to the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses.
- Materials and supplies expenses were under forecast by \$7.7 million (3.2 percent), principally resulting from favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements.
- Paratransit service contract expenses were lower than forecast by \$2.0 million (0.7 percent), due principally to lower completed trips.
- Electric power expenses were positive by \$1.7 million (0.8 percent), principally from lower consumption and prices, largely offset by the unfavorable timing of expenses.
- Fuel expenses were unfavorable by \$3.9 million (5.9 percent), resulting mainly from accrual adjustments and higher consumption, partly offset by lower prices.
- Other business expenses were over by \$3.9 million (6.7 percent), resulting primarily from the unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges.

Depreciation expenses were below forecast year-to-date by \$81.3 million (6.2 percent), due largely to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$894.0 million of accrued expenses year-to-date, \$51.2 million (5.4 percent) lower than forecast, based on current actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded \$14.3 million of accrued expenses year-to-date, \$14.3 million unfavorable to a forecast projected at zero.

Net Cash Deficit

The net cash deficit for September year-to-date was \$2,140.2 million, unfavorable to forecast by \$95.8 million (4.7 percent), due largely to higher overtime expenditures and the unfavorable timing of capital reimbursements.

Incumbents

There were 48,785 full-time paid incumbents at the end of September, an increase of 58 from the end of August and an increase of 734 from December 2016 (excluding 304 December temporary paid incumbents).

RIDERSHIP RESULTS

September 2017 Ridership vs. Forecast - (millions)

	September				September Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	146.5	143.0	(3.5)	(2.4%)	1,300.6	1,290.7	(9.9)	(0.8%)
NYCT Bus	51.8	50.4	(1.4)	(2.7%)	456.7	452.2	(4.5)	(1.0%)
Subtotal	198.3	193.4	(4.9)	(2.5%)	1,757.3	1,742.9	(14.4)	(0.8%)
Paratransit	0.8	0.7	(0.0)	(5.8%)	6.8	6.6	(0.2)	(2.3%)
Total - NYCT	199.0	194.1	(4.9)	(2.5%)	1,764.1	1,749.5	(14.6)	(0.8%)
MTA Bus Company	10.0	10.3	0.3	2.9%	90.5	91.4	0.9	1.0%
Total - Regional Bus	61.8	60.7	(1.1)	(1.8%)	547.2	543.6	(3.6)	(0.7%)

Notes: Totals may not add due to rounding.

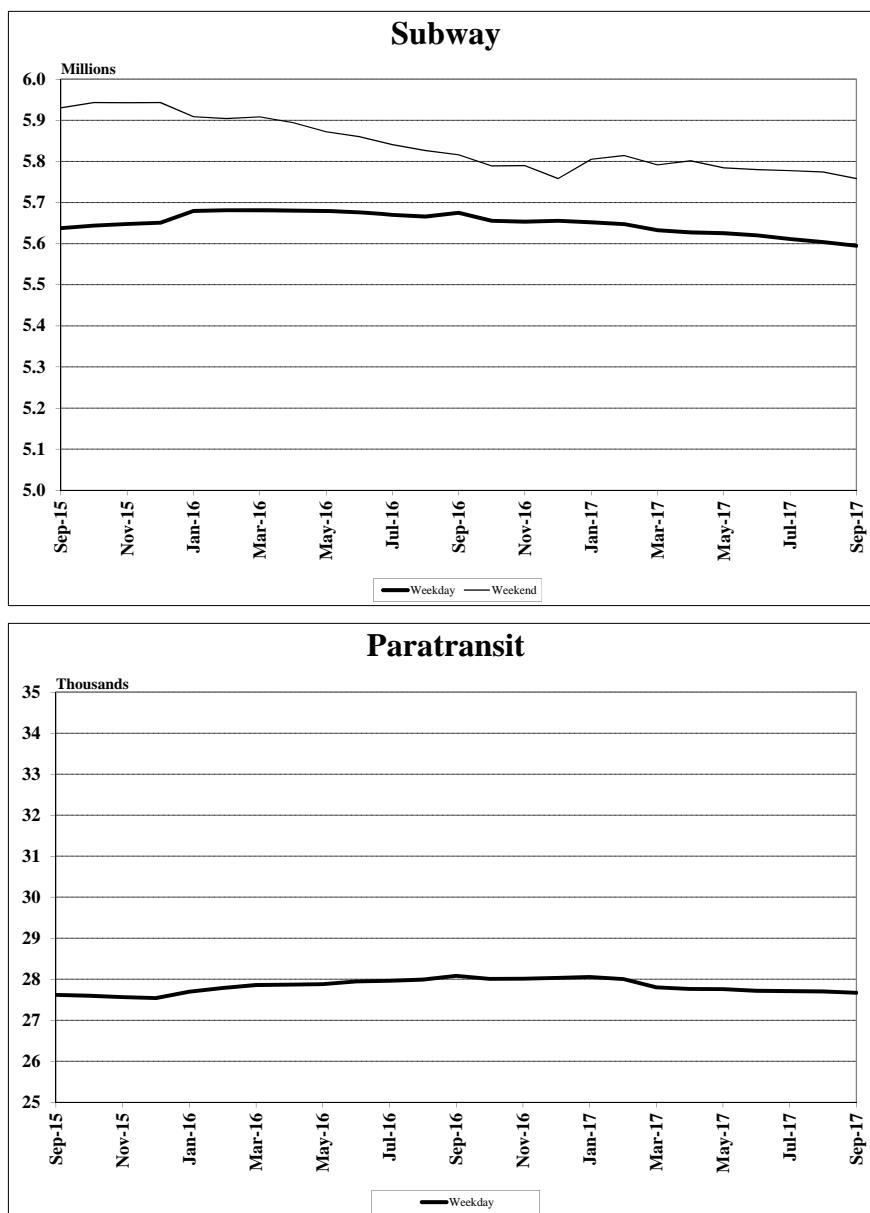
September Average Weekday and Weekend Ridership vs. Prior Year

Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	Preliminary		Change		Preliminary		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	5,817	5,712	(104)	-1.8%	5,930	5,729	(201)	-3.4%
NYCT Local Bus	2,087	1,946	(141)	-6.8%	2,288	2,105	(182)	-8.0%
NYCT Express Bus	42	41	(1)	-1.4%	14	14	0	+1.6%
Paratransit	28	28	(0)	-1.4%	34	34	1	+2.3%
TOTAL - NYCT	7,974	7,727	(247)	-3.1%	8,265	7,883	(382)	-4.6%
MTABC Local Bus	399	383	(16)	-4.0%	416	395	(21)	-5.0%
MTABC Express Bus	29	29	(1)	-1.8%	12	11	(1)	-6.9%
Total - MTA Bus	429	412	(17)	-3.9%	428	407	(22)	-5.0%
<i>Total - Regional Bus</i>	<i>2,557</i>	<i>2,399</i>	<i>(158)</i>	<i>-6.2%</i>	<i>2,730</i>	<i>2,526</i>	<i>(204)</i>	<i>-7.5%</i>
12-Month Rolling Average								
Subway	5,675	5,595	(80)	-1.4%	5,816	5,758	(58)	-1.0%
Local Bus	2,021	1,905	(116)	-5.7%	2,197	2,110	(87)	-4.0%
Express Bus	41	40	(1)	-1.5%	12	13	1	+4.3%
Paratransit	28	28	(0)	-1.5%	33	34	0	+1.0%
TOTAL - NYCT	7,765	7,568	(197)	-2.5%	8,059	7,915	(144)	-1.8%
MTABC Local Bus	380	370	(10)	-2.7%	391	388	(2)	-0.6%
MTABC Express Bus	29	28	(1)	-4.8%	12	11	(1)	-6.1%
Total - MTA Bus	409	398	(12)	-2.8%	403	399	(3)	-0.8%
<i>Total - Regional Bus</i>	<i>2,471</i>	<i>2,343</i>	<i>(128)</i>	<i>-5.2%</i>	<i>2,612</i>	<i>2,522</i>	<i>(89)</i>	<i>-3.4%</i>

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

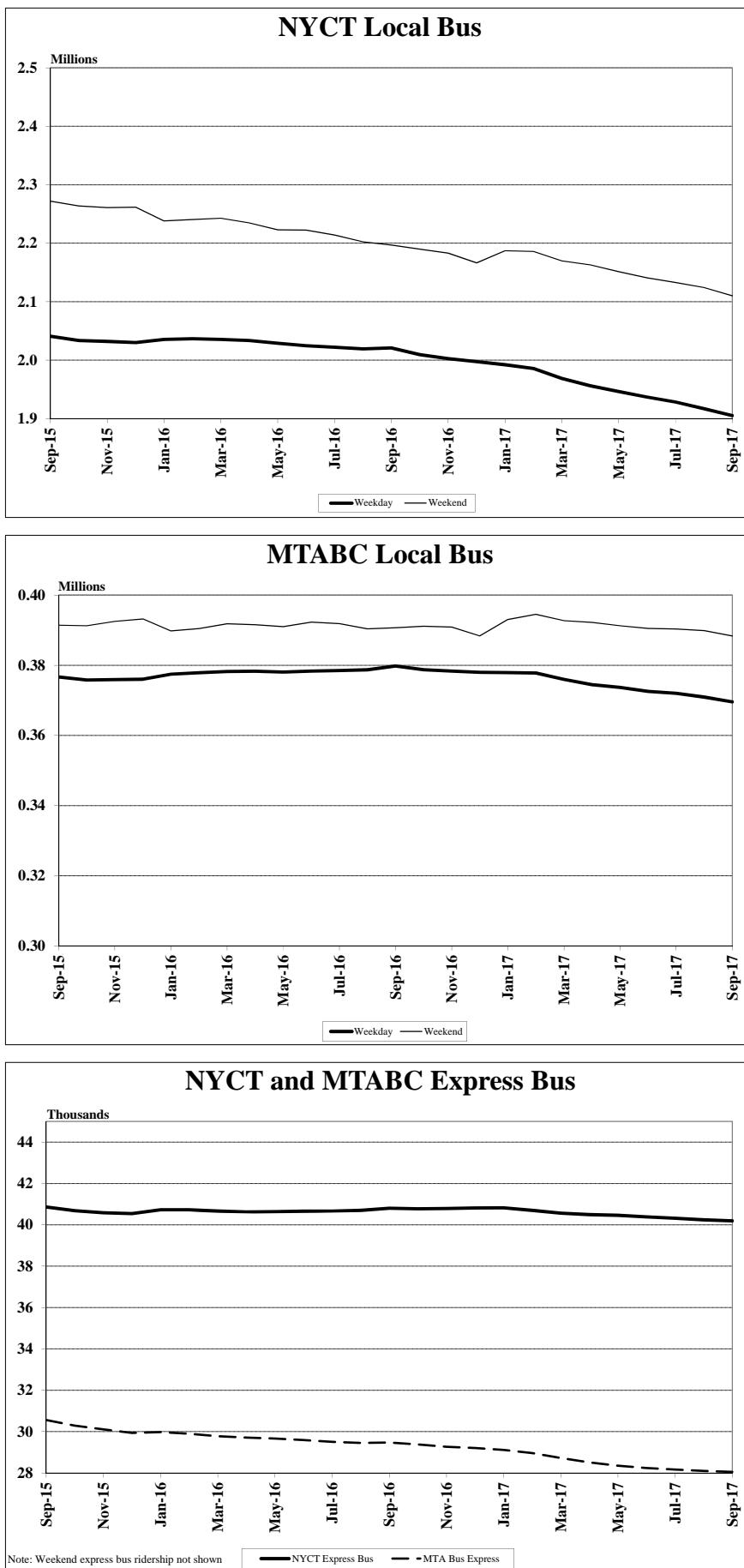
- There were a few calendar differences with Rosh Hashanah falling in September 2017 while it fell in October of 2016. Eid al-Adha fell on Monday September 12, 2016 (and recognized as a school holiday), while this year the holiday fell outside of the school calendar. Adjusted for weather and only averaging days when school was open to control for the calendar differences, the average weekday non-student subway ridership fell 1.6 percent from September 2016, and average weekday non-student bus ridership fell 5.9 percent.
- Average weekend ridership declined from September 2016 on both services, but did see an effect from weather, with more than an inch of rain over Labor Day weekend in 2017, compared to only a trace of rain on one Saturday in 2016.

Average Weekday and Weekend Ridership 12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From September 2016 to September 2017, average weekday ridership was down on most area services, with the exception of PATH (up 5.5 percent, the highest average weekday ridership for any September month on record), and Long Island Rail Road (up 1.1 percent). NYCT Local Bus posted the largest decrease (down 6.8 percent from September 2016). Weekend ridership was mixed across area services, with PATH up 14.2 percent and NYCT Local Bus down 8.0 percent from September 2016.

Bridges and Tunnels traffic increased on both weekdays and weekends. The 12-month rolling weekday average also increased.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-16	Preliminary Sep-17	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,817	5,712	-1.8%	-1.4%
NYCT Local Bus	2,087	1,946	-6.8%	-5.7%
NYCT Express Bus	42	41	-1.4%	-1.5%
NYCT Paratransit	28	28	-1.4%	-1.5%
Staten Island Railway	17	17	-0.1%	-0.7%
MTA Local Bus	399	383	-4.0%	-2.7%
MTA Express Bus	29	29	-1.8%	-4.8%
Long Island Rail Road	319	322	+1.1%	+0.6%
Metro-North Railroad	290	288	-0.6%	+0.0%
PATH	278	293	+5.5%	+5.0%
<u>Average Weekend</u>				
NYCT Subway	5,930	5,729	-3.4%	-1.0%
NYCT Local Bus	2,288	2,105	-8.0%	-4.0%
NYCT Express Bus	14	14	+1.6%	+4.3%
NYCT Paratransit	34	34	+2.3%	+1.0%
Staten Island Railway	9	9	+3.0%	+2.6%
MTA Local Bus	416	395	-5.0%	-0.6%
MTA Express Bus	12	11	-6.9%	-6.1%
Long Island Rail Road	199	212	+6.1%	+2.3%
Metro-North Railroad	232	237	+2.2%	+2.3%
PATH	192	220	+14.2%	+0.4%

MTA Bridges and Tunnels (thousands)				
Average Weekday	890	909	+2.1%	+0.4%
Average Weekend	1,667	1,669	+0.1%	-0.2%

Note: Percentages are based on unrounded data.

Economy

From September 2016 to September 2017, New York City employment increased 1.1 percent (48,900 jobs). Total private sector employment increased 1.3 percent (48,100 jobs) and government employment increased 0.1 percent (800 jobs). Most of the private employment sectors increased over the prior year, with the exception of the manufacturing, trade & transportation and the information sectors. The sector with the largest absolute increase was educational and health services, up 22,500 jobs (2.4 percent). The sector with the largest percentage increase was construction, up 4.7 percent (7,000 jobs).

NYC Employment by Sector - (thousands)

Employment Sector	Sep-16	Sep-17	Change		
			Amount	%	% YTD
Construction	149.9	156.9	7.0	4.7%	3.0%
Manufacturing	75.7	75.1	-0.6	-0.8%	-2.9%
Trade & Transportation	628.4	619.7	-8.7	-1.4%	-1.0%
Leisure & Hospitality	443.8	451.1	7.3	1.6%	2.4%
Financial Activities	464.2	470.3	6.1	1.3%	0.8%
Information	196.7	190.2	-6.5	-3.3%	0.1%
Professional & Business Services	727.5	745.6	18.1	2.5%	3.1%
Educational & Health Services	922.1	944.6	22.5	2.4%	4.1%
Other Services	187.8	190.7	2.9	1.5%	1.9%
Total Private	3,796.1	3,844.2	48.1	1.3%	2.0%
Government	546.2	547.0	0.8	0.1%	0.3%
Total NYC Employment	4,342.3	4,391.2	48.9	1.1%	1.7%

MTA NEW YORK CITY TRANSIT
Sep - 2017 Mid Year
Accrual Statement of Operations By Category
Month - Sep 2017
(\$ in Millions)

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	Nonreimbursable								Reimbursable								Total			
	Forecast		Var		Percent		Forecast		Var		Percent		Forecast		Var		Percent			
	Mid Year	Actual	(Unfavorable)	Variance	Percent	Mid Year	Actual	(Unfavorable)	Variance	Percent	Mid Year	Actual	(Unfavorable)	Variance	Percent	Mid Year	Actual	(Unfavorable)	Percent	
Revenue																				
Farebox Revenue:																				
Subway	\$292.079	\$289.470	(2,609)	(0.9)		\$0.000	\$0.000	-	-	-	\$292.079	\$289.470	(2,609)	(0.9)						
Bus	\$81.194	\$80.536	(0,659)	(0.8)		\$0.000	\$0.000	-	-	-	\$81.194	\$80.536	(0,659)	(0.8)						
Paratransit	\$1,557	\$1,375	(0,182)	(11.7)		\$0.000	\$0.000	-	-	-	\$1,557	\$1,375	(0,182)	(11.7)						
Fare Liability	\$6,125	\$6,125	\$0.000	0.0		\$0.000	\$0.000	-	-	-	\$6,125	\$6,125	\$0.000	0.0						
Farebox Revenue	\$380,956	\$377,505	(3,450)	(0.9)		\$0.000	\$0.000	-	-	-	\$380,956	\$377,505	(3,450)	(0.9)						
Fare Reimbursement	\$6,195	\$6,717	\$0,523	8.4		\$0.000	\$0.000	-	-	-	\$6,195	\$6,717	\$0,523	8.4						
Paratransit Reimbursement	\$15,189	\$14,648	(0,541)	(3.6)		\$0.000	\$0.000	-	-	-	\$15,189	\$14,648	(0,541)	(3.6)						
Other Operating Revenue	\$16,327	\$15,968	(0,359)	(2.2)		\$0.000	\$0.000	-	-	-	\$16,327	\$15,968	(0,359)	(2.2)						
Other Revenue	\$37,710	\$37,333	(0,378)	(1.0)		\$0.000	\$0.000	-	-	-	\$37,710	\$37,333	(0,376)	(1.0)						
Capital and Other Rebursements	\$0,000	\$0,000	-	-		\$148,461	\$157,330	\$8,870	6.0		\$148,461	\$157,330	\$8,870	6.0						
Total Revenue	\$418,666	\$414,838	(3,828)	(0.9)		\$148,461	\$157,330	\$8,870	6.0		\$567,126	\$572,168	\$5,042	0.9						
Expenses																				
Labor :																				
Payroll	\$261,980	\$252,520	\$9,460	3.6		\$51,825	\$52,750	(0,925)	(1.8)		\$313,805	\$305,270	\$8,535	2.7						
Overtime	\$32,360	\$46,517	(14,158)	(43.8)		\$21,322	\$22,882	(1,560)	(7.3)		\$53,682	\$69,399	(15,718)	(29.3)						
Total Salaries & Wages	\$294,339	\$299,037	(4,698)	(1.6)		\$73,147	\$75,632	(2,485)	(3.4)		\$367,487	\$374,670	(7,183)	(2.0)						
Health and Welfare	\$74,369	\$82,252	(7,882)	(10.6)		\$1,879	\$1,961	(0,082)	(4.4)		\$76,248	\$84,213	(7,965)	(10.4)						
OPEB Current Payment	\$36,955	\$40,530	(3,575)	(9.7)		\$0,771	\$0,713	\$0,058	7.5		\$37,726	\$41,244	(3,517)	(9.3)						
Pensions	\$77,307	\$77,106	\$0,202	0.3		\$3,005	\$2,979	\$0,026	0.9		\$80,312	\$80,084	\$0.228	0.3						
Other Fringe Benefits	\$38,766	\$37,311	\$1,455	3.8		\$22,527	\$24,757	(2,230)	(9.9)		\$61,293	\$62,068	(0,775)	(1.3)						
Total Fringe Benefits	\$227,398	\$237,199	(9,801)	(4.3)		\$28,182	\$30,410	(2,228)	(7.9)		\$255,580	\$267,609	(12,029)	(4.7)						
Contribution to GASB Fund	\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-						
Reimbursable Overhead	(37,272)	(38,266)	\$0,994	2.7		\$37,272	\$38,266	(0,994)	(2.7)		\$0,000	\$0,000	\$0,000					(71.4)		
Labor	\$484,465	\$497,970	(13,504)	(2.8)		\$138,601	\$144,309	(5,707)	(4.1)		\$623,067	\$642,278	(19,212)	(3.1)						
Non-Labor :																				
Electric Power	\$23,996	\$24,553	(0,557)	(2.3)		\$0,020	(0,339)	\$0,359	-		\$24,016	\$24,214	(0,198)	(0.8)						
Fuel	\$3,138	\$7,404	(4,266)	-		\$0,010	\$0,001	\$0,009	88.3		\$3,148	\$7,405	(4,257)	-						
Insurance	\$6,223	\$5,706	\$0,517	8.3		\$0,000	\$0,000	-	-		\$6,223	\$5,706	\$0,517	8.3						
Claims	\$14,038	\$14,038	\$0,000	0.0		\$0,000	\$0,000	-	-		\$14,038	\$14,038	\$0,000	0.0						
Paratransit Service Contracts	\$34,404	\$35,018	(0,614)	(1.8)		\$0,000	\$0,000	-	-		\$34,404	\$35,018	(0,614)	(1.8)						
Maintenance and Other Operating Contracts	\$19,074	\$19,449	(0,374)	(2.0)		\$3,183	\$3,499	(0,316)	(9.9)		\$22,258	\$22,948	(0,690)	(3.1)						
Professional Service Contracts	\$13,586	\$10,396	\$3,190	23.5		\$0,902	\$1,471	(0,569)	(63.1)		\$14,488	\$11,866	\$2,621	18.1						
Materials & Supplies	\$26,366	\$26,645	(0,279)	(1.1)		\$5,573	\$8,110	(2,537)	(45.5)		\$31,939	\$34,755	(2,816)	(8.8)						
Other Business Expenses	\$6,841	\$7,784	(0,943)	(13.8)		\$0,171	\$0,279	(0,108)	(63.1)		\$7,013	\$8,063	(1,051)	(15.0)						
Non-Labor	\$147,667	\$150,992	(3,326)	(2.3)		\$9,859	\$13,022	(3,162)	(32.1)		\$157,526	\$164,014	(6,488)	(4.1)						
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	\$632,132	\$648,962	(16,830)	(2.7)		\$148,461	\$157,330	(8,870)	(6.0)		\$780,593	\$806,293	(25,700)	(3.3)						
Depreciation	\$155,158	\$144,857	\$10,300	6.6		\$0,000	\$0,000	-	-		\$155,158	\$144,857	\$10,300	6.6						
OPEB Liability	\$323,722	\$296,031	\$27,691	8.6		\$0,000	\$0,000	-	-		\$323,722	\$296,031	\$27,691	8.6						
GASB 68 Pension Adjustment	\$0,000	\$5,011	(5,011)	-		\$0,000	\$0,000	-	-		\$0,000	\$5,011	(5,011)	-						
Environmental Remediation	\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-						
Total Expenses	\$1,111,012	\$1,094,861	\$16,151	1.5		\$148,461	\$157,330	(8,870)	(6.0)		\$1,259,473	\$1,252,192	\$7,281	0.6						
OPERATING SURPLUS/DEFICIT	(692,346)	(680,023)	\$12,323	1.8		\$0,000	\$0,000	-	-		(692,346)	(680,023)	\$12,323	1.8						

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.

MTA NEW YORK CITY TRANSIT
Sep - 2017 Mid-Year
Accrual Statement of Operations By Category
Year-To-Date - Sep 2017
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Var Percent		Forecast Mid_Year	Var Percent		Forecast Mid_Year	Var Percent		Forecast Mid_Year	Var Percent	
		Actual	Favorable (Unfavorable) Variance	Percent	Actual	Favorable (Unfavorable) Variance	Percent	Actual	Favorable (Unfavorable) Variance	Percent	Actual	Favorable (Unfavorable) Variance
Revenue												
<i>Farebox Revenue:</i>												
Subway	\$2,570,046	\$2,557,162	(12.885)	(0.5)	\$0,000	\$0,000	-	-	\$2,570,046	\$2,557,162	(12.885)	(0.5)
Bus	\$718,909	\$713,577	(5.332)	(0.7)	\$0,000	\$0,000	-	-	\$718,909	\$713,577	(5.332)	(0.7)
Paratransit	\$13,593	\$12,978	(0.615)	(4.5)	\$0,000	\$0,000	-	-	\$13,593	\$12,978	(0.615)	(4.5)
Fare Liability	\$55,125	\$55,125	\$0,000	0.0	\$0,000	\$0,000	-	-	\$55,125	\$55,125	\$0,000	0.0
Farebox Revenue	\$3,357,674	\$3,338,842	(18.832)	(0.6)	\$0,000	\$0,000	-	-	\$3,357,674	\$3,338,842	(18.832)	(0.6)
Fare Reimbursement	\$65,433	\$58,714	(6.718)	(10.3)	\$0,000	\$0,000	-	-	\$65,433	\$58,714	(6.718)	(10.3)
Paratransit Reimbursement	\$134,633	\$132,680	(1.954)	(1.5)	\$0,000	\$0,000	-	-	\$134,633	\$132,680	(1.954)	(1.5)
Other Operating Revenue	\$133,578	\$131,029	(2.549)	(1.9)	\$0,000	\$0,000	-	-	\$133,578	\$131,029	(2.549)	(1.9)
Other Revenue	\$333,644	\$322,423	(11.221)	(3.4)	\$0,000	\$0,000	-	-	\$333,644	\$322,423	(11.221)	(3.4)
Capital and Other Rebursements	\$0,000	\$0,000	-	-	\$1,003,091	\$1,044,255	\$41,164	4.1	\$1,003,091	\$1,044,255	\$41,164	4.1
Total Revenue	\$3,691,317	\$3,661,265	(30.063)	(0.8)	\$1,003,091	\$1,044,255	\$41,164	4.1	\$4,694,408	\$4,705,520	\$11,111	0.2
Expenses												
<i>Labor :</i>												
Payroll	\$2,437,689	\$2,432,341	\$5,348	0.2	\$374,814	\$365,996	\$8,818	2.4	\$2,812,503	\$2,798,338	\$14,166	0.5
Overtime	\$360,386	\$409,384	(48,998)	(13.6)	\$114,168	\$140,062	(25,894)	(22.7)	\$474,554	\$549,446	(74,892)	(15.8)
Total Salaries & Wages	\$2,798,075	\$2,841,725	(43,650)	(1.6)	\$488,982	\$506,059	(17,076)	(3.5)	\$3,287,057	\$3,347,784	(60,727)	(1.8)
Health and Welfare	\$633,334	\$617,999	\$15,335	2.4	\$16,555	\$17,999	(1,444)	(8.7)	\$649,889	\$635,998	\$13,891	2.1
OPEB Current Payment	\$317,941	\$314,340	\$3,601	1.1	\$6,857	\$7,800	(0.742)	(10.8)	\$324,788	\$321,940	\$2,858	0.9
Pensions	\$694,868	\$694,917	(0.049)	0.0	\$27,372	\$26,549	\$0.822	3.0	\$722,240	\$721,487	\$0,773	0.1
Other Fringe Benefits	\$377,553	\$383,360	(5.807)	(1.5)	\$154,626	\$157,224	(2,597)	(1.7)	\$532,179	\$540,584	(8,404)	(1.6)
Total Fringe Benefits	\$2,023,696	\$2,010,616	\$13,080	0.6	\$205,410	\$209,372	(3,962)	(1.9)	\$2,229,106	\$2,219,988	\$9,119	0.4
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(217,095)	(233,329)	\$16,234	7.5	\$217,095	\$233,329	(16,234)	(7.5)	\$0,000	\$0,000	\$0,000	-
Labor	\$4,604,677	\$4,619,012	(14,336)	(0.3)	\$911,487	\$948,759	(37,272)	(4.1)	\$5,516,164	\$5,567,772	(51,608)	(0.9)
<i>Non-Labor :</i>												
Electric Power	\$210,417	\$208,710	\$1,708	0.8	\$0,189	(0.203)	\$0,392	-	\$210,606	\$208,507	\$2,099	1.0
Fuel	\$65,707	\$69,592	(3,884)	(5.9)	\$0,087	\$0,011	\$0,076	86.9	\$65,794	\$69,603	(3,809)	(5.8)
Insurance	\$54,125	\$54,150	(0.024)	0.0	\$0,000	\$0,000	-	-	\$54,125	\$54,150	(0.024)	0.0
Claims	\$126,341	\$126,341	\$0,000	0.0	\$0,000	\$0,000	-	-	\$126,341	\$126,341	\$0,000	0.0
Paratransit Service Contracts	\$294,355	\$292,330	\$2,024	0.7	\$0,000	\$0,000	-	-	\$294,355	\$292,330	\$2,024	0.7
Maintenance and Other Operating Contracts	\$180,254	\$160,848	\$19,406	10.8	\$25,869	\$28,954	(3,085)	(11.9)	\$206,123	\$189,802	\$16,321	7.9
Professional Service Contracts	\$127,176	\$111,733	\$15,443	12.1	\$8,216	\$8,342	(0.126)	(1.5)	\$135,392	\$120,075	\$15,317	11.3
Materials & Supplies	\$243,701	\$235,960	\$7,741	3.2	\$57,776	\$58,221	(0.445)	(0.8)	\$301,477	\$294,181	\$7,296	2.4
Other Business Expenses	\$58,355	\$62,260	(3,905)	(6.7)	(0.533)	\$0,170	(0.703)	-	\$57,821	\$62,430	(4,608)	(8.0)
Non-Labor	\$1,360,431	\$1,321,923	\$38,508	2.8	\$91,604	\$95,496	(3,892)	(4.2)	\$1,452,036	\$1,417,418	\$34,616	2.4
<i>Other Expense Adjustments:</i>												
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	\$5,965,107	\$5,940,935	\$24,172	0.4	\$1,003,091	\$1,044,255	(41,184)	(4.1)	\$6,968,198	\$6,985,190	(16,992)	(0.2)
Depreciation	\$1,304,531	\$1,223,195	\$81,336	6.2	\$0,000	\$0,000	-	-	\$1,304,531	\$1,223,195	\$81,336	6.2
OPEB Liability	\$945,199	\$893,957	\$51,242	5.4	\$0,000	\$0,000	-	-	\$945,199	\$893,957	\$51,242	5.4
GASB 68 Pension Adjustment	\$0,001	\$14,315	(14,314)	-	\$0,000	\$0,000	-	-	\$0,001	\$14,315	(14,314)	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$8,214,838	\$8,072,402	\$142,436	1.7	\$1,003,091	\$1,044,255	(41,164)	(4.1)	\$9,217,929	\$9,116,657	\$101,272	1.1
OPERATING SURPLUS/DEFICIT	(4,523,520)	(4,411,137)	\$112,383	2.5	\$0,000	\$0,000	-	-	(4,523,520)	(4,411,137)	\$112,383	2.5

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.

Table 3

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 2017
(\$ 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)	Lower subway and bus ridership		(18.8)	(0.6)	Lower subway and bus ridership	
Other Operating Revenue	NR					(11.2)	(3.4)	Largely the unfavorable timing of fare reimbursement and advertising revenues, and lower paratransit Urban Tax revenue, partly offset by higher Transit Adjudication Bureau (TAB) fees	
Payroll	NR	9.5	3.6	Mainly vacancies and the favorable timing of expenses		5.3	0.2	Mainly vacancies and the favorable timing of expenses	
Overtime	NR	(14.2)	(43.8)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements		(49.0)	(13.6)	Mostly due to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and subway service delays and overcrowding	
Health & Welfare (including OPEB current payment)	NR	(11.5)	(10.4)	Mostly the unfavorable timing of expenses		19.0	2.0	Mostly favorable healthcare provider credits and rate experience	
Other Fringe Benefits	NR	1.5	3.8	Mostly favorable overhead credits, due to higher reimbursable labor requirements		(5.8)	(1.5)	Largely higher FICA costs and the unfavorable timing of expenses, partly offset by favorable overhead credits	
Reimbursable Overhead	NR	1.0	2.7	Mostly favorable overhead credits, due to higher reimbursable labor requirements		16.2	7.5	Mostly favorable overhead credits, due to higher reimbursable labor requirements	
Electric Power	NR					1.7	0.8	Primarily lower consumption and prices, largely offset by the unfavorable timing of expenses	
Fuel	NR	(4.3)	over (100.0)	Accrual adjustments, higher prices and consumption		(3.9)	(5.9)	Accrual adjustments and higher consumption, partly offset by lower prices	
Paratransit Service Contracts	NR					2.0	0.7	Due principally to lower completed trips	
Maintenance and Other Operating Contracts	NR					19.4	10.8	Mainly the favorable timing of revenue vehicle maintenance & repair requirements	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 2017
(\$ 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	
		\$	%			\$	%		
Professional Service Contracts	NR	3.2	23.5	Mainly the favorable timing of various professional service contract expenses and EDP-related requirements		15.4	12.1	Mainly the favorable timing of various professional service contract expenses, partly offset by the unfavorable timing of data communications expenses	
Materials & Supplies	NR					7.7	3.2	Principally favorable inventory/obsolescence adjustments, partly offset by the unfavorable timing of maintenance material requirements	
Other Business Expenses	NR					(3.9)	(6.7)	Primarily the unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges	
Capital and Other Reimbursements	R	8.9	6.0	Increased reimbursements consistent with an increase in reimbursable expenses		41.2	4.1	Increased reimbursements consistent with an increase in reimbursable expenses	
Payroll	R					8.8	2.4	Mainly the favorable timing of non-capital transactions	
Overtime	R	(1.6)	(7.3)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability		(25.9)	(22.7)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability	
Maintenance Contracts	R					(3.1)	(11.9)	Mostly the unfavorable timing of building-related, maintenance services and operating contract expenses	
Materials & Supplies	R	(2.5)	(45.5)	Mainly the unfavorable timing of maintenance material requirements					

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid_Year
Cash Receipts and Expenditures
Sep FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$382,533	\$374,199	(8,334)	(2.2)	\$3,370,197	\$3,350,463	(19,734)	(0.6)
Fare Reimbursement	(0.522)	\$0.000	\$0.522	-	\$78,110	\$85,226	\$7,116	9.1
Paratransit Reimbursement	\$3,365	\$2,958	(0,407)	(12.1)	\$128,086	\$126,639	(1,447)	(1.1)
Other Operating Revenue	\$5,530	\$3,992	(1,538)	(27.8)	\$39,841	\$33,740	(6,101)	(15.3)
Other Revenue	\$8,373	\$6,950	(1,423)	(17.0)	\$246,036	\$245,605	(0,431)	(0.2)
Capital and Other Reimbursements	\$168,461	\$173,744	\$5,283	3.1	\$1,000,933	\$975,741	(25,192)	(2.5)
Total Revenue	\$559,366	\$554,893	(4,473)	(0.8)	\$4,617,166	\$4,571,809	(45,357)	(1.0)
Expenditures								
<i>Labor :</i>								
Payroll	\$288,679	\$279,767	\$8,912	3.1	\$2,727,142	\$2,705,560	\$21,582	0.8
Overtime	\$53,682	\$69,399	(\$15,717)	(29.3)	\$474,554	\$549,446	(\$74,892)	(15.8)
Total Salaries & Wages	\$342,360	\$349,166	(6,806)	(2.0)	\$3,201,695	\$3,255,006	(53,311)	(1.7)
Health and Welfare	\$76,248	\$72,097	\$4,151	5.4	\$642,607	\$657,954	(\$15,347)	(2.4)
OPEB Current Payment	\$37,726	\$63,755	(\$26,028)	(69.0)	\$324,798	\$321,940	\$2,858	0.9
Pensions	\$80,312	\$80,072	\$0,240	0.3	\$722,146	\$721,341	\$0,805	0.1
Other Fringe Benefits	\$39,537	\$38,480	\$1,057	2.7	\$353,983	\$361,033	(\$7,050)	(2.0)
Total Fringe Benefits	\$233,823	\$254,404	(20,581)	(8.8)	\$2,043,534	\$2,062,268	(18,734)	(0.9)
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	\$576,184	\$603,570	(27,386)	(4.8)	\$5,245,229	\$5,317,274	(72,045)	(1.4)
<i>Non-Labor :</i>								
Electric Power	\$24,016	\$23,519	\$0,497	2.1	\$210,606	\$206,156	\$4,450	2.1
Fuel	\$3,369	\$6,492	(\$3,123)	(92.7)	\$65,132	\$66,697	(1,565)	(2.4)
Insurance	\$0,000	\$8,543	(\$8,543)	-	\$62,621	\$65,454	(2,833)	(4.5)
Claims	\$10,001	\$8,075	\$1,926	19.3	\$89,594	\$78,818	\$10,776	12.0
Paratransit Service Contracts	\$33,904	\$30,625	\$3,279	9.7	\$296,084	\$288,792	\$7,292	2.5
Maintenance and Other Operating Contracts	\$22,258	\$23,930	(\$1,672)	(7.5)	\$201,965	\$186,119	\$15,846	7.8
Professional Service Contracts	\$14,488	\$17,032	(\$2,544)	(17.6)	\$137,661	\$139,667	(2,006)	(1.5)
Materials & Supplies	\$29,939	\$30,868	(\$0,929)	(3.1)	\$294,888	\$299,324	(4,436)	(1.5)
Other Business Expenses	\$7,013	\$7,279	(\$0,266)	(3.8)	\$57,821	\$63,700	(\$5,879)	(10.2)
Non-Labor	\$144,987	\$156,363	(11,376)	(7.8)	\$1,416,372	\$1,394,727	\$21,645	1.5
<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	\$721,171	\$759,933	(38,762)	(5.4)	\$6,661,601	\$6,712,001	(50,400)	(0.8)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$721,171	\$759,933	(38,762)	(5.4)	\$6,661,603	\$6,712,001	(50,398)	(0.8)
Net Surplus/(Deficit)	(161,805)	(205,040)	(43,235)	(26.7)	(2,044,437)	(2,140,192)	(95,755)	(4.7)

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
September 2017
($\$$ in millions)

Operating Receipts or Disbursements	MONTH				YEAR TO DATE			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	$\\$	%			$\\$	%		
Farebox Receipts	(8.3)	(2.2)		Primarily the unfavorable timing of receipts	(19.7)	(0.6)		Primarily the unfavorable timing of receipts
Capital and Other Reimbursements	5.3	3.1		Largely an increase in capital work requirements	(25.2)	(2.5)		Largely the unfavorable timing of reimbursements
Salaries & Wages	(6.8)	(2.0)		Mostly higher overtime requirements	(53.3)	(1.7)		Mostly higher overtime requirements
Health & Welfare (including OPEB current payment)	(21.8)	(19.1)		Principally the unfavorable timing of payments	(12.4)	(1.3)		Principally the unfavorable timing of payments
Insurance	(8.5)	over (100.0)		The unfavorable timing of interagency payments				
Claims					10.8	12.0		Mostly the favorable timing of payments
Paratransit Service Contracts					7.3	2.5		Due principally to lower trips
Maintenance Contracts					15.8	7.8		Largely lower expenditures
Professional Service Contracts	(2.5)	(17.6)		Largely a payment catch-up				
Materials & Supplies					(4.4)	(1.5)		Largely due to a payment catch-up
Other Business Expenditures					(5.9)	(10.2)		The unfavorable timing of reimbursable job closing adjustments and higher MVM credit card charges

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2017 Mid Year
Cash Conversion (Cash Flow Adjustments)
Sep FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Varlance	Percent
Revenue								
Farebox Revenue	\$1,577	(3,306)	(4,883)	-	\$12,523	\$11,621	(0,902)	(7.2)
Fare Reimbursement	(6,717)	(6,717)	\$0,000	0.0	\$12,677	\$26,512	\$13,835	-
Paratransit Reimbursement	(11,824)	(11,690)	\$0,134	1.1	(6,547)	(6,041)	\$0,507	7.7
Other Operating Revenue	(10,797)	(11,976)	(1,179)	(10.9)	(93,737)	(97,289)	(3,552)	(3.8)
Other Revenue	(29,338)	(30,383)	(1,045)	(3.6)	(87,607)	(76,818)	\$10,789	12.3
Capital and Other Reimbursements	\$20,000	\$16,414	(3,586)	(17.9)	(2,158)	(68,514)	(66,356)	-
Total Revenue	(7,761)	(17,275)	(9,515)	-	(77,242)	(133,711)	(56,468)	(73.1)
Expenses								
<i>Labor:</i>								
Payroll	\$25,126	\$25,503	\$0,377	1.5	\$85,362	\$92,778	\$7,416	8.7
Overtime	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Salaries & Wages	\$25,126	\$25,504	\$0,377	1.5	\$85,362	\$92,778	\$7,416	8.7
Health and Welfare	\$0,000	\$12,115	\$12,115	-	\$7,282	(21,957)	(29,239)	-
OPEB Current Payment	\$0,000	(22,511)	(22,511)	-	\$0,000	\$0,000	\$0,000	-
Pensions	\$0,000	\$0,012	\$0,012	-	\$0,094	\$0,126	\$0,032	33.6
Other Fringe Benefits	\$21,757	\$23,588	\$1,832	8.4	\$178,197	\$179,551	\$1,354	0.8
Total Fringe Benefits	\$21,757	\$13,205	(8,552)	(39.3)	\$185,573	\$157,720	(27,853)	(15.0)
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	\$46,883	\$38,708	(8,174)	(17.4)	\$270,934	\$250,498	(20,437)	(7.5)
<i>Non-Labor:</i>								
Electric Power	\$0,000	\$0,695	\$0,695	-	\$0,000	\$2,351	\$2,351	-
Fuel	(0,221)	\$0,913	\$1,134	-	\$0,663	\$2,906	\$2,243	-
Insurance	\$6,223	(2,837)	(9,060)	-	(8,496)	(11,304)	(2,808)	(33.1)
Claims	\$4,037	\$5,963	\$1,926	47.7	\$36,747	\$47,523	\$10,776	29.3
Paratransit Service Contracts	\$0,500	\$4,393	\$3,893	-	(1,729)	\$3,538	\$5,267	-
Maintenance and Other Operating Contracts	\$0,000	(0,982)	(0,982)	-	\$4,158	\$3,683	(0,475)	(11.4)
Professional Service Contracts	\$0,000	(5,166)	(5,166)	-	(2,269)	(19,592)	(17,323)	-
Materials & Supplies	\$2,000	\$3,887	\$1,887	94.3	\$6,589	(5,143)	(11,732)	-
Other Business Expenses	\$0,000	\$0,784	\$0,784	-	\$0,000	(1,270)	(1,270)	-
Non-Labor	\$12,539	\$7,651	(4,888)	(39.0)	\$35,663	\$22,691	(12,971)	(36.4)
<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	\$59,422	\$46,360	(13,063)	(22.0)	\$306,597	\$273,189	(33,408)	(10.9)
Depreciation	\$155,158	\$144,857	(10,301)	(6.6)	\$1,304,530	\$1,223,195	(81,335)	(6.2)
OPEB Liability	\$323,722	\$296,031	(27,691)	(8.6)	\$945,199	\$893,957	(51,242)	(5.4)
GASB 68 Pension Adjustment	\$0,000	\$5,011	\$5,011	-	\$0,000	\$14,315	\$14,315	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$538,302	\$492,259	(46,044)	(8.6)	\$2,556,326	\$2,404,656	(151,670)	(5.9)
Total Cash Conversion Adjustments	\$530,542	\$474,983	(55,558)	(10.5)	\$2,479,084	\$2,270,945	(208,138)	(8.4)

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.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
SEPTEMBER 2017

	<u>MId-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	33	34	(1)	
Law	320	291	29	
Office of the EVP	54	41	13	
Human Resources	234	232	2	
Office of Management and Budget	43	38	5	
Capital Planning & Budget	35	31	4	
Corporate Communications	278	260	18	
Non-Departmental	(34)	-	(34)	
Labor Relations	97	90	7	
Materiel	239	252	(13)	
Controller	128	122	6	
Total Administration	1,427	1,391	36	
Operations				
Subways Service Delivery	8,823	8,598	225	Mostly Shortage of Train Operators & Conductors
Subways Operations Support/Admin	431	434	(3)	
Subways Stations	2,660	2,535	125	Mainly Shortage of Station Supervisors and Agents
Sub-total Subways	11,914	11,567	347	
Buses	11,161	10,946	215	Mainly shortage of Bus Operators and Maintainers
Paratransit	213	201	12	
Operations Planning	398	381	17	
Revenue Control	573	546	27	
Non-Departmental	0	0	0	
Total Operations	24,259	23,641	618	
Maintenance				
Subways Operations Support/Admin	147	148	(1)	
Subways Engineering	391	363	28	
Subways Car Equipment	4,587	4,531	56	Mostly shortage of Maint. Supervisors and PTEs
Subways Infrastructure	1,702	1,691	11	
Subways Elevators & Escalators	479	389	90	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,869	3,936	(67)	Excess mainly Maint. Supervisors and Maintainers
Subways Track	2,889	2,881	8	
Subways Power	598	606	(8)	
Subways Signals	1,536	1,484	52	Mostly shortage of Signal Maintainers
Subways Electronic Maintenance	1,664	1,573	91	Mainly shortage of Maintainers and PTEs
Sub-total Subways	17,862	17,602	260	
Buses	3,658	3,634	24	
Supply Logistics	574	566	8	
System Safety	98	93	5	
Non-Departmental	(111)	0	(111)	
Total Maintenance	22,081	21,895	186	
Engineering/Capital				
Capital Program Management	1,358	1,429	(71)	Excess due mostly to PTEs
Total Engineering/Capital	1,358	1,429	(71)	
Public Safety				
Security	652	656	(4)	
Total Public Safety	652	656	(4)	
Total Positions	49,777	49,012	765	
Non-Reimbursable	44,120	43,868	252	
Reimbursable	5,657	5,144	513	
Total Full-Time	49,577	48,785	792	
Total Full-Time Equivalents	200	227	(27)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
SEPTEMBER 2017

FUNCTION/OCCUPATION	Mid-Year Forecast	Variance		Explanation
		Actual	Fav.//(Unfav)	
Administration:				
Managers/Supervisors	508	434	74	
Professional, Technical, Clerical	890	932	(42)	
Operational Hourlies	29	25	4	
Total Administration	1,427	1,391	36	
Operations				
Managers/Supervisors	2,869	2,790	79	
Professional, Technical, Clerical	507	480	27	
Operational Hourlies	20,883	20,371	512	
Total Operations	24,259	23,641	618	
Maintenance				
Managers/Supervisors	3,965	3,873	92	
Professional, Technical, Clerical	1,141	1,071	70	
Operational Hourlies	16,975	16,951	24	
Total Maintenance	22,081	21,895	186	
Engineering/Capital				
Managers/Supervisors	339	343	(4)	
Professional, Technical, Clerical	1,017	1,084	(67)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,429	(71)	
Public Safety				
Managers/Supervisors	275	270	5	
Professional, Technical, Clerical	41	39	2	
Operational Hourlies	336	347	(11)	
Total Public Safety	652	656	(4)	
Total Positions				
Managers/Supervisors	7,956	7,710	246	
Professional, Technical, Clerical	3,596	3,606	(10)	
Operational Hourlies	38,225	37,696	529	
Total Positions	49,777	49,012	765	

MTA New York City Transit
2017 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	September						September Year-to-Date						
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)		
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
<u>Scheduled Service</u>	358,707	\$11.620	344,096	\$10.990	14,610	\$0.630 5.4%	3,190,561	\$102.757	3,154,364	\$101.537	36,196	\$1.220 1.2%	
	298,630	\$10.080	315,120	\$10.351	(16,490)	(\$0.271) (2.7%)	2,726,681	\$90.473	3,067,650	\$101.058	(340,969)	(\$10.585) (11.7%)	
	339,535	\$6.827	464,051	\$16.551	(124,516)	(\$9.724) *	3,269,828	\$106.541	3,881,746	\$136.641	(611,918)	(\$30.100) (28.3%)	
	899	\$0.032	27,631	\$0.940	(26,732)	(\$0.909) *	97,697	\$3.323	109,192	\$3.696	(11,495)	(\$0.372) (11.2%)	
	99,719	\$2.978	185,748	\$6.136	(86,029)	(\$3.158) *	1,017,626	\$32.319	1,230,429	\$40.590	(212,802)	(\$8.271) (25.6%)	
	1,887	\$0.063	8,087	\$0.269	(6,201)	(\$0.206) *	553,544	\$18.441	573,425	\$19.168	(19,880)	(\$0.727) (3.9%)	
	12,174	\$0.364	9,680	\$0.269	2,494	\$0.095 26.1%	93,242	\$2.696	84,548	\$2.347	8,694	\$0.349 12.9%	
	13,598	\$0.396	30,567	\$1.010	(16,970)	(\$0.615) *	119,778	\$3.837	126,118	\$4.348	(6,340)	(\$0.511) (13.3%)	
Subtotal		1,125,149	\$32.359	1,384,981	\$46.517	(259,832)	(\$14.158) (43.8%)	11,068,956	\$360.386	12,227,472	\$409.384	(1,158,516)	(\$48.998) (13.6%)
REIMBURSABLE OVERTIME		169,700	\$21.322	666,629	\$22.882	(496,930)	(\$1.560) (7.3%)	2,750,590	\$114.168	4,010,627	\$140.062	(1,260,037)	(\$25.894) (22.7%)
TOTAL OVERTIME		1,294,849	\$53.681	2,051,610	\$69.399	(756,762)	(\$15.718) (29.3%)	13,819,546	\$474.554	16,238,099	\$549.446	(2,418,554)	(\$74.892) (15.8%)

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
2017 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	September				September Year-to-Date			
	Var. - Fav./Unfav)		Explanations		Var. - Fav./Unfav)		Explanations	
	Hours	\$			Hours	\$		
NON-REIMBURSABLE OVERTIME	Scheduled Service	14,610	\$0.6 5.4%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	36,196	\$1.2 1.2%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	
	Unscheduled Service	(16,490)	(\$0.3) (2.7%)		(340,969)	(\$10.6) (11.7%)	Unfavorable variance due to subway service delays and overcrowding.	
	Programmatic/Routine Maintenance	(124,516)	(\$9.7) *	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP)-related requirements.	(611,918)	(\$30.1) (28.3%)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP)-related requirements.	
	Unscheduled Maintenance	(26,732)	(\$0.9) *	Unfavorable variance mainly due to timing of expenses for Amtrak/LIRR track support work higher than forecasted.	(11,495)	(\$0.4) (11.2%)	Unfavorable variance mainly due to expenses for Amtrak/LIRR track support work higher than forecasted.	
	Vacancy/Absentee Coverage	(86,029)	(\$3.2) *	Unfavorable variance mainly due to bus operators, bus maintainers, train operators, track workers, E&E maintainers and EMD maintainers.	(212,802)	(\$8.3) (25.6%)	Unfavorable variance mainly due to bus operators, bus maintainers, track workers, station agents, and station maintainers.	
	Weather Emergencies	(6,201)	(\$0.2) *		(19,880)	(\$0.7) (3.9%)	Unfavorable weather in summer months due to heat related issues and water conditions.	
	Safety/Security/Law Enforcement	2,494	\$0.1 26.1%		8,694	\$0.3 12.9%		
	Other	(16,970)	(\$0.6) *	Unfavorable variance mainly due to timing of expenses.	(6,340)	(\$0.5) (13.3%)	Unfavorable variance mainly due to timing of expenses.	
	Subtotal	(259,832)	(\$14.2) (43.8%)		(1,158,516)	(\$49.0) (13.6%)		
REIMBURSABLE OVERTIME		(496,930)	(\$1.6) (7.3%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	(1,260,037)	(\$25.9) (22.7%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability.	
	TOTAL OVERTIME	(756,762)	(\$15.7) (29.3%)		(2,418,553)	(\$74.9) (15.8%)		

Totals may not add due to rounding.

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

* Exceeds 100%

September Actuals by category are estimated.

METROPOLITAN TRANSPORTATION AUTHORITY

2017 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/dis 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.

Report



Staten Island Railway

FINANCIAL AND RIDERSHIP REPORT

September 2017

(All data are preliminary and subject to audit)

In the month of September, **operating revenues** were \$0.9 million, \$0.1 million (14.4 percent) above the Mid-Year Forecast and, year-to-date, operating revenues of \$6.8 million were below forecast by \$0.1 million (1.1 percent). Both results were due mostly to the timing of student fare reimbursements.

Total **ridership** in September 2017 was 393,869 riders, 1.3 percent (5,013 riders) above forecast. Year-to-date, ridership was 3,356,608 riders, 0.7 percent (22,464 riders) higher than forecast. September 2017 average weekday ridership was 17,364 riders, 0.1 percent (26 riders) below September 2016. Average weekday ridership for the twelve months ending September 2017 was 16,158 riders, 0.7 percent (121 riders) less than the previous twelve-month period.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below forecast in August by \$0.9 million (12.5 percent). Labor expenses underran by \$0.7 million (16.8 percent), including lower payroll expenses of \$0.4 million (19.8 percent), driven by the timing of expenses and vacancies. Other fringe benefit expenses were less than forecast by \$0.2 million (31.7 percent), due largely to the favorable timing of interagency billing and expenses. Non-labor expenses were also under forecast by \$0.2 million (6.3 percent), mostly resulting from lower maintenance contract expenses of \$0.6 million (27.5 percent), relating mostly to the timing of R44 car fleet scheduled maintenance expenses, largely offset by higher materials & supplies expenses of \$0.5 million (over 100.0 percent), due to increased track-related requirements in support of the Track Tie Replacement Project. Year-to-date, expenses were less than forecast by \$5.0 million (9.1 percent), of which labor expenses were favorable by \$1.8 million (5.4 percent), largely represented by lower payroll expenses of \$1.1 million (6.5 percent), again due to the favorable timing of expenses and vacancies. Health & welfare/OPEB current expenses were also below forecast by \$0.6 million (10.0 percent), caused by the favorable timing of expenses, lower rates and vacancies. Non-labor expenses were under forecast by \$3.2 million (14.7 percent), due principally to the timing of R44 car fleet maintenance expenses.

Depreciation expenses were \$7.6 million year-to-date, exceeding forecast by \$1.4 million (22.7 percent).

GASB #45 Other Post-Employment Benefits accrued expenses of \$5.3 million were recorded year-to-date, \$0.3 million (6.0 percent) under forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$46.0 million, favorable to forecast by \$3.3 million (6.6 percent), due primarily to the timing of R44 fleet maintenance expenditures.

MTA STATEN ISLAND RAILWAY
Sep - 2017 Mid_Year
Accrual Statement of Operations By Category
Month - Sep 2017
(\$ in Millions)

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	Nonreimbursable										Reimbursable			Total		
	Forecast Mid_Year	Nonreimbursable		Var Percent		Forecast Mid_Year	Reimbursable		Forecast Mid_Year	Total		Favorable (Unfavorable)	Percent			
		Actual	Variance	Percent			Actual	Variance		Actual	Variance					
Revenue																
Farebox Revenue	\$0.582	\$0.598	\$0.015	2.6	\$0.000	\$0.000	-	-	\$0.582	\$0.598	\$0.015	2.6				
Other Revenue	\$0.189	\$0.285	\$0.095	50.4	\$0.000	\$0.000	-	-	\$0.189	\$0.285	\$0.095	50.4				
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.253	\$0.176	(0.077)	(30.4)	\$0.253	\$0.176	(0.077)	(30.4)				
Total Revenue	\$0.772	\$0.883	\$0.111	14.4	\$0.253	\$0.176	(0.077)	(30.4)	\$1.025	\$1.059	\$0.034	3.3				
Expenses																
<i>Labor:</i>																
Payroll	\$1.976	\$1.584	\$0.392	19.8	\$0.020	\$0.073	(0.053)	-	\$1.995	\$1.657	\$0.339	17.0				
Overtime	\$0.284	\$0.307	(0.022)	(7.8)	\$0.164	\$0.026	\$0.137	83.9	\$0.448	\$0.333	\$0.115	25.7				
Total Salaries & Wages	\$2.260	\$1.890	\$0.370	16.4	\$0.184	\$0.099	\$0.084	45.8	\$2.444	\$1.990	\$0.454	18.6				
Health and Welfare	\$0.534	\$0.490	\$0.043	8.1	\$0.000	\$0.000	\$0.000	-	\$0.534	\$0.490	\$0.043	8.1				
OPEB Current Payment	\$0.250	\$0.245	\$0.005	1.9	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.246	\$0.004	1.8				
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$0.000	\$0.000	\$0.000	-	\$0.605	\$0.511	\$0.094	15.6				
Other Fringe Benefits	\$0.558	\$0.381	\$0.177	31.7	\$0.000	\$0.000	\$0.000	-	\$0.558	\$0.381	\$0.177	31.7				
Total Fringe Benefits	\$1.947	\$1.628	\$0.319	16.4	\$0.000	\$0.000	\$0.000	-	\$1.947	\$1.628	\$0.319	16.4				
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-				
Reimbursable Overhead	(0.070)	(0.074)	\$0.004	6.1	\$0.070	\$0.074	(0.004)	(6.1)	\$0.000	\$0.000	\$0.000	-				
Labor	\$4.137	\$3.444	\$0.693	16.8	\$0.253	\$0.174	\$0.079	31.4	\$4.390	\$3.618	\$0.773	17.6				
<i>Non-Labor:</i>																
Electric Power	\$0.303	\$0.274	\$0.028	9.4	\$0.000	\$0.000	\$0.000	-	\$0.303	\$0.274	\$0.028	9.4				
Fuel	\$0.019	\$0.004	\$0.016	81.7	\$0.000	\$0.000	\$0.000	-	\$0.019	\$0.004	\$0.016	81.7				
Insurance	\$0.047	\$0.069	(0.022)	(48.3)	\$0.000	\$0.000	\$0.000	-	\$0.047	\$0.069	(0.022)	(48.3)				
Claims	\$0.007	\$0.020	(0.013)	-	\$0.000	\$0.000	\$0.000	-	\$0.007	\$0.020	(0.013)	-				
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-				
Maintenance and Other Operating Contracts	\$2.192	\$1.590	\$0.602	27.5	\$0.000	\$0.000	\$0.000	-	\$2.192	\$1.590	\$0.602	27.5				
Professional Service Contracts	\$0.133	\$0.077	\$0.055	41.7	\$0.000	\$0.002	(0.002)	-	\$0.133	\$0.080	\$0.053	40.0				
Materials & Supplies	\$0.167	\$0.643	(0.476)	-	\$0.000	\$0.000	\$0.000	-	\$0.167	\$0.643	(0.476)	-				
Other Business Expenses	\$0.003	\$0.012	(0.010)	-	\$0.000	\$0.000	\$0.000	-	\$0.003	\$0.012	(0.010)	-				
Non-Labor	\$2.871	\$2.690	\$0.181	6.3	\$0.000	\$0.002	(0.002)	-	\$2.871	\$2.693	\$0.178	6.2				
<i>Other Expense Adjustments:</i>																
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	\$7.008	\$6.134	\$0.874	12.5	\$0.253	\$0.176	\$0.077	30.4	\$7.262	\$6.311	\$0.951	13.1				
Depreciation	\$0.692	\$0.955	(0.264)	(38.1)	\$0.000	\$0.000	\$0.000	-	\$0.692	\$0.955	(0.264)	(38.1)				
OPEB Liability	\$1.875	\$1.617	\$0.258	13.7	\$0.000	\$0.000	\$0.000	-	\$1.875	\$1.617	\$0.258	13.7				
GASB 68 Pension Adjustment	\$0.142	(0.123)	\$0.265	-	\$0.000	\$0.000	\$0.000	-	\$0.142	(0.123)	\$0.265	-				
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-				
Total Expenses	\$9.716	\$8.584	\$1.133	11.7	\$0.253	\$0.176	\$0.077	30.4	\$9.970	\$8.760	\$1.210	12.1				
OPERATING SURPLUS/DEFICIT	(8.945)	(7.701)	\$1.244	13.9	\$0.000	\$0.000	\$0.000	-	(8.945)	(7.701)	\$1.244	13.9				

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.

MTA STATEN ISLAND RAILWAY
Sep - 2017 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Sep 2017
(\$ in Millions)

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	Nonreimbursable								Reimbursable								Total			
	Forecast		Var		Percent		Forecast		Var		Percent		Forecast		Var		Percent			
	Mid_Year	Actual	(Unfavorable)	Variance	Percent	Mid_Year	Actual	(Unfavorable)	Variance	Percent	Mid_Year	Actual	(Unfavorable)	Variance	Percent	Mid_Year	Actual	(Unfavorable)	Percent	
Revenue																				
Farebox Revenue	\$5,076	\$5,121	\$0.045	0.9		\$0,000	\$0,000	-	-	-	\$5,076	\$5,121	\$0.045	0.9						
Other Revenue	\$1,839	\$1,716	(0.123)	(6.7)		\$0,000	\$0,000	-	-	-	\$1,839	\$1,716	(0.123)	(6.7)						
Capital and Other Reimbursements	\$0,000	\$0,000	-	-		\$2,447	\$2,273	(0.174)	(7.1)		\$2,447	\$2,273	(0.174)	(7.1)						
Total Revenue	\$6,914	\$6,837	(0.077)	(1.1)		\$2,447	\$2,273	(0.174)	(7.1)		\$9,361	\$9,110	(0.251)	(2.7)						
Expenses																				
<i>Labor:</i>																				
Payroll	\$16,966	\$15,856	\$1,110	6.5		\$0,500	\$0,748	(0.249)	(49.7)		\$17,466	\$16,604	\$0.862	4.9						
Overtime	\$2,636	\$2,846	(0.210)	(7.9)		\$1,008	\$0,484	\$0.524	52.0		\$3,644	\$3,329	\$0.315	8.6						
Total Salaries & Wages	\$19,602	\$18,701	\$0.901	4.6		\$1,508	\$1,232	\$0.276	18.3		\$21,110	\$19,933	\$1.176	5.6						
Health and Welfare	\$4,072	\$3,336	\$0.737	18.1		\$0,000	\$0,000	\$0,000	-		\$4,072	\$3,336	\$0.737	18.1						
OPEB Current Payment	\$1,624	\$1,794	(0.169)	(10.4)		\$0,002	\$0,005	(0.002)	(86.0)		\$1,627	\$1,798	(0.171)	(10.5)						
Pensions	\$4,974	\$4,599	\$0.375	7.5		\$0,000	\$0,000	\$0,000	-		\$4,974	\$4,599	\$0.375	7.5						
Other Fringe Benefits	\$3,967	\$4,089	(0.121)	(3.1)		\$0,000	\$0,000	\$0,000	-		\$3,967	\$4,089	(0.121)	(3.1)						
Total Fringe Benefits	\$14,638	\$13,817	\$0.821	5.6		\$0,002	\$0,005	(0.002)	(86.0)		\$14,640	\$13,822	\$0.819	5.6						
Contribution to GASB Fund	\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-		\$0,000	\$0,000	-	-						
Reimbursable Overhead	(0.936)	(1.017)	\$0.081	8.6		\$0,937	\$1,021	(0.085)	(9.0)		\$0,000	\$0,004	(0.004)	-						
Labor	\$33,304	\$31,501	\$1,802	5.4		\$2,447	\$2,258	\$0.189	7.7		\$35,750	\$33,759	\$1.991	5.6						
<i>Non-Labor:</i>																				
Electric Power	\$2,888	\$2,843	\$0.046	1.6		\$0,000	\$0,004	(0.004)	-		\$2,888	\$2,847	\$0.041	1.4						
Fuel	\$0,159	\$0,093	\$0.066	41.2		\$0,000	\$0,000	\$0,000	-		\$0,159	\$0,093	\$0.066	41.2						
Insurance	\$0,795	\$0,849	(0.054)	(6.8)		\$0,000	\$0,000	\$0,000	-		\$0,795	\$0,849	(0.054)	(6.8)						
Claims	\$0,129	\$0,180	(0.051)	(39.2)		\$0,000	\$0,000	\$0,000	-		\$0,129	\$0,180	(0.051)	(39.2)						
Paratransit Service Contracts	\$0,000	\$0,000	\$0,000	-		\$0,000	\$0,000	\$0,000	-		\$0,000	\$0,000	\$0,000	-						
Maintenance and Other Operating Contracts	\$15,161	\$11,285	\$3,876	25.6		\$0,000	\$0,000	\$0,000	-		\$15,161	\$11,285	\$3,876	25.6						
Professional Service Contracts	\$0,714	\$0,703	\$0,011	1.6		\$0,000	\$0,010	(0.010)	-		\$0,714	\$0,713	\$0,001	0.2						
Materials & Supplies	\$1,723	\$2,577	(0.854)	(49.6)		\$0,000	\$0,000	\$0,000	-		\$1,723	\$2,577	(0.855)	(49.6)						
Other Business Expenses	\$0,243	\$0,078	\$0,165	68.0		\$0,000	\$0,000	\$0,000	-		\$0,243	\$0,078	\$0,165	68.0						
Non-Labor	\$21,813	\$18,608	\$3,205	14.7		\$0,000	\$0,015	(0.015)	-		\$21,813	\$18,623	\$3,190	14.6						
<i>Other Expense Adjustments:</i>																				
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	\$55,116	\$50,109	\$5,007	9.1		\$2,447	\$2,273	\$0.174	7.1		\$57,563	\$52,382	\$5,181	9.0						
Depreciation	\$6,225	\$7,641	(1,416)	(22.7)		\$0,000	\$0,000	\$0,000	-		\$6,225	\$7,641	(1,416)	(22.7)						
OPEB Liability	\$5,625	\$5,289	\$0,336	6.0		\$0,000	\$0,000	\$0,000	-		\$5,625	\$5,289	\$0,336	6.0						
GASB 68 Pension Adjustment	\$0,158	(0,120)	\$0,278	-		\$0,000	\$0,000	\$0,000	-		\$0,158	(0,120)	\$0,278	-						
Environmental Remediation	\$0,000	\$0,000	\$0,000	-		\$0,000	\$0,000	\$0,000	-		\$0,000	\$0,000	\$0,000	-						
Total Expenses	\$67,125	\$62,919	\$4,205	6.3		\$2,447	\$2,273	\$0.174	7.1		\$69,571	\$65,192	\$4,379	6.3						
OPERATING SURPLUS/DEFICIT	(60,210)	(56,082)	\$4,128	6.9		\$0,000	\$0,000	\$0,000	-		(60,210)	(56,082)	\$4,128	6.9						

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.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 2017
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ \$	%	Reason for Variance	Favorable/ \$	%	Reason for Variance
Farebox Revenue	Non Reimb.	0.015	2.6	Mostly due to higher ridership	0.045	0.9	Mostly due to higher ridership
Other Operating Revenue	Non Reimb.	0.095	50.4	The favorable timing of student fare reimbursements	(0.123)	(6.7)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.392	19.8	Largely the favorable timing of expenses and vacancies	1.110	6.5	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.				(0.210)	(7.9)	The unfavorable timing of project requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.048	6.5	The favorable timing of expenses and lower rates	0.568	10.0	The favorable timing of expenses and lower rates
Pension	Non Reimb.	0.094	15.6	The favorable timing of expenses	0.375	7.5	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.177	31.7	The favorable timing of interagency billing/expenses	(0.121)	(3.1)	Additional Workers' Compensation reserve adjustments not anticipated in the forecast
Fuel	Non Reimb.				0.066	41.2	Largely the timing of expenses
Insurance	Non Reimb.				(0.054)	(6.8)	The unfavorable timing of interagency billing with MTA
Maintenance & Other Operating Contracts	Non Reimb.	0.602	27.5	Largely the favorable timing of R44 fleet maintenance expenses	3.876	25.6	Mainly the favorable timing of R44 fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.055	41.7	The favorable timing of legal/other expenses			
Materials and Supplies	Non Reimb.	(0.476)	over (100.0)	Primarily increased track-related requirements in support of the Track Tie Replacement Project	(0.854)	(49.6)	Primarily increased track-related requirements in support of the Track Tie Replacement Project
Capital and Other Reimbursements	Reimb.	(0.077)	(30.4)	Timing of contractor requirements	(0.174)	(7.1)	Timing of contractor requirements
Payroll	Reimb.	(0.053)	over (100.0)	Timing of contractor requirements	(0.249)	(49.7)	Timing of contractor requirements
Overtime	Reimb.	0.137	83.9	Timing of contractor requirements	0.524	52.0	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid Year
Cash Receipts and Expenditures
Sep FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.582	\$0.615	\$0.033	5.6	\$4.978	\$5.049	\$0.071	1.4
Other Revenue	\$0.189	\$0.092	(0.097)	(51.4)	\$2.015	\$2.224	\$0.209	10.4
Capital and Other Reimbursements	\$0.253	\$0.000	(0.253)	-	\$2.675	\$2.148	(0.527)	(19.7)
Total Revenue	\$1.025	\$0.707	(0.318)	(31.0)	\$9.668	\$9.421	(0.247)	(2.6)
Expenditures								
<i>Labor :</i>								
Payroll	\$1.995	\$2.182	(0.187)	(9.3)	\$17.738	\$18.948	(1.210)	(6.8)
Overtime	\$0.448	\$0.298	\$0.150	33.5	\$3.584	\$3.052	\$0.532	14.8
Total Salaries & Wages	\$2.444	\$2.480	(0.036)	(1.5)	\$21.322	\$22.000	(0.678)	(3.2)
Health and Welfare	\$0.534	\$1.186	(0.652)	-	\$5.020	\$4.925	\$0.095	1.9
OPEB Current Payment	\$0.250	\$0.079	\$0.171	68.4	\$1.223	\$0.955	\$0.268	21.9
Pensions	\$0.605	\$0.511	\$0.094	15.6	\$4.974	\$4.599	\$0.375	7.5
Other Fringe Benefits	\$0.558	\$0.478	\$0.080	14.3	\$3.297	\$3.743	(0.446)	(13.5)
Total Fringe Benefits	\$1.947	\$2.254	(0.307)	(15.8)	\$14.514	\$14.222	\$0.292	2.0
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	\$4.390	\$4.734	(0.344)	(7.8)	\$35.836	\$36.222	(0.386)	(1.1)
<i>Non-Labor :</i>								
Electric Power	\$0.303	\$0.284	\$0.019	6.2	\$2.907	\$2.896	\$0.011	0.4
Fuel	\$0.019	\$0.003	\$0.016	84.5	\$0.144	\$0.060	\$0.084	58.3
Insurance	\$0.047	\$0.455	(0.408)	-	\$0.738	\$1.231	(0.493)	(66.7)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.279	\$0.280	(0.001)	(0.2)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.192	\$2.553	(0.361)	(16.4)	\$15.773	\$10.747	\$5.026	31.9
Professional Service Contracts	\$0.133	\$0.197	(0.064)	(48.5)	\$0.712	\$0.853	(0.141)	(19.9)
Materials & Supplies	\$0.167	\$0.079	\$0.088	52.8	\$2.516	\$3.076	(0.560)	(22.3)
Other Business Expenses	\$0.003	\$0.006	(0.004)	-	\$0.061	\$0.082	(0.021)	(34.4)
Non-Labor	\$2.871	\$3.577	(0.706)	(24.6)	\$23.130	\$19.225	\$3.905	16.9
<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	\$7.262	\$8.311	(1.049)	(14.5)	\$58.966	\$55.447	\$3.519	6.0
Depreciation	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(0.001)	\$0.000	(0.001)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.261	\$8.311	(1.050)	(14.5)	\$58.965	\$55.447	\$3.518	6.0
Net Surplus/(Deficit)	(6.236)	(7.604)	(1.368)	(21.9)	(49.297)	(46.026)	\$3.271	6.6

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
September 2017
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.033	5.6%	Primarily the favorable timing of cash settlements with NYCT	0.071	1.4%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.097)	(51.4%)	Mostly the unfavorable timing of student fare cash reimbursements	0.209	10.4%	Mostly the favorable timing of student fare cash reimbursements
Capital and Other Reimbursements	(0.253)	(100.0%)	The unfavorable timing of reimbursements	(0.527)	(19.7%)	The unfavorable timing of reimbursements
Salaries & Wages				(0.678)	(3.2%)	Mostly the unfavorable timing of payments
Health and Welfare (including OPEB current payment)	(0.481)	(61.4%)	Largely the unfavorable timing of payments	0.363	5.8%	Primarily lower expenses and the favorable timing of payments
Other Fringe Benefits				(0.446)	(13.5%)	Largely the unfavorable timing of payments
Maintenance Contracts	(0.361)	(16.4%)	Principally the unfavorable timing of R44 Fleet maintenance expenditures/payments	5.026	31.9%	Principally the favorable timing of R44 Fleet maintenance expenditures/payments
Materials & Supplies				(0.560)	(22.3%)	Primarily increased track-related requirements in support of the Track Tie Replacement Project

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2017 Mid-Year
Cash Conversion (Cash Flow Adjustments)
Sep FY17
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid-Year	Actual	Favorable (Unfavorable)		Forecast Mid-Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.017	\$0.017	-	(0.098)	(0.072)	\$0.026	26.6
Other Revenue	\$0.000	(0.193)	(0.193)	-	\$0.177	\$0.508	\$0.331	-
Capital and Other Reimbursements	\$0.000	(0.176)	(0.176)	-	\$0.228	(0.125)	(0.353)	-
Total Revenue	\$0.000	(0.352)	(0.352)	-	\$0.307	\$0.311	\$0.005	1.5
Expenses								
<i>Labor :</i>								
Payroll	\$0.000	(0.525)	(0.525)	-	(0.272)	(2.344)	(2.072)	-
Overtime	\$0.000	\$0.035	\$0.035	-	\$0.060	\$0.277	\$0.217	-
Total Salaries & Wages	\$0.000	(0.490)	(0.490)	-	(0.212)	(2.067)	(1.855)	-
Health and Welfare	\$0.000	(0.696)	(0.696)	-	(0.948)	(1.589)	(0.641)	(67.7)
OPEB Current Payment	\$0.000	\$0.167	\$0.167	-	\$0.404	\$0.843	\$0.440	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	(0.097)	(0.097)	-	\$0.671	\$0.346	(0.325)	(48.5)
Total Fringe Benefits	\$0.000	(0.626)	(0.626)	-	\$0.127	(0.400)	(0.527)	-
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	\$0.004	\$0.004	-
Labor	\$0.000	(1.116)	(1.116)	-	(0.086)	(2.463)	(2.377)	-
<i>Non-Labor :</i>								
Electric Power	\$0.000	(0.010)	(0.010)	-	(0.019)	(0.049)	(0.030)	-
Fuel	\$0.000	\$0.001	\$0.001	-	\$0.015	\$0.033	\$0.018	-
Insurance	\$0.000	(0.386)	(0.386)	-	\$0.057	(0.382)	(0.439)	-
Claims	\$0.000	\$0.020	\$0.020	-	(0.150)	(0.100)	\$0.050	33.3
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.963)	(0.963)	-	(0.612)	\$0.538	\$1.150	-
Professional Service Contracts	\$0.000	(0.117)	(0.117)	-	\$0.002	(0.140)	(0.143)	-
Materials & Supplies	\$0.000	\$0.564	\$0.564	-	(0.793)	(0.499)	\$0.295	37.2
Other Business Expenses	\$0.000	\$0.006	\$0.006	-	\$0.182	(0.004)	(0.186)	-
Non-Labor	\$0.000	(0.884)	(0.884)	-	(1.317)	(0.602)	\$0.715	54.3
<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	\$0.000	(2.000)	(2.000)	-	(1.403)	(3.065)	(1.662)	-
Depreciation	\$0.692	\$0.955	\$0.263	38.0	\$6.226	\$7.641	\$1.415	22.7
OPEB Liability	\$1.875	\$1.617	(0.258)	(13.7)	\$5.625	\$5.289	(0.335)	(6.0)
GASB 68 Pension Adjustment	\$0.142	(0.123)	(0.265)	-	\$0.159	(0.120)	(0.279)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$2.709	\$0.449	(2.260)	(83.4)	\$10.606	\$9.745	(0.861)	(8.1)
Total Cash Conversion Adjustments	\$2.709	\$0.097	(2.612)	(96.4)	\$10.913	\$10.056	(0.857)	(7.8)

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.

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2017

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	13	0
General Office	10	8	2
Purchasing/Stores	6	5	1
Total Administration	29	26	3
Operations			
Transportation	107	118	(11)
Total Operations	107	118	(11)
Maintenance			
Mechanical	52	52	0
Electronics/Electrical	15	14	1
Power/Signals	27	20	7
Maintenance of Way	60	53	7
Infrastructure	26	33	(7)
Total Maintenance	180	172	8
Engineering/Capital			
Capital Project Support	14	6	8
Total Engineering Capital	14	6	8
Total Positions	330	322	8
Non-Reimbursable	316	316	0
Reimbursable	14	6	8
Total Full-Time	330	322	8
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
September 2017

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	16	1	
Professional, Technical, Clerical	12	10	2	
Operational Hourlies	0	0	0	
Total Administration	29	26	3	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	99	112	(13)	
Total Operations	107	118	(11)	
Maintenance				
Managers/Supervisors	15	13	2	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	159	155	4	
Total Maintenance	180	172	8	
Engineering/Capital				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	4	5	
Total Engineering/Capital	14	6	8	
Total Positions				
Managers/Supervisors	40	34	6	
Professional, Technical, Clerical	23	17	6	
Operational Hourlies	267	271	(4)	
Total Positions	330	322	8	

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2017 MID-YEAR FORECAST VERSUS 2017 PRELIMINARY ACTUAL
(in millions)

Month of September			
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>	
		<u>Amount</u>	<u>Percent</u>
0.389	0.394	0.005	1.3%

Year-to-Date			
3.334	3.357	0.022	0.7%

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

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 ACTUAL VERSUS 2017 PRELIMINARY ACTUAL
(in millions)

	Month of September				<u>Explanation</u>
	<u>2016</u>	<u>2017</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.017	(0.000)	(0.1%)	
Average Weekend	0.009	0.009	0.000	3.0%	
12-Month Rolling Average					
Average Weekday	0.016	0.016	(0.000)	(0.7%)	
Average Weekend	0.008	0.008	0.000	2.6%	

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

FINANCIAL AND RIDERSHIP REPORT

September 2017

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Mid-Year Forecast (forecast)

Operating revenue was \$19.9 million in September, \$0.2 million (1.2 percent) higher than forecast. Year-to-date, operating revenue of \$175.4 million exceeded forecast by \$1.2 million (0.7 percent), due mostly to higher ridership.

Total MTA Bus **ridership** in September 2017 was 10.3 million, 2.9 percent (0.3 million riders) above forecast. Year-to-date, ridership was 91.4 million, 1.0 percent (0.9 million riders) above forecast. September 2017 average weekday ridership was 412,007, a decrease of 3.9 percent (16,689 riders) from September 2016. Average weekday ridership for the twelve months ending September 2017 was 397,609, a decrease of 2.8 percent (11,624 riders) from the twelve months ending September 2016.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$63.0 million in September, \$2.1 million (3.5 percent) over forecast. Labor expenses were in excess of forecast by \$5.0 million (11.2 percent), including higher health & welfare/OPEB current expenses of \$3.3 million (44.0 percent), due to the unfavorable timing of claims originating from prior periods. Overtime expenses also overran by \$1.3 million (29.0 percent), involving additional running time/traffic, shuttles and availability. Non-labor expenses were favorable by \$2.9 million (17.7 percent), of which maintenance contract expenses were below forecast by \$2.3 million (57.0 percent), caused mainly by the timing of planned work, facility maintenance and the rollout of Select Bus Service (SBS) routes. Year-to-date, expenses of \$532.3 million were lower than forecast by \$10.1 million (1.9 percent). Labor expenses were under forecast by a net \$0.3 million (0.1 percent), including lower other fringe benefit expenses of \$3.1 million (6.3 percent), due to the favorable timing of Workers' Compensation claims.

Reimbursable overhead credits were favorable by \$0.5 million (76.6 percent). Mostly offsetting these results were higher overtime expenses of \$3.6 million (7.9 percent), mostly involving additional running time/traffic, shuttles and availability. Non-labor expenses were less by \$9.8 million (7.4 percent), due primarily to an underrun in maintenance contract expenses of \$9.3 million (35.2 percent), caused mainly by the timing of planned work, facility maintenance and the rollout of Select Bus Service (SBS) routes.

Depreciation expenses year-to-date exceeded forecast by \$2.7 million (6.5 percent).

Other Post-Employment Benefit accrued expenses of \$62.2 million year-to-date were \$9.8 million (13.6 percent) below forecast. Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$348.6 million year-to-date, \$10.9 million (3.0 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRAUL STATEMENT of OPERATIONS by CATEGORY
September 2017
(\$ in millions)

	Nonreimbursable												Reimbursable												Total											
	Favorable						Favorable						Favorable						Favorable						Favorable											
	Mid Year Forecast		Actual		(Unfavorable)		Mid Year Forecast		Actual		(Unfavorable)		Mid Year Forecast		Actual		Variance		Percent		(Unfavorable)															
					Variance	Percent					Variance	Percent																								
Revenue																																				
Farebox Revenue	\$ 17,686	\$ 17,799	\$ 0.113	0.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,686	\$ 17,799	\$ 0.113	0.6																				
Other Operating Income	2,018	2,144	0.126	6.2										2,018	2,144	0.126	6.2																			
Capital and Other Reimbursements	-	-	-	-			0.570		0.479		(0.091)		(16.0)	0.570	0.479	(0.091)	(16.0)	\$ 0.570	0.479	(0.091)	(16.0)															
Total Revenue	\$ 19,704	\$ 19,943	\$ 0.239	1.2	\$ 0.570	\$ 0.479	\$ (0.091)	\$ (16.0)	\$ 20,274	\$ 20,422	\$ 0.148	0.7																								
<i>Labor:</i>																																				
Payroll	\$ 22,494	\$ 23,075	\$ (0.581)	(2.6)	\$ 0.221	\$ 0.292	\$ (0.071)	\$ (32.1)	\$ 22,715	\$ 23,367	\$ (0.652)	(2.9)																								
Overtime	4,627	5,970	(1,343)	(29.0)	-	-	-	-	4,627	5,970	(1,343)	(29.0)																								
Health and Welfare	5,035	8,822	(3,787)	(75.2)	0.110	0.089	0.021	19.1	5,145	8,911	(3,766)	(73.2)																								
OPEB Current Payment	2,394	1,876	0.518	21.6	-	-	-	-	2,394	1,876	0.518	21.6																								
Pensions	4,570	4,477	0.093	2.0	0.048	0.044	0.004	8.3	4,618	4,521	0.097	2.1																								
Other Fringe Benefits	5,580	5,654	(0.074)	(1.3)	0.046	0.044	0.002	4.3	5,626	5,698	(0.072)	(1.3)																								
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-																								
Reimbursable Overhead	-	(0.170)	0.170	-	-	-	-	-	-	-	-	-																								
Total Labor Expenses	\$ 44,700	\$ 49,704	\$ (5,004)	(11.2)	\$ 0.425	\$ 0.469	\$ (0.044)	\$ (10.4)	\$ 45,125	\$ 50,173	\$ (5,048)	(11.2)																								
<i>Non-Labor:</i>																																				
Electric Power	\$ 0.170	\$ 0.153	\$ 0.017	10.0	\$ -	\$ -	\$ -	\$ -	\$ 0.170	\$ 0.153	\$ 0.017	10.0																								
Fuel	1,732	0,310	1,422	82.1	-	-	-	-	1,732	0,310	1,422	82.1																								
Insurance	0,487	0,466	0,021	4.3	-	-	-	-	0,487	0,466	0,021	4.3																								
Claims	1,892	3,600	(1,708)	(90.3)	-	-	-	-	1,892	3,600	(1,708)	(90.3)																								
Maintenance and Other Operating Contracts	4,103	1,765	2,338	57.0	0.033	-	0.033	100.0	4,136	1,765	2,338	57.0																								
Professional Service Contracts	2,790	2,073	0,717	25.7	-	-	-	-	2,790	2,073	0,717	25.7																								
Materials & Supplies	4,509	4,623	(0,114)	(2.5)	0.112	0.010	0.102	91.1	4,621	4,633	(0,012)	(0.3)																								
Other Business Expense	0,452	0,282	0,170	37.6	-	-	-	-	0,452	0,282	0,170	37.6																								
Total Non-Labor Expenses	\$ 16,135	\$ 13,272	\$ 2,863	17.7	\$ 0.145	\$ 0.010	\$ 0.135	93.1	\$ 16,280	\$ 13,282	\$ 2,998	18.4																								
<i>Other Expense Adjustments :</i>																																				
Other	-	-	-	-	-	-	-	-	-	-	-	-																								
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -																								
Total Expenses before Non-Cash Liability Adj.	\$ 60,835	\$ 62,976	\$ (2,141)	(3.5)	\$ 0.570	\$ 0.479	\$ 0.091	16.0	\$ 61,405	\$ 63,455	\$ (2,050)	(3.3)																								
Depreciation	4,175	5,440	(1,265)	(30.3)	-	-	-	-	4,175	5,440	(1,265)	(30.3)																								
OPEB Obligation	9,368	6,915	2,453	26.2	-	-	-	-	9,368	6,915	2,453	26.2																								
GASB 68 Pension Adjustment	5,742	-	5,742	100.0	-	-	-	-	5,742	-	5,742	100.0																								
Environmental Remediation	-	0,012	(0,012)	-	-	-	-	-	-	-	-	-																								
Total Expenses	\$ 80,120	\$ 75,343	\$ 4,777	6.0	\$ 0.570	\$ 0.479	\$ 0.091	16.0	\$ 80,690	\$ 75,822	\$ 4,868	6.0																								
Net Surplus/(Deficit)	\$ (60,416)	\$ (55,400)	\$ 5,016	8.3	\$ -	\$ -	\$ -	\$ -	\$ (60,416)	\$ (55,400)	\$ 5,016	8.3																								

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 2017 Year-To-Date
(\$ in millions)

	Nonreimbursable														Reimbursable								Total			
	Favorable							Favorable							Favorable							Favorable				
	(Unfavorable)				(Unfavorable)				(Unfavorable)				(Unfavorable)				(Unfavorable)				(Unfavorable)					
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent		
Revenue																										
Farebox Revenue	\$ 160,005	\$ 161,114	\$ 1.109	0.7	\$ -	\$ -	\$ -	-	\$ 160,005	\$ 161,114	\$ 1.109	0.7														
Other Operating Income	14,158	14,250	0.092	0.6	-	-	-	-	14,158	14,250	0.092	0.6														
Capital and Other Reimbursements	-	-	-	-	4,107	3,190	(0.917)	(22.3)	4,107	3,190	(0.917)	(22.3)														
Total Revenue	\$ 174,163	\$ 175,364	\$ 1.201	0.7	\$ 4,107	\$ 3,190	\$ (0.917)	(22.3)	\$ 178,270	\$ 178,554	\$ 0.284	0.2														
Expenses																										
<i>Labor:</i>																										
Payroll	\$ 211,022	\$ 211,493	\$ (0.470)	(0.2)	2,003	1,923	\$ 0.081	4.0	\$ 213,026	\$ 213,415	\$ (0.390)	(0.2)														
Overtime	45,947	49,560	(3,614)	(7.9)	-	-	-	-	45,947	49,560	(3,614)	(7.9)														
Health and Welfare	47,615	50,736	(3,122)	(6.6)	0.763	0.553	0.210	27.5	48,378	51,290	(2,911)	(6.0)														
OPEB Current Payment	18,541	15,387	3,154	17.0	-	-	-	-	18,541	15,387	3,154	17.0														
Pensions	37,901	37,112	0.789	2.1	0.351	0.274	0.077	21.9	38,252	37,386	0.866	2.3														
Other Fringe Benefits	49,816	46,675	3,141	6.3	0.342	0.273	0.070	20.4	50,158	46,947	3,211	6.4														
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-														
Reimbursable Overhead	(0.594)	(1,049)	0.455	76.6	-	0.075	(0.075)	-	(0.594)	(0.975)	0.381	64.1														
Total Labor Expenses	\$ 410,248	\$ 409,915	\$ 0.334	0.1	\$ 3,460	\$ 3,097	\$ 0.363	10.5	\$ 413,708	\$ 413,011	\$ 0.697	0.2														
<i>Non-Labor:</i>																										
Electric Power	\$ 1,450	\$ 1,348	\$ 0.102	7.1	\$ -	\$ -	\$ -	-	\$ 1,450	\$ 1,348	\$ 0.102	7.1														
Fuel	15,160	13,908	1,252	8.3	-	-	-	-	15,160	13,908	1,252	8.3														
Insurance	4,302	4,211	0.091	2.1	-	-	-	-	4,302	4,211	0.091	2.1														
Claims	23,769	30,600	(6,832)	(28.7)	-	-	-	-	23,769	30,600	(6,832)	(28.7)														
Maintenance and Other Operating Contracts	26,324	17,064	9,260	35.2	0.134	-	0.134	100.0	26,458	17,064	9,395	35.5														
Professional Service Contracts	20,682	17,378	3,304	16.0	-	-	-	-	20,682	17,378	3,304	16.0														
Materials & Supplies	37,043	35,129	1,914	5.2	0.513	0.093	0.420	81.9	37,555	35,222	2,334	6.2														
Other Business Expense	3,409	2,741	0.668	19.6	-	-	-	-	3,409	2,741	0.668	19.6														
Total Non-Labor Expenses	\$ 132,140	\$ 122,379	\$ 9,761	7.4	\$ 0.647	\$ 0.093	\$ 0.554	85.6	\$ 132,787	\$ 122,472	\$ 10,315	7.8														
<i>Other Expense Adjustments:</i>																										
Other	-	-	-	-	-	-	-	-	-	-	-	-														
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-														
Total Expenses before Non-Cash Liability Adj.	\$ 542,388	\$ 532,294	\$ 10,095	1.9	\$ 4,107	\$ 3,190	\$ 0.917	22.3	\$ 546,495	\$ 535,483	\$ 11,012	2.0														
Depreciation	41,378	44,053	(2,675)	(6.5)	-	-	-	-	41,378	44,053	(2,675)	(6.5)														
OPEB Obligation	72,048	62,238	9,810	13.6	-	-	-	-	72,048	62,238	9,810	13.6														
GASB 68 Pension Adjustment	22,968	-	22,968	100.0	-	-	-	-	22,968	-	22,968	-														
Environmental Remediation	0.141	0.153	(0.012)	(8.5)	-	-	-	-	0.141	0.153	(0.012)	(8.5)														
Total Expenses	\$ 678,924	\$ 638,738	\$ 40,186	5.9	\$ 4,107	\$ 3,190	\$ 0.917	22.3	\$ 683,031	\$ 641,928	\$ 41,103	6.0														
Net Surplus/(Deficit)	\$ (504,761)	\$ (463,374)	\$ 41,387	8.2	\$ 0.000	\$ 0.000	\$ (0.000)	(1.0)	\$ (504,761)	\$ (463,374)	\$ 41,387	8.2														

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	September 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.113	0.6	(a)		\$ 1.109	0.7	(a)	
Other Operating Revenue	NR	0.126	6.2	(a)		0.092	0.6	(a)	
Capital and Other Reimbursements	R	(0.091)	(16.0)	(a)		(0.917)	(22.3)	Timing of reimbursement receipts.	
Total Revenue Variance		\$ 0.148	0.7			\$ 0.284	0.2		
Payroll	NR	(0.581)	(2.6)	(a)		(0.470)	(0.2)	(a)	
Overtime	NR	(1.343)	(29.0)	Mainly due to running time/traffic, Shuttles and availability.		(3.614)	(7.9)	Mainly due to running time/traffic, Shuttles and availability.	
Health and Welfare (including OPEB)	NR	(3.269)	(44.0)	Health claims submitted from prior periods		0.032	0.0	(a)	
Pension	NR	0.093	2.0	(a)		0.789	2.1	(a)	
Other Fringe Benefits	NR	(0.074)	(1.3)	(a)		3.141	6.3	Timing of Workers' Compensation.	
Reimbursable Overhead	NR	0.170	-	Not budgeted		0.455	-	Not budgeted	
Electric Power	NR	0.017	10.0	(a)		0.102	10.0	(a)	
Fuel	NR	1.422	82.1	CNG tax credit		1.252	8.3	CNG tax credit	
Insurance	NR	0.021	4.3	(a)		0.091	2.1	(a)	
Claims	NR	(1.708)	(90.3)	Higher expenses		(6.832)	(28.7)	Higher expenses	
Maintenance and Other Operating Contracts	NR	2.338	57.0	Timing of planned work, facility maintenance, and SBS rollout.		9.260	35.2	Timing of planned work, facility maintenance, and SBS rollout.	
Professional Service Contracts	NR	0.717	25.7	Mainly due to timing of interagency billings		3.304	16.0	Mainly due to timing of interagency billings	
Materials & Supplies	NR	(0.114)	(2.5)	(a)		1.914	5.2	Mainly due to lower general maintenance material expenses	
Other Business Expense	NR	0.170	37.6	Timing of mobility taxes		0.668	19.6	Lower AFC collection fees and timing of mobility taxes	
Depreciation	NR	(1.265)	(30.3)	Non cash expense		(2.675)	(6.5)	Non cash expense	
Other Post Employment Benefits	NR	2.453	26.2	Non cash expense		9.810	13.6	Non cash expense	
GASB 68 Pension Adjustment	NR	5.742	100.0	Non cash expense		22.968	100.0	Non cash expense	
Environmental Remediation	NR	(0.012)	-	(a)		(0.012)	(8.5)	(a)	
Payroll	R	(0.071)	(32.1)	Timing of charges		0.081	4.0	Timing of charges	
Health and Welfare	R	0.021	19.1			0.210	27.5		
Pension	R	0.004	8.3	Timing of charges		0.077	21.9	Timing of charges.	
Other Fringe Benefits	R	0.002	4.3			0.070	20.4		
Maintenance and Other Operating Contracts	R	0.033	*	Timing of charges		0.134	*	Timing of charges	
Materials & Supplies	R	0.102	*	Timing of charges		0.420	*	Timing of charges	
Total Expense Variance		\$ 4.868	6.0			\$ 41.103	6.0		
Net Variance		\$ 5.016	8.3			\$ 41.387	8.2		

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	September 2017				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$ 17,686	\$ 16,820	\$ (0.866)	(4.9)	\$ 162,064	\$ 161,111	\$ (0.952)	(0.6)
Other Operating Revenue	2,018	1,034	(0.984)	(48.8)	14,578	15,631	1,053	7.2
Capital and Other Reimbursements	0.500	0.318	(0.182)	(36.4)	3,665	3,289	(0.376)	(10.3)
Total Receipts	\$ 20,204	\$ 18,172	\$ (2,032)	(10.1)	\$ 180,307	\$ 180,032	\$ (0.275)	(0.2)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$ 20,863	\$ 21,607	\$ (0.744)	(3.6)	\$ 205,239	\$ 208,275	\$ (3,036)	(1.5)
Overtime	4,627	5,970	(1,343)	(29.0)	45,945	49,559	(3,613)	(7.9)
Health and Welfare	4,850	7,776	(2,926)	(60.3)	49,209	51,081	(1,872)	(3.8)
OPEB Current Payment	2,364	1,876	0.488	20.6	18,802	16,643	2,159	11.5
Pensions	4,467	4,477	(0.010)	(0.2)	37,071	37,591	(0.520)	(1.4)
Other Fringe Benefits	5,023	4,761	0.262	5.2	40,473	40,540	(0.067)	(0.2)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 42,194	\$ 46,467	\$ (4,273)	(10.1)	\$ 396,739	\$ 403,689	\$ (6,950)	(1.8)
<i>Non-Labor:</i>								
Electric Power	\$ 0.170	\$ 0.153	\$ 0.017	10.0	\$ 1,450	\$ 1,347	\$ 0.102	7.1
Fuel	1,721	0.301	1,420	82.5	14,888	13,753	1,134	7.6
Insurance	0.041	-	0.041	100.0	5,637	5,468	0.169	3.0
Claims	1,670	1,555	0.115	6.9	20,378	30,387	(10,008)	(49.1)
Maintenance and Other Operating Contracts	4,356	2,891	1,465	33.6	31,286	18,751	12,535	40.1
Professional Service Contracts	4,083	1,661	2,422	59.3	26,209	16,713	9,495	36.2
Materials & Supplies	4,899	4,678	0.221	4.5	39,904	36,153	3,751	9.4
Other Business Expenses	0.493	0.275	0.218	44.2	3,282	2,365	0.916	27.9
Total Non-Labor Expenditures	\$ 17,433	\$ 11,514	\$ 5,919	34.0	\$ 143,032	\$ 124,938	\$ 18,094	12.7
<i>Other Expenditure Adjustments:</i>								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenditures	\$ 59,627	\$ 57,981	\$ 1,646	2.8	\$ 539,770	\$ 528,626	\$ 11,144	2.1
Operating Cash Surplus/(Deficit)	\$ (39,423)	\$ (39,809)	\$ (0.386)	(1.0)	\$ (359,464)	\$ (348,594)	\$ 10,869	3.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	September 2017				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
	\$	%			\$	%		
Farebox Revenue	\$ (0.866)	(4.9)	(a)		\$ (0.952)	(0.6)	(a)	
Other Operating Revenue	(0.984)	(48.8)	Timing of the receipt of Student Reimbursements		1.053	7.2	Receipt of senior citizens reimbursements from a prior period	
Capital and Other Reimbursements	Total Receipts	\$ (0.182)	(36.4)	Timing of reimbursement receipts & vacancies.	\$ (0.376)	(10.3)	Timing of reimbursement receipts & vacancies.	
		\$ (2.032)	(10.1)		\$ (0.275)	(0.2)		
Payroll	\$ (0.744)	(3.6)	(a)		\$ (3.036)	(1.5)	(a)	
Overtime	(1.343)	(29.0)	Mainly due to running time/traffic, vacancy, and availability.		(3.613)	(7.9)	Mainly due to running time/traffic, Shuttles and availability.	
Health and Welfare (including OPEB)	(2.438)	(33.8)	Prior Period Payment		0.287	0.4	(a)	
Pension	(0.010)	(0.2)	(a)		(0.520)	(1.4)	(a)	
Other Fringe Benefits	0.262	5.2	Prior Period Payment		(0.067)	(0.2)	(a)	
GASB	-	-			-	-		
Electric Power	0.017	10.0	(a)		0.102	7.1	(a)	
Fuel	1.420	82.5	CNG tax credit		1.134	7.6	CNG tax credit	
Insurance	0.041	100.0	(a)		0.169	3.0	(a)	
Claims	0.115	6.9	Higher Claim payments		(10.008)	(49.1)	Higher Claim payments	
Maintenance and Other Operating Contracts	1.465	33.6	Timing of planned work, facility maintenance, and SBS rollout.		12.535	40.1	Timing of planned work, facility maintenance, and SBS rollout.	
Professional Service Contracts	2.422	59.3	Mainly due to timing of interagency billings		9.495	36.2	Mainly due to timing of interagency billings	
Materials & Supplies	0.221	4.5	(a)		3.751	9.4	Mainly due to lower general maintenance material expenses	
Other Business Expenditure	0.218	44.2	Timing of expenses		0.916	27.9	Timing of expenses	
	Total Expenditures	\$ 1.646	2.8		\$ 11.144	2.1		
	Net Cash Variance	\$ (0.386)	(1.0)		\$ 10.869	3.0		

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 (\$ in millions)

	September 2017				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (0.979)	\$ (0.979)	-	\$ 2.058	\$ (0.003)	\$ (2.061)	*
Other Operating Revenue	-	(1.110)	(1.110)	-	0.420	1.381	0.961	*
Capital and Other Reimbursements	(0.070)	(0.161)	(0.091)	*	(0.442)	0.100	0.542	*
Total Receipts	\$ (0.070)	\$ (2.250)	\$ (2.180)	*	\$ 2.036	\$ 1.478	\$ (0.559)	(27.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.853	\$ 1.760	\$ (0.093)	(5.0)	\$ 7.787	\$ 5.141	\$ (2.646)	(34.0)
Overtime	-	-	-	-	0.002	0.002	0.000	15.8
Health and Welfare	0.295	1.135	0.840	*	(0.830)	0.209	1.039	*
OPEB Current Payment	0.030	-	(0.030)	(100.0)	(0.261)	(1.256)	(0.995)	*
Pensions	0.151	0.044	(0.107)	(70.8)	1.181	(0.206)	(1.387)	*
Other Fringe Benefits	0.603	0.937	0.334	55.4	9.685	6.407	(3.278)	(33.8)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.170)	(0.170)	-	(0.594)	(0.975)	(0.381)	(64.1)
Total Labor Expenditures	\$ 2.931	\$ 3.706	\$ 0.775	26.5	\$ 16.970	\$ 9.323	\$ (7.647)	(45.1)
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ -	-	-	\$ 0.001	\$ 0.001	(0.000)	(8.6)
Fuel for Buses and Trains	0.011	0.009	(0.002)	(19.1)	0.273	0.155	(0.118)	(43.2)
Insurance	0.446	0.466	0.020	4.5	(1.334)	(1.257)	0.077	5.8
Claims	0.222	2.045	1.823	*	3.390	0.213	(3.177)	(93.7)
Maintenance and Other Operating Contracts	(0.220)	(1.126)	(0.906)	*	(4.828)	(1.687)	3.140	65.0
Professional Service Contracts	(1.293)	0.412	1.705	*	(5.526)	0.665	6.191	*
Materials & Supplies	(0.278)	(0.045)	0.233	83.8	(2.348)	(0.932)	1.417	60.3
Other Business Expenditures	(0.041)	0.007	0.048	*	0.128	0.376	0.248	*
Total Non-Labor Expenditures	\$ (1.153)	\$ 1.768	\$ 2.921	*	\$ (10.245)	\$ (2.466)	\$ 7.779	75.9
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
'Additional Actions for Budget Balance: Expenditures	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 1.708	\$ 3.224	\$ 1.516	88.8	\$ 8.761	\$ 8.335	\$ (0.426)	(4.9)
Depreciation Adjustment	4.175	5.440	1.265	30.3	41.378	44.053	2.675	6.5
Other Post Employment Benefits	9.368	6.915	(2.453)	(26.2)	72.048	62.238	(9.810)	(13.6)
GASB 68 Pension Adjustment	5.742	-	(5.742)	(100.0)	22.968	-	(22.968)	(100.0)
Environmental Remediation	-	0.012	0.012	-	0.141	0.153	0.012	8.5
Total Cash Conversion Adjustments	\$ 20.993	\$ 15.591	\$ (5.402)	(25.7)	\$ 145.297	\$ 114.780	\$ (30.517)	(21.0)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2017 MID YEAR FORECAST

Utilization
 (In millions)

	<u>September 2017</u>			<u>Year-to-date as of September 2017</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.686	\$ 17.799	0.113	\$ 160.005	\$ 161.114	1.109
Total Farebox Revenue	\$ 17.686	\$ 17.799	0.113	\$ 160.005	\$ 161.114	1.109
<u>Ridership</u>						
Fixed Route	10.001	10.293	0.292	90.530	91.448	0.918
Total Ridership	10.001	10.293	0.292	90.530	91.448	0.918

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
SEPTEMBER 2017

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable	Explanation of Variances
			(Unfavorable) Variance	
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	10	3	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	20	(3)	
Office of the President	7	4	3	
System Safety Administration	5	1	4	
Law	25	20	5	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	19	8	
Non-Departmental	15	-	15	
Total Administration	151	111	40	Vacancies to be filled
Operations				
Buses	2,295	2,381	(86)	
Office of the Executive VP	4	4	-	
Safety & Training	55	28	27	Students in Training
Road Operations	123	119	4	
Transportation Support	22	24	(2)	
Operations Planning	33	33	-	
Revenue Control	30	31	(1)	
Total Operations	2,562	2,620	(58)	
Maintenance				
Buses	757	751	6	
Maintenance Support/CMF	246	240	6	
Facilities	75	65	10	
Supply Logistics	99	98	1	
Total Maintenance	1,177	1,154	23	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	25	23	2	
Total Public Safety	25	23	2	
Total Positions	3,952	3,931	21	
Non-Reimbursable	3,912	3,898	14	
Reimbursable	40	33	7	
Total Full-Time	3,937	3,920	17	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2017 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
SEPTEMBER 2017

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable)	Explanation of Variances
			Variance	
Administration				
Managers/Supervisors	67	48	19	
Professional, Technical, Clerical	73	63	10	
Operational Hourlies	11	-	11	
Total Administration	151	111	40	Vacancies to be filled
Operations				
Managers/Supervisors	308	302	6	
Professional, Technical, Clerical	51	55	(4)	
Operational Hourlies	2,203	2,263	(60)	
Total Operations	2,562	2,620	(58)	Students in Training
Maintenance				
Managers/Supervisors	229	222	7	
Professional, Technical, Clerical	29	31	(2)	
Operational Hourlies	919	901	18	
Total Maintenance	1,177	1,154	23	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	19	(2)	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	3	-	3	
Total Public Safety	25	23	2	
Total Baseline Positions				
Managers/Supervisors	642	605	37	
Professional, Technical, Clerical	174	162	12	
Operational Hourlies	3,136	3,164	(28)	
Total Baseline Positions	3,952	3,931	21	

MTA Bus Company
2017 JULY FINANCIAL
PLAN - MID - YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	September								September Year-to-Date			
	Mid-Year Budget		Actuals		Var. - Fav./Unfav)		Mid-Year Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u>	58,338	\$2.097	47,618	\$2.512	10,720	(\$0.414) 18.4% -19.8%	473,017	\$20.646	429,111	\$21.575	43,906	(\$0.929) 9.3% -4.5%
<u>Unscheduled Service</u>	20,356	\$0.941	16,026	\$1.236	4,330	(\$0.295) 21.3% -31.4%	141,741	\$6.490	113,510	\$6.932	28,231	(\$0.442) 19.9% -6.8%
<u>Programmatic/Routine Maintenance</u>	19,727	\$0.744	28,861	\$1.392	(9,134) -46.3% -87.1%	(\$0.648)	202,496	\$8.978	231,986	\$11.091	(29,490) -14.6% -23.5%	(\$2.113)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	0.0% -0.0% 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0% 0.0%
<u>Vacancy/Absentee Coverage</u>	13,521	\$0.791	24,643	\$0.784	(11,121) -82.3% 0.8%	\$0.006	159,785	\$7.845	210,284	\$8.048	(50,499) -31.6% -2.6%	(\$0.204)
<u>Weather Emergencies</u>	1,612	\$0.018	0	\$0.000	*	1,612	*	\$0.018	40,187	\$1.654	33,730	\$1.587
<u>Safety/Security/Law Enforcement</u>	273	\$0.014	260	\$0.011	13	4.9% 19.9%	\$0.003	1,804	\$0.086	1,637	\$0.070	167 9.2% 18.6%
<u>Other</u>	361	\$0.022	238	\$0.034	*	123	*	(\$0.012)	2,695	\$0.249	1,910	\$0.258
Subtotal	114,188	\$4.627	117,645	\$5.970	(3,457) -3.0% -29.0%	(\$1.343)	1,021,725	\$45.947	1,022,168	\$49.560	(444) 0.0% -7.9%	(\$3.613)
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	114,188	\$4.627	117,645	\$5.970	(3,457) -3.0% -29.0%	(\$1.343)	1,021,725	\$45.947	1,022,168	\$49.560	(444) 0.0% -7.9%	(\$3.613)

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
2017 JULY FINANCIAL
PLAN - MID - YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	September						September Year-to-Date					
	Var. - Fav./Unfav)		Explanations				Var. - Fav./Unfav)		Explanations			
	Hours	\$					Hours	\$				
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	10,720	(\$0.414)	Running Time				43,906	(\$0.929)	Running Time			
	18.4%	-19.8%					9.3%	-4.5%				
<u>Unscheduled Service</u>	4,330	(\$0.295)	Shuttles				28,231	(\$0.442)				
	21.3%	-31.4%					19.9%	-6.8%				
<u>Programmatic/Routine Maintenance</u>	(9,134)	(\$0.648)	Programmatic/Routine Maintenance work, Campaigns and Shop Work				(29,490)	(\$2.113)	Programmatic/Routine Maintenance work, Campaigns and Shop Work			
	-46.3%	-87.1%					-14.6%	-23.5%				
<u>Unscheduled Maintenance</u>	-	\$0.000					-	\$0.000				
	0.0%	0.0%					0.0%	0.0%				
<u>Vacancy/Absentee Coverage</u>	(11,121)	\$0.006	Availability				(50,499)	(\$0.204)	Vacancy/Excess Coverage and Availability			
	-82.3%	0.8%					-31.6%	-2.6%				
<u>Weather Emergencies</u>	1,612	\$0.018					6,457	\$0.067	Weather			
	*	*					*	*				
<u>Safety/Security/Law Enforcement</u>	13	\$0.003					167	\$0.016				
	4.9%	19.9%					9.2%	18.6%				
<u>Other</u>	123	(\$0.012)					785	(\$0.009)				
	*	*					*	*				
Subtotal	(3,457)	(\$1.343)					(444)	(\$3.613)				
	-3.0%	-29.0%					0.0%	-7.9%				
REIMBURSABLE OVERTIME	0	\$0.000					0	\$0.000				
	0.0%	0.0%					0.0%	0.0%				
TOTAL OVERTIME	(3,457)	(\$1.343)					(444)	(\$3.613)				

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY

2017 Overtime Reporting

Overtime Legend

Type

Definition

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through September 30, New York City Transit's performance against its 2017 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$182.7	\$139.0	76
Design Completions	\$222.0	\$81.4	37
Construction Awards	\$5,871.4	\$2,787.4	48
Substantial Completions	\$2,349.0	\$1,394.8	59
Closeouts	\$2,376.5	\$493.2	21

During September, NYCT awarded projects totaling \$10.1 million, including:

- Mainline switch replacement on the Brighton and Eastern Parkway Lines in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$290.6 million, including:

- Sandy repair and mitigation projects at various locations due to flooding from Superstorm Sandy including replacement of AFC Equipment, flood protection at subway stations and repair/replacement of a pump room and tunnel lighting in Upper Manhattan; and
- mainline track replacement at various locations system wide including the Pelham and White Plains Road Lines in the Bronx, the Queens Boulevard Line in Queens and the Broadway-7th Avenue and 8th Avenue Lines in Manhattan.

Also during September, NYCT started 13 design projects for \$12.0 million, completed four design projects for \$1.5 million and closed out eight projects for \$47.8 million.

Capital Program Status
November 2017
(September 2017)

During September, NYCT awarded \$10.1 million in projects for Mainline Switch replacement on the Brighton and Eastern Parkway Lines in Brooklyn. Mainline switches will be replaced by in-house forces with locations determined based on the latest condition survey. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cable including positive and negative connections, and any associated signal and equipment work.

During September, NYCT substantially completed projects totaling \$290.6 million, including \$58.6 million for Sandy repair and mitigation projects at various locations which were damaged due to flooding from Superstorm Sandy. These projects included AFC Equipment replacement, flood protection at subway stations, and a pump room and tunnel lighting repair/replacement in Upper Manhattan. AFC equipment that was damaged in stations and storerooms that needed to be replaced included vending machines, turnstiles, ADA access equipment and other related equipment and components. In addition, flood protection measures were implemented at several Lower Manhattan subway stations by installing FlexGate technology at stairwell entrances. These gates can be employed to mitigate flooding in these stations in the event of a major potential future storm. Finally, in Upper Manhattan, at Pump Room #2057 in the vicinity of Dyckman Street station, and from Dyckman Street Station to the 207th Street Yard Portal, tunnel lighting and associated equipment was repaired/replaced.

NYCT also completed mainline track installation at various locations system wide for \$191.1 million including the Pelham and White Plains Road Lines in the Bronx, the Queens Boulevard Line in Queens and the Broadway-7th Avenue and 8th Avenue Line in Manhattan. Also Continuous Welded Rail was installed on the Queens Boulevard Line. The Mainline Track Program replaces deficient track components along the revenue service right-of-way. Locations addressed are determined by asset condition rating and scope typically includes the replacement of track components and associated equipment/materials, such as signals, contact rails, running rails, and ballast. Continuous Welded Rail is typically installed at critical locations to prevent the occurrence of broken rail as well as to reduce damage to rolling stock and provide a better quality ride. Overall, NYCT's track and switch replacement program serves to improve customer safety and service reliability.

Also during September, NYCT started 13 design projects for \$12.0 million, completed four design projects for \$1.5 million and closed out eight projects for \$47.8 million.

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

Projects Closed During September 2017
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2015 / Lenox-White Plains Rd	\$6.9	\$7.2	04/2016	17
Sandy Mitigation: 14 Fan Plants, NT-Hatch Repl 'B' [SBFP]	\$4.0	\$4.1	02/2017	7
Sandy Mitigation: 14 Fan Plants, NT-Hatch/MCD Prot 'A' (SBFP)	\$4.4	\$4.7	04/2017	5
Replace Generator at Casey Stengel Depot	\$2.4	\$2.4	06/2017	3
Mainline Track Replacement 2016 / 6th Ave/Culver	\$6.6	\$4.2	07/2017	2
Yard Switches - 2015	\$2.6	\$3.9	09/2017	0
Help Point: 12 Stations	\$7.0	\$7.0	09/2017	0
Help Point: 130 Stations (Material)	\$5.7	\$14.2	09/2017	0

The closeout of Mainline Track Replacement 2015 on the Lenox-White Plains Road Line was delayed by 17 months due to difficulties in obtaining general orders in order to complete punchlist work. The closeout of Sandy Mitigation: 14 Fan Plants Near Term-Hatch Repl 'B' was delayed by seven months due to delay in the completion of final closeout documentation. The closeout of Sandy Mitigation: 14 Fan Plants Near Term-Hatch/MCD Prot A was delayed by five months to complete punchlist work.

Status of Fan Plants and Fans
(as of September 30, 2017)

<u>Fan Plants</u>	<u>September '16</u>	<u>September '17</u>	<u>More/(Less)</u>
All	193	201	8
Operable	178	192	14
Inoperable	15	9	(6)
Reduced Capacity	0	0	-
<u>Fan Units</u>	<u>September '16</u>	<u>September '17</u>	<u>More/(Less)</u>
All	414	441	27
Operable	384	423	39
Inoperable	30	18	(12)
Reduced Capacity	0	0	-

Inoperable Fan Plants and Fans
(as of September 30, 2017)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	7	11
MOW / Hydraulics	2	7
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	0	0
Total	9	18

**CAPITAL PROJECT MILESTONE SUMMARY
2017**
(THROUGH SEPTEMBER 30, 2017)

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

Design Starts	\$9.6	8	\$12.0	13	125.3	162.5
Design Completions	27.6	23	1.5	4	5.3	17.4
Construction Awards	145.1	8	10.1	2	7.0	25.0
Substantial Completions	224.8	16	290.6	15	129.3	93.8
Closeouts	341.5	23	47.8	8	14.0	34.8

2017 Year-To-Date

Design Starts	\$182.7	129	\$139.0	98	76.1	76.0
Design Completions	222.0	153	81.4	68	36.7	44.4
Construction Awards	5,871.4	182	2,787.4	122	47.5	67.0
Substantial Completions	2,349.0	167	1,394.8	107	59.4	64.1
Closeouts	2,376.5	169	493.2	78	20.8	46.2

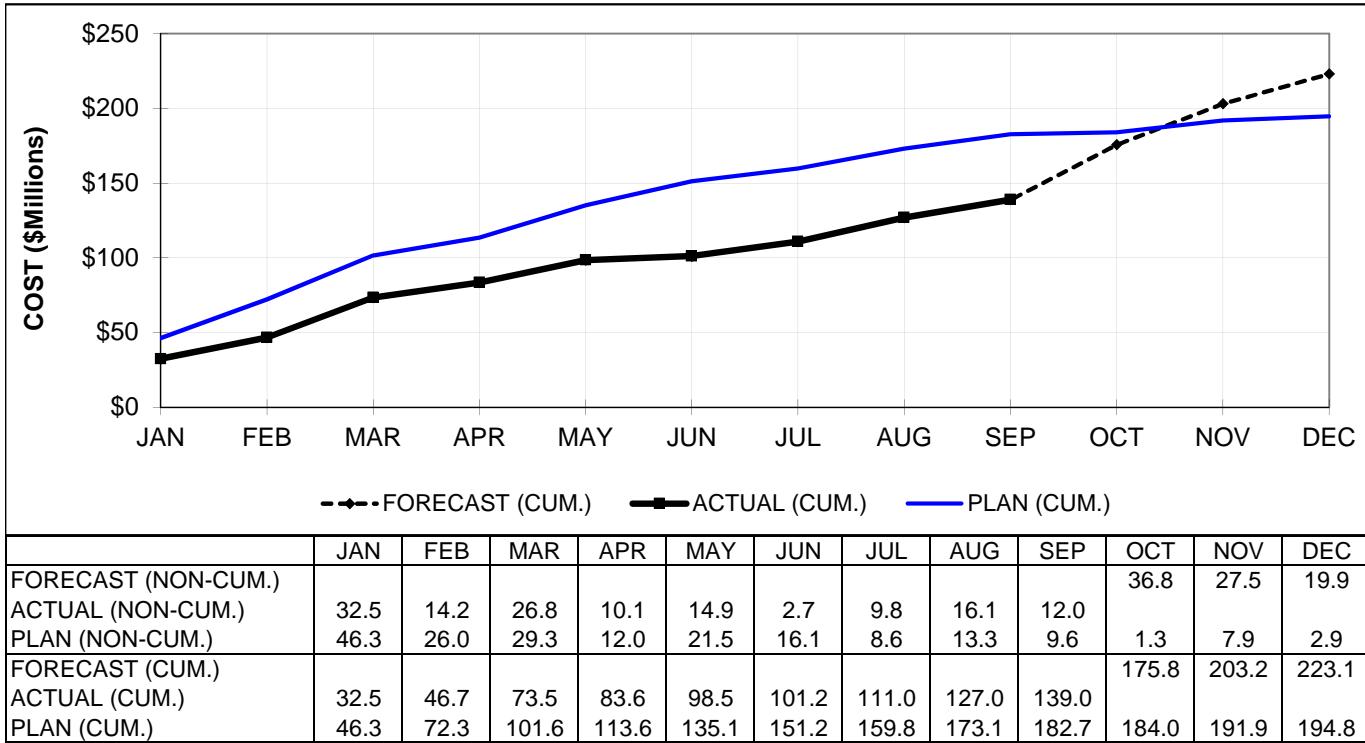
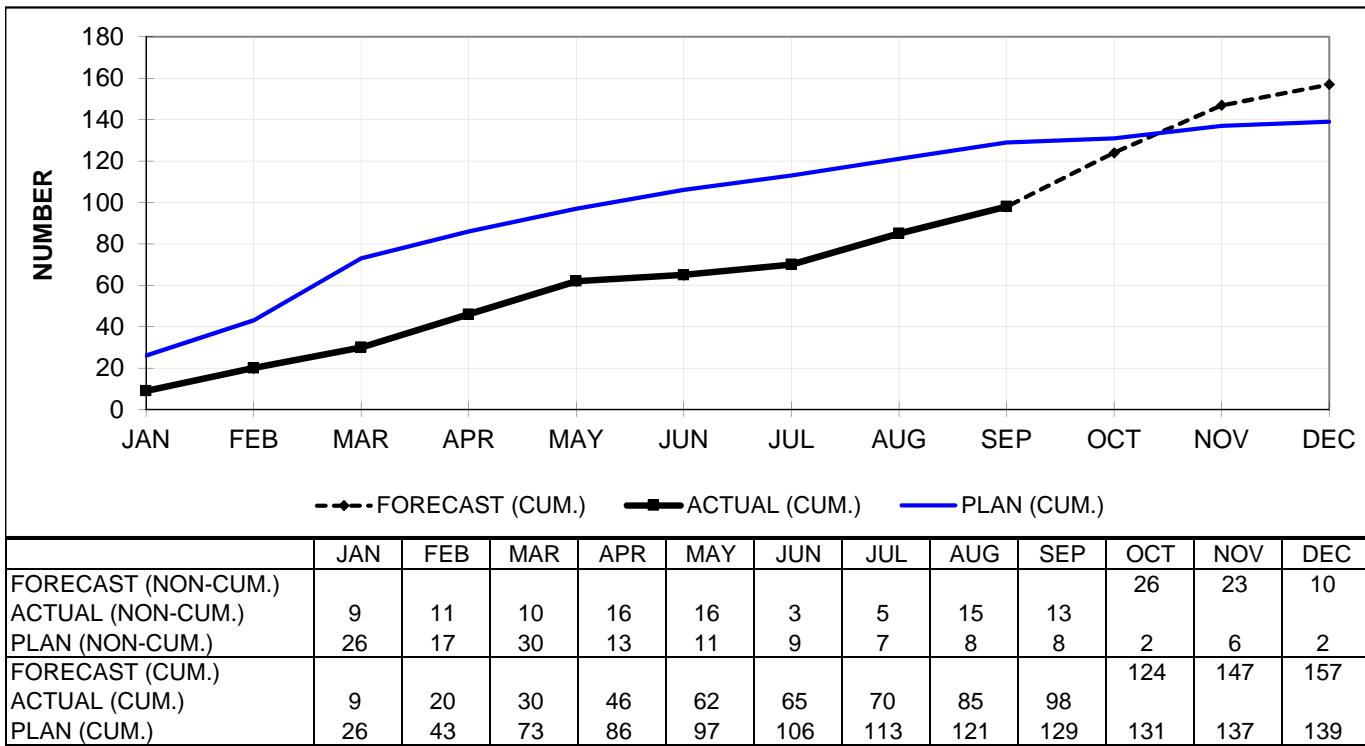
2017 Projected To-Year-End

	Initial Plan		Current Forecast	%(\$)	%(#)	
Design Starts	\$194.7	139	\$223.1	157	114.6	112.9
Design Completions	297.3	196	244.4	168	82.2	85.7
Construction Awards	6,623.5	219	6,939.8	212	104.8	96.8
Substantial Completions	3,665.1	208	3,805.7	206	103.8	99.0
Closeouts	4,620.7	249	3,533.9	191	76.5	76.7

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

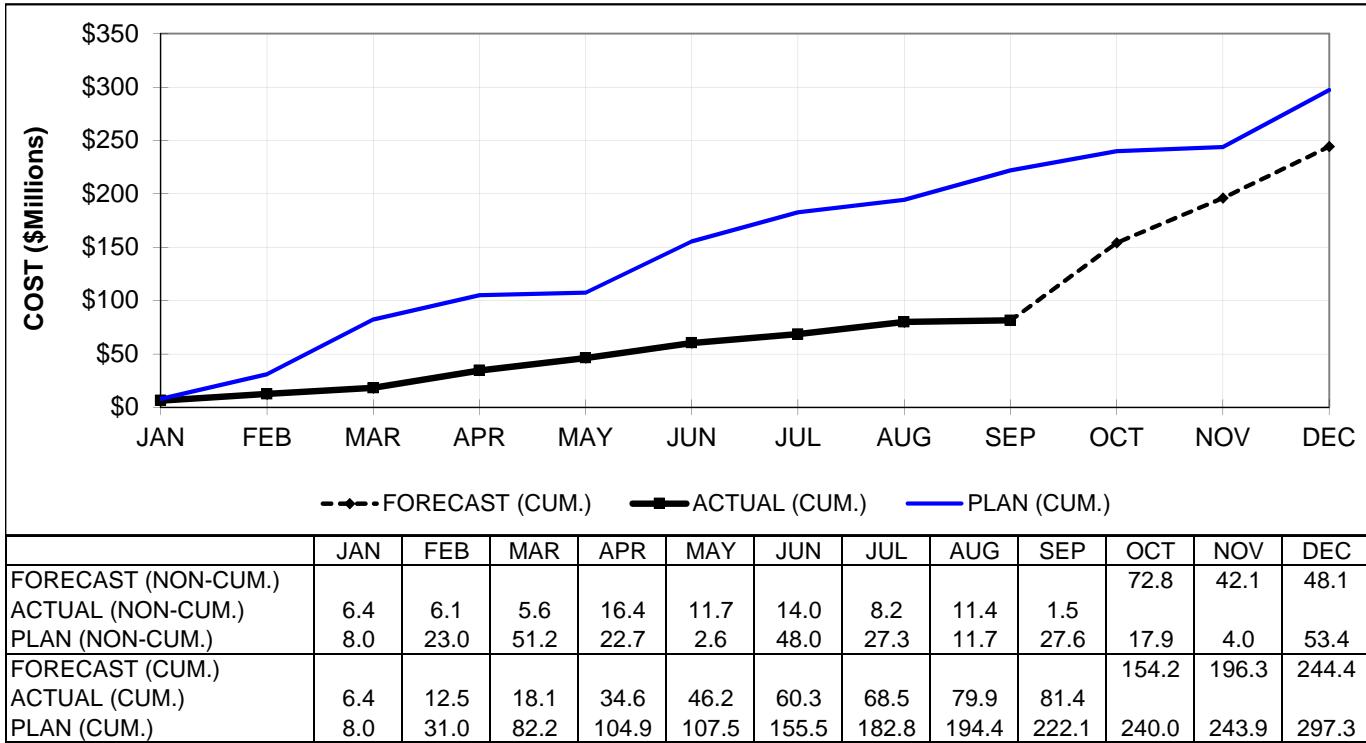
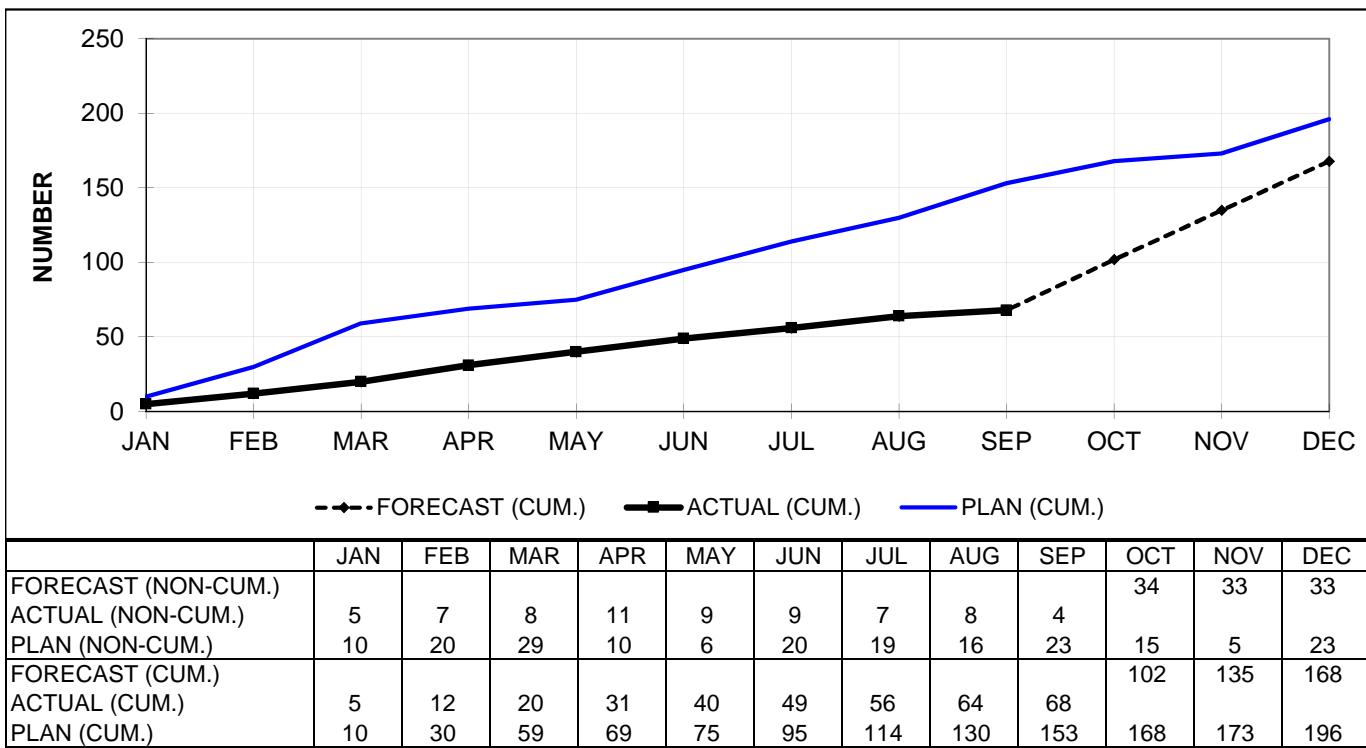
2017 Design Starts Charts

As of September 2017



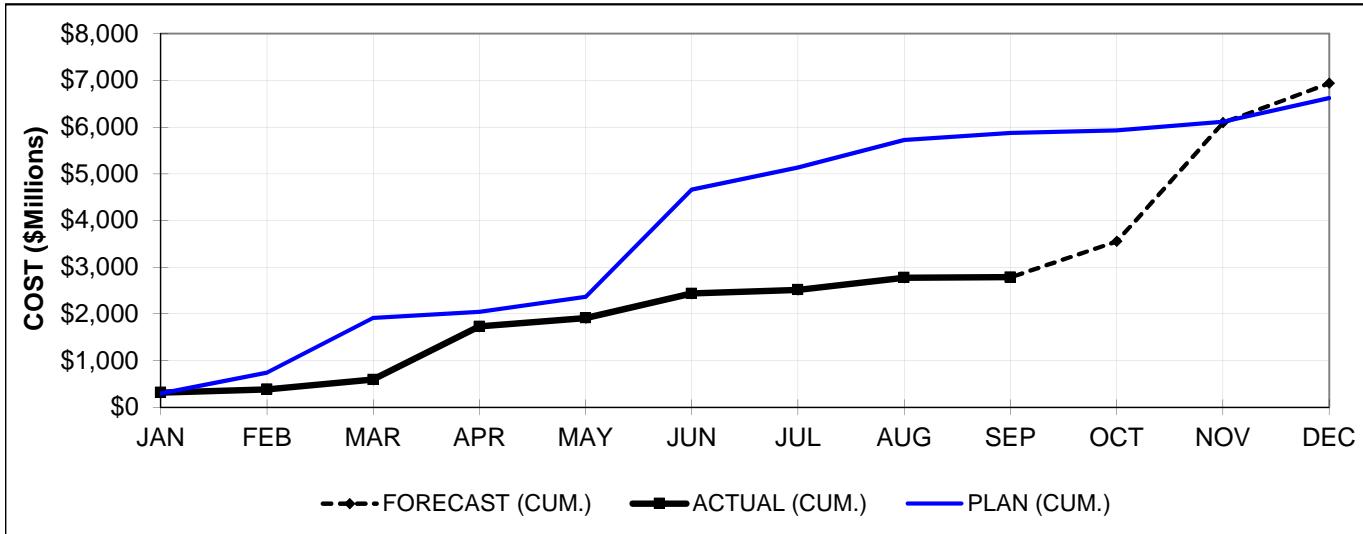
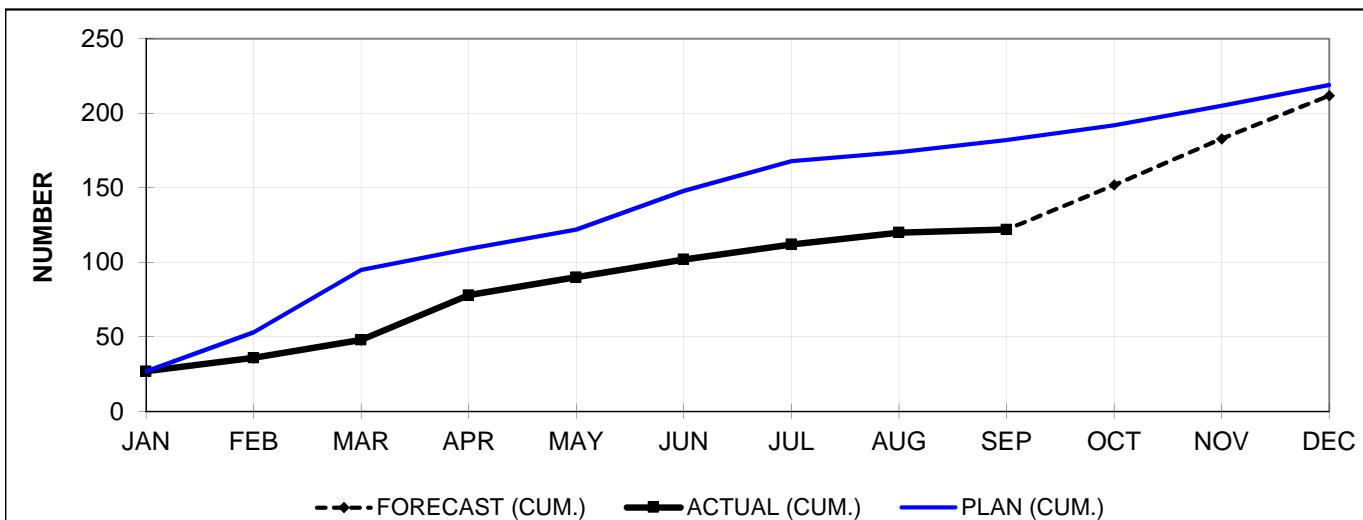
2017 Design Completions Charts

As of September 2017



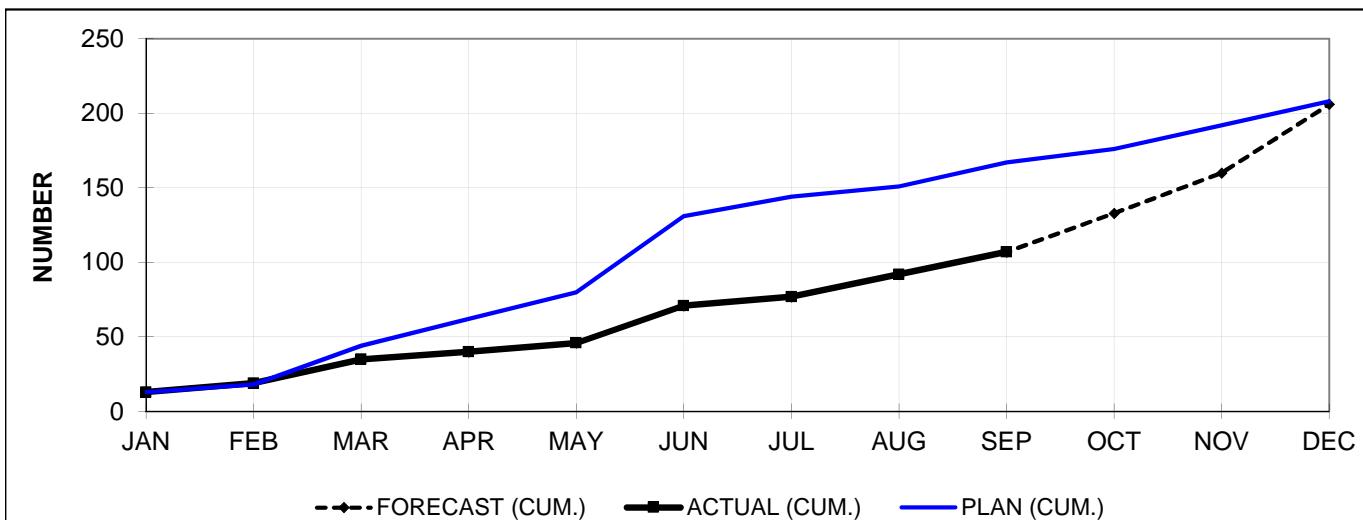
2017 Awards Charts

As of September 2017

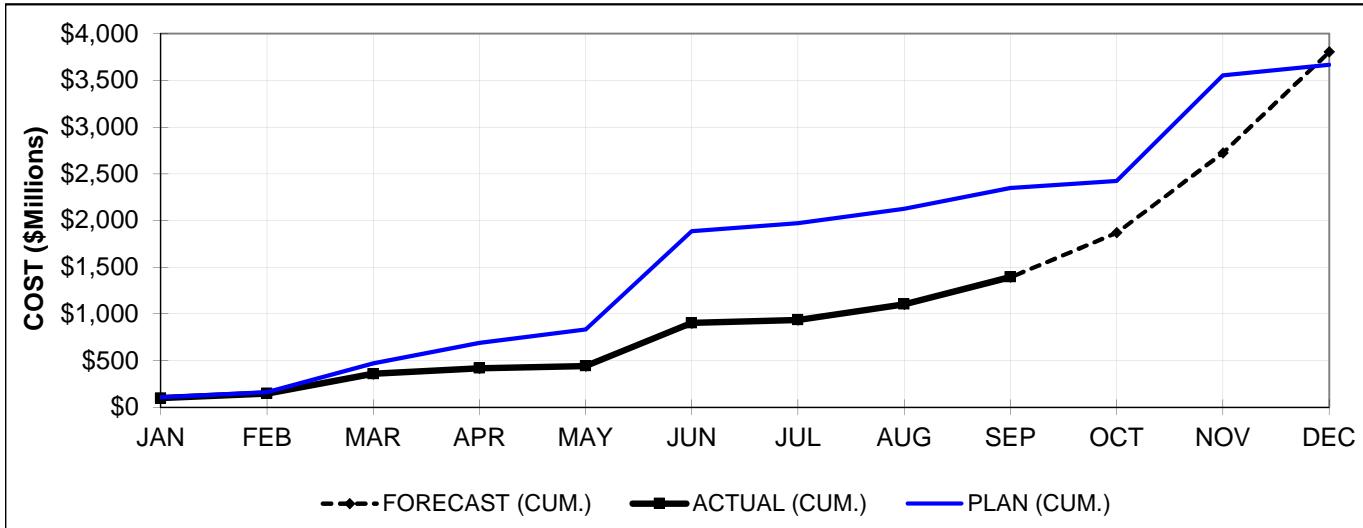


2017 Substantial Completions Charts

As of September 2017



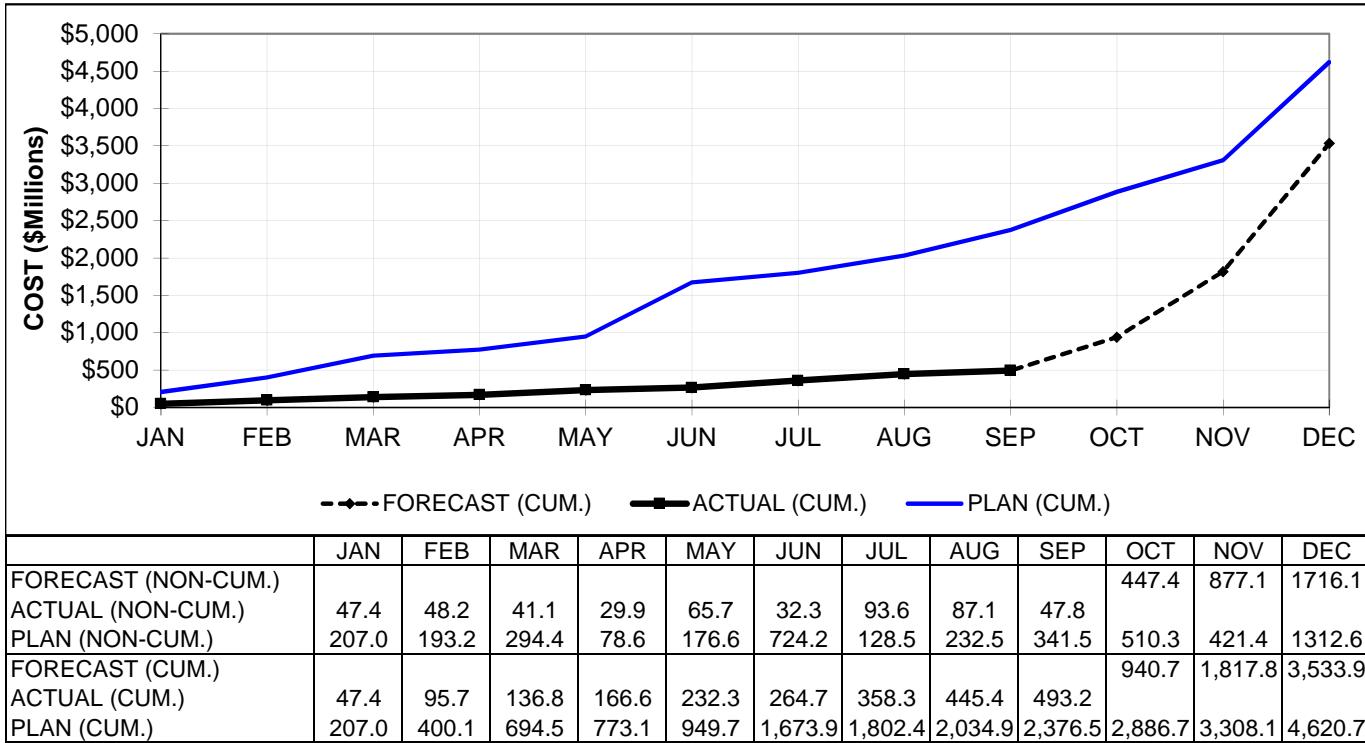
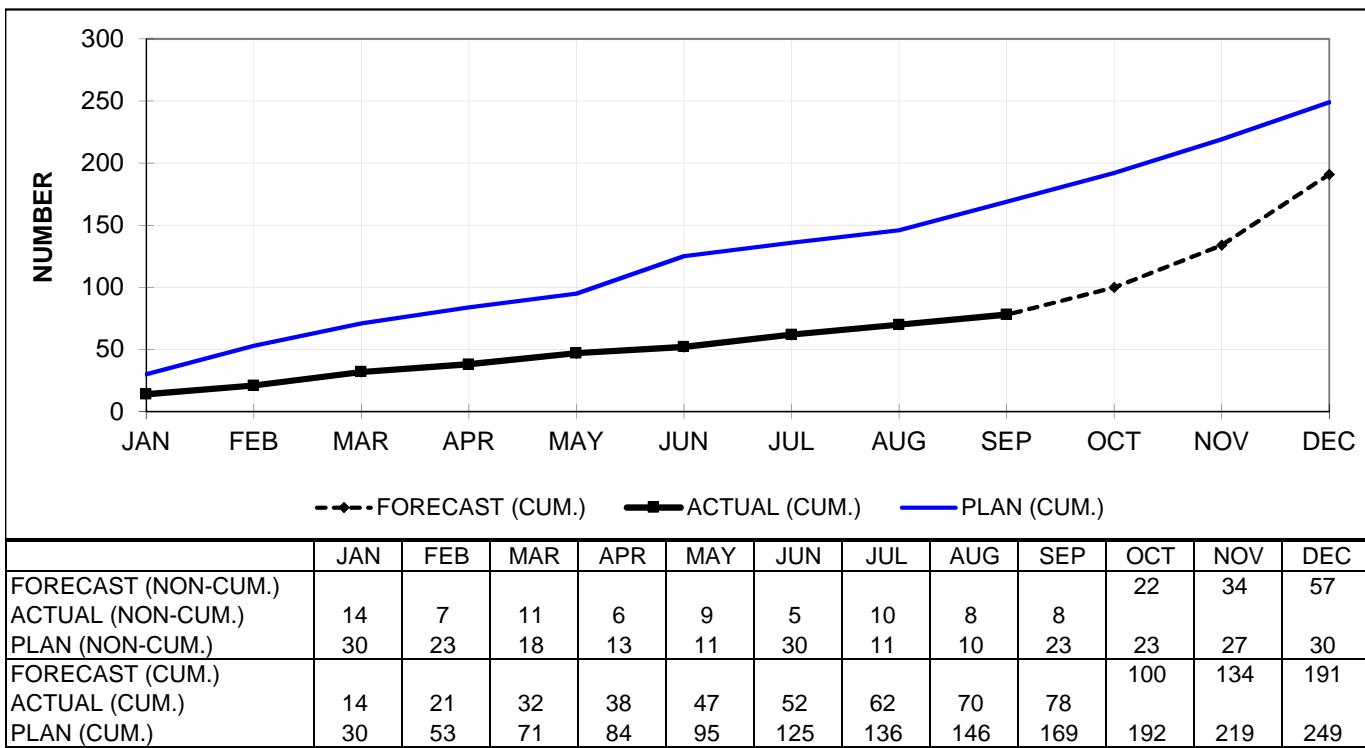
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										26	27	46
ACTUAL (NON-CUM.)	13	6	16	5	6	25	6	15	15			
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16			
FORECAST (CUM.)										133	160	206
ACTUAL (CUM.)	13	19	35	40	46	71	77	92	107			
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										475.4	855.5	1080.0
ACTUAL (NON-CUM.)	98.9	48.4	211.1	60.5	23.6	461.3	32.5	167.7	290.7			
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)										1,870.2	2,725.7	3,805.7
ACTUAL (CUM.)	98.9	147.3	358.4	418.9	442.6	903.9	936.4	1,104.1	1,394.8	2,124.1	2,349.0	2,422.8
PLAN (CUM.)	108.3	161.2	469.6	689.8	833.7	1,884.2	1,971.3	2,124.1	2,349.0	2,422.8	3,552.1	3,665.2

2017 Closeouts Charts

As of September 2017



PROCUREMENTS

The Procurement Agenda this month includes 11 actions for a proposed expenditure of \$105.0M.

Subject	Request for Authorization to Award Various Procurements				
Department	Materiel – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	11/13/17			
2	Board	11/15/17			

November 7, 2017					
Department					
Department Head Name					
Department Head Signature					
Internal Approvals					
	Approval		Approval		
	President NYCT		President MTACC		
	Executive VP		President MTA Bus		
X	Capital Prog. Management	X	Subways		
	Law	X	Diversity/Civil Rights		
Internal Approvals (cont.)					
Order	Approval	Order	Approval	Order	Approval

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: NONE

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:

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	\$ TBD M

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts	9	\$ 105.0 M
	SUBTOTAL	11 \$ 105.0 M
	TOTAL	11 \$ 105.0 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: NONE

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All-Agency 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.



NOVEMBER 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

- B. **Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**
(Staff Summaries required for items estimated to be greater than \$1M.)

Contractors To Be Determined	Cost To Be Determined	<u>Staff Summary Attached</u>
Contract Term To Be Determined		
1-2. Contract Numbers To Be Determined	RFP Authorizing Resolution for indefinite quantity asbestos abatement contractors.	

Procurements Requiring Majority Vote:

- F. **Personal Service Contracts**

(Staff Summaries required for all Sole Source items and all items greater than: \$250K Other Non-Competitive; \$1M Competitive.)

3. **WSP USA, Inc.** **\$5,000,000 (Est.)** **Staff Summary Attached**

Three Proposals – 60-month contract

Contract# CM-1058

Indefinite Quantity Functional Planning and Conceptual Engineering services for miscellaneous capital projects.

4. **AECOM USA, Inc.** **\$100,000,000 (Est. Aggregate)** **Staff Summary Attached**

5. **Ove Arup & Partners, P.C.**



6. **IBI Group Gruzen Samton/Hardesty & Hanover, Joint Venture**

7. **Henningson, Durham & Richardson Architecture and Engineering, P.C.**

8. **HNTB New York Engineering and Architecture, P.C.**

9. **Jacobs Civil Consultants, Inc.**

10. **Parsons/WSP USA A&E, Joint Venture**

11. **STV, Inc.**

Eleven Proposals – Five-year contracts

Contracts CM-1568/69/70/71/72/73/74/75

Indefinite Quantity Architectural/Engineering Design Services for Miscellaneous Federally Funded Construction and Security projects.

Staff Summary



New York City Transit

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Item Number 1-2			
Division, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1 <i>WD</i>	Materiel	6 <i>PS</i>	Acting President
2 X	Law		
3 X	Budget		
4 X	OSS		
5 <i>P</i>	EVP		

SUMMARY INFORMATION	
Vendor Name	Contract Nos.
RFP Authorizing Resolution	TBD
Description	
IQ Asbestos Abatement Contractors	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
Three years, plus a one-year option	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive	<input type="checkbox"/> Noncompetitive
Solicitation Type	
<input checked="" type="checkbox"/> RFP	<input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source	
<input checked="" type="checkbox"/> Operating	<input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals (“RFP”) pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of two contractors to perform Indefinite Quantity (“IQ”) asbestos abatement at various NYC Transit facilities. The two contracts will have a three-year duration plus an unfunded option for one additional year. These will be zero-dollar based contracts with no minimum guarantee of any assignments.

DISCUSSION:

The Office of System Safety (“OSS”) recognizes that asbestos discovered in MTA NYC Transit facilities represents a risk to the health and safety of the general public as well as NYC Transit employees. In order to minimize that risk, OSS has had qualified contractors on call for abatement if asbestos is found on NYC Transit sites. These contracts are proposed to replace the previous asbestos abatement contracts, which expire in September 2018.

Past experience has shown that NYC Transit is better able to find qualified asbestos abatement contractors via a competitive RFP versus the bidding process. This allows NYC Transit to evaluate proposers based on their technical qualifications rather than primarily on cost. As a result, the Board has approved the award of these contracts through the competitive RFP process for many years.

To provide an efficient best value award process, a one-step RFP is recommended. Firms will be notified by advertisement and will be provided with the RFP package, which contains specifications, terms and conditions, evaluation criteria, and price proposal format. Selection criteria will be based on qualifications, experience, staffing, project management, and unit prices. The two selected firms will each be awarded one IQ contract.

The two contracts will be for three years with an estimated aggregate total and an option for one additional year. This will provide NYC Transit flexibility in assigning work based on price, contractor staff availability at the time of assignment, and performance on current and prior assignments under these contracts. The intent is to assure that NYC Transit will be able to respond rapidly and effectively to asbestos abatement requirements while prudently managing these contracts.

Staff Summary



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As specific projects are developed, the unit prices will be applied, and the firm with the lowest price for that specific work will receive the Work Order, unless NYC Transit determines that the contractor has too much work to perform adequately, or that one of the selected contractors is uniquely qualified to perform a specific project. Additionally, NYC Transit will have the right to consider the contractor's performance on prior Work Orders under this contract as one of the criteria for the assignment of new projects. Since both of the firms will already be qualified and unit prices established, the Work Order award process will be shortened considerably. A similar procedure was used for the current contracts providing these services to OSS, and has proven to be successful in issuing Work Orders in an expeditious manner.

IMPACT ON FUNDING:

Two contracts will be awarded and funding for these contracts is available from the operating budget.

ALTERNATIVES:

To solicit firms to provide OSS indefinite quantity asbestos abatement services by formal competitive bidding (Invitation for Bid). This is not recommended as the RFP process will ensure a more efficient and best value award to firms with proven track records to perform this work safely and in accordance with all requirements of law and regulations.

RECOMMENDATION:

That the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive RFP, pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of two contractors to perform IQ asbestos abatement at various NYC Transit facilities. The two contracts will have a three-year duration with an unfunded option for one additional year. These will be zero-dollar based contracts with no minimum guarantee of any assignments.

Staff Summary



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Item Number 3			
Division, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1 <i>WP</i>	Materiel	6 <i>NP</i>	EVP
2 X	Law	7 <i>BE</i>	Acting President
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION		
Vendor Name	Contract No.	
WSP USA, Inc.	CM-1058	
Description IQ Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects		
Total Amount \$5,000,000 (Estimated)		
Contract Term (including Options, if any) Five years		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Procurement Type		
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		
Solicitation Type		
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source		
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		

PURPOSE:

To obtain Board approval to award a competitively negotiated consultant contract, CM-1058, to WSP USA, Inc. ("WSP") to provide Indefinite Quantity Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects over a 60-month period for a total estimated amount of \$5,000,000.

DISCUSSION:

NYC Transit is seeking to retain an Indefinite Quantity ("IQ") Engineering Consultant to provide Functional Planning and Conceptual Engineering services for the Office of the Executive Vice President's Division of Capital Planning and Budget ("CP&B"). These services provide the building blocks and information necessary to guide NYC Transit on how to approach projects relative to its technical, time, and budgetary choices by addressing the following primary areas: transportation planning, industrial engineering, facilities planning and design, transit operations planning and analysis, feasibility studies, design studies, conceptual scopes of work, alternative analysis, cost benefit analysis, and preliminary cost estimates. The work will be awarded and performed on an as-needed basis via Task Order.

A two-step solicitation was advertised in various publications and direct notices were sent to potential providers. The following four firms submitted Step 1 Qualification Packages: Hatch Associates Consultants, Inc. ("Hatch"); Rossenwasser / Grossman Consulting Engineers, P.C. ("RWG"); WSP; and Stantec Consulting Services, Inc. ("Stantec"). Each package consisted of a Federal Form SF330, a Schedule J Responsibility Questionnaire, and a qualification statement. The Selection Committee ("SC") reviewed the submittals and, based on the firms relevant qualifications and experience, recommended the following three firms to advance to Step 2 and receive the Request for Proposal ("RFP"): Hatch, Stantec, and WSP. RWG was not recommended because it lacked sufficient qualifications and experience in functional planning and conceptual engineering.

An RFP was issued to the short-listed firms, and proposals were subsequently received from all the firms. The SC reviewed the written technical proposals in accordance with the established evaluation criteria, which included the proposer's plan of approach, relevant experience, current workload of key personnel, diversity practices, and past performance on similar projects. Oral presentations were also conducted with the three respondents to the RFP.

Staff Summary



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After oral presentations, WSP and Stantec were selected for negotiations based on the knowledge and experience of the teams proposed. Both firms were considered the most qualified to perform the work when evaluated in accordance with the established evaluation criteria, based primarily on their current and past planning experience in both transit and non-transit arenas. Hatch's proposal did not demonstrate sufficient relevant transit experience. WSP, the incumbent consultant, was unanimously rated technically highest.

The RFP provided proposers with projected hours, out-of-pocket expenses, and specific titles to facilitate equal price comparison and evaluation between the firms. The initial cost proposals, based on 46,000 total hours for the five-year contract, were as follows: WSP – \$6,189,149 and Stantec – \$6,370,475. The in-house estimate was \$4,998,633. Price negotiations were conducted with both firms, with discussions mainly focusing on direct labor rates, fixed fees, and escalation. Prices were negotiated to levels consistent with the cost/price objective and competitive price range for the project. In addition, the overhead rates were negotiated in accordance with MTA Audit recommendations.

BAFOs were received as follows: WSP – \$5,815,833 and Stantec – \$5,639,953. The revised in-house estimate is \$5,244,311. WSP's BAFO of \$5,815,833 is \$175,880 or 3.1% higher than Stantec. Overall, WSP is \$571,522 or 10.9% higher than the in-house estimate. Notwithstanding WSP's higher price, the SC voted unanimously to recommend award of the contract to WSP. Technical factors were the most important criteria and WSP has proven its extensive experience in providing similar services to NYC Transit over the years. The SC determined that WSP's knowledge, experience, and the technical approach to the scope of work offsets the relatively minimal price difference over the course of the contract, which may be further mitigated based on the actual amount of work awarded.

WSP's BAFO is considered "fair and reasonable" by CP&B and Procurement based on the pricing received, negotiations, and competitive nature of the RFP. WSP's rates include an annualized escalation of 2.4% from the current CM-1050 rates.

In connection with a previous contract awarded to Parsons Brinckerhoff¹, WSP was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Executive Director/CEO in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to WSP and WSP has been found to be responsible.

M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights ("DDCR") has established goals of 15% MBE and 15% WBE. The M/WBE Utilization Plan has been submitted to DDCR for approval. These contracts will not be awarded until the requirements are satisfied. WSP has achieved its D/M/WBE goals on its previous MTA contracts.

IMPACT ON FUNDING:

This contract will be funded with 100% MTA funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until an approved War Certificate is received.

ALTERNATIVES:

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

CAPITAL PROGRAM REPORTING:

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

RECOMMENDATION:

That the Board approve to award a competitively negotiated consultant contract, CM-1058, to WSP to provide Indefinite Quantity Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects over a 60-month period for a total estimated amount of \$5,000,000.

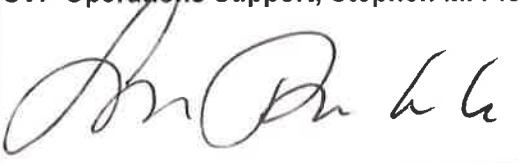
¹WSP acquired Parsons Brinckerhoff in 2014 and changed its name in 2017. The SAI discussed in this paragraph pertained to Parsons Brinckerhoff and occurred prior to its acquisition by WSP.

Staff Summary



New York City Transit

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Item Number 4-11			
Division, Department Head Name: SVP Operations Support, Stephen M. Plochochi 			
Internal Approvals			
Order	Approval	Order	Approval
1 <i>WD</i>	Materiel <i>(P)</i>	6	EVP
2 X	Law	7 <i>PE</i>	Acting President
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Various (see list below)	CM-1568 to CM-1575
Description IQ Architectural/Engineering Design Services for Miscellaneous Federally Funded Construction and Security Projects	
Total Amount \$100,000,000 (estimated aggregate)	
Contract Term (including Options, if any) Five years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive	<input type="checkbox"/> Noncompetitive
Solicitation Type	
<input checked="" type="checkbox"/> RFP	<input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

To obtain Board approval to award eight competitively solicited consultant contracts for Indefinite Quantity ("IQ") Architectural/Engineering ("A/E") Design Services for Miscellaneous Federally Funded Construction and Security Projects within a total estimated aggregate budget of \$100 million over a five-year contract term. The recommended awardees are as follows:

Consultant Firms

1. AECOM USA, Inc. ("AECOM")
2. Ove Arup & Partners, P.C. ("Arup")
3. IBI Group Gruzen Samton/Hardesty & Hanover, Joint Venture ("IBI/H&H")
4. Henningson, Durham & Richardson Architecture and Engineering, P.C. ("HDR")
5. HNTB New York Engineering and Architecture, PC ("HNTB")
6. Jacobs Civil Consultants, Inc. ("Jacobs")
7. Parsons/WSP USA A&E, Joint Venture ("Parsons/WSP")
8. STV Inc. ("STV")

Contract No.

- CM-1568
- CM-1569
- CM-1570
- CM-1571
- CM-1572
- CM-1573
- CM-1574
- CM-1575

DISCUSSION:

The IQ A/E consultants will provide design services on an as-needed task order basis for NYC Transit, Metropolitan Transportation Authority Bus Company ("MTABC"), and Metropolitan Transportation Authority Capital Construction ("MTACC"). The major disciplines required include architectural, electrical, communications engineering, specification development, cost estimating, scheduling for various construction projects, and security initiatives. Task orders will typically be competed and will not exceed \$5,000,000 without prior authorization from NYC Transit Division of Materiel and will be utilized up to the total estimated aggregate cost of \$100 million. These contracts are zero-dollar based with no minimum guarantee of any assignments and will replace the four contracts currently in place for these services, which are scheduled to expire 4th Quarter 2017.

The consultants were selected via a qualifications based two-step procurement established by the federal Brooks Act. Under the Brooks Act, contracts for A/E services are negotiated with the consultant that is determined to be most preferred technically by the Selection Committee ("SC") after evaluation of the consultant's qualifications and technical proposals.

Staff Summary



New York City Transit

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Price is not a consideration in the selection or ranking. Cost proposals remain sealed until the conclusion of the technical evaluations, and only the cost proposal(s) for the most preferred proposer(s) is/are opened and considered for negotiations. Since eight awards are planned under this procurement, negotiations were conducted with the eight most technically preferred firms.

Step 1 – In response to NYC Transit’s advertisements, 22 consultant firms submitted Step 1 Qualification Packages. The SC reviewed the Step 1 Qualification submittals, which consisted of a Letter of Interest, SF-330 Forms, Schedule J (Responsibility Questionnaire), and Qualification Statement. The SC reviewed the submissions and recommended the following 11 consultant firms to receive the Request for Proposal (“RFP”) for this solicitation: AECOM, Arup, Dewberry, HAKS Engineers, HDR, IBI/H&H, HNTB, Jacobs, Parsons/WSP, Stantec, and STV. The 11 not selected generally did not have as much experience, or were not as strong technically.

Step 2 – In response to the RFP, technical and cost proposals were submitted by the 11 short-listed firms. The SC reviewed and evaluated the written technical proposals and participated in the oral presentations with all 11 firms. Subsequently, the SC recommended the following eight firms for contract negotiations: AECOM, Arup, IBI/H&H, HDR, HNTB, Jacobs, Parsons/WSP, and STV.

Three firms (Dewberry, HAKS Engineers, and Stantec) were not selected for negotiations. Their technical proposals and oral presentations did not adequately demonstrate their knowledge, experience, and capability to perform the diverse range of work required.

The in-house estimate was \$12,484,850 for each of the eight firms based on the \$100 million aggregate budget, including an allowance of \$1,400,000 for out-of-pocket expenses. The cost proposals were based on predetermined labor titles, hours, and the out-of-pocket allowance. Price negotiations were held with each proposer and focused on the proposer’s hourly rates, fixed fees, and overhead rates for prime and sub-consultants adjusted per MTA Audit recommendations.

Following is a comparison of the initial cost proposals from the eight firms and their Best and Final Offers (“BAFOs”):

	AECOM	ARUP	IBI / H&H	HDR	HNTB	Jacobs	Parsons/WSP	STV
Initial Proposal	\$13,346,953	\$14,030,902	\$13,312,131	\$12,454,566	\$12,582,615	\$11,414,781	\$11,776,001	\$11,309,117
BAFO	\$12,738,729	\$13,172,212	\$12,285,864	\$12,123,835	\$12,191,033	\$11,190,490	\$12,204,157	\$10,933,511

All BAFOs were within the competitive range of the in-house estimate and found to be fair and reasonable based on the RFP requirements.

In connection with prior contracts awarded to AECOM, WSP’s predecessor Parsons Brinckerhoff¹, Jacobs², and Gannett (a significant subcontractor), each of these companies was previously found to be responsible notwithstanding significant adverse information, pursuant to the All Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA. No new SAI has been found relating to these companies and each has been found to be responsible. Details are set forth below in the footnote.³

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established DBE Goals of 20% for this project. DBE Utilization Plans have been submitted to DDCR for approval. Goal achievement history on the firms is also pending from DDCR. These contracts will not be awarded until the requirements are satisfied.

¹WSP acquired Parsons Brinckerhoff in 2014 and changed its name in 2017. The SAI discussed in this paragraph pertained to Parsons Brinckerhoff and occurred prior to its acquisition by WSP.

²For transparency to the Board, please note that Jacobs has entered into a Definitive Agreement in August 2017 to acquire CH2M.

In connection with a previous contract awarded to CH2M, CH2M was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013. No new SAI has been found relating to CH2M and CH2M has been found to be responsible.

³In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in November 2017. In connection with a previous contract awarded to Parsons Brinckerhoff, WSP was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Executive Director/CEO in consultation with the MTA General Counsel in March 2008. In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA Deputy General Counsel in April 2013. In connection with a previous contract, Gannett, a significant subcontractor, was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in October 2010.

Staff Summary



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ALTERNATIVES:

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

CAPITAL PROGRAM REPORTING:

These contracts have been reviewed for compliance with the requirements of the 1986 legislation application to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

IMPACT ON FUNDING:

The cost of these contracts will be funded with FTA funds. A WAR Certificate will be issued for each Task Order prior to award.

RECOMMENDATION:

That the Board approve the award of eight competitively solicited consultant contracts for Indefinite Quantity Architectural/ Engineering Design Services for Miscellaneous Federally Funded Construction and Security Projects to AECOM, Arup, IBI/H&H, HDR, HNTB, Jacobs, Parsons/WSP, and STV within a total estimated aggregate budget of \$100 million over a five-year contract term.

Staff Summary



New York City Transit

Report

SERVICE CHANGES:

NYC TRANSIT COMMITTEE NOTIFICATION: SUBWAY SCHEDULE CHANGES EFFECTIVE JUNE 2018

Service Issue

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in ridership demand in compliance with MTA Board-adopted subway loading guidelines.

Recommendation

Implement schedule adjustments for the **2 3 N Q** and **W** routes on weekdays and the **7** route on weekends to accommodate additional service based on ridership demand.

Implement reroute of **N** express service along the 4 Av line in Brooklyn to accommodate long-term construction work. Modify weekend schedules on the **E F** and **R** trains to accommodate long-term construction work on the Queens Blvd. Line.

Budget Impact

Implementation of the proposed **2 3 7 E F N Q R** and **W** schedule changes would cost approximately \$5.0 million annually, which is consistent with the 2018 operating budget.

Proposed Implementation Date

2 3 7 E F N Q R and **W** schedule changes would be implemented in June 2018.

Staff Summary



Subject	Subway Schedule Changes Effective June 2018
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	 for Peter Cafiero
Project Manager Name	Judy McClain

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

Board Action					
Order	To	Date	Approval	Info	Other
1	Acting President		X		
2	NYCT Comm	11/1/17		X	
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President	4	VP General Counsel X 10/27/17
7	Executive VP	3	Director OMB 10
6	Acting SVP Subways	2	Acting VP GCR 10
5	VP Corp. Comm.	1	Chief OP SW for PC

11-11

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the **2 3 7 N Q** and **W** routes to more closely match ridership demand. Additionally, to implement a reroute of **N** express service along the 4 Av line in Brooklyn to accommodate long-term construction work, and to modify weekend schedules on the **E F** and **R** trains to accommodate long-term construction work on the Queens Blvd. line.

Discussion

Changes Recommended per Ridership Demand and Loading Guidelines

The schedule adjustments on the **2 3 7 N Q** and **W** routes are a product of NYC Transit's continuing effort to review and revise subway schedules, when feasible, to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines.

The schedule changes outlined below would be implemented with the June 2018 Pick. These changes represent service adjustments during the weekday morning rush period, weekday evenings, and weekends to more closely align service with observed customer demand and established guidelines for subway operation.

Basic information about these proposed adjustments is outlined below, and additional details are shown in Attachment 1.

- Two additional **2** roundtrips would be operated on weekdays between approximately 9:00 p.m. and 11:00 p.m.
- One additional **3** roundtrip would be operated on weekdays between approximately 10:00 p.m. and 10:30 p.m.

Staff Summary



- Four additional **7** roundtrips would be operated on Saturdays between approximately 6:00 p.m. and 8:00 p.m.
- Eight additional northbound **7** roundtrips would be operated on Sundays between approximately 4:00 p.m. and 8:00 p.m.
- Two additional weekday a.m. peak **N** or **W** roundtrips would be operated between approximately 6:00 a.m. and 7:00 a.m.
- One additional midday southbound **N** or **W** roundtrip would be operated between approximately 10:30 a.m. and 11:00 a.m.
- One additional evening **N** or **W** roundtrip would be operated between approximately 11:30 p.m. and midnight.
- Two additional evening **C** roundtrips would be operated, one between approximately 8:00 p.m. and 8:30 p.m. and the other between approximately 10:00 p.m. and 10:30 p.m.

NYCT routinely observes ridership of all subway lines at key locations throughout the day and, where feasible, recommends changes in frequency as warranted per MTA Board-adopted loading guidelines. Based on the ridership data collected, weekday evening northbound ridership volumes on the **2 3** lines warrant three additional trips, which would shorten average headways and supply the additional capacity needed to bring ridership levels within guidelines. Weekend evening ridership volumes on the **7** line warrant the addition of four northbound trips on Saturday and eight northbound trips on Sunday.

Average a.m. peak hour southbound ridership volumes on the Astoria **N W** line warrant two additional trips, which would shorten average headways and supply the additional capacity needed to bring ridership levels within guidelines. Additionally, one additional southbound midday trip and one additional northbound evening trip along the Astoria line is warranted and will be added to shorten average headways and provide additional capacity. Because the **N** and **W** lines share a timetable and work program, for scheduling and crewing purposes, they are generally treated as one line.

Ridership observations also showed that two additional trips are warranted in the evening on southbound **C** trains heading to Brooklyn.

Changes Recommended to Accommodate Long-term Construction Projects

In addition to the schedule adjustments listed above, additional schedule adjustments are recommended to accommodate long-term planned construction work.

Structural work on the 4 Av express tracks in Brooklyn require **N** express trains to be rerouted to operate via the local tracks between 36 St and 59 St for approximately 12 months starting in mid-2018. Due to the long-term nature of this project, this change will be included in schedules starting in Spring 2018. 4 Av express **D** service and 4 Av local **R** service will continue to run normally.

Long-term construction work to install Communications Based Train Control (CBTC) along the Queens Blvd. line is scheduled to last through 2022. During this time, weekend construction work will be taking place along Queens Blvd. on nearly all weekends. Most weekend construction service plans call for the **E F** and **R** trains to share a single track in at least one direction of travel. When this happens, each of the three services can only operate five trains per hour due to slow travel speeds through work zones combined

Staff Summary



with current signal system limitations. This has been already been a common occurrence for the last year on most weekends along Queens Blvd., and including this in the Saturday and Sunday schedules formalizes a service plan that is regularly taking place and which makes the provision of service more cost efficient. Operation of this plan is projected to result in ridership loads in excess of off-peak guidelines on the **E F** and **R** lines at some times of day, as is the case on many lines that are affected by weekend construction. Upon conclusion of this construction work, where feasible, **E F** and **R** weekend service would be restored to frequencies warranted by ridership in compliance with MTA Board-adopted loading guidelines.

Recommendation

Implement schedule adjustments on the **2 3 7 E F N Q R** and **W** routes.

Alternatives

Do nothing. NYCT would not make **2 3 7 N Q R** and **W** service adjustments to better reflect actual current operating conditions, nor **E F N** and **R** service adjustments to more efficiently accommodate necessary long-term construction projects.

Budget Impact

Implementation of the proposed **2 3 7 E F N Q R** and **W** schedule changes would cost approximately \$5.0 million annually, which is consistent with the 2018 operating budget.

Implementation Date

2 3 7 E F N Q R and **W** schedule changes would be implemented in June 2018.

Approved:

A handwritten signature in black ink, appearing to read "Phillip Eng".

Phillip Eng
Acting President

Proposed Spring 2018 Subway Schedule Changes per Ridership Guidelines

Route	Direction	Day	Time	Current				Proposed				
				2017 Scheduled Number of Trips	Average Headway (Minutes)	Average Scheduled Riders/Car ⁽¹⁾	Percent of Guideline	Proposed Additional Trips	2018 Proposed Trip Count	Average Headway (Minutes)	Average Scheduled Riders/Car	
23	NB	Weekday	21:00 - 21:29	6	5	62	130%	1	7	4.3	54	112%
23	NB	Weekday	22:00 - 22:29	6	5	54	113%	1	7	4.3	46	97%
23	NB	Weekday	22:30 - 22:59	6	5	55	114%	1	7	4.3	47	98%
7	NB	Saturday	18:00 - 18:59	14	4.3	51	106%	1	15	4	48	99%
7	NB	Saturday	19:00 - 19:59	12	5	50	104%	1	13	4.6	46	96%
7	NB	Saturday	20:00 - 20:59	10	6	56	117%	2	12	5	47	97%
7	NB	Sunday	16:00 - 16:59	10	6	59	123%	2	12	5	49	102%
7	NB	Sunday	17:00 - 17:59	10	6	53	110%	2	12	5	44	92%
7	NB	Sunday	18:00 - 18:59	10	6	53	110%	2	12	5	45	93%
7	NB	Sunday	19:00 - 19:59	10	6	57	119%	2	12	5	47	98%
NW	NB	Weekday	23:30 - 23:59	2	15	72	133%	1	3	10	48	89%
NW	SB	Weekday	06:00 - 06:29	3	10	92	100%	1	4	7.5	69	75%
NW	SB	Weekday	06:30 - 06:59	4	7.5	100	109%	1	5	6	80	87%
10W	SB	Weekday	10:30 - 10:59	6	5	56	104%	1	7	4.3	48	89%
Q	SB	Weekday	20:00 - 20:29	3	10	66	115%	1	4	7.5	46	85%
Q	SB	Weekday	22:00 - 22:29	3	10	52	104%	1	4	7.5	42	78%

Notes:

1. Ridership data based on field surveys at peak load point.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual September 2017 fare media market share of non-student passenger trips compared to the previous year are summarized below:

Fare Media	September 2016	September 2017*	Difference
Cash	2.2%	2.1%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.8%	40.4%	0.7%
Non-Bonus Pay-Per-Ride	5.1%	4.7%	(0.4%)
7-Day Farecard	22.5%	22.4%	(0.0%)
30-Day Farecard	<u>29.7%</u>	<u>29.5%</u>	(0.2%)
Total	100.0%	100.0%	

* Preliminary

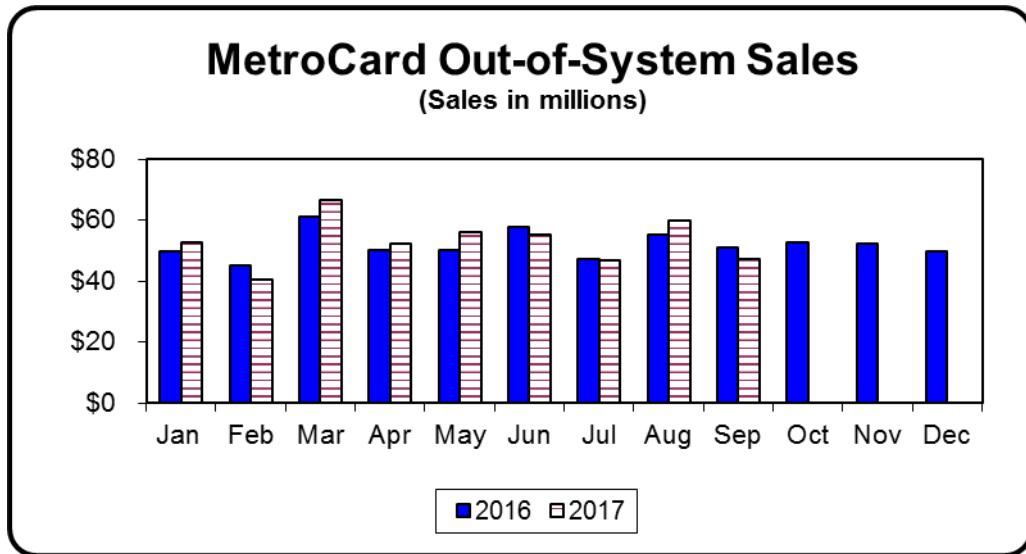
Note: Percentages may not add due to rounding.

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 September 2017 was 3,869 a 10.81 percent decrease from the same period last year. The average value of a credit issued was \$73.64.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.4 million in September 2017, a 7.2 percent decrease compared to September of 2016. Year to date sales totaled \$477.5 million, a 9.1 percent increase compared to the same period last year.



Retail Sales

There were 4,287 active out-of-system sales and distribution locations for MetroCards, generating \$22.1 million in sales revenue during September 2017.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 113,625 MetroCards valued at approximately \$10.1 million were made in September 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.64. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 114,545 for September 2017, generating an additional \$13.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$250.4 million, a 10 percent increase when compared to last year.

Mobile Sales Program

In September 2017, the Mobile Sales unit completed 200 site visits, of which 143 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$110,000 in revenue was generated. In September 2017, the Mobile Sales unit assisted and enabled 1,883 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as Labor Day weekend at Coney Island (Brooklyn).

Reduced-Fare Program

During September 2017 enrollment in the Reduced-Fare Program increased by 7,371 new customers. The total number of customers in the program is 1,106,599. Seniors account for 917,640 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 188,959 customers. Of those, a total of 39,770 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 \$8.5 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In September 2017, the EasyPay Reduced Fare program enrollment totaled 170,907 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.4 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In September 2017, the EasyPay Xpress PPR program enrollment totaled 109,146 accounts. During this month, active Xpress PPR customers accounted for approximately 1.8 million subway, express bus and local bus rides with \$4.9 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$59.

EasyPay Xpress Unlimited Program

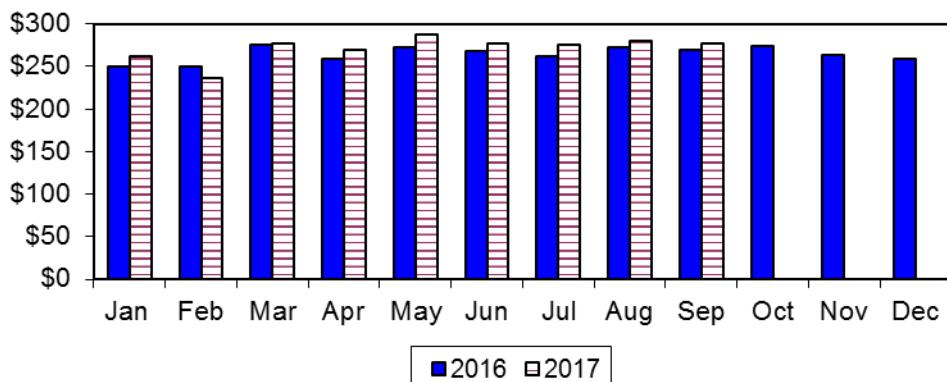
In September 2017, the EasyPay Xpress Unlimited program enrollment totaled 22,910 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$121.00.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during September 2017 totaled \$276.2 million, on a base of 15.1 million customer transactions. This represents 0.2 percent increase in vending machine transactions compared to the same period last year. During September 2017, MEMs accounted for 2,257,699 transactions resulting in \$59,258,720.85 in sales. Debit/credit card purchases accounted for 80 percent of total vending machine revenue, while cash purchases accounted for 20 percent. Debit/credit card transactions account for 57.2 percent of total vending machine transactions, while cash transactions account for 42.8 percent. The average credit sale was \$29.02, more than three times the average cash sale of \$8.53. The average debit sale was \$20.43.

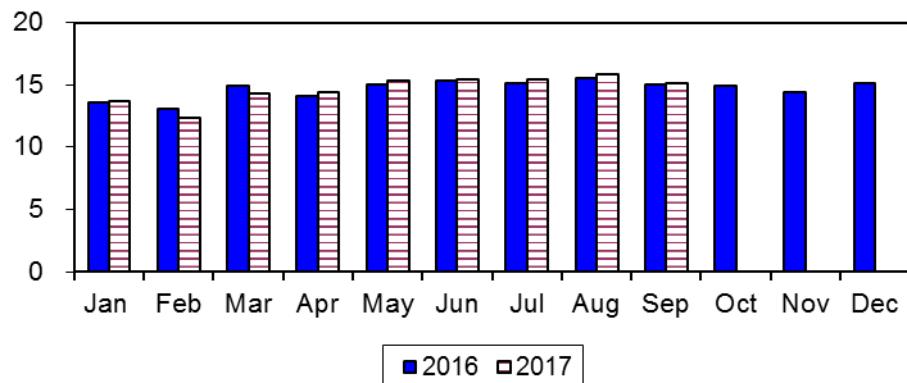
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)

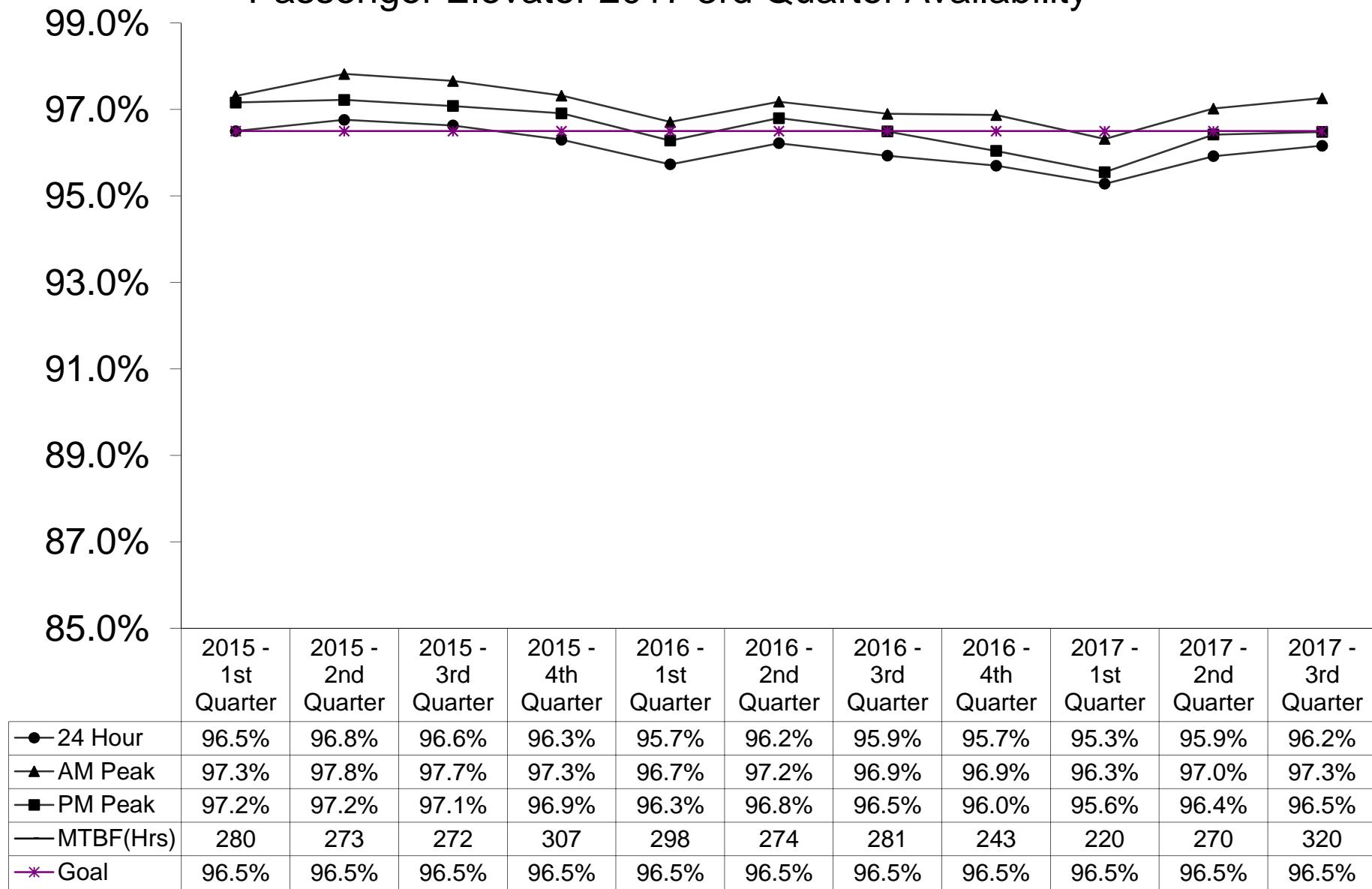


ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

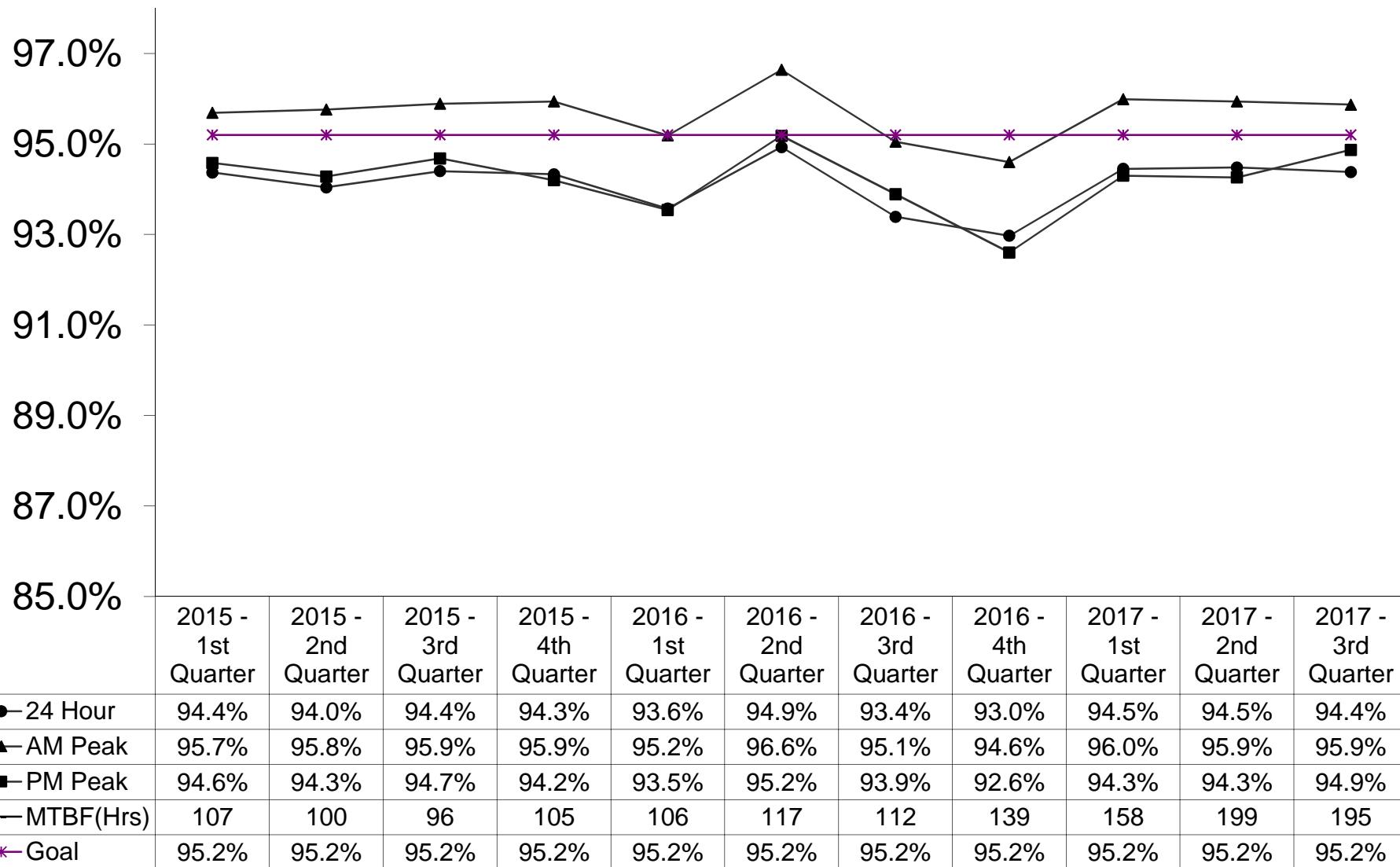
Third Quarter - 2017

Passenger Elevator 2017 3rd Quarter Availability



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

Escalator 2017 3rd Quarter Availability



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

**Elevator and Escalator
Quarterly Performance Summary
Third Quarter - 2017**

Elevator Performance

Borough	No. Units	Avg Age	2017 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.5	96.6%	97.9%	96.5%	354	233	121	35
Brooklyn	54	11.7	96.9%	97.7%	97.5%	590	387	203	48
Manhattan	128	10.7	95.4%	96.6%	95.6%	2010	1492	518	108
Queens	33	9.2	97.6%	98.5%	98.1%	409	276	133	19
System	247	10.0	96.2%	97.3%	96.5%	3363	2388	975	210

Escalator Performance

Borough	No. Units	Avg Age	2017 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	18.4	90.1%	91.9%	89.5%	409	312	97	0
Brooklyn	32	16.4	95.0%	96.6%	95.0%	1025	746	279	0
Manhattan	146	10.5	94.2%	95.7%	94.9%	5575	2875	2700	0
Queens	34	15.9	96.0%	97.2%	96.4%	745	526	219	0
System	224	15.3	94.4%	95.9%	94.9%	7754	4459	3295	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

Third Quarter - 2017

Borough:		Bronx									
	Unit ID	Age (Yrs)	Station	2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			
				24 Hr	AM	PM		Total	Non Scheduled		
				Peak	Peak						
1	EL129	20	3 Av-149 St 2 5	89.98%	91.73%	88.84%	86.75%	17	11	6	4
2	EL128	1	Simpson St 2 5	90.86%	94.99%	85.93%	81.69%	37	33	4	3
3	EL133	15	161 St-Yankee Stadium 4	91.46%	92.17%	92.13%	98.42%	8	6	2	1
4	EL136	9	Pelham Pkwy 2 5	93.56%	96.78%	92.77%	97.38%	24	15	9	2
5	EL197	2	Hunts Point Av 6	93.94%	95.33%	95.73%	98.50%	13	10	3	2
6	EL192	10	233 St 2 5	93.98%	97.94%	91.26%	98.72%	18	15	3	7
7	EL160	5	180 St 2 5	94.38%	95.94%	93.52%	99.23%	8	4	4	0
8	EL188	11	Fordham Rd 4	94.73%	95.94%	92.60%	99.10%	19	15	4	1
9	EL184	10	231 St 1	94.91%	96.71%	95.44%	96.93%	25	20	5	0
10	EL182	10	Gun Hill Rd 2 5	95.34%	97.23%	95.16%	84.01%	8	4	4	1
11	EL196	2	Hunts Point Av 6	96.32%	97.33%	95.66%	99.08%	10	7	3	0
12	EL132	15	161 St-Yankee Stadium 4	96.54%	97.83%	99.18%	99.40%	12	7	5	1
13	EL194	10	233 St 2 5	96.89%	99.24%	95.35%	97.92%	11	8	3	3
14	EL195	2	Hunts Point Av 6	97.04%	98.27%	98.83%	98.32%	15	12	3	2
15	EL131	15	161 St-Yankee Stadium 4 B D	97.10%	98.85%	97.03%	91.00%	15	8	7	0
16	EL130	20	3 Av-149 St 2 5	97.25%	97.82%	98.91%	97.18%	10	2	8	0
17	EL186	11	Fordham Rd 4	97.53%	98.07%	98.55%	99.55%	12	7	5	1
18	EL189	2	Kingsbridge Rd B D	97.71%	98.54%	96.36%	98.28%	5	5	0	1
19	EL159	5	180 St 2 5	97.93%	98.06%	97.83%	99.01%	9	4	5	0
20	EL137	9	Pelham Pkwy 2 5	98.01%	99.29%	99.15%	98.90%	11	4	7	1
21	EL135	15	161 St-Yankee Stadium B D	98.04%	98.91%	98.46%	96.36%	5	1	4	0
22	EL122	1	Pelham Bay Park 6	98.05%	100.00%	97.83%	98.87%	6	4	2	1
23	EL121	1	Pelham Bay Park 6	98.33%	98.89%	98.74%	96.81%	8	5	3	1
24	EL187	11	Fordham Rd 4	98.34%	99.04%	98.87%	99.21%	9	6	3	0
25	EL183	10	Gun Hill Rd 2 5	98.61%	98.23%	99.70%	95.63%	7	5	2	1
26	EL138	9	Pelham Pkwy 2 5	98.72%	100.00%	98.91%	96.64%	5	3	2	2
27	EL193	10	233 St 2 5	98.75%	100.00%	99.33%	95.55%	7	2	5	0
28	EL127	1	Simpson St 2 5	98.81%	98.91%	99.55%	93.84%	6	3	3	0
29	EL134	15	161 St-Yankee Stadium B D	98.88%	100.00%	98.91%	98.56%	6	3	3	0
30	EL191	2	Kingsbridge Rd B D	99.29%	99.21%	98.91%	99.31%	2	1	1	0
31	EL185	10	231 St 1	99.49%	100.00%	99.96%	98.91%	6	3	3	0
32	EL190	2	Kingsbridge Rd B D	100.00%	100.00%	100.00%	99.50%				0
	32	8.5	Elevator Subtotal:	96.6%	97.9%	96.5%	96.5%	354	233	121	35
1	ES114	18	161 St-Yankee Stadium 4	77.21%	81.14%	78.95%	97.33%	61	51	10	0
2	ES113	15	161 St-Yankee Stadium 4	79.29%	80.50%	78.63%	95.21%	52	44	8	0
3	ES123	20	Pelham Pkwy 2 5	82.58%	83.27%	83.20%	96.47%	9	5	4	0
4	ES122	21	Pelham Pkwy 2 5	87.87%	89.32%	89.58%	86.02%	28	23	5	0
5	ES108	25	Intervale Av 2 5	90.98%	91.84%	92.59%	66.54%	24	18	6	0
6	ES106	12	West Farms Sq-E Tremont Av 2 5	92.39%	96.48%	91.52%	89.57%	44	39	5	0
7	ES111	16	Parkchester 6	92.41%	93.30%	93.08%	87.81%	38	19	19	0
8	ES105	11	Gun Hill Rd 2 5	92.92%	96.13%	84.14%	45.38%	49	44	5	0
9	ES104	11	Gun Hill Rd 2 5	94.46%	96.50%	88.41%	94.85%	38	33	5	0
10	ES112	16	Norwood-205 St D	95.29%	95.62%	98.78%	98.58%	38	12	26	0
11	ES120	28	Pelham Bay Park 6	96.86%	99.21%	95.94%	47.39%	21	18	3	0
12	ES121	28	Pelham Bay Park 6	99.38%	100.00%	98.93%	97.91%	7	6	1	0
	12	18.4	Escalator Subtotal:	90.1%	91.9%	89.5%	83.6%	409	312	97	0

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

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2017											
Borough:		Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
				Peak	Peak				Scheduled		
1	EL402	27	Lexington Av-63 St F Q	45.86%	47.34%	46.72%	94.40%	22	18	4	1
2	EL119	32	181 St A	47.34%	50.73%	42.48%	80.88%	37	34	3	3
3	EL120	32	190 St A	75.60%	79.28%	75.09%	85.80%	30	27	3	1
4	EL109	17	181 St 1	80.44%	84.89%	79.28%	89.67%	38	34	4	1
5	EL104	13	191 St 1	81.64%	84.28%	82.26%	96.75%	49	44	5	7
6	EL244	15	Grand Central-42 St 7	85.71%	88.96%	86.38%	90.78%	67	25	42	4
7	EL314	0	Brooklyn Bridge 4 5 6	86.24%	86.99%	86.46%	79.83%	16	11	5	0
8	EL214	13	34 St-Penn Station 1	86.59%	86.88%	88.01%	98.98%	15	11	4	0
9	EL443	0	Lexington Av-63 St F Q	87.15%	89.77%	83.88%	N/A	27	23	4	7
10	EL103	13	191 St 1	90.24%	93.80%	90.58%	97.50%	34	29	5	4
11	EL316	0	Brooklyn Bridge 4 5 6	90.66%	91.47%	91.16%	97.14%	11	10	1	0
12	EL108	17	181 St 1	91.11%	95.24%	92.90%	21.25%	30	26	4	4
13	EL145	6	96 St 2 3 1	91.39%	92.44%	91.29%	91.26%	16	14	2	1
14	EL112	20	168 St 1	91.80%	94.74%	93.17%	95.62%	41	33	8	0
15	EL723	3	Fulton St 2 3	92.03%	99.33%	88.99%	95.85%	56	50	6	0
16	EL710	10	Bowling Green 4 5	92.52%	91.90%	91.76%	98.19%	39	36	3	3
17	EL442	0	Lexington Av-63 St F Q	92.80%	92.82%	93.01%	N/A	10	7	3	0
18	EL333	12	West 4 St A B C D E F M	92.91%	95.59%	92.61%	98.68%	29	25	4	1
19	EL222	15	14 St A C E	92.97%	95.66%	92.61%	97.92%	14	11	3	0
20	EL117	14	181 St A	92.98%	91.81%	91.68%	96.36%	57	54	3	0
21	EL229	14	Times Sq-42 St N Q R W	93.03%	93.95%	95.00%	96.66%	11	9	2	3
22	EL116	12	190 St A	93.90%	95.07%	94.82%	98.22%	19	15	4	2
23	EL279	7	59 St-Columbus Circle A B C D 1	93.96%	95.46%	94.73%	99.10%	14	11	3	0
24	EL113	19	168 St 1	94.23%	97.97%	94.31%	92.54%	34	31	3	0
25	EL330	5	Bleecker St D F B M 6	94.24%	97.31%	94.31%	92.85%	16	14	2	2
26	EL111	20	168 St 1	94.25%	98.68%	93.10%	86.14%	30	26	4	1
27	EL223	15	14 St A C E	94.32%	94.73%	95.23%	96.60%	15	12	3	2
28	EL218	17	14 St-Union Sq L	94.33%	96.31%	96.31%	97.95%	10	5	5	0
29	EL730	8	South Ferry 1	94.48%	94.96%	92.90%	N/A	11	7	4	0
30	EL181	9	135 St 2 3	94.53%	96.54%	95.11%	98.53%	10	4	6	0
31	EL281	8	57 St-7 Av N Q R W	94.67%	97.77%	93.76%	73.65%	25	20	5	0
32	EL105	14	191 St 1	95.00%	97.26%	97.11%	94.07%	22	18	4	1
33	EL225	15	34 St-Penn Station C E	95.01%	95.88%	94.19%	93.80%	11	9	2	0
34	EL233	11	Times Sq-42 St 1 2 3	95.06%	97.06%	95.05%	96.41%	16	9	7	0
35	EL732	10	Fulton St 2 3	95.23%	96.35%	96.62%	97.52%	18	13	5	0
36	EL140	10	168 St A C	95.24%	95.56%	96.92%	98.03%	9	7	2	0
37	EL205	27	Grand Central-42 St 4 5 6 7 S	95.25%	95.78%	93.26%	98.55%	29	25	4	0
38	EL146	6	96 St 2 3 1	95.35%	96.96%	94.63%	96.21%	20	20	0	3
39	EL335	12	West 4 St A B C D E F M	95.44%	96.02%	96.37%	70.81%	18	10	8	1
40	EL227	15	34 St-Penn Station A	95.44%	97.83%	94.67%	99.05%	13	11	2	1
41	EL250	0	86 St Q	95.52%	96.62%	94.52%	N/A	8	6	2	1
42	EL204	27	Grand Central-42 St 4 5 6 7 S	96.08%	97.68%	94.76%	90.08%	12	9	3	0
43	EL324	16	Canal St 6	96.17%	96.74%	96.96%	98.36%	9	5	4	3
44	EL337	8	Chambers St 1 2 3	96.34%	97.28%	96.41%	99.28%	8	5	3	1
45	EL226	15	34 St-Penn Station C E	96.38%	97.85%	96.26%	98.51%	17	14	3	3
46	EL209	23	34 St-Herald Sq B D F M	96.53%	97.86%	95.42%	98.08%	17	12	5	3
47	EL107	17	181 St 1	96.56%	97.81%	99.09%	87.82%	21	14	7	0
48	EL114	20	168 St 1	96.58%	98.92%	97.89%	90.01%	31	28	3	2
49	EL110	17	181 St 1	96.71%	99.13%	98.05%	96.37%	23	17	6	0
50	EL278	7	59 St-Columbus Circle A B C D 1	96.72%	97.15%	98.07%	96.91%	10	9	1	1
51	EL148	17	Inwood-207 St A	96.77%	99.43%	96.91%	98.08%	15	11	4	0
52	EL721	3	Fulton St A C J Z 2 3 4 5	96.78%	98.52%	98.53%	91.90%	20	16	4	1

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2017												
Borough:			Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age	Station		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
		(Yrs)			Peak	Peak			Scheduled			
53	EL115	16	190 St	A	96.84%	96.99%	97.94%	96.16%	12	6	6	0
54	EL444	0	Lexington Av-63 St	F Q	96.86%	97.56%	96.22%	N/A	18	14	4	0
55	EL210	23	34 St-Herald Sq	B D F M	96.88%	98.59%	97.31%	94.67%	12	7	5	1
56	EL336	8	Chambers St	1 2 3	96.89%	99.38%	96.94%	87.42%	34	30	4	0
57	EL315	0	Brooklyn Bridge	4 5 6	96.92%	98.38%	97.14%	98.43%	18	11	7	1
58	EL206	27	Grand Central-42 St	4 5 6	97.01%	97.62%	98.55%	93.95%	14	9	5	0
59	EL123	27	175 St	A	97.01%	98.26%	96.84%	97.75%	16	12	4	1
60	EL234	8	47-50 Sts-Rockefeller Center	B D F M	97.02%	97.40%	97.38%	93.97%	13	10	3	0
61	EL441	0	Lexington Av-63 St	F Q	97.03%	99.18%	96.63%	N/A	27	24	3	2
62	EL106	14	191 St	1	97.09%	98.42%	98.88%	95.27%	16	11	5	1
63	EL215	17	34 St-Penn Station	2 3	97.15%	97.17%	98.55%	99.16%	15	12	3	0
64	EL248	0	96 St	Q	97.16%	98.09%	97.59%	N/A	12	8	4	0
65	EL230	14	Times Sq-42 St	N Q R W	97.35%	98.50%	96.60%	93.77%	9	6	3	0
66	EL328	5	Bleecker St	D F B M 6	97.36%	98.89%	97.18%	94.85%	17	12	5	0
67	EL245	12	Lexington Av-53 St	E M	97.53%	98.67%	99.35%	94.42%	23	17	6	1
68	EL118	12	181 St	A	97.57%	98.35%	98.49%	96.53%	24	20	4	3
69	EL212	23	34 St-Herald Sq	N C R W	97.70%	99.71%	98.42%	98.70%	15	10	5	0
70	EL144	11	125 St	A B C D	97.75%	99.11%	98.32%	90.36%	10	5	5	1
71	EL221	15	14 St/8 Av	A C E L	97.78%	99.32%	99.53%	98.85%	17	13	4	1
72	EL211	23	34 St-Herald Sq	N Q R W	97.82%	98.58%	99.96%	98.51%	12	7	5	2
73	EL277	7	59 St-Columbus Circle	A B C D 1	97.89%	97.46%	97.47%	97.48%	18	15	3	3
74	EL719	3	Fulton St	A C J Z 2 3 4 5	97.91%	99.75%	98.91%	99.35%	16	10	6	2
75	EL601	2	34 St-Hudson Yards	7	97.92%	99.14%	98.58%	96.63%	12	4	8	0
76	EL219	17	14 St-Union Sq	N Q R W	97.96%	97.87%	99.29%	98.76%	10	5	5	0
77	EL232	11	Times Sq-42 St	1 2 3 7	97.99%	98.57%	98.73%	94.85%	9	3	6	0
78	EL265	0	72 St	Q	98.00%	99.78%	97.02%	N/A	14	8	6	0
79	EL124	27	175 St	A	98.04%	99.18%	97.83%	91.14%	5	3	2	0
80	EL720	3	Fulton St	A C J Z 2 3 4 5	98.09%	99.05%	98.86%	98.83%	14	9	5	0
81	EL224	14	8 Av	L	98.10%	98.07%	98.76%	88.40%	16	13	3	1
82	EL239	13	72 St	1 2 3	98.14%	98.71%	98.91%	98.59%	6	2	4	0
83	EL262	0	72 St	Q	98.16%	98.91%	97.51%	N/A	10	7	3	2
84	EL334	12	West 4 St	A B C D E F M	98.17%	97.88%	99.52%	98.90%	14	12	2	2
85	EL711	10	Bowling Green	4 5	98.24%	98.77%	96.40%	98.69%	15	12	3	2
86	EL404	27	Roosevelt Island	F	98.27%	99.75%	98.91%	98.75%	7	3	4	0
87	EL332	5	Bleecker St	D F B M 6	98.28%	99.51%	99.25%	96.97%	11	7	4	1
88	EL213	1	34 St-Herald Sq	B D F M N Q R W	98.31%	99.06%	97.15%	98.38%	15	11	4	1
89	EL338	8	Chambers St	1 2 3	98.35%	100.00%	97.49%	94.88%	9	4	5	1
90	EL178	3	Dyckman St	1	98.36%	99.64%	99.32%	95.91%	8	4	4	0
91	EL403	27	Roosevelt Island	F	98.38%	99.58%	99.48%	96.88%	9	5	4	1
92	EL331	5	Bleecker St	D F B M 6	98.40%	99.23%	97.91%	98.38%	14	11	3	1
93	EL180	9	135 St	2 3	98.42%	99.25%	97.57%	98.78%	8	6	2	1
94	EL125	0	125 St	4 5 6	98.44%	98.78%	100.00%	N/A	12	10	2	1
95	EL238	17	66 St-Lincoln Center	1	98.46%	98.46%	99.28%	98.62%	13	9	4	1
96	EL280	7	59 St-Columbus Circle	A B C D 1	98.48%	100.00%	97.75%	97.84%	13	10	3	0
97	EL267	0	72 St	Q	98.49%	99.97%	98.29%	N/A	11	7	4	1
98	EL139	10	168 St	1 A C	98.51%	98.91%	97.89%	97.95%	4	2	2	1
99	EL440	0	Lexington Av-63 St	F Q	98.58%	98.95%	98.25%	N/A	18	15	3	0
100	EL401	2	Lexington Av-63 St	F Q	98.59%	100.00%	97.97%	98.65%	11	7	4	0
101	EL299	0	23 St	6	98.61%	98.82%	97.48%	N/A	5	4	1	0
102	EL217	17	14 St-Union Sq	L N Q R W	98.61%	100.00%	99.27%	95.61%	8	4	4	0

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Borough:			Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak						
103	EL603	2	34 St-Hudson Yards	7	98.63%	97.83%	99.46%	99.33%	5	1	4	0
104	EL216	13	34 St-Penn Station	1	98.65%	99.80%	100.00%	98.98%	6	2	4	0
105	EL722	3	Fulton St	J Z	98.71%	98.91%	99.01%	97.56%	5	3	2	0
106	EL235	8	47-50 Sts-Rockefeller Center	B D F M	98.78%	99.10%	99.11%	96.81%	7	3	4	0
107	EL149	17	Inwood-207 St	A	98.87%	100.00%	100.00%	98.72%	5	2	3	0
108	EL142	11	125 St	A B C D	98.90%	98.91%	99.06%	96.76%	5	3	2	0
109	EL600	2	34 St-Hudson Yards	7	98.90%	99.98%	100.00%	99.21%	5	1	4	0
110	EL237	17	66 St-Lincoln Center	1	98.94%	100.00%	100.00%	98.77%	7	3	4	0
111	EL228	15	34 St-Penn Station	C E	99.02%	99.59%	98.45%	98.94%	6	4	2	1
112	EL143	11	125 St	A B C D	99.04%	98.44%	100.00%	91.14%	3	1	2	0
113	EL716	2	Fulton St	A C J Z 2 3 4 5	99.06%	99.65%	99.08%	97.33%	7	5	2	0
114	EL264	0	72 St	Q	99.08%	100.00%	98.91%	N/A	7	3	4	0
115	EL259	0	72 St	Q	99.12%	99.56%	99.73%	N/A	7	2	5	0
116	EL220	17	14 St-Union Sq	N Q R W	99.18%	99.71%	99.26%	98.17%	5	1	4	0
117	EL602	2	34 St-Hudson Yards	7	99.21%	99.78%	99.61%	97.88%	8	1	7	0
118	EL731	8	South Ferry	1	99.22%	99.21%	99.45%	N/A	31	26	5	2
119	EL266	0	72 St	Q	99.23%	100.00%	100.00%	N/A	6	2	4	0
120	EL329	5	Bleecker St	D F B M 6	99.25%	100.00%	100.00%	99.25%	4	2	2	0
121	EL240	13	72 St	1 2 3	99.28%	100.00%	100.00%	98.05%	4	1	3	0
122	EL247	0	96 St	Q	99.35%	100.00%	99.80%	N/A	7	5	2	0
123	EL126	0	125 St	4 5 6	99.36%	99.86%	99.36%	N/A	6	4	2	1
124	EL249	0	86 St	Q	99.43%	100.00%	99.08%	N/A	3	1	2	0
125	EL325	16	Canal St	6	99.51%	99.91%	100.00%	97.76%	3		3	0
126	EL236	8	47-50 Sts-Rockefeller Center	B D F M	99.54%	100.00%	98.89%	99.27%	4	2	2	0
127	EL298	0	23 St	6	99.64%	99.68%	99.07%	N/A	3	2	1	0
128	EL141	10	168 St	A C	99.83%	100.00%	99.57%	99.40%	2	2	0	0
	128	10.7	Elevator Subtotal:		95.4%	96.6%	95.6%	94.8%	2010	1492	518	108

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Borough:		Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
				Peak	Peak						
1	ES116	15	145 St B D	52.25%	52.67%	52.88%	97.92%	66	60	6	0
2	ES369	0	South Ferry 1	52.89%	53.85%	54.26%	N/A	65	51	14	0
3	ES233	9	34 St-Herald Sq B D F M	57.18%	57.11%	58.71%	95.33%	41	38	3	0
4	ES103	21	125 St 1	79.68%	81.93%	80.80%	89.17%	18	13	5	0
5	ES336	14	Bowling Green 4 5	80.46%	83.41%	77.93%	97.80%	47	42	5	0
6	ES628	2	34 St-Hudson Yards 7	80.50%	81.76%	82.61%	97.98%	24	7	17	0
7	ES117	21	181 St A	83.40%	81.57%	83.45%	97.82%	33	30	3	0
8	ES339	13	Bowling Green 4 5	83.91%	84.18%	80.67%	98.75%	44	37	7	0
9	ES256	28	Grand Central-42 St 4 5 6 7 S	84.33%	84.79%	86.65%	95.49%	33	24	9	0
10	ES204	18	Grand Central-42 St 7	84.35%	83.49%	85.64%	96.82%	110	27	83	0
11	ES626	2	34 St-Hudson Yards 7	86.41%	88.63%	86.86%	94.03%	29	10	19	0
12	ES101	15	125 St 1	86.92%	91.38%	83.63%	88.57%	46	38	8	0
13	ES248	14	Lexington Av-59 St N R W	86.96%	88.87%	87.87%	97.84%	29	24	5	0
14	ES102	15	125 St 1	88.85%	91.26%	90.32%	93.56%	38	29	9	0
15	ES211	19	59 St 4 5 6	89.09%	91.55%	91.51%	97.41%	75	68	7	0
16	ES118	20	181 St A	89.29%	90.30%	90.73%	90.31%	18	11	7	0
17	ES351	17	Whitehall St R W	90.30%	92.39%	88.36%	90.44%	24	20	4	0
18	ES246	20	Lexington Av-53 St E M	90.45%	96.82%	87.52%	95.84%	166	79	87	0
19	ES280	0	86 St Q	90.62%	93.23%	91.63%	N/A	75	16	59	0
20	ES415	8	Roosevelt Island F	90.67%	90.18%	92.01%	87.30%	26	16	10	0
21	ES238	18	7 Av B D E	90.86%	97.71%	88.27%	92.58%	91	86	5	0
22	ES364	2	Fulton St 4 5	91.02%	93.43%	91.21%	87.72%	40	14	26	0
23	ES213	18	59 St 4 5 6	91.08%	94.14%	90.36%	93.73%	45	36	9	0
24	ES236	9	34 St-Herald Sq B D F M	91.49%	93.07%	91.37%	95.84%	11	7	4	0
25	ES222	10	34 St-Herald Sq B D F M N Q R W	91.65%	96.31%	96.24%	96.77%	57	52	5	0
26	ES234	9	34 St-Herald Sq B D F M	92.32%	92.30%	93.58%	93.70%	26	19	7	0
27	ES223	10	34 St-Herald Sq B D F M N Q R W	92.39%	95.71%	95.09%	94.80%	34	28	6	0
28	ES249	14	Lexington Av-59 St N R W	92.46%	94.72%	92.78%	96.50%	49	44	5	0
29	ES221	10	34 St-Herald Sq B D F M N Q R W	92.79%	96.05%	93.90%	94.62%	48	42	6	0
30	ES413	21	Roosevelt Island F	92.83%	95.35%	89.28%	95.18%	25	20	5	0
31	ES218	11	Times Sq-42 St 7	92.88%	94.88%	95.56%	91.65%	48	39	9	0
32	ES269	13	Lexington Av-53 St E M	92.99%	97.15%	89.61%	94.26%	47	39	8	0
33	ES252	28	51 St 6	93.10%	96.76%	94.12%	96.35%	17	8	9	0
34	ES115	16	145 St B D	93.28%	93.31%	93.47%	81.10%	13	6	7	0
35	ES334	3	Bowery J Z	93.67%	96.13%	93.90%	96.82%	34	26	8	0
36	ES300	5	Bleecker St D F B M 6	93.69%	96.22%	93.00%	91.35%	37	31	6	0
37	ES294	0	72 St Q	93.82%	98.23%	94.55%	N/A	50	39	11	0
38	ES327	18	Delancey St F	93.97%	98.12%	90.68%	97.75%	53	48	5	0
39	ES232	10	34 St-Herald Sq B D F M	94.17%	94.22%	95.52%	82.00%	41	35	6	0
40	ES295	0	72 St Q	94.19%	95.94%	94.96%	N/A	61	30	31	0
41	ES311	16	Whitehall St R W	94.19%	96.04%	92.62%	94.13%	36	29	7	0
42	ES235	9	34 St-Herald Sq B D F M	94.25%	94.98%	96.44%	96.52%	29	25	4	0
43	ES205	16	Grand Central-42 St 7	94.28%	95.76%	93.79%	96.75%	34	27	7	0
44	ES290	0	72 St Q	94.43%	96.12%	94.13%	N/A	35	27	8	0
45	ES230	10	34 St-Herald Sq B D F M	94.48%	96.57%	96.17%	92.99%	28	20	8	0
46	ES370	0	South Ferry 1	94.49%	97.28%	94.70%	N/A	68	57	11	0
47	ES291	0	72 St Q	94.61%	94.17%	93.98%	N/A	49	39	10	0
48	ES208	17	Grand Central-42 St 7	94.75%	99.13%	95.86%	94.40%	145	31	114	0
49	ES231	10	34 St-Herald Sq B D F M	94.78%	97.50%	97.98%	96.42%	32	26	6	0

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Borough:		Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
Unit ID	Age (Yrs)	Station		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
				Peak	Peak						
50	ES277	0	86 St Q	94.84%	97.57%	96.67%	N/A	88	17	71	0
51	ES215	20	Lexington Av-59 St N Q R W	95.08%	95.95%	93.90%	94.92%	60	55	5	0
52	ES260	0	96 St Q	95.12%	95.68%	97.49%	N/A	51	27	24	0
53	ES297	0	86 St Q	95.12%	96.79%	96.53%	N/A	24	7	17	0
54	ES272	0	96 St Q	95.21%	95.05%	98.62%	N/A	28	10	18	0
55	ES401	28	Lexington Av-63 St F Q	95.26%	96.06%	98.72%	71.08%	51	9	42	0
56	ES288	0	72 St Q	95.41%	94.74%	97.82%	N/A	38	28	10	0
57	ES284	0	86 St Q	95.44%	97.67%	95.47%	N/A	24	13	11	0
58	ES337	14	Bowling Green 4 5	95.47%	97.03%	97.77%	98.93%	45	32	13	0
59	ES244	21	Lexington Av-53 St E M	95.50%	95.84%	97.73%	95.77%	115	40	75	0
60	ES224	10	34 St-Herald Sq B D F M N Q R W	95.73%	98.04%	97.15%	97.61%	24	17	7	0
61	ES289	0	72 St Q	95.78%	97.20%	95.79%	N/A	60	30	30	0
62	ES343	14	Bowling Green 4 5	95.95%	94.58%	94.70%	96.57%	46	42	4	0
63	ES342	12	Bowling Green 4 5	95.95%	97.64%	91.76%	95.11%	45	42	3	0
64	ES406	28	Lexington Av-63 St F Q	95.96%	96.04%	97.01%	97.72%	49	18	31	0
65	ES405	28	Lexington Av-63 St F Q	95.96%	99.41%	98.15%	97.27%	72	16	56	0
66	ES217	11	Times Sq-42 St 7	95.99%	95.67%	95.55%	97.33%	29	23	6	0
67	ES302	18	Park Pl 2 3	95.99%	96.94%	97.12%	93.24%	29	17	12	0
68	ES259	0	96 St Q	96.03%	98.93%	97.84%	N/A	38	22	16	0
69	ES287	0	72 St Q	96.08%	98.43%	94.97%	N/A	34	20	14	0
70	ES372	0	South Ferry 1	96.11%	95.48%	97.83%	N/A	18	12	6	0
71	ES271	0	96 St Q	96.21%	99.32%	96.95%	N/A	87	12	75	0
72	ES301	18	Park Pl 2 3	96.37%	92.75%	99.74%	94.84%	28	17	11	0
73	ES216	11	Times Sq-42 St 7	96.38%	97.54%	96.75%	97.57%	30	23	7	0
74	ES209	15	Grand Central-42 St 7	96.49%	98.76%	98.10%	87.80%	36	26	10	0
75	ES458	0	Lexington Av-63 St F Q	96.50%	97.73%	97.72%	N/A	33	12	21	0
76	ES255	28	Grand Central-42 St 4 5 6 7 S	96.50%	99.92%	97.87%	94.10%	102	9	93	0
77	ES241	19	5 Av-53 St E M	96.52%	97.43%	96.57%	96.95%	22	14	8	0
78	ES367	3	Fulton St A C J Z 2 3 4 5	96.54%	97.18%	98.38%	95.49%	28	18	10	0
79	ES274	0	86 St Q	96.62%	99.08%	97.58%	N/A	35	22	13	0
80	ES203	18	Grand Central-42 St 7	96.65%	96.82%	97.35%	97.23%	8	6	2	0
81	ES329	3	East Broadway F	96.68%	96.63%	99.25%	98.46%	25	20	5	0
82	ES278	0	86 St Q	96.73%	98.51%	97.29%	N/A	27	9	18	0
83	ES341	13	Bowling Green 4 5	96.80%	97.60%	95.97%	96.10%	24	20	4	0
84	ES326	18	West 4 St A B C D E F M	96.92%	98.01%	98.01%	84.82%	15	12	3	0
85	ES270	0	96 St Q	96.92%	98.02%	98.86%	N/A	40	10	30	0
86	ES325	18	West 4 St A B C D E F M	96.93%	98.08%	97.07%	90.98%	24	19	5	0
87	ES622	2	34 St-Hudson Yards 7	96.96%	99.43%	98.14%	74.47%	31	5	26	0
88	ES276	0	86 St Q	96.98%	98.23%	98.58%	N/A	23	9	14	0
89	ES212	18	59 St 4 5 6	96.98%	98.23%	99.45%	96.40%	27	20	7	0
90	ES282	0	86 St Q	96.99%	98.85%	99.78%	N/A	29	8	21	0
91	ES210	15	Grand Central-42 St 7	97.00%	98.78%	99.00%	95.48%	26	18	8	0
92	ES296	0	72 St Q	97.00%	99.98%	98.40%	N/A	30	15	15	0
93	ES627	2	34 St-Hudson Yards 7	97.05%	98.37%	99.56%	97.41%	32	8	24	0
94	ES623	2	34 St-Hudson Yards 7	97.11%	98.10%	99.48%	93.97%	26	9	17	0
95	ES245	20	Lexington Av-53 St E M	97.12%	97.09%	98.61%	94.53%	16	10	6	0
96	ES417	9	Roosevelt Island F	97.21%	98.85%	96.45%	96.84%	19	14	5	0
97	ES207	17	Grand Central-42 St 7	97.25%	99.02%	98.90%	96.31%	127	15	112	0
98	ES328	18	Delancey St F	97.26%	100.00%	96.00%	95.20%	22	18	4	0

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Borough:		Manhattan		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments	
Unit ID	Age (Yrs)	Station		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak							
99	ES403	28	Lexington Av-63 St	F Q	97.29%	98.91%	98.07%	98.08%	61	8	53	0
100	ES345	22	Bowling Green	4 5	97.38%	98.37%	98.61%	97.09%	24	17	7	0
101	ES624	2	34 St-Hudson Yards	7	97.38%	99.13%	98.82%	98.52%	19	7	12	0
102	ES368	3	Fulton St	A C J Z 2 3 4 5	97.45%	98.86%	99.72%	93.12%	16	5	11	0
103	ES338	13	Bowling Green	4 5	97.46%	97.92%	96.43%	96.87%	34	29	5	0
104	ES202	0	96 St	Q	97.54%	99.18%	99.52%	N/A	32	2	30	0
105	ES281	0	86 St	Q	97.54%	99.70%	98.77%	N/A	28	15	13	0
106	ES285	0	72 St	Q	97.55%	99.48%	96.78%	N/A	27	15	12	0
107	ES200	0	96 St	Q	97.56%	99.93%	98.58%	N/A	24	8	16	0
108	ES237	18	7 Av	B D E	97.59%	97.74%	96.89%	93.15%	12	9	3	0
109	ES286	0	72 St	Q	97.63%	98.83%	97.82%	N/A	28	14	14	0
110	ES229	10	34 St-Herald Sq	B D F M	97.63%	99.08%	96.03%	88.82%	16	12	4	0
111	ES206	16	Grand Central-42 St	7	97.64%	99.06%	99.52%	96.71%	131	7	124	0
112	ES418	9	Roosevelt Island	F	97.67%	98.48%	99.53%	98.16%	15	7	8	0
113	ES220	0	96 St	Q	97.68%	100.00%	100.00%	N/A	29	2	27	0
114	ES459	0	Lexington Av-63 St	F Q	97.69%	98.20%	99.12%	N/A	19	6	13	0
115	ES408	28	Lexington Av-63 St	F Q	97.70%	98.87%	98.67%	97.80%	30	5	25	0
116	ES410	28	Lexington Av-63 St	F Q	97.70%	100.00%	99.75%	97.80%	43	8	35	0
117	ES409	28	Lexington Av-63 St	F Q	97.78%	100.00%	99.42%	98.34%	58	8	50	0
118	ES407	28	Lexington Av-63 St	F Q	97.80%	99.63%	99.60%	92.84%	58	6	52	0
119	ES119	20	181 St	A	97.81%	99.29%	96.45%	96.50%	13	10	3	0
120	ES419	9	Roosevelt Island	F	97.82%	98.90%	97.90%	97.58%	24	14	10	0
121	ES247	0	96 St	Q	97.84%	98.10%	98.64%	N/A	26	6	20	0
122	ES273	0	86 St	Q	97.86%	98.91%	98.40%	N/A	17	6	11	0
123	ES404	28	Lexington Av-63 St	F Q	97.90%	98.89%	99.46%	98.62%	44	11	33	0
124	ES283	0	86 St	Q	97.90%	99.93%	99.97%	N/A	16	1	15	0
125	ES242	19	5 Av-53 St	E M	97.91%	98.33%	100.00%	98.64%	74	5	69	0
126	ES312	4	Whitehall St	R W	97.96%	99.42%	99.57%	96.43%	13	7	6	0
127	ES279	0	86 St	Q	98.02%	99.01%	99.72%	N/A	17	5	12	0
128	ES411	9	Roosevelt Island	F	98.06%	98.91%	95.88%	98.36%	9	8	1	0
129	ES621	2	34 St-Hudson Yards	7	98.06%	99.57%	98.31%	93.52%	20	10	10	0
130	ES243	21	Lexington Av-53 St	E M	98.16%	100.00%	99.29%	88.67%	16	10	6	0
131	ES239	18	5 Av-53 St	E M	98.18%	99.27%	99.64%	97.35%	14	9	5	0
132	ES414	9	Roosevelt Island	F	98.18%	99.79%	98.28%	98.10%	17	15	2	0
133	ES412	8	Roosevelt Island	F	98.18%	100.00%	96.18%	95.46%	24	11	13	0
134	ES214	19	59 St	4 5 6	98.21%	99.00%	99.66%	96.89%	13	8	5	0
135	ES240	18	5 Av-53 St	E M	98.22%	97.98%	97.88%	98.02%	73	9	64	0
136	ES402	28	Lexington Av-63 St	F Q	98.34%	100.00%	99.88%	76.37%	30	3	27	0
137	ES373	0	South Ferry	1	98.36%	99.54%	98.11%	N/A	23	11	12	0
138	ES629	2	34 St-Hudson Yards	7	98.39%	100.00%	100.00%	98.90%	22		22	0
139	ES625	2	34 St-Hudson Yards	7	98.46%	100.00%	100.00%	91.18%	11	2	9	0
140	ES374	0	South Ferry	1	98.49%	97.71%	99.48%	N/A	22	13	9	0
141	ES275	0	86 St	Q	98.65%	100.00%	99.62%	N/A	16	5	11	0
142	ES340	12	Bowling Green	4 5	98.69%	99.28%	98.53%	95.03%	16	12	4	0
143	ES371	0	South Ferry	1	98.73%	99.55%	99.04%	N/A	27	9	18	0
144	ES420	9	Roosevelt Island	F	98.76%	100.00%	99.77%	96.77%	12	4	8	0
145	ES375	0	South Ferry	1	98.85%	99.29%	99.21%	N/A	18	9	9	0
146	ES416	21	Roosevelt Island	F	98.90%	98.70%	98.99%	84.16%	14	7	7	0
	146	10.5	Escalator Subtotal:		94.2%	95.7%	94.9%	94.3%	5575	2875	2700	0

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2017											
Borough:		Manhattan			2017 3rd Quarter Availability		2016 3rd Qtr. Availability		Outages		Entrapments
Unit ID	Age (Yrs)	Station			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	
					Peak	Peak			Scheduled		
*Note the number of entrapments are included in the non scheduled outage count.											

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Borough:		Brooklyn		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap- ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL304	13	Atlantic Av 2 3	84.96%	85.54%	87.17%	93.11%	23	18	5	7
2	EL382	14	Prospect Park B Q S	88.06%	90.70%	86.56%	98.82%	30	24	6	4
3	EL302	13	Pacific St-Atlantic Av D N R	90.69%	92.03%	92.65%	92.44%	18	14	4	3
4	EL305	13	Atlantic Av 4 5	91.29%	92.21%	91.84%	96.21%	18	12	6	2
5	EL308	16	Court St R	91.73%	92.14%	92.66%	98.57%	7	3	4	0
6	EL394	14	Flushing Av J M	92.51%	92.11%	93.48%	96.75%	5	3	2	0
7	EL342	11	Euclid Av A C	93.89%	95.21%	92.46%	97.29%	11	7	4	0
8	EL311	17	Clark St 2 3	93.92%	95.11%	94.51%	95.18%	11	8	3	0
9	EL309	16	Court St R	94.84%	96.41%	95.67%	94.38%	12	8	4	1
10	EL320	19	Church Av 2 5	95.10%	93.96%	96.27%	95.43%	16	12	4	1
11	EL344	3	Utica Av A C	95.32%	94.97%	98.22%	98.02%	19	13	6	4
12	EL321	19	Church Av 2 5	96.08%	98.60%	97.28%	96.29%	15	10	5	1
13	EL339	17	Franklin Av C S	96.15%	97.74%	96.29%	94.34%	15	12	3	0
14	EL760	5	Kings Highway B Q	96.16%	98.62%	95.75%	96.69%	21	18	3	1
15	EL341	11	Euclid Av A C	96.33%	97.71%	95.36%	98.58%	8	7	1	0
16	EL312	17	Clark St 2 3	96.48%	97.74%	97.96%	95.21%	12	7	5	0
17	EL319	20	Brooklyn College-Flatbush Av 2 5	96.54%	96.74%	98.52%	89.10%	9	4	5	2
18	EL708	7	Jay St A C F R	96.54%	98.71%	98.10%	98.32%	17	12	5	2
19	EL372	12	DeKalb Av B Q R	96.83%	97.63%	97.75%	98.54%	15	13	2	1
20	EL383	14	Prospect Park B Q S	96.84%	98.42%	97.09%	98.08%	14	8	6	0
21	EL396	9	Myrtle-Wyckoff Avs L M	97.28%	98.91%	98.91%	96.03%	15	8	7	3
22	EL340	17	Franklin Av C S	97.51%	99.25%	99.41%	97.79%	14	8	6	1
23	EL393	14	Flushing Av J M	97.59%	97.05%	98.08%	83.06%	5	2	3	0
24	EL307	13	Atlantic Av B Q	97.71%	100.00%	96.39%	96.13%	15	10	5	0
25	EL707	7	Jay St A C F R	97.92%	99.35%	98.23%	99.75%	23	17	6	0
26	EL346	3	Utica Av A C	97.96%	99.38%	97.03%	97.10%	14	11	3	1
27	EL397	9	Myrtle-Wyckoff Avs L	98.00%	96.42%	100.00%	99.29%	8	3	5	0
28	EL345	3	Utica Av A C	98.01%	98.91%	98.72%	98.31%	8	4	4	1
29	EL709	6	Jay St A C F R	98.01%	98.98%	99.83%	99.24%	13	8	5	0
30	EL371	12	DeKalb Av B Q R	98.06%	98.06%	99.52%	98.89%	11	9	2	2
31	EL392	12	Marcy Av J M Z	98.07%	97.86%	99.27%	98.96%	6	5	1	1
32	EL376	5	Bay Parkway D	98.18%	98.55%	98.10%	99.07%	12	10	2	1
33	EL322	12	Crown Hts-Utica Av 3 4	98.18%	99.11%	99.16%	98.89%	13	8	5	1
34	EL323	12	Crown Hts-Utica Av 3 4	98.30%	98.75%	98.82%	89.75%	11	7	4	2
35	EL310	17	Clark St 2 3	98.44%	98.98%	100.00%	98.43%	7	3	4	0
36	EL706	7	Jay St A C F R	98.58%	98.38%	99.29%	98.01%	14	12	2	0
37	EL317	22	Borough Hall 2 3 4 5	98.58%	99.31%	97.73%	96.86%	6	4	2	1
38	EL301	13	Pacific St-Atlantic Av D N R	98.62%	99.86%	98.71%	97.15%	9	5	4	1
39	EL373	9	Church Av F G	98.73%	97.94%	99.43%	94.06%	8	4	4	1
40	EL391	12	Marcy Av J M Z	98.73%	99.26%	98.49%	98.85%	14	13	1	1
41	EL377	5	Bay Parkway D	98.75%	100.00%	98.91%	99.64%	6	1	5	1
42	EL378	5	Bay Parkway D	98.87%	100.00%	98.91%	98.97%	6	2	4	0
43	EL306	13	Atlantic Av 2 3	98.90%	99.95%	99.89%	96.53%	9	3	6	0
44	EL701	11	Coney Island-Stillwell Av D F N Q	98.90%	100.00%	99.94%	95.11%	7	2	5	0
45	EL374	9	Church Av F G	98.95%	100.00%	99.57%	98.57%	4	2	2	0

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Borough:		Brooklyn		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
Unit ID	Age (Yrs)	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
46	EL761	5	Kings Highway	99.05%	99.89%	100.00%	99.06%	6	2	4	0
47	EL318	22	Borough Hall	99.08%	99.81%	99.86%	97.12%	4	2	2	0
48	EL370	12	DeKalb Av	99.16%	99.94%	100.00%	99.33%	6	2	4	0
49	EL343	11	Euclid Av	99.37%	100.00%	100.00%	98.39%	5	1	4	0
50	EL398	9	Myrtle-Wyckoff Avs	99.38%	98.91%	100.00%	98.45%	4	1	3	0
51	EL375	9	Church Av	99.44%	99.42%	99.94%	98.24%	4	2	2	1
52	EL702	11	Coney Island-Stillwell Av	99.57%	100.00%	99.84%	97.99%	3	1	2	0
53	EL395	14	Flushing Av	99.82%	100.00%	99.61%	96.96%	2	1	1	0
54	EL303	13	Pacific St-Atlantic Av	99.83%	100.00%	100.00%	98.95%	2	1	1	0
	54	11.7	Elevator Subtotal:	96.9%	97.7%	97.5%	96.8%	590	387	203	48

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Borough:		Brooklyn		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrapments	
Unit ID	Age (Yrs)	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	ES335	14	West 8 St-NY Aquarium	F Q	86.60%	92.37%	80.80%	92.75%	68	42	26	0
2	ES315	17	Smith 9 St	F G	87.96%	86.32%	90.28%	96.77%	35	26	9	0
3	ES305	14	Court St	R	91.23%	93.12%	91.54%	90.14%	36	30	6	0
4	ES321	19	High St	A C	91.70%	99.14%	86.39%	94.33%	63	55	8	0
5	ES352	17	Franklin Av	S	91.73%	92.09%	91.16%	96.73%	34	28	6	0
6	ES304	15	President St	2 5	91.96%	93.05%	91.83%	90.51%	29	22	7	0
7	ES346	15	Brighton Beach	B Q	92.04%	96.09%	90.74%	88.96%	44	38	6	0
8	ES319	19	Jay St	A C F	92.27%	92.40%	93.48%	99.12%	11	2	9	0
9	ES308	17	DeKalb Av	B Q R	92.28%	94.48%	93.92%	98.06%	20	11	9	0
10	ES303	14	Borough Hall	2 3 4 5	94.26%	96.27%	97.85%	96.50%	50	41	9	0
11	ES330	20	Broadway Junction	A C J L Z	94.93%	94.38%	95.88%	71.55%	28	21	7	0
12	ES320	19	Jay St	A C F	95.16%	93.02%	96.83%	82.47%	36	29	7	0
13	ES331	22	Broadway Junction	A C J L Z	95.33%	95.94%	96.47%	97.48%	26	23	3	0
14	ES316	17	Smith 9 St	F G	95.61%	97.19%	94.98%	78.46%	27	15	12	0
15	ES324	17	High St	A C	95.72%	98.83%	94.98%	69.22%	40	34	6	0
16	ES347	21	Broadway Junction	A C J L Z	95.77%	98.40%	94.93%	96.72%	37	31	6	0
17	ES323	19	High St	A C	95.77%	98.75%	93.15%	78.34%	29	24	5	0
18	ES317	17	Jay St	A C F	96.17%	94.88%	97.89%	98.68%	44	36	8	0
19	ES313	17	Smith 9 St	F G	96.25%	98.99%	93.96%	98.65%	27	22	5	0
20	ES356	6	Jay St	A C F R	96.56%	96.97%	98.11%	95.78%	102	43	59	0
21	ES306	14	Court St	R	96.56%	97.87%	96.67%	88.71%	28	24	4	0
22	ES309	17	DeKalb Av	B Q R	96.62%	98.91%	97.41%	98.38%	18	11	7	0
23	ES349	18	Smith 9 St	F G	96.89%	99.61%	95.17%	97.19%	19	16	3	0
24	ES314	17	Smith 9 St	F G	97.27%	99.49%	98.46%	96.99%	22	14	8	0
25	ES357	6	Jay St	A C F R	97.28%	98.17%	96.08%	95.06%	39	29	10	0
26	ES318	17	Jay St	A C F	97.67%	98.93%	98.96%	91.41%	24	13	11	0
27	ES332	14	Myrtle-Wyckoff Avs	L M	97.79%	98.30%	98.39%	89.03%	17	11	6	0
28	ES310	15	Atlantic Av	B Q	98.15%	99.50%	96.29%	96.37%	16	14	2	0
29	ES350	20	High St	A C	98.18%	98.85%	98.82%	83.10%	10	7	3	0
30	ES322	19	High St	A C	98.30%	99.82%	99.29%	98.24%	14	9	5	0
31	ES348	18	Smith 9 St	F G	98.61%	98.66%	98.92%	94.56%	18	16	2	0
32	ES333	14	Myrtle-Wyckoff Avs	L M	98.69%	99.46%	99.98%	93.63%	14	9	5	0
	32	16.4	Escalator Subtotal:		95.0%	96.6%	95.0%	91.6%	1025	746	279	0

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

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Quarterly Performance By Borough
Third Quarter - 2017

Borough:		Queens		2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
Unit ID	Age (Yrs)	Station		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL424	0	Briarwood E F	92.05%	92.73%	93.31%	N/A	15	4	11	0
2	EL405	0	21 St-Queensbridge F	92.71%	95.89%	93.08%	N/A	49	44	5	5
3	EL423	11	74 St-Broadway 7	92.79%	95.65%	91.81%	98.78%	20	17	3	3
4	EL412	28	Jamaica Center E J Z	92.98%	93.97%	93.43%	91.99%	42	36	6	2
5	EL414	17	Flushing-Main St 7	95.77%	97.01%	95.79%	96.68%	16	11	5	2
6	EL438	3	Forest Hills E F M R	96.42%	96.98%	96.08%	99.00%	11	8	3	0
7	EL427	10	Junction Blvd 7	96.84%	96.25%	99.08%	98.79%	14	8	6	2
8	EL413	28	Jamaica Center E J Z	96.91%	97.79%	98.22%	97.44%	17	11	6	0
9	EL431	12	Jamaica-179 St F	96.97%	98.06%	94.62%	98.16%	20	16	4	1
10	EL425	10	Junction Blvd 7	97.15%	98.41%	97.25%	98.72%	18	15	3	2
11	EL408	0	Jamaica-Van Wyck E	97.49%	98.42%	97.47%	N/A	6	2	4	0
12	EL421	11	Jackson Hts-Roosevelt Av E F M R	97.86%	98.91%	98.88%	98.52%	8	4	4	0
13	EL432	12	Jamaica-179 St F	97.88%	98.30%	98.24%	98.18%	8	6	2	0
14	EL436	9	Kew Gardens-Union Tpke E F	98.24%	98.87%	98.78%	99.02%	14	11	3	0
15	EL498	5	Mott Av A	98.25%	99.50%	99.25%	96.17%	12	6	6	0
16	EL497	5	Mott Av A	98.34%	99.09%	100.00%	97.74%	12	5	7	0
17	EL426	10	Junction Blvd 7	98.41%	99.16%	98.10%	99.23%	6	5	1	1
18	EL420	11	74 St-Broadway 7	98.52%	99.93%	99.21%	98.55%	16	11	5	0
19	EL434	9	Kew Gardens-Union Tpke E F	98.59%	99.82%	98.38%	98.62%	10	7	3	0
20	EL411	28	Sutphin Blvd-Archer Av-JFK E J Z	98.61%	99.18%	100.00%	96.91%	8	2	6	0
21	EL407	0	21 St-Queensbridge F	98.65%	100.00%	98.98%	N/A	9	5	4	0
22	EL437	3	Forest Hills E F M R	98.69%	98.80%	99.30%	97.89%	7	4	3	0
23	EL433	12	Jamaica-179 St F	98.73%	99.61%	99.46%	97.75%	8	5	3	0
24	EL406	0	21 St-Queensbridge F	98.83%	100.00%	99.43%	N/A	11	6	5	0
25	EL409	0	Jamaica-Van Wyck E	98.84%	99.18%	99.43%	N/A	10	6	4	1
26	EL447	6	CitiCorp/Court Square 7 E G	98.93%	98.87%	100.00%	98.26%	8	6	2	0
27	EL435	9	Kew Gardens-Union Tpke E F	98.97%	99.89%	99.30%	99.65%	10	8	2	0
28	EL428	11	Queens Plaza E M R	99.09%	98.97%	100.00%	92.97%	5	2	3	0
29	EL446	6	CitiCorp/Court Square 7 E G	99.22%	100.00%	99.39%	95.26%	4	1	3	0
30	EL422	11	Jackson Hts-Roosevelt Av E F M R	99.26%	100.00%	99.58%	98.46%	4	2	2	0
31	EL429	11	Queens Plaza E M R	99.30%	100.00%	100.00%	99.20%	6	1	5	0
32	EL430	11	Queens Plaza E M R	99.31%	100.00%	100.00%	99.14%	3		3	0
33	EL439	3	Forest Hills E F M R	99.61%	100.00%	100.00%	99.36%	2	1	1	0
	33	9.2	Elevator Subtotal:	97.6%	98.5%	98.1%	97.8%	409	276	133	19

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017

Borough:		Queens		Station			2017 3rd Quarter Availability			2016 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age	(Yrs)				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES438	9	Jamaica Center 		85.48%	87.41%	85.80%	96.35%	29	26	3	0		
2	ES448	17	Woodside-61 St 		88.36%	91.59%	89.05%	97.92%	33	21	12	0		
3	ES450	18	74 St-Broadway 		90.77%	90.74%	91.21%	94.08%	51	42	9	0		
4	ES421	28	21 St-Queensbridge 		91.15%	90.98%	92.76%	96.91%	20	14	6	0		
5	ES456	18	Flushing-Main St 		93.40%	92.29%	93.76%	93.18%	47	40	7	0		
6	ES457	18	Flushing-Main St 		94.44%	97.54%	93.67%	66.12%	21	15	6	0		
7	ES427	8	Jamaica-Van Wyck 		94.71%	94.35%	96.17%	94.88%	25	17	8	0		
8	ES437	28	Sutphin Blvd-Archer Av-JFK 		94.75%	95.26%	97.25%	97.16%	25	19	6	0		
9	ES449	18	74 St-Broadway 		94.80%	97.71%	93.06%	98.11%	40	37	3	0		
10	ES455	18	Flushing-Main St 		95.14%	97.94%	96.97%	91.02%	54	21	33	0		
11	ES422	28	21 St-Queensbridge 		95.28%	94.10%	96.15%	97.86%	42	36	6	0		
12	ES431	9	Jamaica-Van Wyck 		95.32%	97.73%	95.33%	97.76%	24	19	5	0		
13	ES442	9	Jamaica Center 		95.45%	96.74%	94.73%	96.10%	18	15	3	0		
14	ES446	8	Jamaica Center 		96.14%	96.24%	95.75%	92.79%	33	31	2	0		
15	ES453	2	74 St-Broadway 		96.36%	98.43%	96.58%	97.61%	26	14	12	0		
16	ES451	19	74 St-Broadway 		96.46%	100.00%	97.02%	98.33%	19	9	10	0		
17	ES441	9	Jamaica Center 		96.57%	96.06%	96.84%	95.29%	19	16	3	0		
18	ES447	9	Jamaica Center 		96.91%	98.17%	97.17%	95.30%	20	18	2	0		
19	ES424	28	21 St-Queensbridge 		97.02%	98.91%	98.79%	98.42%	12	5	7	0		
20	ES423	28	21 St-Queensbridge 		97.30%	97.99%	98.76%	97.54%	18	12	6	0		
21	ES452	2	74 St-Broadway 		97.61%	99.23%	97.15%	98.21%	21	12	9	0		
22	ES439	9	Jamaica Center 		97.63%	99.45%	96.34%	96.21%	20	15	5	0		
23	ES444	9	Jamaica Center 		97.87%	99.33%	96.93%	97.04%	13	9	4	0		
24	ES445	8	Jamaica Center 		98.03%	99.37%	98.27%	96.99%	19	14	5	0		
25	ES428	8	Jamaica-Van Wyck 		98.05%	99.57%	98.09%	97.46%	13	7	6	0		
26	ES440	8	Jamaica Center 		98.32%	99.14%	98.32%	95.44%	12	6	6	0		
27	ES436	28	Sutphin Blvd-Archer Av-JFK 		98.36%	99.30%	99.93%	98.21%	12	5	7	0		
28	ES429	8	Jamaica-Van Wyck 		98.40%	99.70%	98.77%	98.34%	10	6	4	0		
29	ES430	9	Jamaica-Van Wyck 		98.40%	100.00%	100.00%	97.94%	11	5	6	0		
30	ES435	28	Sutphin Blvd-Archer Av-JFK 		98.64%	99.51%	98.48%	98.94%	10	7	3	0		
31	ES443	9	Jamaica Center 		98.64%	99.76%	98.18%	99.19%	10	5	5	0		
32	ES434	28	Sutphin Blvd-Archer Av-JFK 		98.72%	99.84%	99.41%	98.31%	10	7	3	0		
33	ES425	28	21 St-Queensbridge 		99.07%	100.00%	99.58%	98.44%	5	1	4	0		
34	ES426	28	21 St-Queensbridge 		99.35%	100.00%	99.73%	98.13%	3		3	0		
34	15.9	Escalator Subtotal:			96.0%	97.2%	96.4%	95.9%	745	526	219	0		

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

2017 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
EL304	Atlantic Av 23	84.96%	This elevator had several outages due to intermittent problems caused by a loose wire on the terminal 2H in the controller. This wire was tightened. The elevator was tested and returned to service.
MANHATTAN			
EL402	Lexington Av-63 St FQ	45.86%	In an effort to improve reliability of this elevator, it was removed from service from 7/5/17 to 8/14/17 to refurbish the drive motor and gearbox at an offsite vendor location. In addition, the elevator suspension ropes were replaced. The elevator was also out of service from 8/17/17 to 8/22/17 due to electrical issues. A contractor was brought in to assist in troubleshooting this issue and the elevator was returned to service after a ground was found and repaired on the leveling unit. Worn switches were replaced in shaft, and the generator was properly compounded to compensate for the newly rebuilt motor. The elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL119	181 St A	47.34%	In an effort to improve reliability, this elevator was removed from service from 8/11/17 to 9/3/17 to have the hoist motor rehabilitated by a private contractor. The elevator controller has exceeded its useful life and we are planning its replacement in the next quarter. This elevator is also scheduled for replacement in the 2015-2019 Capital Program.
EL120	190 St A	75.60%	This elevator had several outages related to a malfunctioning elevator selector unit. As a result, the elevator speed and leveling did not always operate correctly. The controller contacts were cleaned and the selector faults were reset. The elevator controller is being planned for replacement by a private contractor. The selector unit will be upgraded as part of the controller replacement. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL109	181 St 1	80.44%	In an effort to improve reliability of this elevator, it was removed from service from 9/18/17 to 10/10/17. The hoist motor fields and armature were rehabilitated by a private contractor. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL104	191 St 1	81.64%	This elevator had several brake related problems. We have worked on the brakes and brake circuit with a private contractor. We also experienced repeat failures of the motor limit timer and we worked with the manufacturer of the controller to correct the problems. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2017 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES113	161 St-Yankee Stadium ④	79.29%	This escalator was out of service from 7/21/17 to 8/2/17 due to damaged step tracks, steps and step chain. The step chain track was repaired, the damaged section of step chain was replaced as well as the damaged steps. The escalator was tested and returned to service.
ES114	161 St-Yankee Stadium ④	77.21%	This escalator was out of service from 8/15/17 to 8/19/17, and from 8/23/17 to 8/29/17 for handrail problems. The handrail chains and handrail speed sensors were replaced. The handrail sheave also had to be repaired offsite by a vendor. The escalator was tested and returned to service.
ES123	Pelham Pkwy ②⑤	82.58%	This escalator was out of service from service 8/9/17 to 8/22/17 due to electrical problems. The electrical problems were corrected. The escalator was tested and returned to service.
MANHATTAN			
ES103	125 St ①	79.68%	In an effort to improve the reliability of this escalator, the escalator was removed from service on multiple occasions to correct defects. Various escalator components were repaired and adjusted during this time. The escalator was tested and returned to service. The availability of this escalator has risen over 98% since 9/1/17.
ES116	145 St ⑧⑨	52.25%	This escalator had multiple outages as a result of various component failures. The handrail was replaced between 7/27/17 and 7/31/17. The handrail sensors, PLC modules, and several defective steps were replaced between 8/14/17 to 8/30/17. A safety relay and interface card was replaced between 9/5/17 and 9/7/17. The step sag switch and defective chain wheels were replaced between 9/20/17 to 9/28/17. The escalator was tested and returned to service.
ES117	181 St A	83.40%	This escalator was out of service from 8/16/17 to 8/25/17 due to a defective microprocessor. This resulted in multiple outages. The microprocessor was replaced and the handrail speed sensors were also replaced. The escalator was tested and returned to service.
ES204	Grand Central-42 St ⑦	84.35%	This escalator was out of service from 6/6/17 to 7/11/17 due to a defective step chain tension assembly. The step chain tension assembly was sent to a vendor for repairs. The step chain tension assembly was repaired and installed. The escalator was tested and returned to service.
ES233	34 St-Herald Sq ⑥⑦⑧⑨⑩	57.18%	This escalator was out of service from 9/8/17 to 10/1/17 due to a defective escalator drive gear case. The gear case was removed and sent to a vendor for repairs. The escalator gear case was repaired and installed. The escalator was tested and returned to service.
ES256	Grand Central-42 St ④⑤⑥⑦⑧	84.33%	This escalator had multiple outages. The escalator handrail drive sheaves were replaced between 7/25/17 to 7/29/17 and between 8/24/17 to 8/26/17. The escalator was also out of service between 8/7/17 to 8/8/17 due to two broken steps. The tracks were adjusted at the upper landing and the steps were replaced. The escalator was tested and returned to service.
ES336	Bowling Green ④⑤	80.46%	This escalator was out of service from 9/5/17 to 9/17/17 for planned replacement of the steps and the step chain. The escalator was tested and returned to service.
ES339	Bowling Green ④⑤	83.91%	This escalator was out of service on multiple occasions for planned component replacements. Several components, such as both left & right handrails, brakes, soft starter, main drive chain and main drive chain assembly were replaced. The escalator was tested and returned to service.

2017 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
ES369	South Ferry ①	52.89%	This escalator was damaged during Superstorm Sandy and was completely refurbished by a contractor. It was returned to service on 6/27/17. Its performance since then has been poor; it was out of service from 7/25/17 to 8/18/17 so the contractor could replace the defective drive motor. It was out of service again from 9/14/17 to 9/18/17 so the contractor could replace defective encoder on the drive. It has been out of service again since 9/22/17; the contractor is in the process of getting the head shaft repaired. The escalator is expected to be returned to service by 10/26/17
ES628	34 St-Hudson Yards ⑦	80.50%	This escalator was out of service from 7/18/17 to 7/29/17 due to warranty failure of the handrail. The contractor failed to respond in a timely manner and NYCT had to replace the left handrail. The escalator was also out of service from 8/11/17 to 8/16/17 due to brake failure; the contractor replaced the brake. The escalator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	1	The entrapment that occurred on 9/19/17 was the result of the car door zone restrictor device being out of adjustment. The car door zone restrictor device was adjusted; the elevator was tested and returned to service.
EL122	Pelham Bay Park ⑥	1	The entrapment that occurred on 9/15/17 was the result of defective door operator belt. The door operator belt was replaced and adjusted, and the door operator chain was also adjusted; the elevator was tested and returned to service.
EL128	Simpson St ②⑤	3	The entrapment that occurred on 7/26/17 was the result of debris (juice box) that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/23/17 was the result of debris (Gatorade cap) stuck in the door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/4/17 was the result of the front door open limit failure. The fault was reset; the elevator was tested and returned to service.
EL129	3 Av-149 St ②⑤	4	The entrapment that occurred on 7/21/17 was the result of the oil overheating causing elevator to go into the lower limits. The oil was allowed to cool off and the car was removed from the lower limits; the elevator was tested and returned to service. The entrapment that occurred on 9/1/17 was the result of a defective valve body and leak on the pipe. The valve body was replaced and adjusted and the pipes were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/10/17 was the result of the lower landing interlock not working correctly. The lower landing interlock assembly was replaced and adjusted. The car door guide shoes were replaced and the top landing car door restrictor was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/22/17 was the result of the hydraulic oil overheating. The hydraulic oil was allowed to cool off; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	1	The entrapment that occurred on 8/8/17 was the result of a defective door interlock and door closing tensioning device. The interlock was repaired and the door closing tensioning device was replaced and adjusted; the elevator was tested and returned to service.
EL133	161 St-Yankee Stadium ④	1	The entrapment that occurred on 9/28/17 was the result of defective car doors and hanger assemblies. The car speed doors and all associated parts were replaced and adjusted; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL136	Pelham Pkwy 2 5	2	The entrapment that occurred on 9/1/17 was the result of the controller door operator fuse blowing causing the doors not to open. The controller fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/22/17 was the result of debris stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL137	Pelham Pkwy 2 5	1	The entrapment that occurred on 7/5/17 was the result of debris in the door saddle that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL138	Pelham Pkwy 2 5	2	The cause of the entrapment that occurred on 7/23/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 7/28/17 was the result of dirty car door contacts. The car door contacts were cleaned and the top and bottom door saddles were also cleaned; the elevator was tested and returned to service.
EL182	Gun Hill Rd 2 5	1	The entrapment that occurred on 9/11/17 was the result of leveling problems. The leveling inductors were replaced and the rail guide shoes were also replaced; the elevator was tested and returned to service.
EL183	Gun Hill Rd 2 5	1	The entrapment that occurred on 8/7/17 was the result of the car doors not working correctly. The lower landing gate switch roller was replaced and adjusted, the "U" bolt on the door operator chain was replaced; the elevator was tested and returned to service.
EL186	Fordham Rd 4	1	The entrapment that occurred on 8/23/17 was the result of the car door clutch being out of adjustment. The top landing car door clutch was adjusted; the elevator was tested and returned to service.
EL188	Fordham Rd 4	1	The entrapment that occurred on 9/4/17 was the result of a defective glass door switch. All the glass door switches were inspected and cleaned; the elevator was tested and returned to service.
EL189	Kingsbridge Rd B D	1	The entrapment that occurred on 8/8/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL192	233 St ②⑤	7	The cause of the entrapment that occurred on 7/9/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 7/12/17 was the result of a defective controller DC power supply and hall call button. Both items were replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/14/17 was the result of a defective inspection relay on the control board. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/29/17 was the result of the car gates not making good contact. The car gate switch was cleaned as well as the interlock hoist way door contacts; the elevator was tested and returned to service. The entrapment that occurred on 9/7/17 was the result of worn top rail guide shoes. The top guide rail guide shoes were replaced and adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/17/17 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 9/21/17 was the result of a loose hoist way door release roller assembly. The hoist way door release roller assembly at the lower landing was secured, and the contacts on the interlocks were also cleaned; the elevator was tested and returned to service.
EL194	233 St ②⑤	3	The cause of the entrapment that occurred on 7/24/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/3/17 was the result of the hoist way door interlocks being out of adjustment. The top and bottom hoist way door interlocks were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/25/17 was the result of a broken interlock assembly at the lower landing. The interlock assembly was replaced, both top and bottom release roller assemblies were also adjusted; the elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	2	The entrapment that occurred on 8/4/17 was the result of debris in the door sill and defective fuse on the controller. The debris was removed and the fuse was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/2/17 could not be determined. The elevator was tested and returned to service.
EL197	Hunts Point Av ⑥	2	The entrapment that occurred on 7/24/17 was the result of defective car gate contacts at both landings. The car gate door contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/21/17 was the result of debris (a bottle cap) stuck in the lower landing hoist way sill. The debris was removed; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	1	The cause of the entrapment that occurred on 9/7/17 could not be determined. The elevator was tested and returned to service.
EL302	Pacific St-Atlantic Av D N R	3	The entrapment that occurred on 7/21/2017 was the result of a broken door stop roller, loose door restrictor bracket and misaligned car door hanger eccentric rollers. The stop roller was replaced and all other items were adjusted and tightened; the elevator was tested and returned to service. The entrapment that occurred on 9/6/2017 was the result of a loose relating cable on the car doors. The cable was secured; the elevator was tested and returned to service. The entrapment that occurred on 9/21/2017 was the result of a broken stop roller. The roller was replaced; the elevator was tested and returned to service.
EL304	Atlantic Av 2 3	7	The entrapment that occurred on 7/20/2017 was the result of a worn bottom guide shoe assembly and lower landing hoist way door hanger rollers out of adjustment. The guide shoe assemble was replaced, and door hanger rollers adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/21/2017 was the result of worn and misaligned door parts. The door release rollers, lower/upper landing interlocks, and car door clutch were adjusted, and new door bumpers were installed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/23/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 7/28/2017 was the result of a damaged door buck and door track at lower landing. The door buck was repaired, and the door track was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/20/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/23/2017 was the result of a misaligned door link, door open and close limits, and an upper landing normal limit switch. All items were adjusted; the elevator tested and returned to service. The entrapment that occurred on 8/24/2017 was the result of a defective OX relay on the PLC and a loose wire on terminal 2H on the controller. The loose wire was tightened, and the OX relay replaced; the elevator was tested and returned to service
EL305	Atlantic Av 4 5	2	The cause of the entrapment that occurred on 7/18/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 9/4/2017 was the result of a defective door operator. The operator was replaced; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL309	Court St R	1	The entrapment that occurred on 8/4/2017 was the result of a bent hatch door saddle. The saddle was replaced; the elevator was tested and returned to service.
EL317	Borough Hall 2 3 4 5	1	The cause of the entrapment that occurred on 8/21/2017 could not be determined. The elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	2	The entrapment that occurred on 7/31/2017 was the result of a misaligned door restrictor. The restrictor was realigned; the elevator was tested and returned to service. The entrapment that occurred on 8/21/2017 was the result of an open in the #1 glass panel switch, and misaligned VU and U proximity switches. The proximity switches were adjusted and the glass panel actuator arm was repaired; the elevator was tested and returned to service.
EL320	Church Av 2 5	1	The entrapment that occurred on 8/1/2017 was result of debris (lollipop) suck in lower landing door track. The debris was removed; the elevator was tested and returned to service.
EL321	Church Av 2 5	1	The entrapment that occurred on 8/8/2017 was the result of a broken door operator belt. The belt was replaced; the elevator was tested, and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The cause of the entrapment that occurred on 9/2/2017 could not be determined. The elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	2	The entrapment that occurred on 7/5/2017 was the result of a misadjusted spirator and release rollers. Both items were adjusted; the elevator was tested, and returned to service. The entrapment that occurred on 9/19/2017 was the result of misadjusted upper landing release rollers. The rollers were readjusted; the elevator was tested and returned to service.
EL340	Franklin Av C S	1	The entrapment that occurred on 8/20/2017 was the result of the doors being kicked off their track. The doors were reinstalled; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL344	Utica Av A C	4	The cause of the entrapment that occurred on 7/11/2017 was the result of worn car door hanger rollers. The rollers were replaced, and the release rollers were adjusted; the elevator tested and returned to service. The entrapment that occurred on 7/20/2017 was the result of a burnt 3 amp fuse. The fuse was replaced, and fuse holder tap was repaired. In addition, the door cams and restrictors were adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/2/2017 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 9/22/2017 could not be determined. The elevator was tested and returned to service.
EL345	Utica Av A C	1	The entrapment that occurred on 9/25/2017 was the result of a defective door keeper at the upper landing. The keeper was replaced; the elevator was tested and returned to service.
EL346	Utica Av A C	1	The cause of the entrapment that occurred on 7/18/2017 could not be determined. The elevator was tested and returned to service.
EL371	DeKalb Av B Q R	2	The entrapment that occurred on 7/28/2017 was the result of a door operator inverter fault. The fault was reset; the elevator was tested and returned to customer service. The entrapment that occurred on 9/8/2017 was the result of the release rollers not being out of adjustment. The rollers were adjusted; the elevator tested and returned to customer service.
EL372	DeKalb Av B Q R	1	The entrapment that occurred on 8/18/17 was the result of a misadjusted hoist way door release roller and a loose door operator belt. The belt tension and release roller were properly adjusted; the elevator was tested and returned to service.
EL373	Church Av F G	1	The cause of the entrapment that occurred on 8/10/2017 could not be determined. The elevator was tested and returned to service.
EL375	Church Av F G	1	The cause of the entrapment that occurred on 9/12/2017 could not be determined. The elevator was tested and returned to service.
EL376	Bay Parkway D	1	The entrapment that occurred on 9/28/2017 was the result of dirty door contacts. The contacts were cleaned, as were the safety edge and door saddles; the elevator was tested and returned to service.
EL377	Bay Parkway D	1	The cause of the entrapment that occurred on 9/03/2017 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL382	Prospect Park B Q S	4	The entrapment that occurred on 7/26/2017 was the result of the rupture valve being tripped. It was determined that car was overloaded due to the pressure switch being out of adjustment. A weight test was performed and the pressure relief setting was adjusted to hold and operate within elevator specifications; the elevator was tested and returned to service. The entrapment that occurred on 8/4/2017 was the result of a misadjusted lower landing release roller. The roller was adjusted, more tension added to the spirator, and door saddles and safety edge were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 8/15/2017 was the result of debris (hard candy) in the door track. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/3/2017 was the result of a loose door operator belt. The belt was tightened; the elevator was tested and returned to service.
EL391	Marcy Av J M Z	1	The entrapment that occurred on 7/14/2017 was the result of debris (banana peel) in lower landing doors. The debris was removed, and the door open relay was replaced; the elevator was tested and returned to service.
EL392	Marcy Av J M Z	1	The entrapment that occurred on 7/14/2017 was the result of the door assembly being out of adjustment. The hoistway door eccentrics, link on door operator, door open limit cam, and door stop roller were adjusted. The interlock contacts were also cleaned; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs L M	3	The cause of the entrapment that occurred on 7/12/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 8/1/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/11/2017 was the result of overheated oil. The oil cooler was reset, and the oil was allowed to cool. The elevator was tested and returned to service.
EL708	Jay St A C F R	2	The cause of the entrapment that occurred on 9/15/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 9/17/2017 was due to a voltage spike/dip from Con/Edison. The phase monitoring device was reset; the elevator was tested and returned to service.
EL760	Kings Highway B Q	1	The entrapment that occurred on 7/18/2017 was the result of the CTA leaving mop handle in doorway to clean. This separated the car from the hatch doors. Mop handle was removed, and doors re/engaged. The elevator was tested and returned to service

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	4	The entrapment that occurred on 7/7/17 was the result of the overload tripping. The overload was reset and the brake cooling relays identified as "BW and BK" were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 7/10/17 was the result of the overload tripping. The overload was reset. The hoist motor relay contacts identified as "M" and brake lifting relay identified and "BKM2" were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/21/17 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/30/17 was the result of a defective normal power monitoring relay identified as "SSN2". The relay was replaced; the elevator was tested and returned to service.
EL104	191 St ①	7	The entrapment that occurred on 7/5/17 was the result of the hoist motor drive being out of adjustment. The hoist motor drive was adjusted and the BK timer for the brakes was tested; the elevator was tested and returned to service. The entrapment that occurred on 7/9/17 was the result of the hoist motor drive relay contacts not operating correctly. The hoist motor drive contact "M" was cleaned, the leveling relays "L" and "RL" were replaced; the elevator was tested and returned to service. The entrapments that occurred on 7/24/17, and 7/27/17 were the result of defective wiring on the controller that caused the overload to trip on releveling. An open wire to the releveling relay "RLX" was repaired; the elevator was tested and returned to service. The entrapment that occurred on 8/10/17 was the result of a defective "RUN" relay for the hoist motor circuit. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/26/17 was the result of the lower landing release rollers being out of adjustment. The lower landing release rollers were adjusted as well as the eccentric rollers on the lower landing hangar rollers; the elevator was tested and returned to service. The entrapment that occurred on 8/30/17 was the result of defective relays on the control board. The safety relay "SAFB2" was replaced as well as the "OS" relay in the drive board; the elevator was tested and returned to service.
EL105	191 St ①	1	The entrapment that occurred on 8/6/17 was the result of the hoist way doors not working correctly. The hoist way door guide shoes were replaced and the doors were adjusted; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL106	191 St ①	1	The entrapment that occurred on 7/25/17 was the result of defective brake relays identified as "BKM1 and BKM2". They were both replaced; the elevator was tested and returned to service.
EL108	181 St ①	4	The entrapment that occurred on 7/14/17 was the result of the main breaker tripping. The main breaker was reset; the elevator was tested and returned to service. The entrapment that occurred on 8/16/17 was the result of passengers entering elevator while personnel were securing elevator for testing. The elevator was tested and returned to service. The entrapment that occurred on 8/18/17 was the result of the controller air conditioner not operating. It was replaced and the brake circuit was tested as well and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/20/17 was the result of defective hoist way and car gate contacts. The car gate contacts and hoist way interlock contacts were cleaned, and the BK and BK relays for the brake hold were also cleaned; the elevator was tested and returned to service.
EL109	181 St ①	1	The entrapment that occurred on 7/6/17 was the result of the car not making the landing and leveling correctly. The controller was reset and the elevator was tested. No cause was determined as to what caused the elevator not make the landing; the elevator was tested and returned to service.
EL111	168 St ①	1	The entrapment that occurred on 7/2/17 was the result of the in car stop switch not working correctly. The in car stop switch was repaired and the car door gap was also adjusted; the elevator was tested and returned to service.
EL114	168 St ①	2	The entrapment that occurred on 7/5/17 was the result of the governor switch tripping electrically. The governor switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 8/16/17 was the result of debris (garbage bag) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL116	190 St A	2	The entrapment that occurred on 9/26/17 was the result of a defective SCR drive air blower and motor timer relay. Both items were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/27/17 was the result of the door restrictor being out of adjustment. The door restrictor was adjusted; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL118	181 St A	3	The entrapment that occurred on 9/7/17 was the result of the release rollers being out of adjustment. The release rollers were adjusted at the lower landing. The car gate switch and all hoist way interlocks were also checked and cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/23/17 was the result of the car door restrictor being out of adjustment. The car door zone restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/23/17 was the result of defective car gate contacts at the lower landing. The contacts were replaced; the elevator was tested and returned to service.
EL119	181 St A	3	The entrapment that occurred on 7/5/17 was the result of the selector tape breaking. The selector tape was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/25/17 was the result of the selector cam contacts needing to be cleaned and adjusted. The selector cams were cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/19/17 was the result of defective rail guide rollers. The rail guide rollers were replaced and adjusted; the elevator was tested and returned to service.
EL120	190 St A	1	The entrapment that occurred on 8/8/17 was the result of the selector leveling unit not working correctly. The selector unit was reset; the elevator was tested and returned to service.
EL123	175 St A	1	The entrapment that occurred on 9/26/17 was the result of defective relay contacts for the door reopening relay. The door reopen relay contacts were cleaned; the elevator was tested and returned to service.
EL125	125 St 4 5 6	1	The entrapment that occurred on 9/23/17 was the result of the rear door gate switch failure. The fault could not be duplicated. The elevator was tested and returned to service.
EL126	125 St 4 5 6	1	The entrapment that occurred on 7/7/17 was the result of a defective door closing tensioning device. The door closing tensioning device was replaced and adjusted; the elevator was tested and returned to service.
EL139	168 St 1 A C	1	The cause of the entrapment that occurred on 7/21/17 could not be determined. The elevator was tested and returned to service.
EL144	125 St A B C D	1	The cause of the entrapment that occurred on 9/9/17 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL145	96 St 2 3 1	1	The entrapment that occurred on 7/9/17 was the result of the door operator not working correctly. The door close limit contact was adjusted; the elevator was tested and returned to service.
EL146	96 St 2 3 1	3	The entrapment that occurred on 7/20/17 was the result of the oil overheating and the car door restrictor not working correctly. The oil cooler pump and motor were replaced, the car door restrictor and gate switch were repaired and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/16/17 was the result of debris in the door sill. The debris was removed and repairs were made to a damaged door interlock; the elevator was tested and returned to service. The entrapment that occurred on 8/16/17 was the result of debris (chicken bone) stuck in the door track. The debris was removed; the elevator was tested and returned to service.
EL180	135 St 2 3	1	The cause of the entrapment that occurred on 8/3/17 could not be determined. The elevator was tested and returned to service.
EL209	34 St-Herald Sq B D F M	3	The entrapment that occurred on 9/5/17 was the result of the doors not opening at the lower landing. The doors were inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 9/13/17 was the result of a defective car door operator at the lower landing. The lower landing car door operator was replaced and adjusted. The lower landing hoist way hangar rollers and release rollers were also adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/20/17 could not be determined; the elevator was tested and returned to service.
EL210	34 St-Herald Sq B D F M	1	The entrapment that occurred on 9/28/17 was the result of a defective inspection key switch inside the elevator cab panel. The inspection key switch assembly was replaced; the elevator was tested and returned to service.
EL211	34 St-Herald Sq N Q R W	2	The entrapment that occurred on 8/20/17 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 9/9/17 was the result of the lower landing interlock not working correctly. The lower landing interlock contacts were replaced; the elevator was tested and returned to service.
EL213	34 St-Herald Sq B D F M N Q R W	1	The entrapment that occurred on 7/22/17 was the result of the car gate switch not working correctly. The car gate switch was inspected and tested; the elevator was tested and returned to service.
EL221	14 St/8 Av A C E L	1	The cause of the entrapment that occurred on 8/28/17 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL223	14 St A C E	2	The entrapment that occurred on 9/24/17 was the result of debris stuck in the door saddle. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/25/17 was the result of a fault on the power loss back up unit. The fault was reset; the elevator was tested and returned to service.
EL224	8 Av L	1	The entrapment that occurred on 8/14/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL226	34 St-Penn Station C E	3	The entrapment that occurred on 8/22/17 was the result of the door restrictor cam not secured. The car door restrictor cam was adjusted and secured; the elevator was tested and returned to service. The entrapment that occurred on 8/24/17 was the result of the car door restrictor not working correctly. The car door clutch and restrictor were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/10/17 was the result of debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL227	34 St-Penn Station A	1	The entrapment that occurred on 7/13/17 was the result of a defective valve body. The valve body was replaced and adjusted; the elevator was tested and returned to service.
EL228	34 St-Penn Station C E	1	The entrapment that occurred on 9/5/17 was the result of worn lower landing hatch door hangar rollers. The lower landing hangar rollers were replaced and adjusted. The bottom rail guide shoe was also replaced and secured; the elevator was tested and returned to service.
EL229	Times Sq-42 St N Q R W	3	The entrapment that occurred on 8/5/17 was the result of a door operator fuse needing replacement. The door operator fuse was replaced and the interlocks were adjusted. The oil was also allowed to cool off; the elevator was tested and returned to service. The entrapment that occurred on 8/12/17 was the result of the oil overheating. The oil was also allowed to cool off; the elevator was tested and returned to service. The entrapment that occurred on 9/9/17 was the result of a defective valve body. The valve body was replaced and adjusted; the elevator was tested and returned to service.
EL238	66 St-Lincoln Center 1	1	The cause of the entrapment that occurred on 7/22/17 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St 7	4	The entrapment that occurred on 7/3/17 was the result of upper landing hoist way doors not operating correctly. The top hoist way door track was adjusted, the stop roller on the door operator was replaced and the door closing spring tension was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/6/17 was the result oof the lower landing doors coming off the track. The door was re-installed and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/18/17 was the result of water in the pit. The water was removed and the governor in the pit was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/22/17 was the result of debris in the door sill. 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 7/28/17 was the result of low oil in the tank. More oil was added; the elevator was tested and returned to service.
EL250	86 St Q	1	The entrapment that occurred on 7/11/17 was the result of premature failure of the batteries within the seismic sensor unit. The defective part was replaced as a warranty repair by the service contractor; the elevator was tested and returned to service.
EL262	72 St Q	2	The cause of the entrapment that occurred on 8/1/17 could not be determined. The elevator was tested and returned to service.. The entrapment that occurred on 8/18/17 was the result of a door failure. After the door failure fault was reset, no specific defect was found in the door operation; the elevator was tested and returned to service.
EL267	72 St Q	1	The entrapment that occurred on 7/25/17 was the result of an accidental initiation of the counter weight displacement unit by the equipment installer who was on site to work on open contract items. The fault was reset; the elevator was tested and returned to service.
EL277	59 St-Columbus Circle A B C D 1	3	The entrapment that occurred 7/8/17 was the result of the door operator having a fault. The fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 7/27/17 was the result of the lower landing hoist way door needing adjusting. The lower landing hoist way door was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/1/17 was the result of the lower landing release roller being out of adjustment. The lower landing release rollers were adjusted; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL278	59 St-Columbus Circle A B C D 1	1	The cause of the entrapment that occurred on 8/9/17 was the result of the top landing car door restrictor being out of adjustment. The top landing car door restrictor was adjusted; the elevator was tested and returned to service.
EL315	Brooklyn Bridge 4 5 6	1	The cause of the entrapment that occurred on 7/19/2017 could not be determined. The elevator was tested and returned to service.
EL324	Canal St 6	3	The cause of the entrapment that occurred on 8/5/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/19/2017 was the result of debris in the lower landing door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 8/23/2017 was the result of a bottle cap jammed under the lower landing car door. The cap was removed; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	2	The entrapment that occurred on 8/27/2017 was the result of a defective PC board on the rear door operator. The PC board was replaced; the elevator tested and returned to service. The entrapment that occurred on 9/6/2017 was the result of worn door gibbs and misaligned hanger rollers on rear car doors. The gibbs were replaced and the rollers were adjusted; the elevator was tested and returned to customer service.
EL331	Bleecker St D F B M 6	1	The entrapment that occurred on 9/6/2017 was the result of a tripped slack cable switch. The switch was reset, and the cables inspected; the elevator was tested and returned to service.
EL332	Bleecker St D F B M 6	1	The entrapment that occurred on 7/22/17 was the result of a tripped plank switch. The switch was reset; the elevator was tested and returned to service.
EL333	West 4 St A B C D E F M	1	The entrapment that occurred on 9/11/2017 was the result of debris in the upper landing door track. The debris was removed; the elevator was tested and returned to service.
EL334	West 4 St A B C D E F M	2	The cause of the entrapment that occurred on 8/3/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 9/29/2017 was the result of debris in the lower landing hatch door. The debris was removed; the elevator was tested and returned to service.
EL335	West 4 St A B C D E F M	1	The entrapment that occurred on 9/12/2017 was the result of a misaligned intermediate level hanger rollers and defective release rollers. The hanger rollers were adjusted and the release rollers replaced; the elevator was tested and returned to customer service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL337	Chambers St ①②③	1	The entrapment that occurred on 8/2/2017 was due to debris (pacifier) in the upper landing door sill. The debris was removed; the elevator tested and returned to service.
EL338	Chambers St ①②③	1	The entrapment that occurred on 9/12/2017 was the result of dirty door contacts and door sills. The contacts and sills were cleaned; the elevator was tested and returned to service.
EL402	Lexington Av-63 St F@	1	The entrapment that occurred on 8/14/2017 was the result of low voltage on hoist motor. Generator compounding was adjusted, defective #4LS switch was replaced and broken wire in circuit was repaired; the elevator was tested and returned to service.
EL403	Roosevelt Island F	1	The entrapment that occurred on 8/22/2017 was the result of a misaligned release roller. The release roller was adjusted; the elevator was adjusted and returned to service.
EL441	Lexington Av-63 St F@	2	The cause of the entrapment that occurred on 8/1/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 9/9/2017 was the result of a piece of fireproofing inside the upper landing door interlock. The debris was removed; the elevator was tested and returned to service.
EL443	Lexington Av-63 St F@	7	The entrapment that occurred on 7/20/2017 was the result of the door close timer being out of adjustment. The timer was adjusted to specifications; the elevator was tested and returned to service. The entrapment that occurred on 7/20/2017 was the result of a defective HMI communication cable. The cable was repaired; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/30/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/10/2017 was the result of a misadjusted door restrictor device. The restrictor was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/22/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/26/2017 was the result of the high speed cam activating too soon. The cam was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/26/2017 was the result of a defective I/O Module #2. The module was replaced; the elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL710	Bowling Green ④⑤	3	The cause of the entrapment that occurred on 7/2/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 7/8/2017 was due to a broken release roller assembly, door keeper bracket, and interlock bracket. The parts were replaced; the elevator was tested and returned to customer service. The entrapment that occurred on 8/12/2017 was the result of a misadjusted lower landing door keeper. The keeper was adjusted; the elevator was tested and returned to service.
EL711	Bowling Green ④⑤	2	The entrapment that occurred on 8/12/2017 was the result of debris in the saddle. The debris was removed. The elevator was tested and returned to service. The cause of the entrapment that occurred on 9/9/17 could not be determined. The elevator was tested and returned to customer service.
EL719	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 8/1/2017 was the result of overheated oil. The oil was allowed to cool; the elevator was tested and returned to service. The entrapment that occurred on 8/3/2017 was the result of an upper landing door interlock fault. The fault was reset, and the interlock was adjusted; the elevator was tested and returned to customer service.
EL721	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 9/29/2017 was the result of a blown 5 amp fuse caused by a loose wire on the Rescuvator. The wire was tightened, and the fuse was replaced; the elevator was tested and returned to service.
EL731	South Ferry ①	2	The entrapment that occurred on 7/15/2017 was the result of plastic debris stuck between the door restrictor and gate switch. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/24/2017 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL405	21 St-Queensbridge F	5	The entrapment that occurred on 7/27/2017 was the result of debris (paper) stuck in lower car door sills. The debris was removed; the elevator was tested and returned to customer service. The entrapment that occurred on 8/13/2017 was the result of debris in lower landing. The debris was removed; the elevator was tested and returned to customer service. The cause of the entrapment that occurred on 8/20/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 8/30/2017 was due to debris stuck in lower car door sills that tripped BR30 circuit breaker. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 9/11/2017 was the result of debris stuck in upper door sills. The debris was removed; the elevator was tested and returned to service.
EL409	Jamaica-Van Wyck E	1	The cause of the entrapment that occurred on 9/28/2017 could not be determined. The elevator was tested and returned to service.
EL412	Jamaica Center EJZ	2	The entrapment that occurred on 8/18/2017 was the result of pitted contacts in the WYE contactor. The contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/21/2017 was the result of a loose upper landing hoist way door interlock. The interlock was tightened; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	2	The cause of the entrapment that occurred on 7/5/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 9/21/2017 was the result of a damaged lower landing door buck. The door buck was repaired and the lower doors were adjusted; the elevator was tested and returned to customer service.
EL423	74 St-Broadway 7	3	The cause of the entrapment that occurred on 7/24/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 9/10/17 was the result of a blown FTD fuse. The circuit was tested and it was found that the UTS relay coil was shorted, DLS solenoid was open and the HC/PC Zener diode was burnt. All parts were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/26/2017 could not be determined. The elevator was tested and returned to service.

2017 3RD QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL425	Junction Blvd 7	2	The entrapment that occurred on 7/20/2017 was the result of a tripped circuit breaker on door circuit. The breaker was reset; the elevator was tested and returned to customer service. The cause of the entrapment that occurred on 9/9/2017 could not be determined. The elevator was tested and returned to service.
EL426	Junction Blvd 7	1	The entrapment that occurred on 7/25/2017 was the result of a piece of rubber wheel from a shopping cart stuck in upper landing door track. The debris was removed; the elevator tested and returned to service.
EL427	Junction Blvd 7	2	The entrapment that occurred on 9/19/2017 was the result of a misaligned lower landing door interlock. The interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/29/2017 was the result of a Plastic bottle cap stuck in the lower landing door track. The debris was removed; the elevator was tested and returned to service.
EL431	Jamaica-179 St F	1	The entrapment that occurred on 8/22/2017 was the result of the lower landing slow down limit switch getting stuck. The switch was lubricated; the elevator was tested and returned to service.

2017 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (07/01/17 to 09/30/17)	# of Tours OOO
EL200X	EL200X	34 St - Herald Square	6th Avenue	276	9
EL203X	EL203X	Lexington Av - 53 St	Queens Blvd	276	17
EL207X	EL207X	50 Street	8th Avenue	276	0
EL208X	EL208X	50 Street	8th Avenue	276	1
EL231X	EL231X	Times Square - 42 St	Broadway/7th Ave	276	5
EL268X	EL268X	49th Street (Uptown)	Broadway	276	4
EL276X	EL276X	59 St - Columbus Circle	8th Avenue	276	0
EL279X	NEW	28th Street Park Avenue	Lexington Avenue	276	22
EL287X	Elev # TE46	42nd St - Bryant Park	6th Avenue	276	5
EL288X	Elev # ELP6	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL289X	Elev # ELP7	42nd St - Port Authority Bus Terminal	8th Avenue	276	0
EL290X	Lift	42nd St - Port Authority Bus Terminal	8th Avenue	276	120
EL291X	Elevator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	10
EL294X	NEW	42nd Street - Bryant Park	6th Avenue	276	5
EL295X	NEW	42nd Street - Bryant Park	6th Avenue	276	19
EL300X	EL300X	Atlantic Avenue	LIRR	276	2
EL327X	NEW	Jay Street Metrotech	4th Avenue	276	0
EL415X	EL415X	61 St - Woodside	Flushing	276	2
EL416X	EL416X	61 St - Woodside	Flushing	276	1
EL417X	EL417X	61 St - Woodside	Flushing	276	7
EL418X	EL418X	61 St - Woodside	Flushing	276	0
EL419X	EL419X	61 St - Woodside	Flushing	276	0
EL445X	EL445X	Court Square	Flushing	276	46
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	276	13
EL449X	EL449X	Sutphin Blvd - Archer Av JFK	ARC	276	9
EL450X	EL450X	Sutphin Blvd - Archer Av JFK	ARC	276	4
EL490X	Elec # EL1	Howard Beach - JFK Airport	Rockaway	276	3
EL491X	EL2	Howard Beach - JFK Airport	Rockaway	276	1
EL492X	EL300X	Howard Beach - JFK Airport	Rockaway	276	10
EL493X	EL4	Howard Beach - JFK Airport	Rockaway	276	3
EL494X	EL5	Howard Beach - JFK Airport	Rockaway	276	0
EL495X	EL6	Howard Beach - JFK Airport	Rockaway	276	0
EL700X	NEW	ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	65
EL717X		FULTON ST		276	0
EL718X		FULTON ST		276	0
EL726X		FULTON ST		276	3
EL727X		FULTON ST		276	2
EL728X	NEW	FULTON ST	Nassau Loop BMT	276	3
EL729X		FULTON ST		276	5

2017 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (07/01/17 to 09/30/17)	# of Tours OOO
EL733X	NEW	FULTON STREET	LEX AVENUE	276	1
EL737X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	0
ES250X	ES250X	59 St - Columbus Circle	8th Avenue	276	1
ES251X	ES251X	59 St - Columbus Circle	8th Avenue	276	1
ES253X	ES253X	Lexington Av - 53 St	Queens Blvd	276	14
ES254X	ES254X	Lexington Av - 53 St	Queens Blvd	276	129
ES257X	ES257X	14 St - Union Square	Lexington Avenue	276	41
ES258X	ES258X	14 St - Union Square	Lexington Avenue	276	65
ES261X	ES261X	Times Square - 42 St	Broadway / 7th Avenue	276	17
ES262X	ES262X	Times Square - 42 St	Broadway / 7th Avenue	276	8
ES263X	ES263X	50 Street	8th Avenue	276	3
ES264X	ES264X	50 Street	8th Avenue	276	54
ES265X	ES002X	Court Square	Crosstown	276	29
ES266X	ES001X	Court Square	Crosstown	276	35
ES267X	ES267X	Times Square - 42 St	Broadway / 7th Avenue	276	42
ES268X	ES268X	Times Square - 42 St	Broadway / 7th Avenue	276	26
ES358X	NEW	ATLANTIC AVE/BARCLAY CTR		276	78
ES359X	NEW	ATLANTIC AVE/BARCLAY CTR		276	32
ES360X		Fulton Street		276	0
ES361X		Fulton Street		276	3
ES362X		Fulton Street		276	11
ES363X		Fulton Street		276	26
ES365X		Fulton Street		276	5
ES366X		Fulton Street		276	2
ES376X	ES376X	Fulton St	Nassau Loop BMT	276	120
ES377X	ES377X	Fulton St	Nassau Loop BMT	276	116
ES378X	ES378X	Wall St	Clark Street	276	89
ES379X	ES379X	Wall St	Clark Street	276	8
ES380X	Escalator (No Number listed)	Cortlandt St	Broadway	276	2
ES383X		FULTON ST		276	3
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	276	14
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	276	5
ES461X	ES461X	Court Square	Flushing	276	80
ES462X	ES462X	Court Square	Flushing	276	54
ES496X	ES1	Howard Beach - JFK Airport	Rockaway	276	2
ES497X	ES2	Howard Beach - JFK Airport	Rockaway	276	1
ES498X	ES3	Howard Beach - JFK Airport	Rockaway	276	24
ES499X	ES4	Howard Beach - JFK Airport	Rockaway	276	1
ES600X	ES1708X	Lexington Av - 53 St	Queens Blvd	276	5

2017 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (07/01/17 to 09/30/17)	# of Tours OOO
ES606X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	87
ES607X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	33
ES608X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	2
ES609X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	3
ES610X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	7
83		GRAND TOTALS		22,908	1,675



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU THIRD QUARTER 2017

The following is a comparison of the key indicators for the third quarter of 2017 as compared to the same period in 2016:

- Summons issued in the third quarter decreased by 2.87% (from 36,037 in 2016 to 35,002 in 2017).
- TAB received 21,278 payments in 2017, a 1.69% increase from the 20,924 received in 2016. Direct payments decreased by 3.64% (20,561 to 19,899) from the third quarter of 2016 and payments received from state tax refunds increased 405.13% from 273 to 1,379.
- Overall total revenue for the third quarter totaled \$2,217,651, a 11.26% increase from the 2016 third quarter revenue of \$1,993,191. Receipts from direct payments decreased by 3.60% to \$1,892,697 in 2017 as compared to \$1,963,396 in the third quarter of 2016. The \$224,960 in third quarter receipts from state tax refunds relating to outstanding judgments from prior years, represented a 729.68% increase from third quarter state tax refunds of \$27,114 in 2016.
- Expenses decreased by 17.28% (\$1,601,964 compared to \$1,325,144) from the third quarter of 2016.
- TAB revenue exceeded expenses by \$892,507 compared to \$391,227 for the third quarter of 2016.

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
THIRD QUARTER 2017**

INDICATOR	3rd QTR	3rd QTR	ANNUAL TOTALS	
	2017	2016	Y-T-D	Y-T-D
ISSUANCE DATA				
Violations Issued	35,002	36,037	110,708	113,627
PAYMENT DATA				
Number of Payments	21,278	20,924	98,920	71,462
Regular	19,899	20,651	65,666	65,663
State Tax Refund	1,379	273	33,254	5,799
Amount Paid	\$2,117,657	\$1,990,510	\$12,160,956	\$7,016,969
Regular	\$1,892,697	\$1,963,396	\$6,282,526	\$6,265,708
State Tax Refund	\$224,960	\$27,114	\$5,878,430	\$751,261
Average Payment	\$99.52	\$95.13	\$122.94	\$98.19
Yield per NOV	\$60.50	\$55.24	\$109.85	\$61.75
REVENUE/EXPENSE DATA				
Revenue	\$2,217,651	\$1,993,191	\$11,914,389	\$7,016,155
Expenses	\$1,325,144	\$1,601,964	\$3,775,282	\$5,076,013
ADJUDICATIONS				
Total Cases Adjudicated	6,246	6,266	19,465	18,647
Admin Dismissals	528	560	2,022	1,651
Hearings	5,718	5,706	17,443	16,996

N.B.: On April 30, 2016, the Transit Adjudication Bureau (TAB) transitioned to a new database system, TABIS, which replaced the prior vendor-supplied system. In connection with the transition, certain adjustments to data have been made to ensure comparability of data between pre- and post-transition periods. Specifically, the Violations Issued reported in the 2016 Quarterly Report is based on the TAB summons intake date. However, the Violations Issued reported in the 2017 Quarterly Report is based on the date of offense listed on the summons. Violation issuance data is subject to change based on report run date. Increase in Statewide Offset Program (SWOP) is due to a special project initiated in Fall of 2016 to recoup unpaid summonses.

MTACC MONTHLY PROJECT STATUS REPORTS:

- CORTLANDT STREET NO. 1 LINE STATION
RECONSTRUCTION**

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts

Report to the Transit Committee - November 2017

data thru October 2017; \$s in million

	Budget	Expenditures
Construction	\$ 157.7	\$ 58.2
Design/CPS	6.8	4.7
Construction Management	17.3	6.0
Total	\$ 181.8	\$ 68.9

	Schedule
Project Design Start	April-2015
Project Design Completion	July-2016
Project Construction Start	April-2015
Cortlandt Station Opening	December-2018

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.7	109.9	7.8	50.4	Apr-2015	Feb-2018	Dec-2018

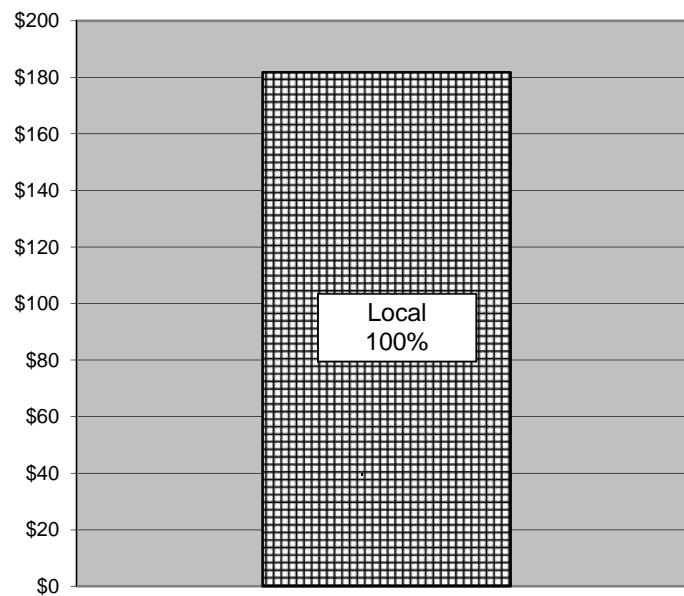
Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - November 2017

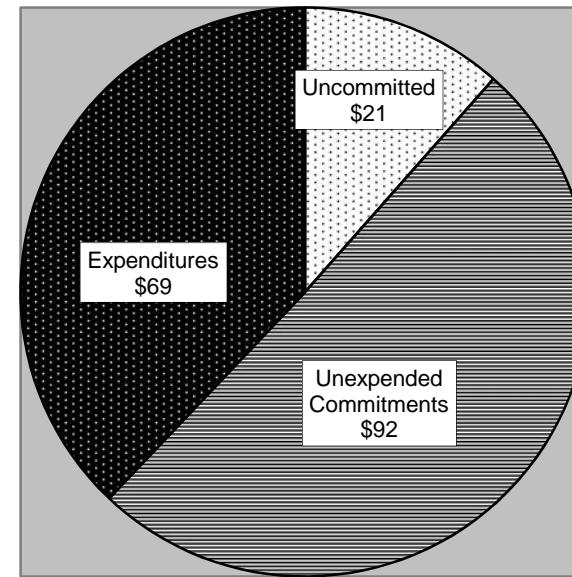
data thru October 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 161	\$ 21	\$ 69

Project Budget: \$182 Million



Commitments and Expenditures
(\$ in Millions)



Cortlandt Street No. 1 Line Station Reconstruction 12 Month Rolling Average Lost Time(LT) Injury Rates

