



Transit & Bus Committee Meeting

November 2017

Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerder

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 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 "Bettina Quintas", written over a horizontal line.

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

| | |
|---|---------|
| 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 |
|---|---------------------------|

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

MTA

Final Review of NYC Transit 2017 Operating Results

Management & Budget

Final Review of SIR 2017 Operating Results

Management & Budget

Final Review of MTA Bus 2017 Operating Results

Management & Budget

May 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

Law

Elevator & Escalator Service Report, 1st Qtr, 2018

Subways

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

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

Management & Budget

2018 SIR Mid-Year Forecast Monthly Allocation

Management & Budget

2018 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget

2019 Preliminary NYC Transit Budget

Management & Budget

2019 Preliminary SIR Budget

Management & Budget

2019 Preliminary MTA Bus Budget

Management & Budget

Service Quality Indicators (including PES & MTA Bus PES)

Operations Planning

Elevator & Escalator Service Report, 2nd Qtr, 2018

Subways

Transit Adjudication Bureau Report, 2nd Qtr, 2018

Law

Transit Recidivism Report

Law

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

EEO & Human Resources

October 2018

Public Comment/Committee review of budget

Homeless Outreach Report

MTA

2019 Preliminary NYC Transit Budget

Management & Budget

2019 Preliminary SIR Budget

Management & Budget

2019 Preliminary MTA Bus 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. ~~H~~-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

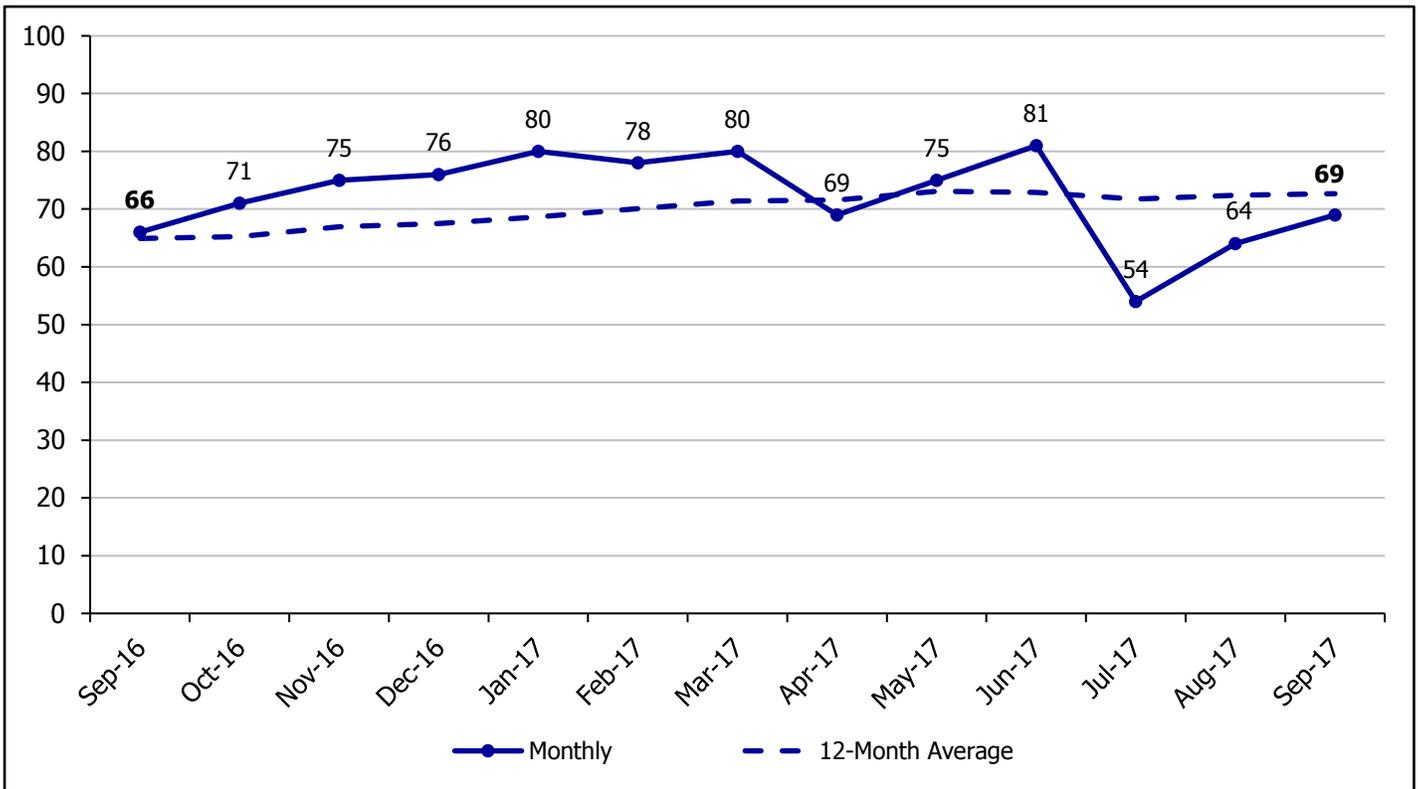
Results for the month of September 2017 are shown below.

| 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)



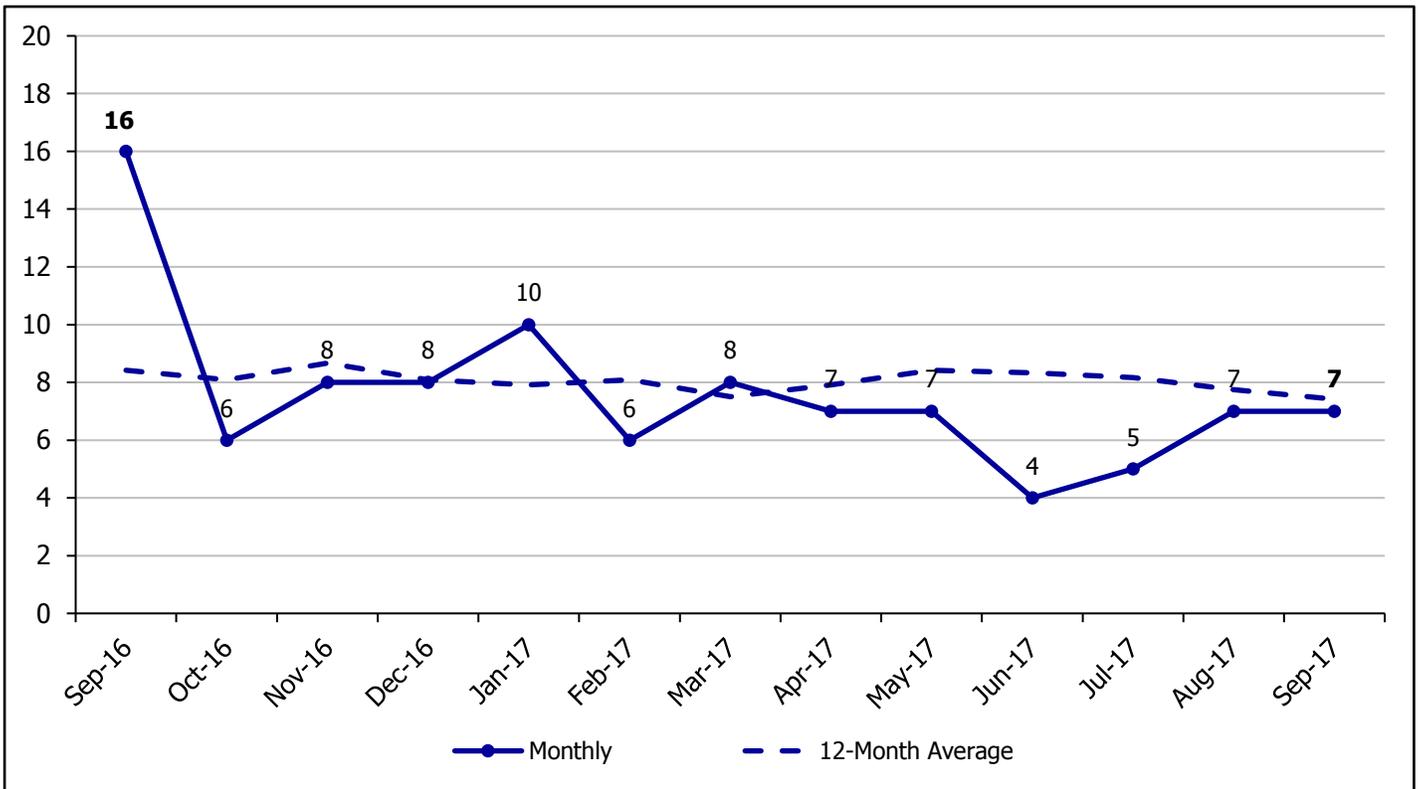
Major Incidents Definition

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)



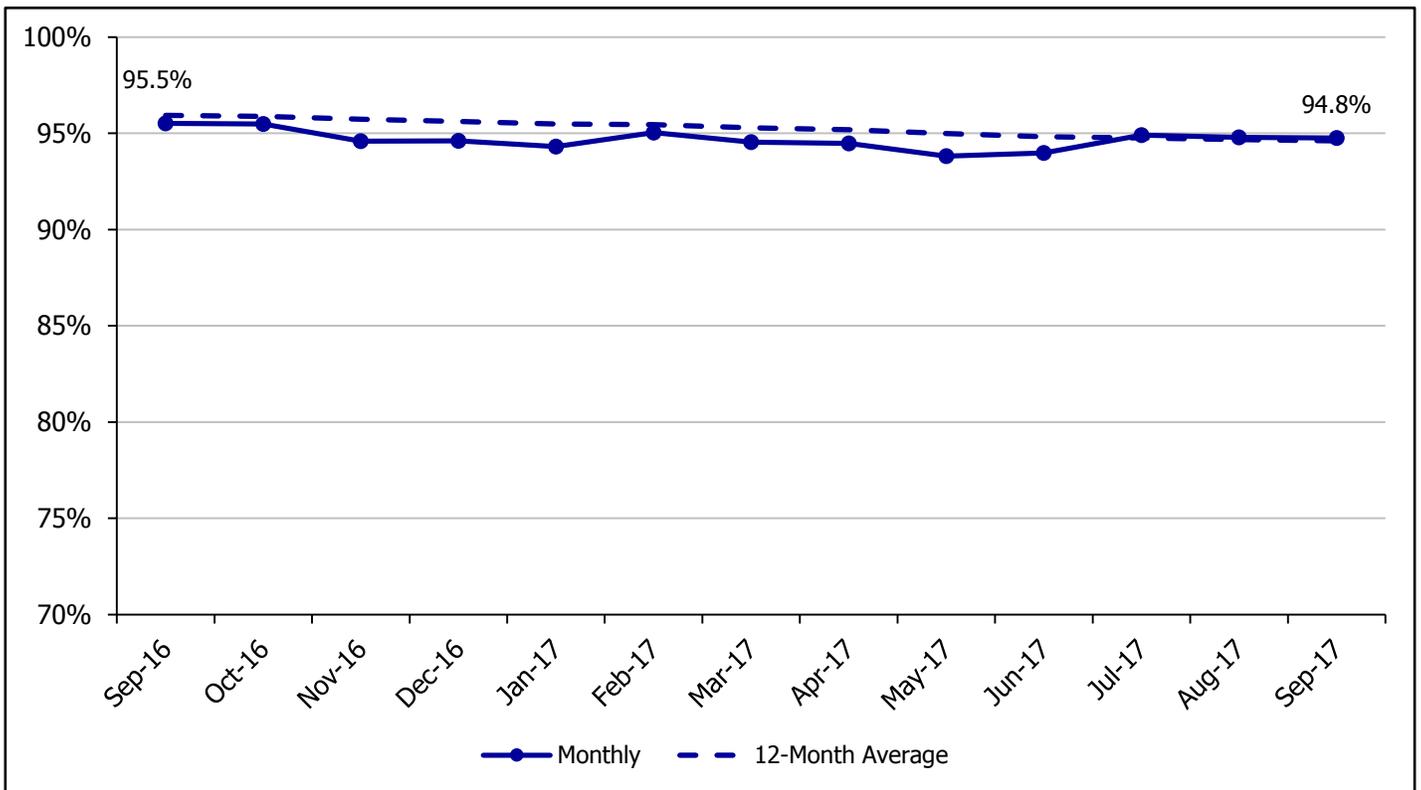
Major Incidents Definition

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% | 92.4% | 93.9% | -1.5% |
| Subdivision B | 97.0% | 97.5% | -0.5% | 96.3% | 97.5% | -1.2% |
| Systemwide | 94.8% | 95.5% | -0.7% | 94.6% | 95.9% | -1.3% |

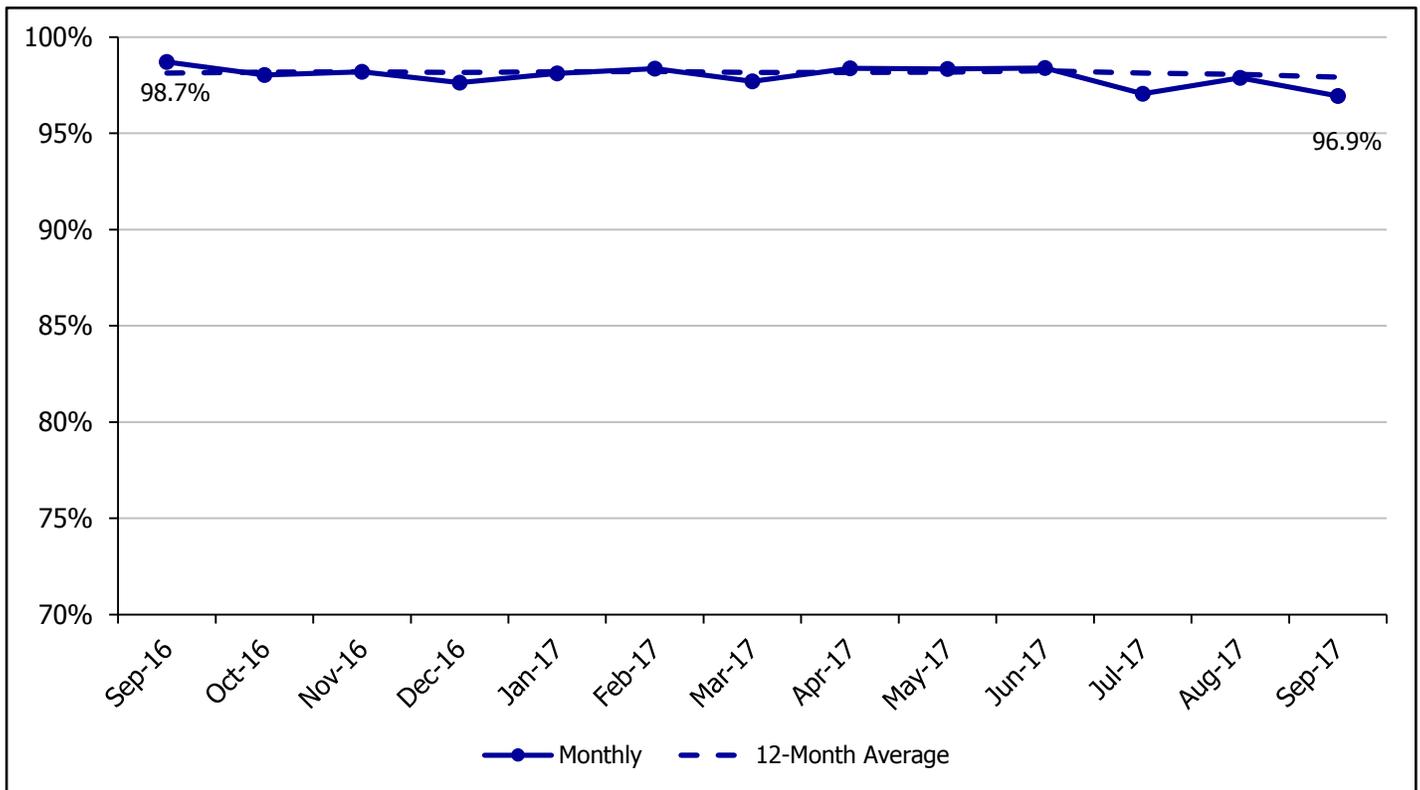
Chart 3

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

| <u>Line</u> | <u>Sep '17</u> | <u>Sep '16</u> | <u>Difference</u> |
|----------------------|-----------------------|-----------------------|--------------------------|
| 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 Fkn | 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% |

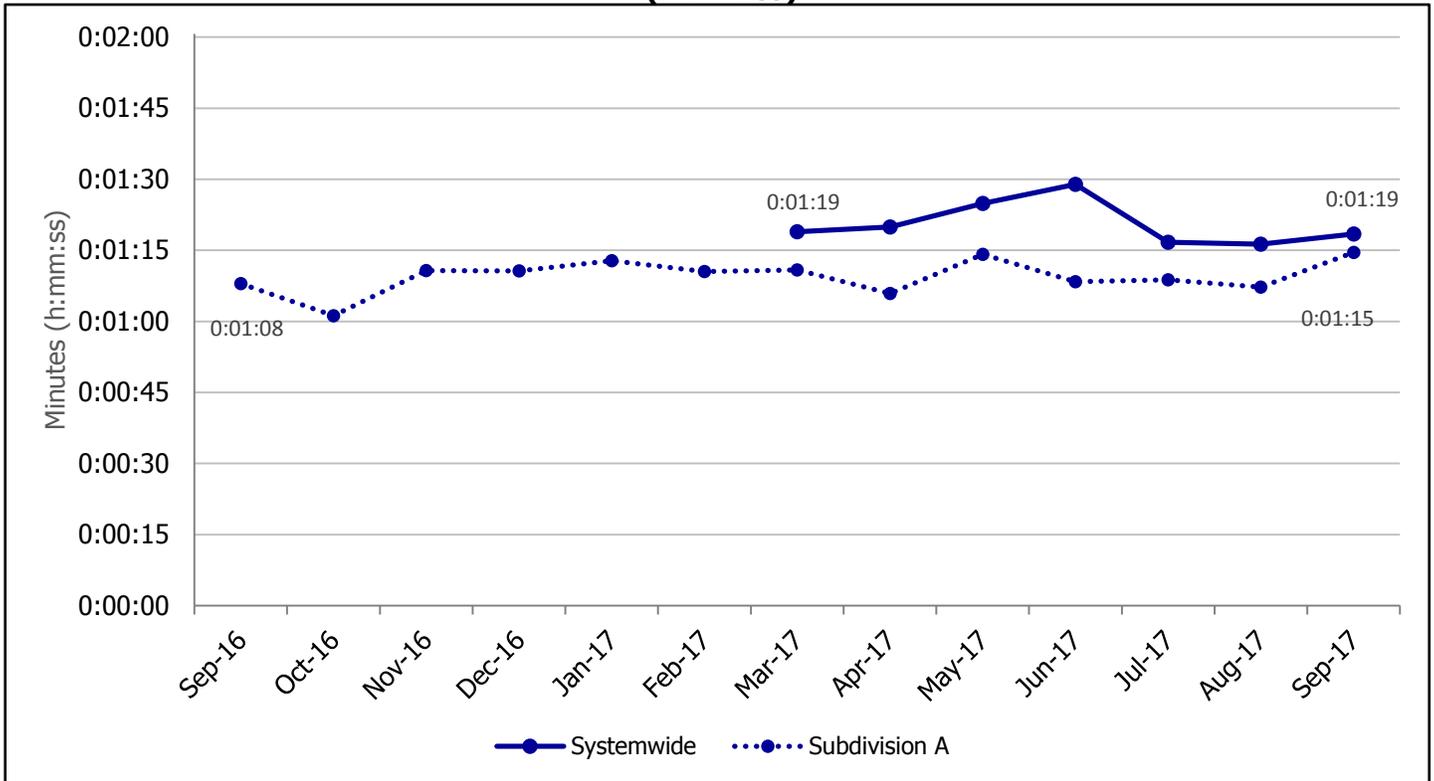
Chart 5

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.

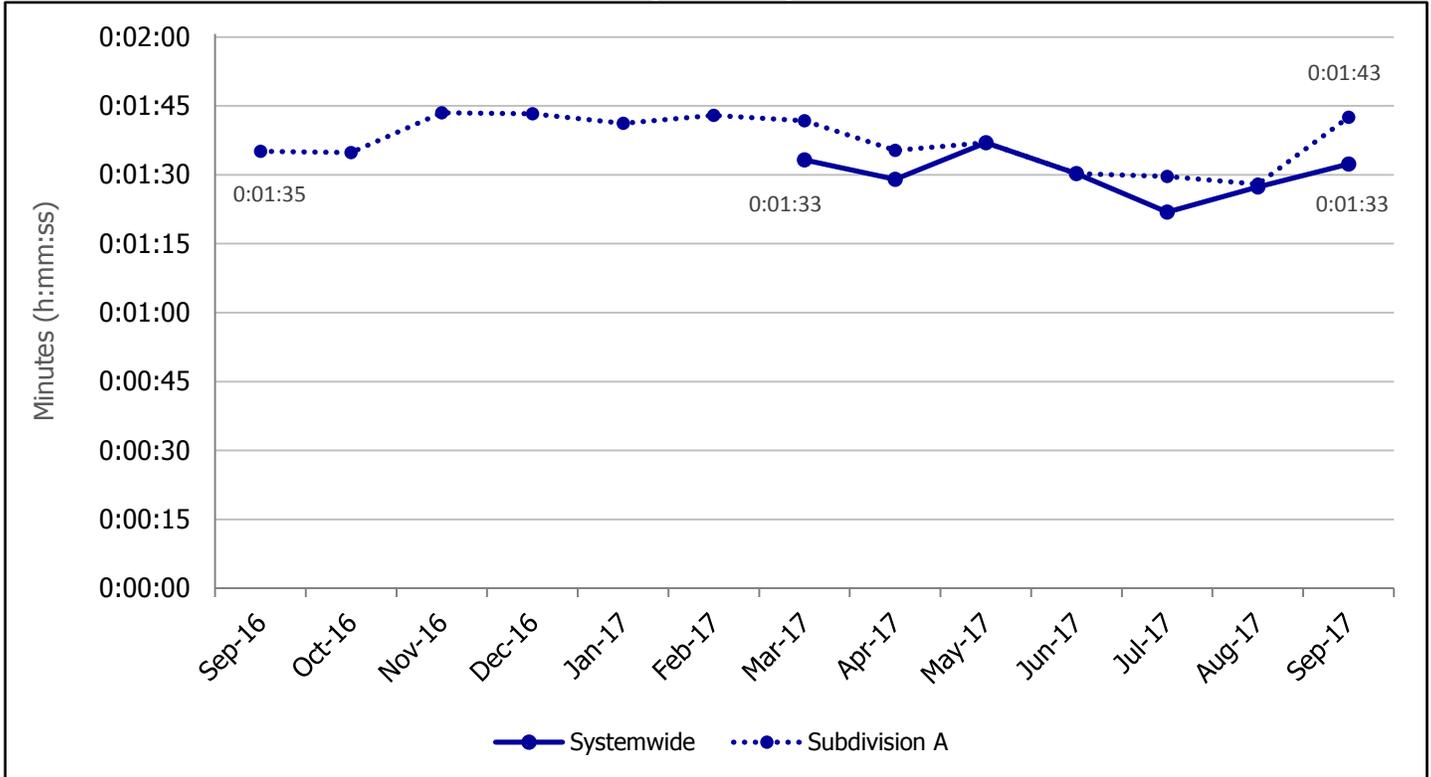
*Data for the B Division is not available prior to March 2017.

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.

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.

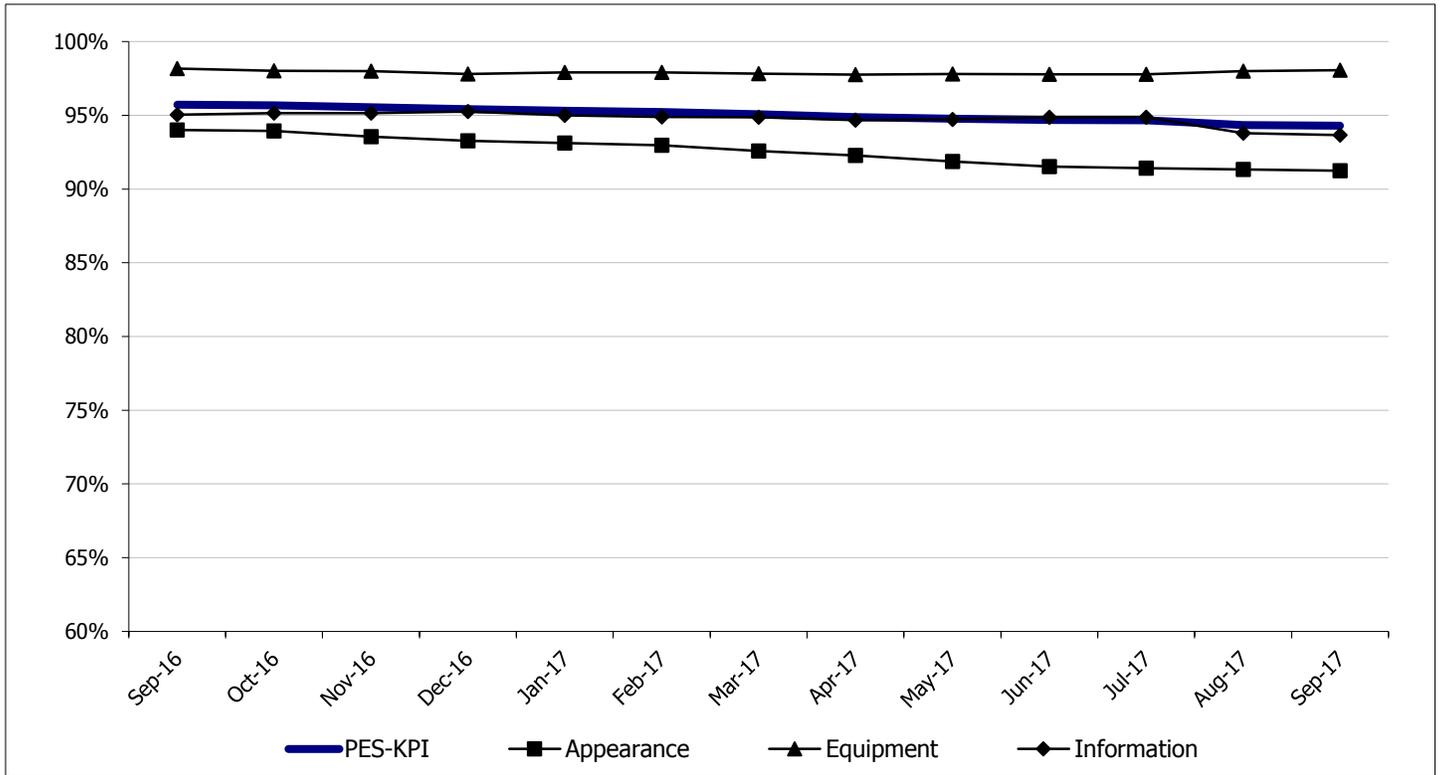
*Data for the B Division is not available prior to March 2017.

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

| <u>Line</u> | <u>Sep '17</u> | <u>Sep '16</u> | <u>Difference</u> |
|----------------------|----------------|----------------|-------------------|
| 1 | 0:01:15 | 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.

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.

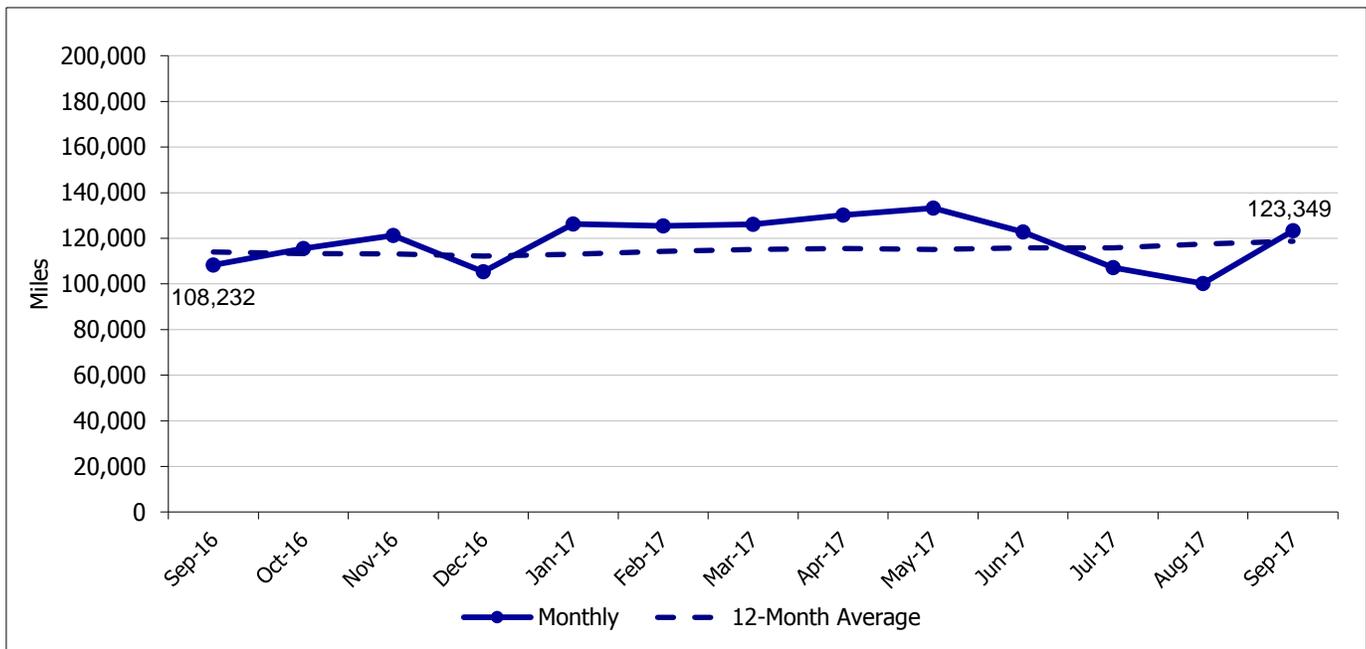
Information: Includes the subway car announcements and signage.

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

| | Oct '16 - Sep '17 | | | | Oct '15 - Sep '16 | | | | % Difference KPI |
|----------------------|-------------------|------------|-----------|-------------|-------------------|------------|-----------|-------------|------------------|
| | 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



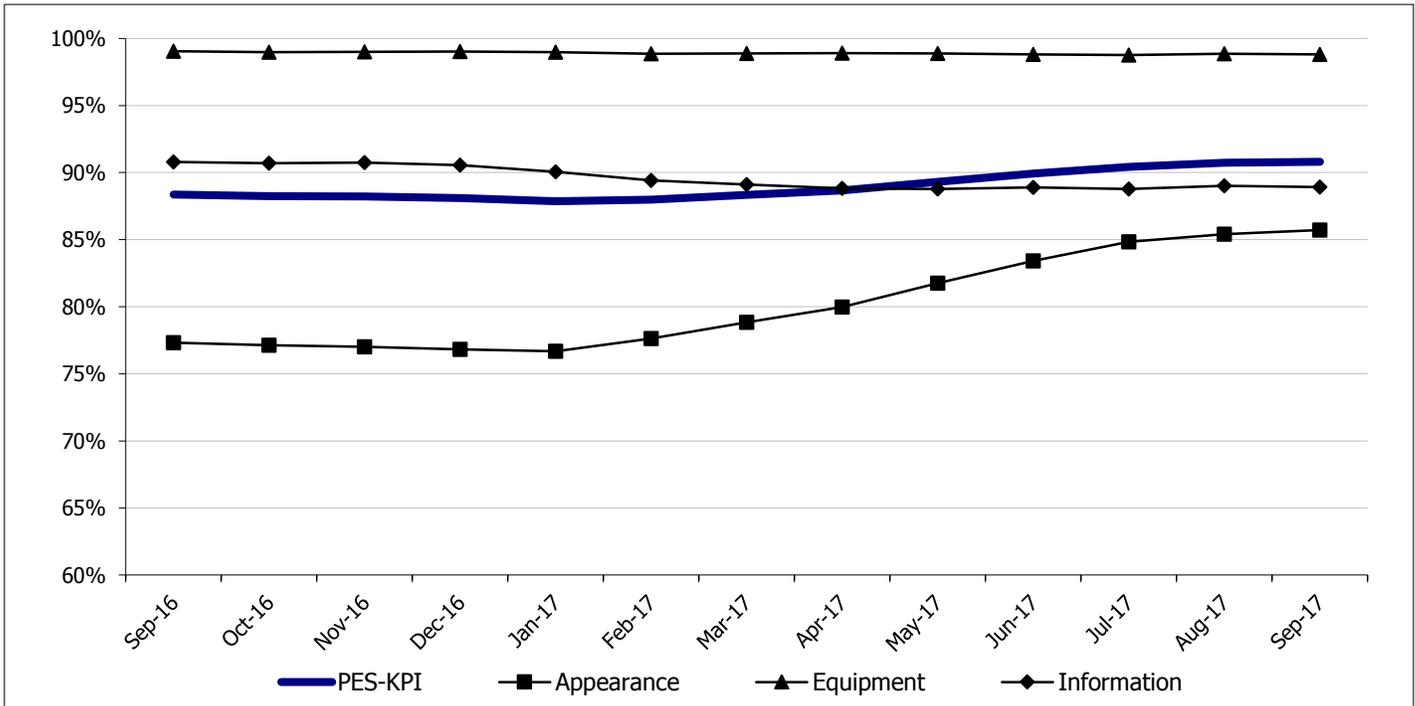
Definition

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.

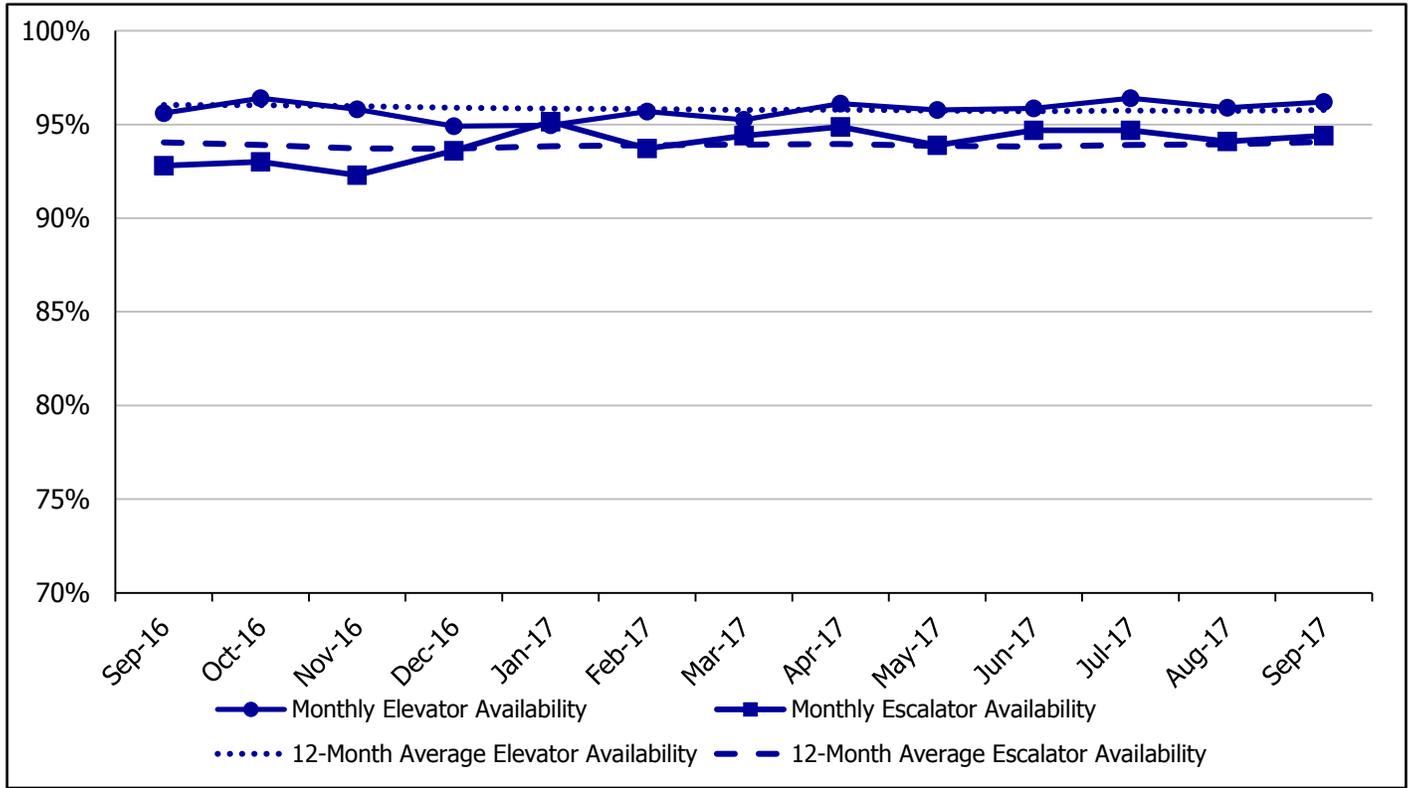
Information: Includes the ratings for maps, employees in proper uniforms.

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

| Borough | Oct '16 - Sep '17 | | | | Oct '15 - Sep '16 | | | | % Difference KPI |
|-------------------|-------------------|--------------|--------------|--------------|-------------------|--------------|--------------|--------------|------------------|
| | 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)



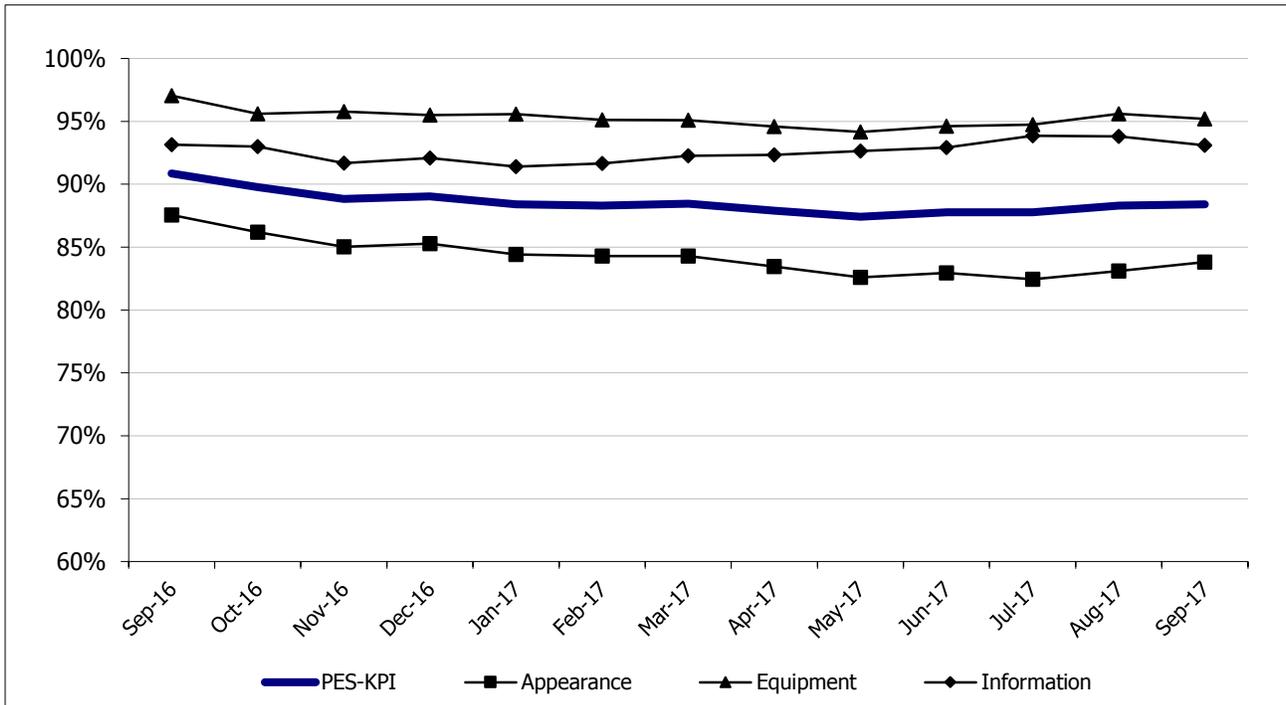
Elevator and Escalator Availability Definition

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% |

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)

| <u>Line</u> | <u>Sep '17</u> | | | | <u>Sep '16</u> | | | | <u>Standard Difference</u> |
|----------------------|-----------------------|---------------------|---------------|--------------|-----------------------|---------------------|---------------|--------------|----------------------------|
| | <u>Meets Standard</u> | <u>Headways GAP</u> | | | <u>Meets Standard</u> | <u>Headways GAP</u> | | | |
| | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | | <u>Minor</u> | <u>Medium</u> | <u>Major</u> | |
| 1 | 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 Fkn | 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)

| Line | <u>Sep '17</u> | | | | <u>Sep '16</u> | | | | Standard Difference |
|----------------------|-------------------|-----------------|-------------|-------------|-------------------|-----------------|-------------|-------------|------------------------|
| | Meets Standard | Headways GAP | | | Meets Standard | Headways GAP | | | |
| | | Minor | Medium | Major | | Minor | Medium | Major | |
| 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.

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)

| <u>Line</u> | <u>Sep '17</u> | <u>Sep '16</u> | <u>Difference</u> |
|----------------------|----------------|----------------|-------------------|
| 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.

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.

Subway Weekend Trains Delayed Monthly (24 hours)

| <u>Categories</u> | <u>September 2017 Trains Delayed</u> |
|---|--------------------------------------|
| 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.

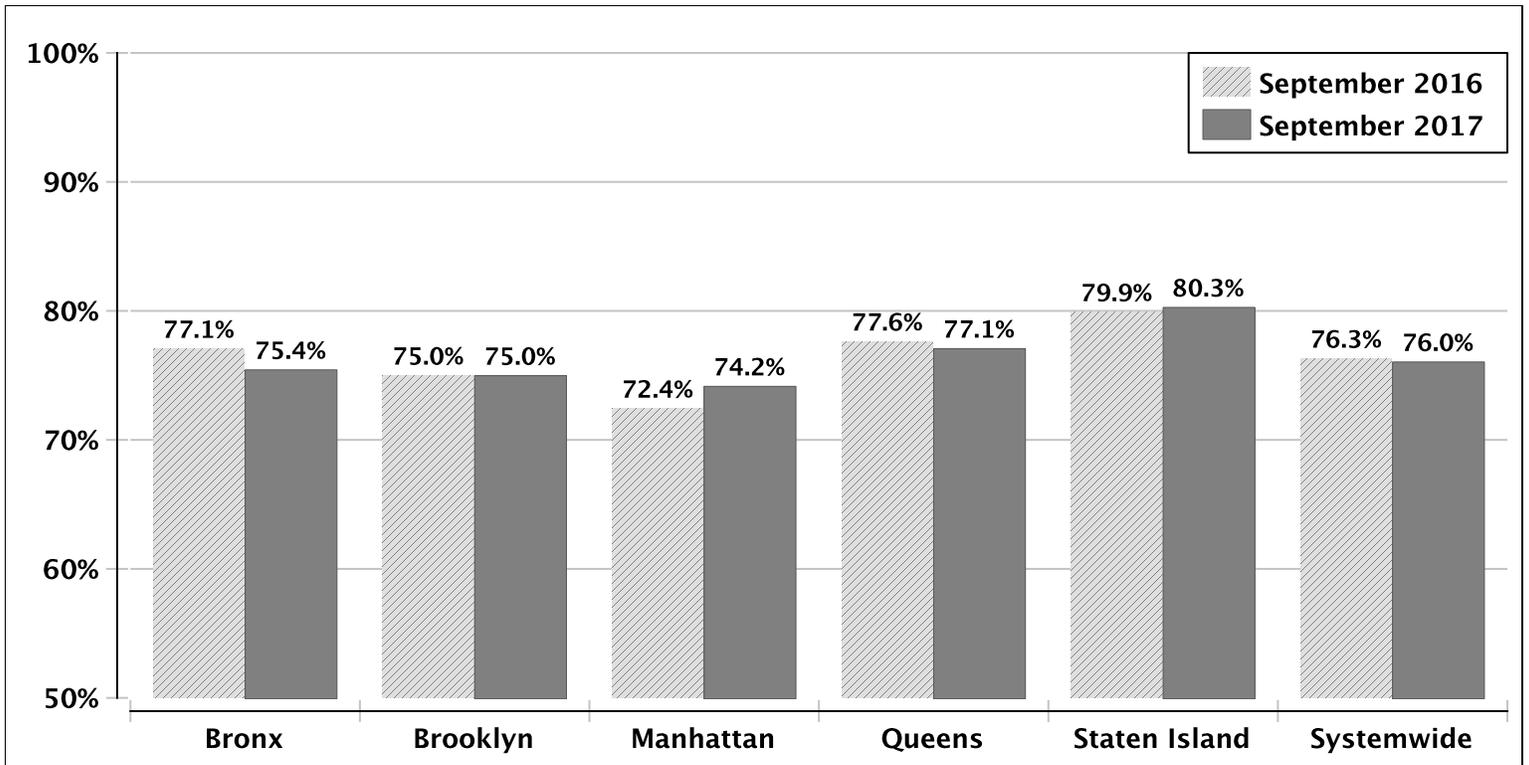
Monthly Operations Report

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

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators | | | | | | |
|---|-----------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | 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 Applications 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

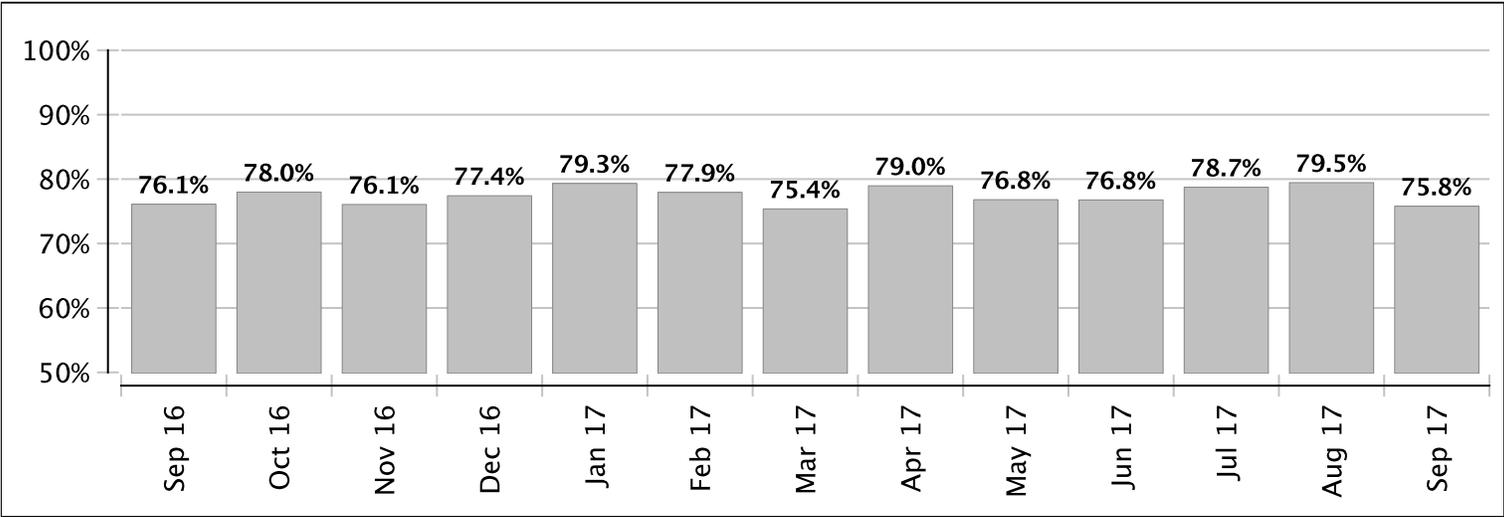
Wait Assessment (WA) on weekdays is defined as the percent of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the mid-day (9 a.m.-4 p.m.), evening (7 p.m.-12 a.m.), and overnight (12 a.m.-7 a.m.) periods.

Results

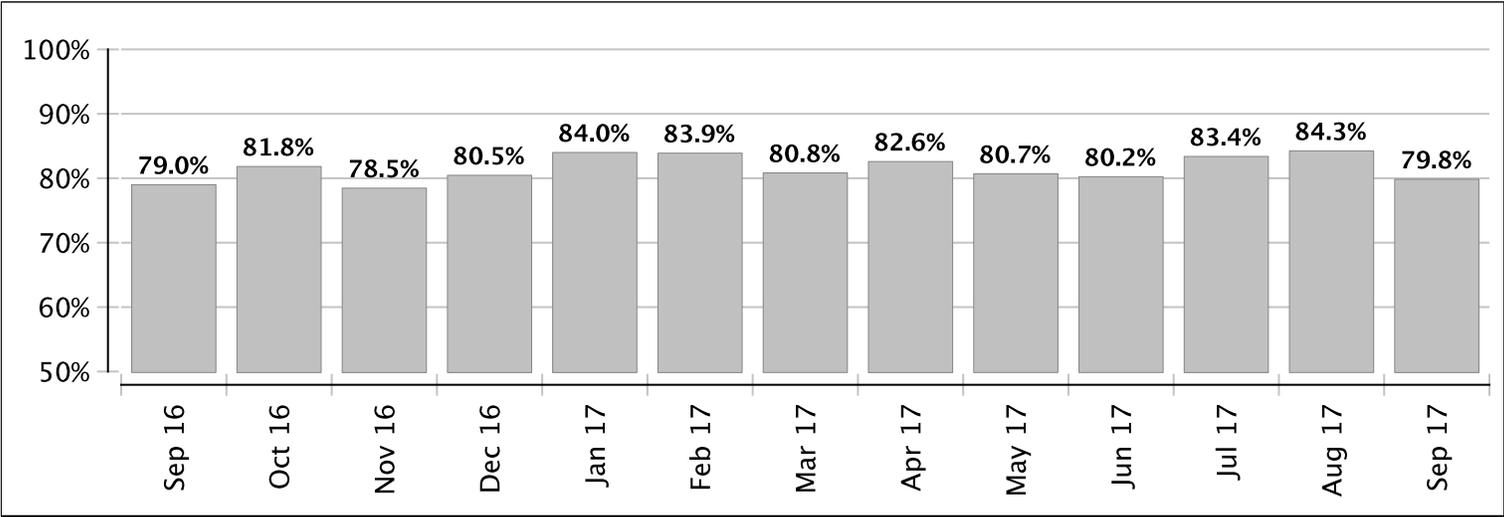
| | Sep 2016 | Sep 2017 | Difference |
|-------------------|--------------|--------------|--------------|
| Systemwide | 76.3% | 76.0% | -0.3% |
| Bronx | 77.1% | 75.4% | -1.7% |
| Brooklyn | 75.0% | 75.0% | +0.0% |
| Manhattan | 72.4% | 74.2% | +1.8% |
| Queens | 77.6% | 77.1% | -0.5% |
| Staten Island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

Bus Weekday Wait Assessment

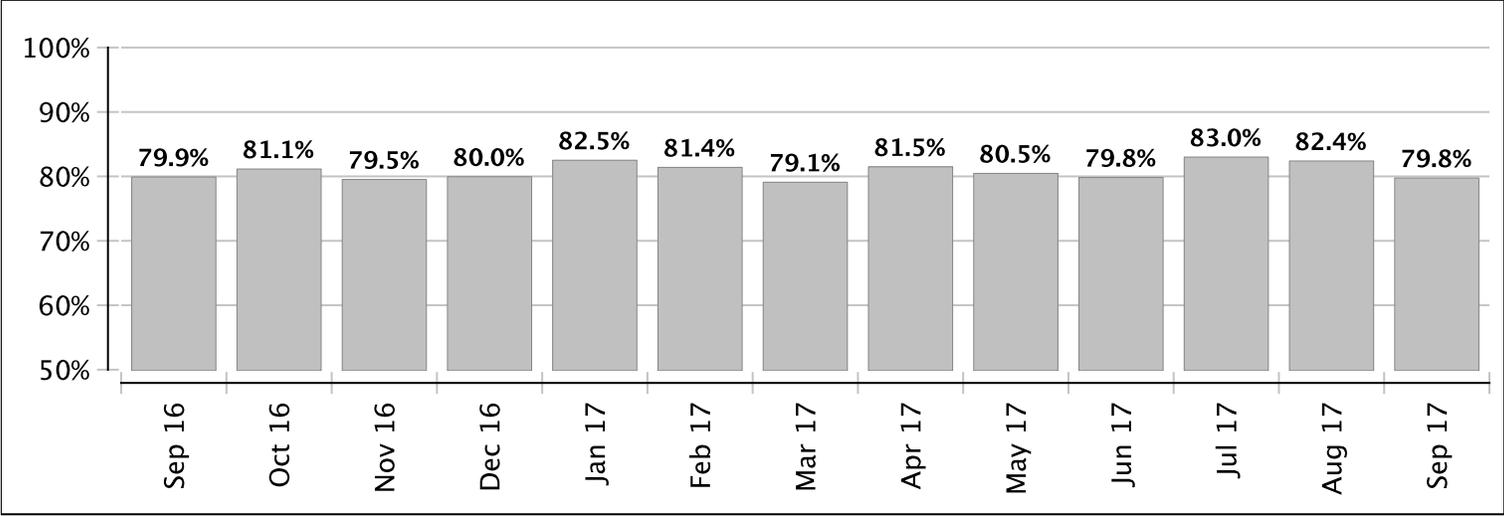
Systemwide LCL/LTD



EXP

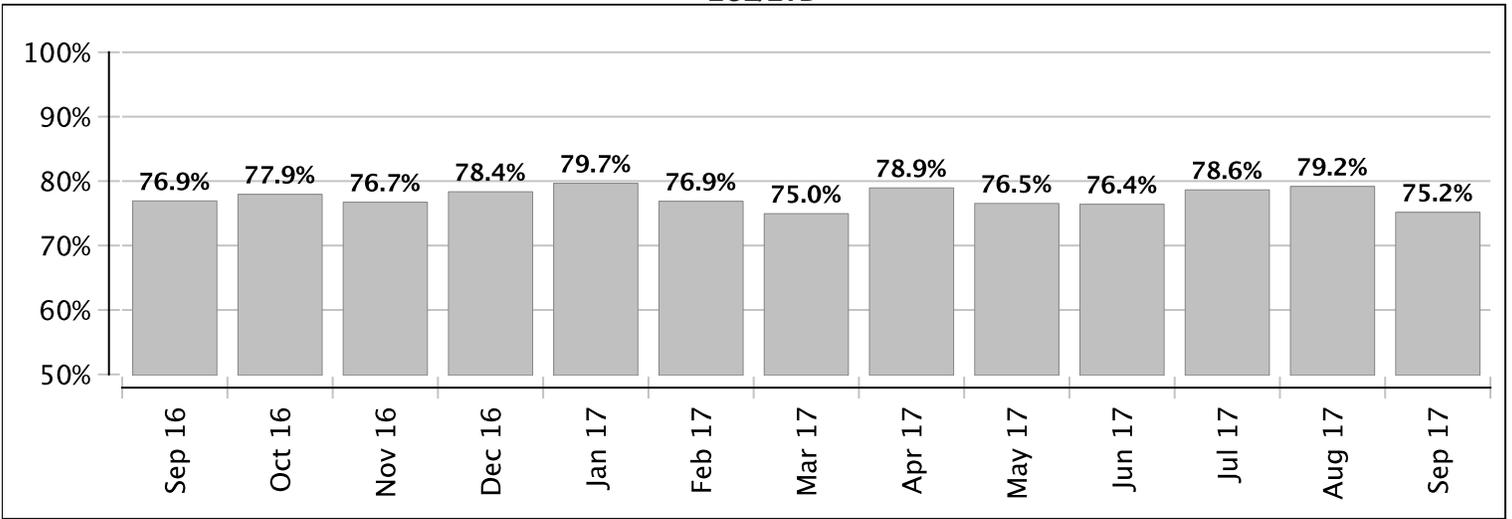


SBS

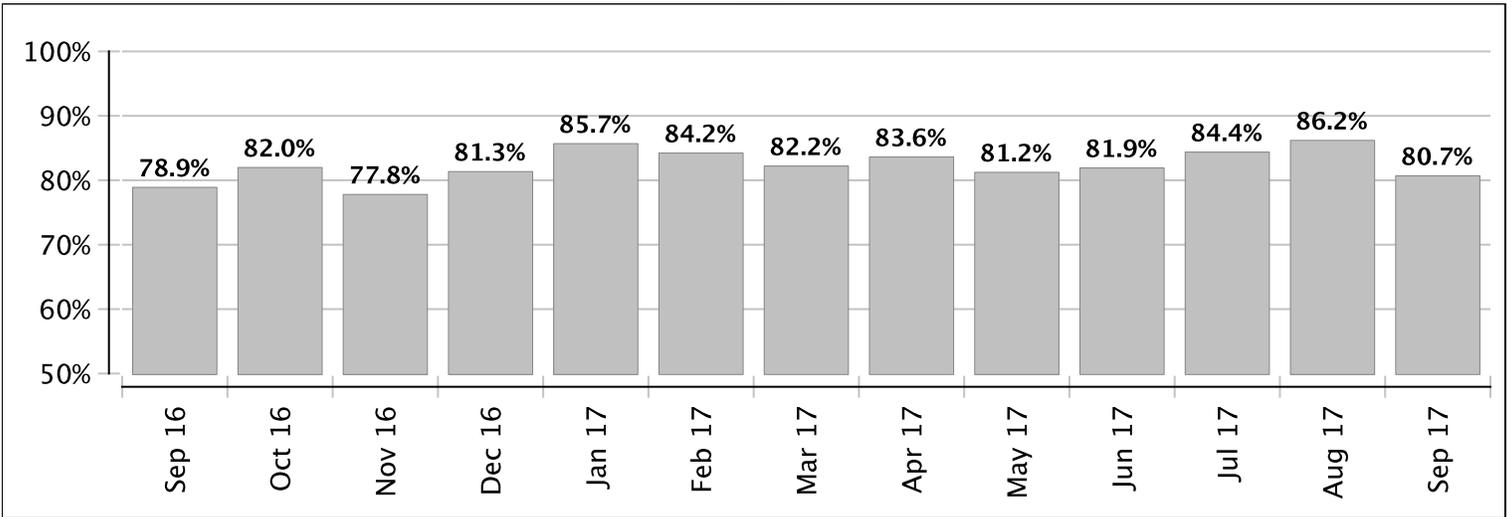


Bus Weekday Wait Assessment

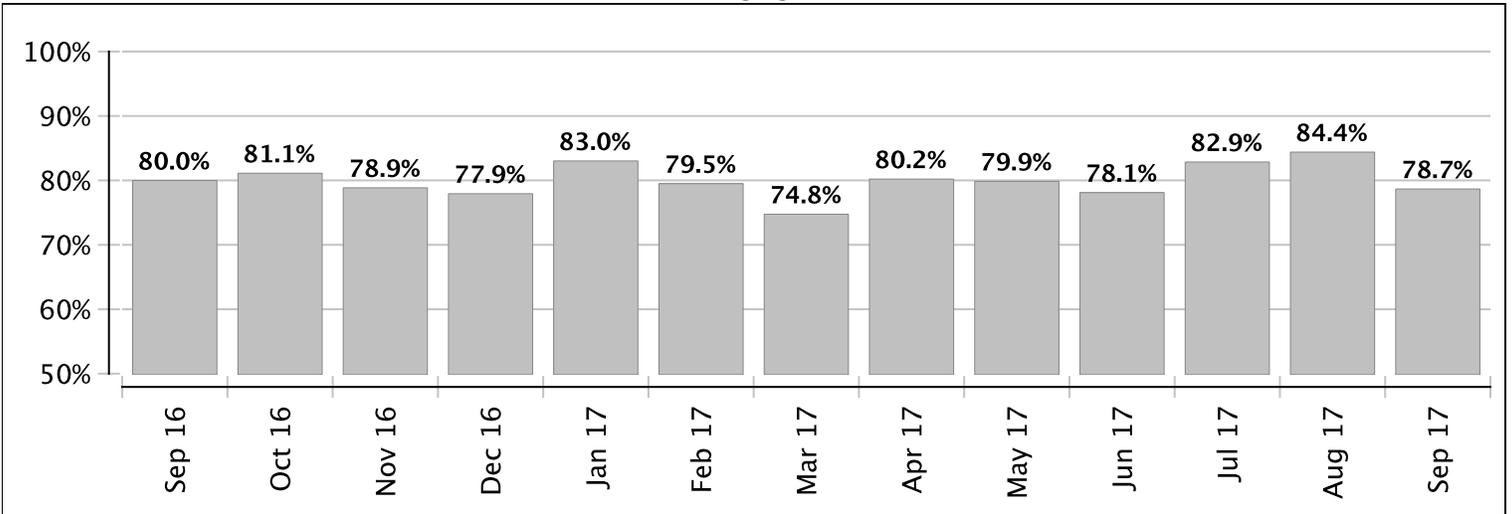
Bronx LCL/LTD



EXP

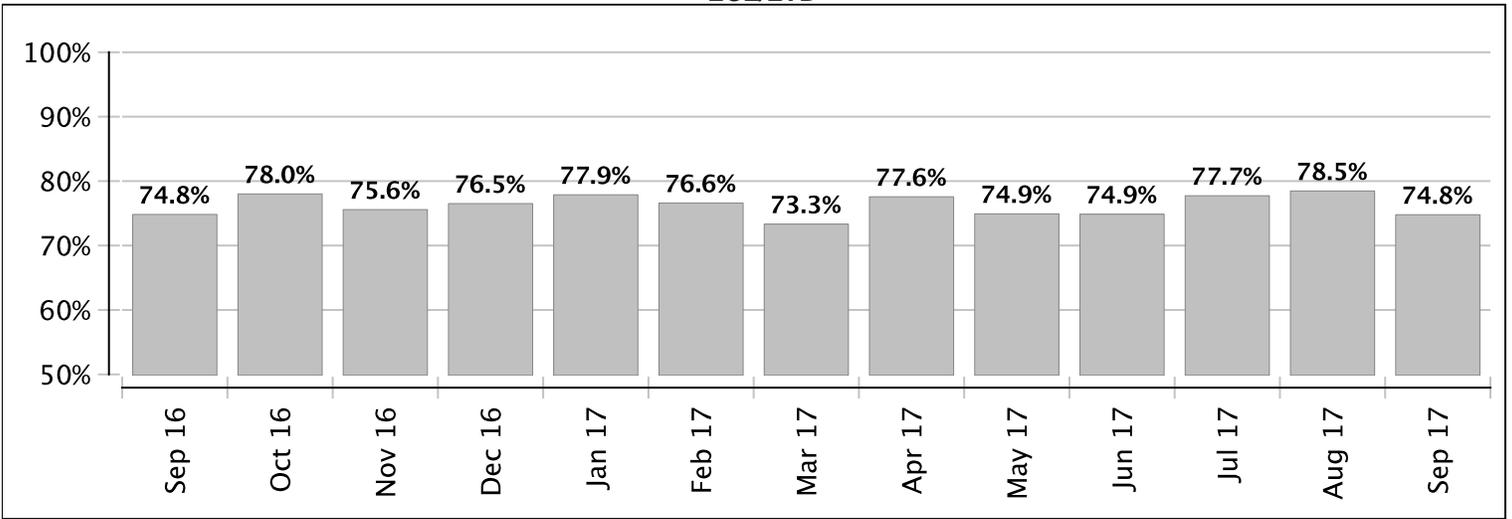


SBS

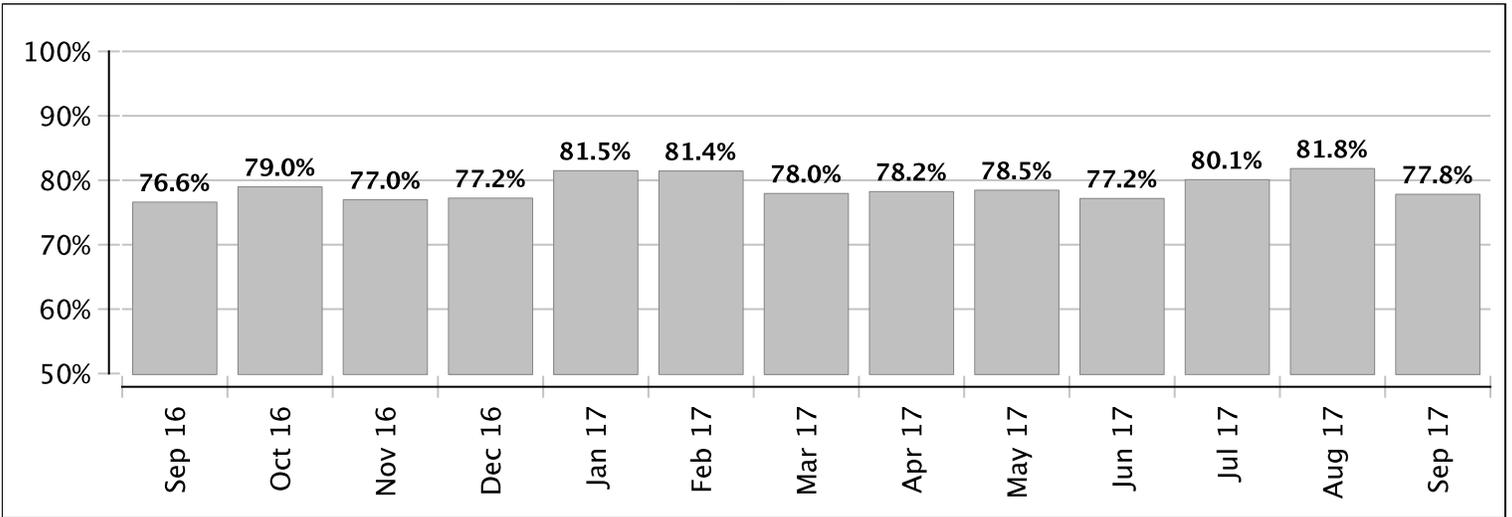


Bus Weekday Wait Assessment

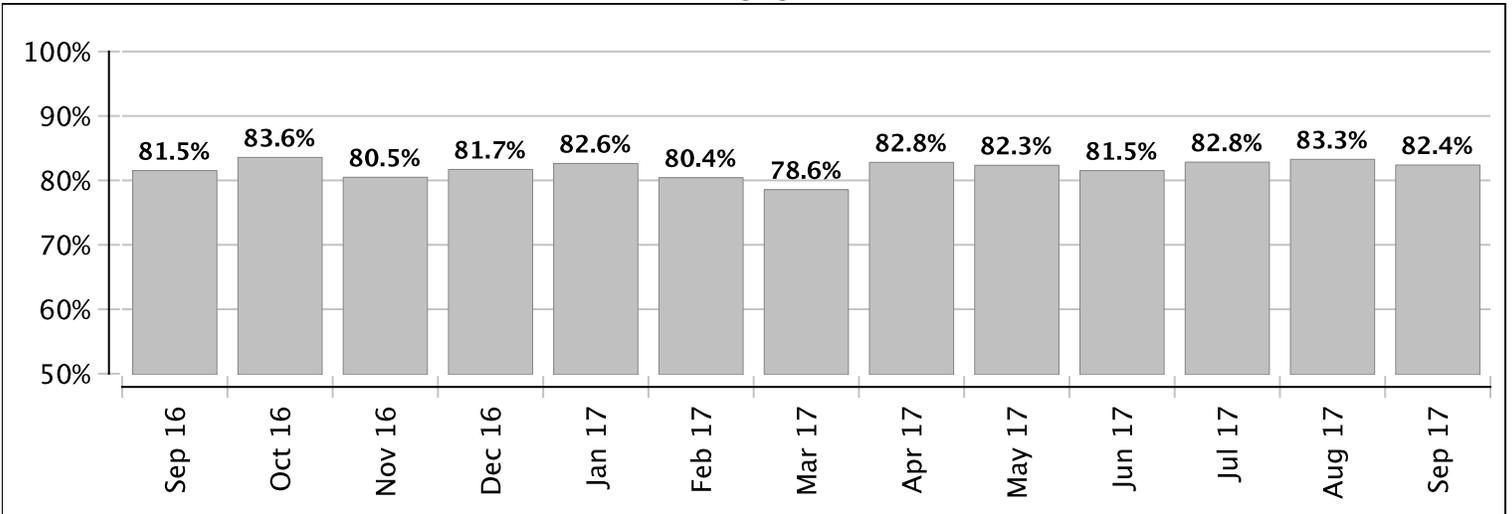
Brooklyn LCL/LTD



EXP

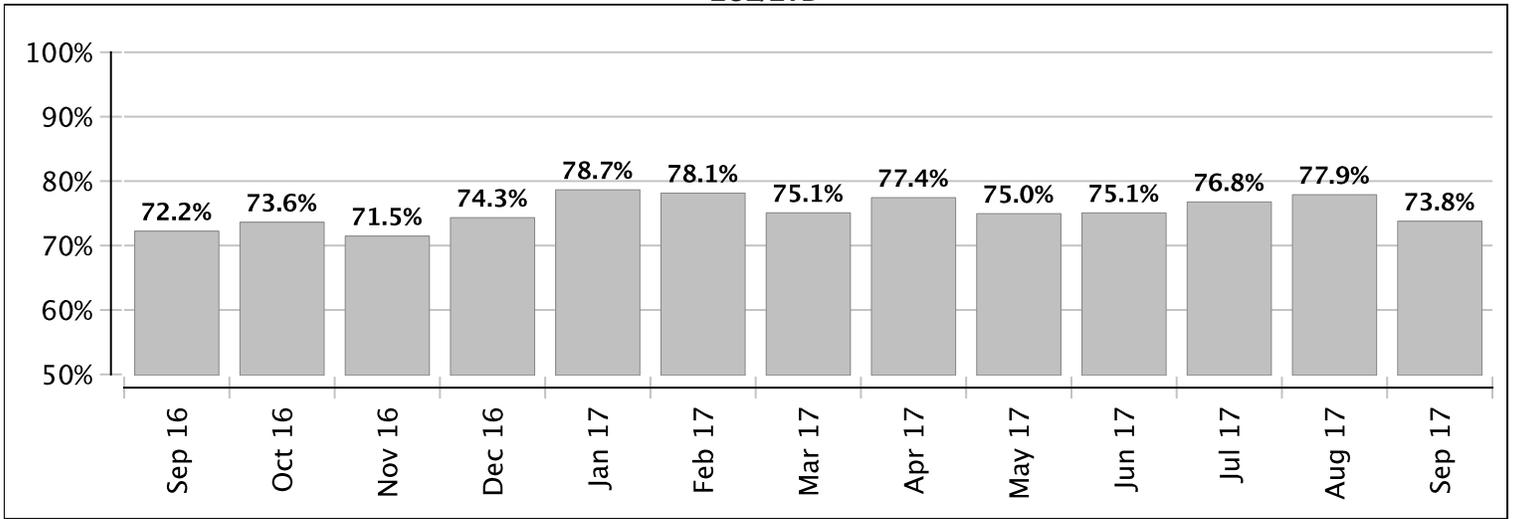


SBS

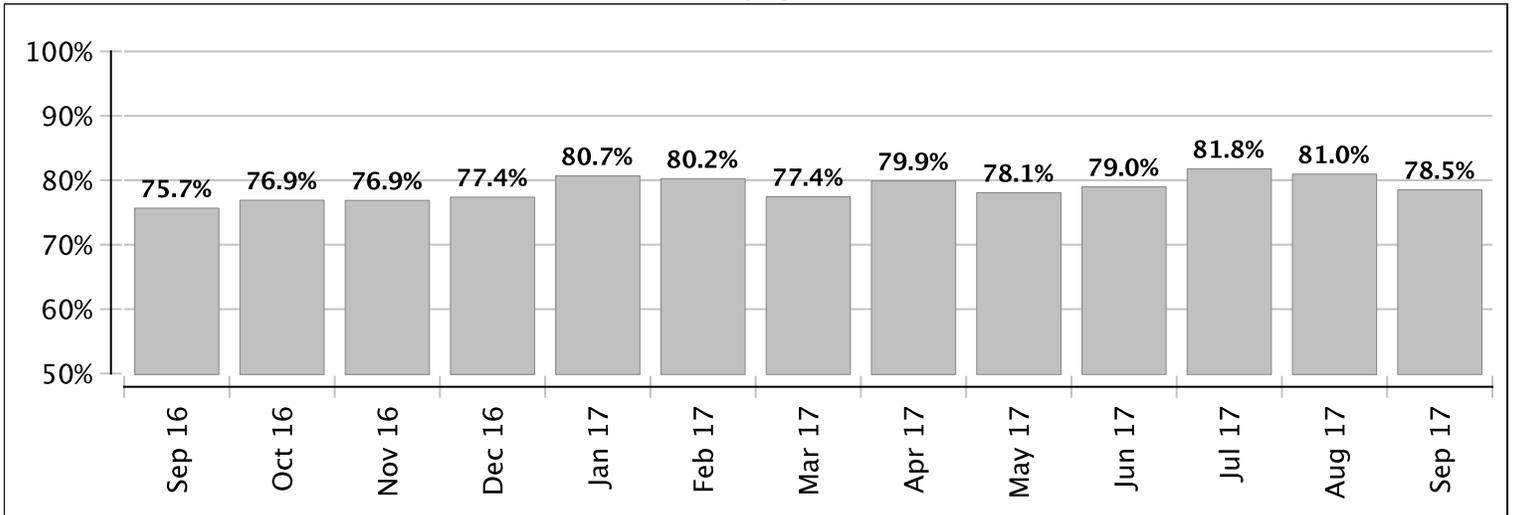


Bus Weekday Wait Assessment

Manhattan LCL/LTD

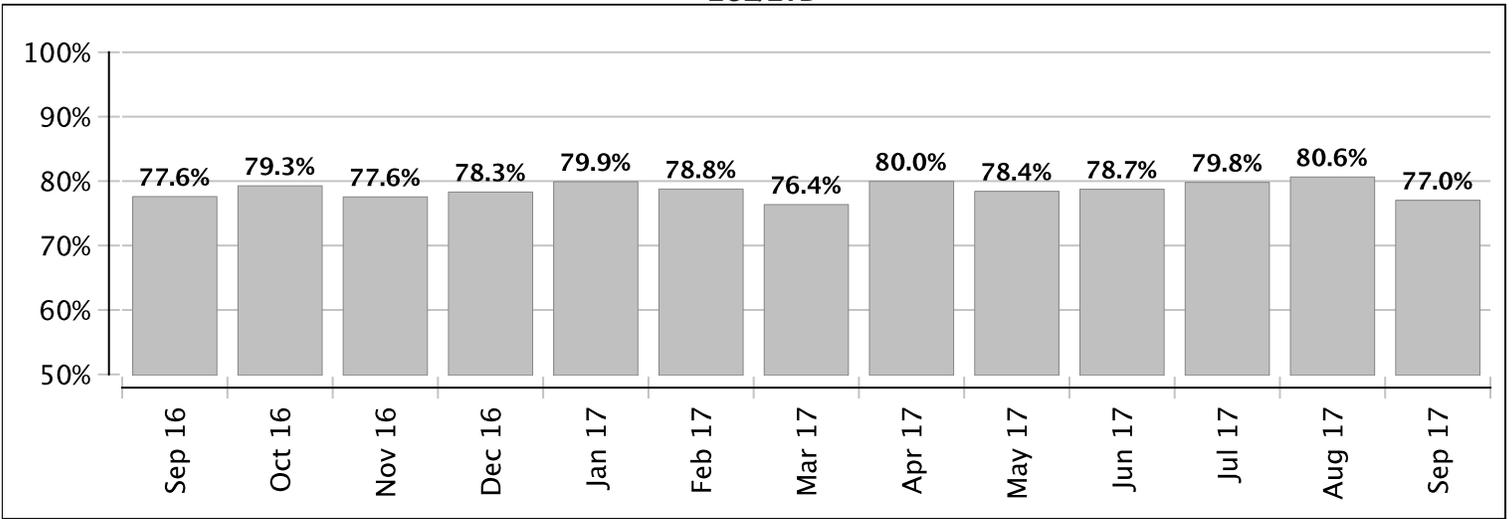


SBS

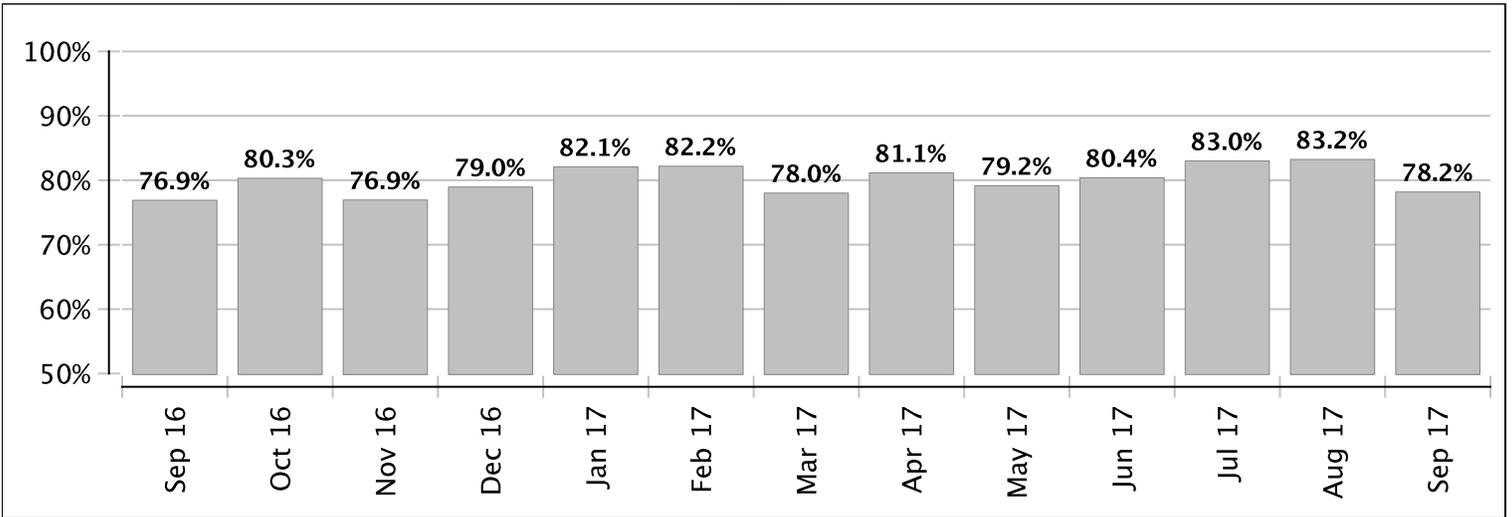


Bus Weekday Wait Assessment

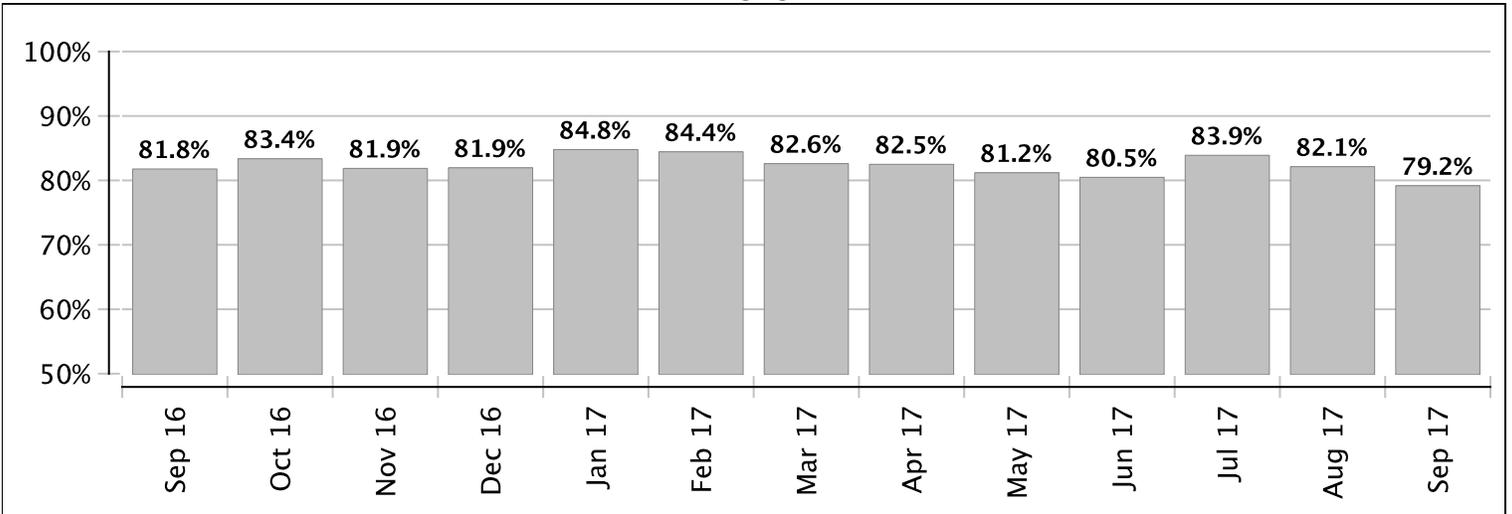
Queens LCL/LTD



EXP



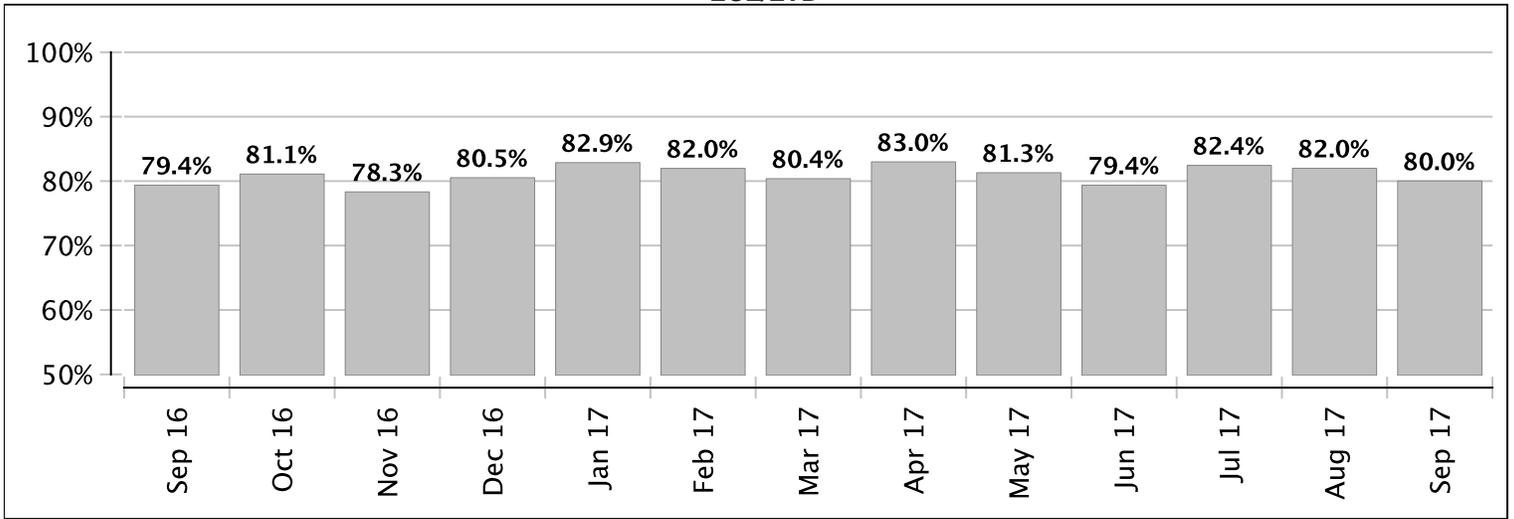
SBS



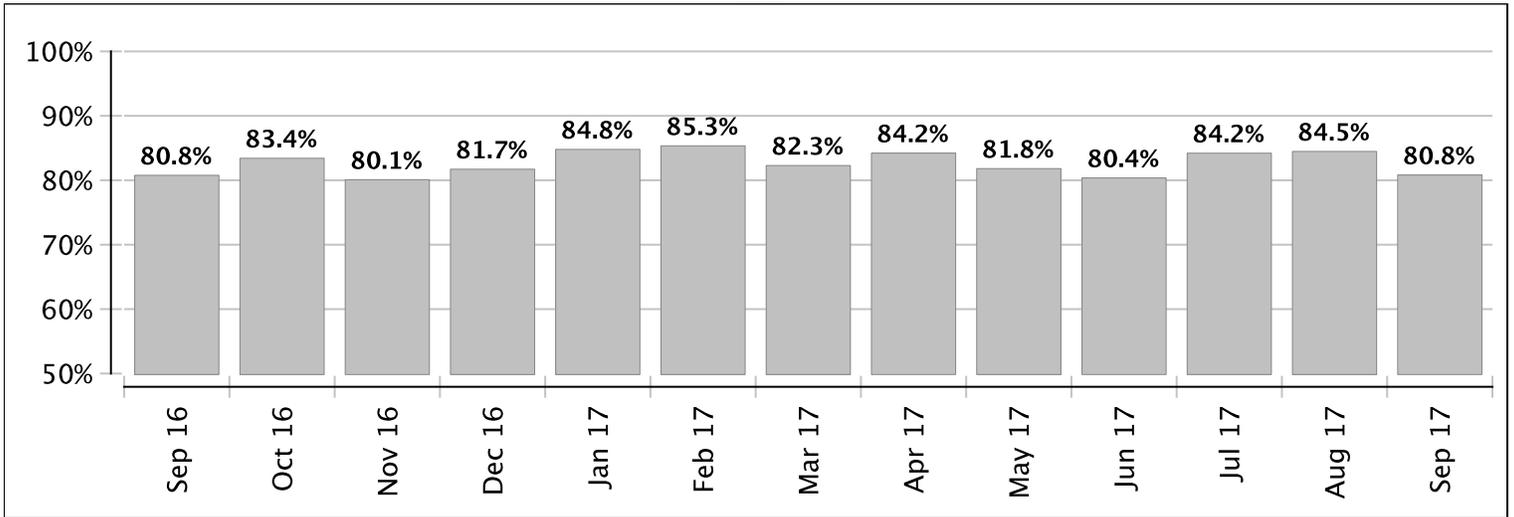
Bus Weekday Wait Assessment

Staten Island

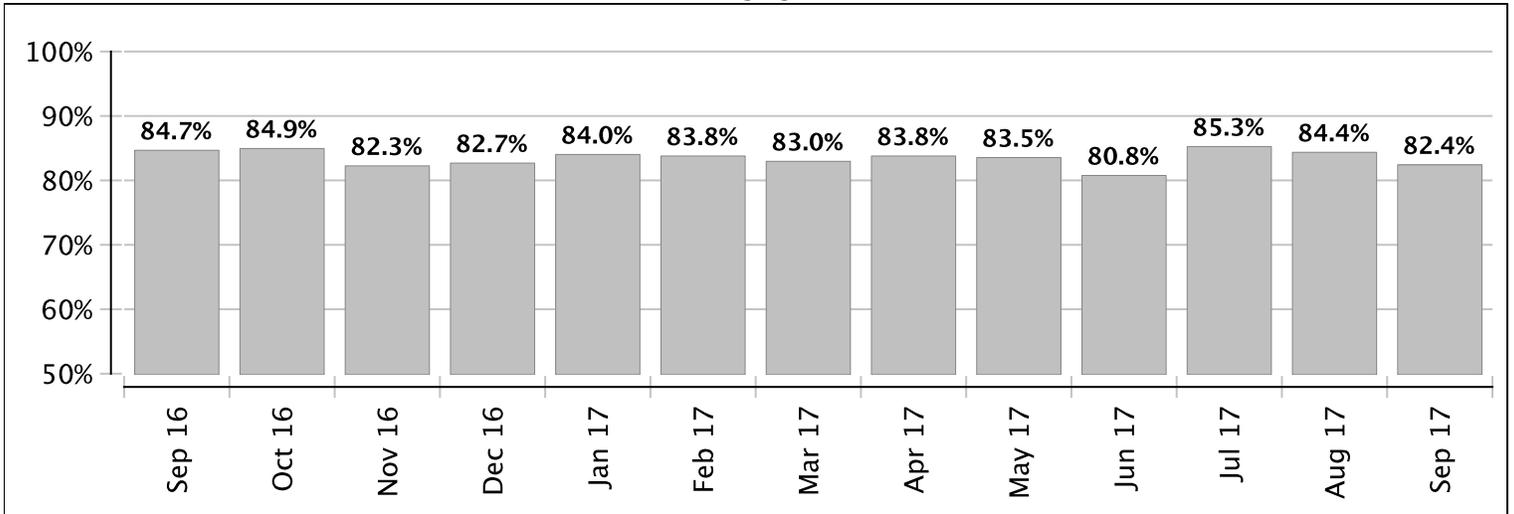
LCL/LTD



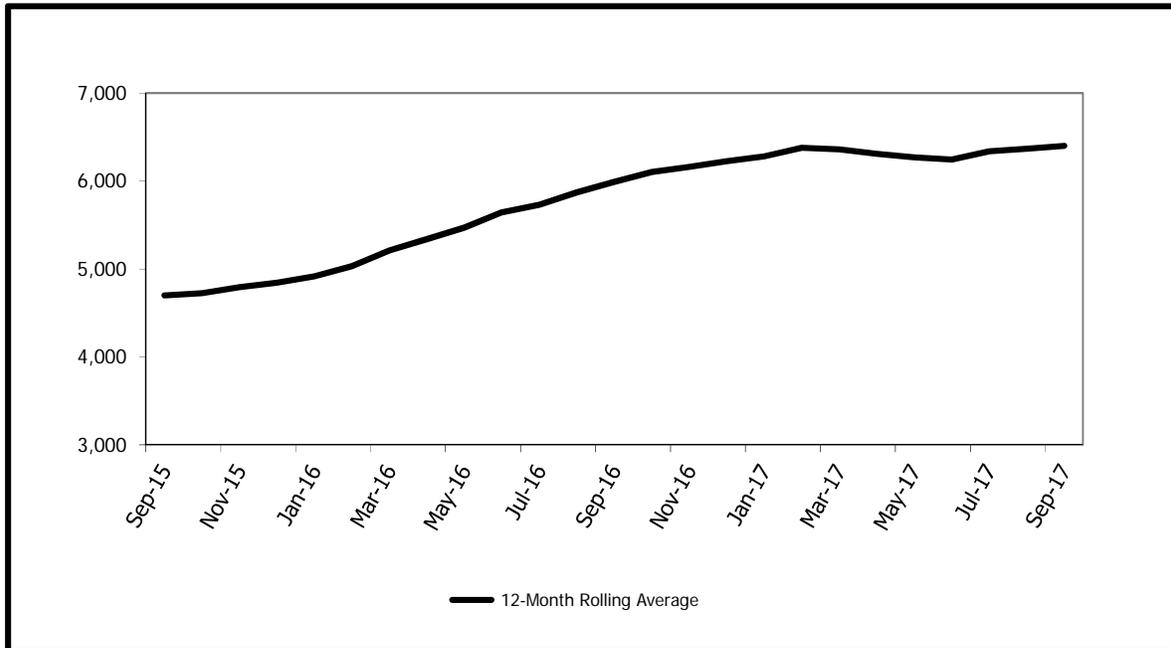
EXP



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

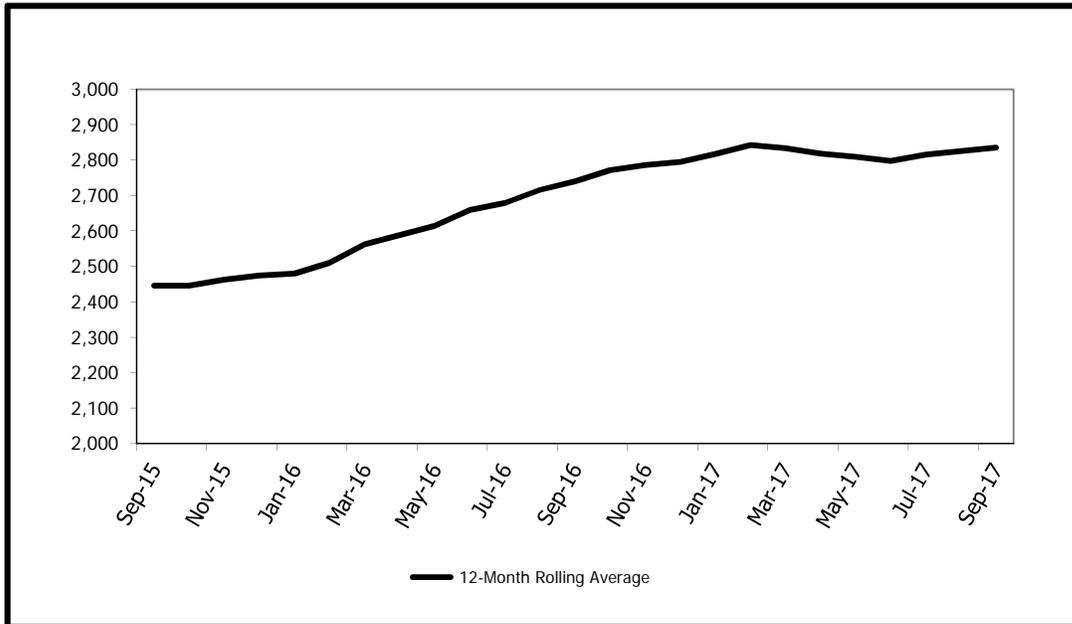
2017 Goal: 6,036

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

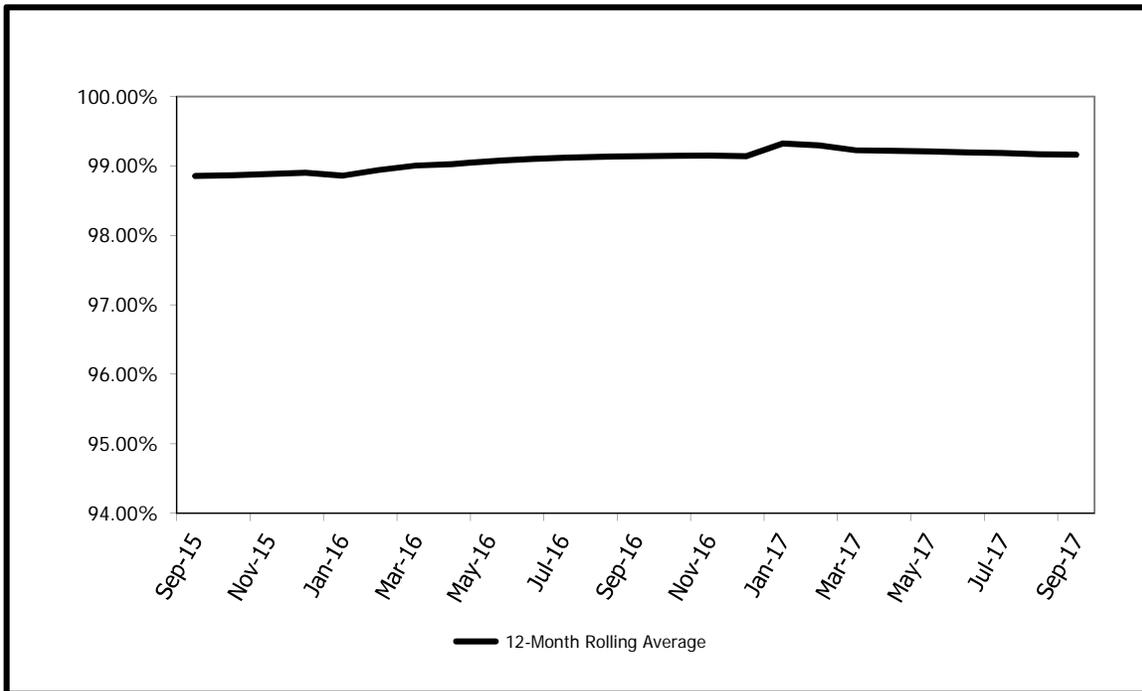
Annual Results

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 99.16%
 October 15 - September 16 99.14%

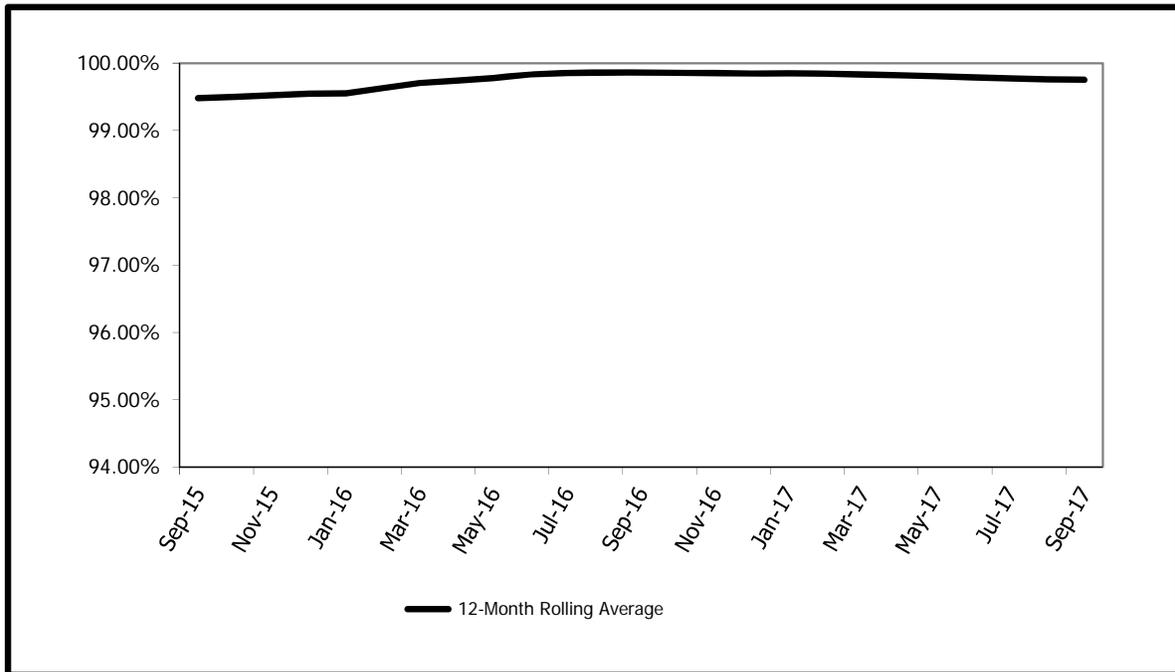
Annual Results

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

99.75%

99.86%

Annual Results

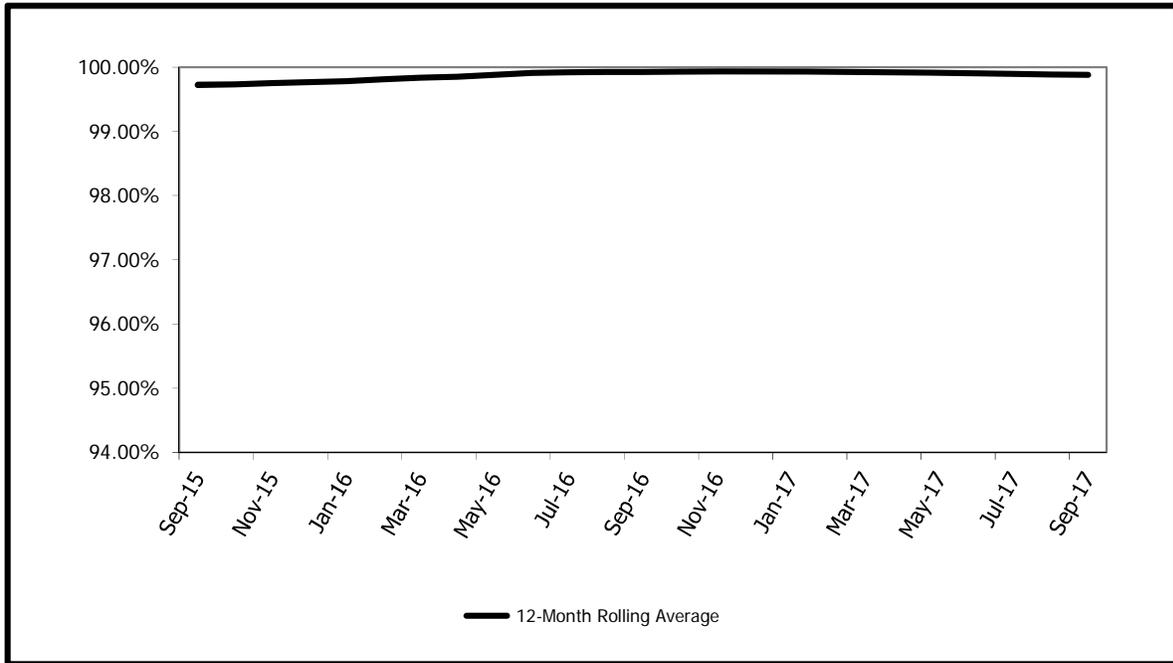
2017 YTD: 99.74%

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% | 2017 YTD: | 99.87% |
| September 2016: 99.96% | October 15 - September 16 | 99.93% | 2016 Actual: | 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 | | | |
|--|---------------------|---------------------|---------------------|
| Performance Indicators | 12-Month Average | | |
| | 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.



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

| | <i>JANUARY-OCTOBER</i> | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <i>1997</i> | <i>1998</i> | <i>1999</i> | <i>2000</i> | <i>2001</i> | <i>2002</i> | <i>2003</i> | <i>2004</i> | <i>2005</i> | <i>2006</i> | <i>2007</i> | <i>2008</i> | <i>2009</i> | <i>2010</i> | <i>2011</i> | <i>2012</i> | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> | <i>2017</i> |
| <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> | <i>5290</i> | <i>4089</i> | <i>3731</i> | <i>3587</i> | <i>3155</i> | <i>3104</i> | <i>2631</i> | <i>2682</i> | <i>2663</i> | <i>2229</i> | <i>1903</i> | <i>1885</i> | <i>1649</i> | <i>1772</i> | <i>2076</i> | <i>2281</i> | <i>2120</i> | <i>1851</i> | <i>2020</i> | <i>2003</i> | <i>1992</i> |
| <i>Major Fel Per Day</i> | <i>17.40</i> | <i>13.45</i> | <i>12.27</i> | <i>11.80</i> | <i>10.38</i> | <i>10.21</i> | <i>8.65</i> | <i>8.82</i> | <i>8.76</i> | <i>7.33</i> | <i>6.26</i> | <i>6.20</i> | <i>5.42</i> | <i>5.83</i> | <i>6.83</i> | <i>7.50</i> | <i>6.97</i> | <i>6.09</i> | <i>6.64</i> | <i>6.59</i> | <i>6.55</i> |

**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% |

| | | | | | |
|-------------|----------|----|----|----|--------------|
| TD 32 | BLACK | 1 | 0 | 1 | 100% |
| | MUSLIM | 1 | 0 | 1 | 100% |
| | 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% |



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 | | | |
|----------------------|--------------|--------------|-------------------------|---------------|------------------------|----------------|-------------------------|---------------|
| | Forecast | Preliminary | Favorable/(Unfavorable) | | Forecast | Preliminary | Favorable/(Unfavorable) | |
| | | Actual | Amount | Percent | | 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 | | | |
|--------------------|-------------|---------|--------|---------|-----------------|---------|--------|---------|
| | 2016 | Prelim. | Change | | 2016 | Prelim. | Change | |
| | | 2017 | Amount | Percent | | 2017 | Amount | Percent |
| Subway | 1.976 | 2.079 | 0.104 | 5.2% | 1.607 | 1.684 | 0.077 | 4.8% |
| 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% |
| <i>Total - Regional Bus</i> | <i>61.8</i> | <i>60.7</i> | <i>(1.1)</i> | <i>(1.8%)</i> | <i>547.2</i> | <i>543.6</i> | <i>(3.6)</i> | <i>(0.7%)</i> |

Notes: Totals may not add due to rounding.

September Average Weekday and Weekend Ridership vs. Prior Year

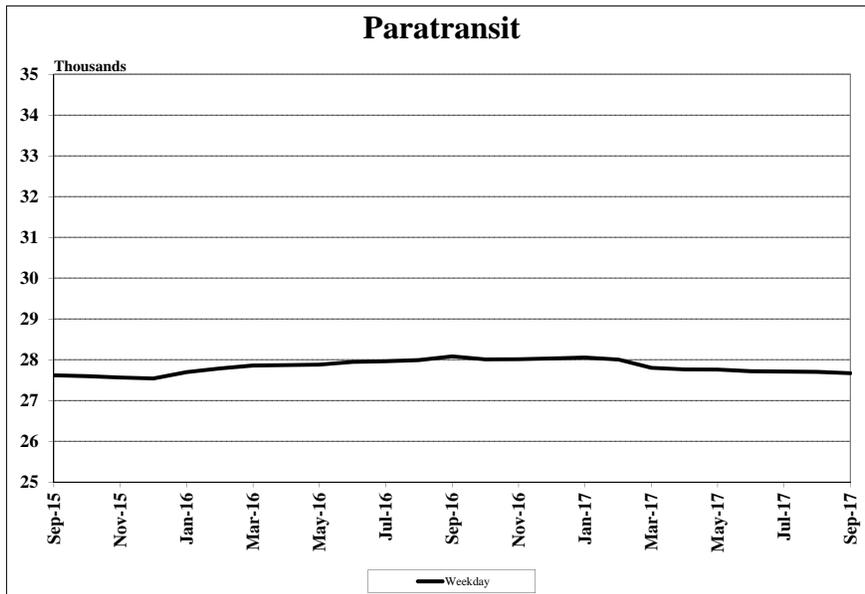
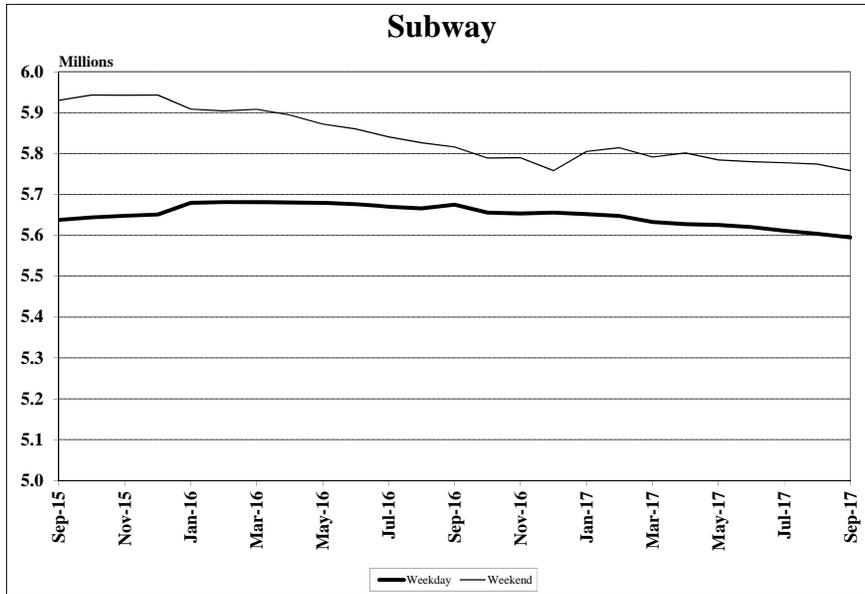
| Month | Average Weekday - (thousands) | | | | Average Weekend - (thousands) | | | |
|---------------------------------|-------------------------------|--------------|--------------|--------------|-------------------------------|--------------|--------------|--------------|
| | Preliminary | | Change | | 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.

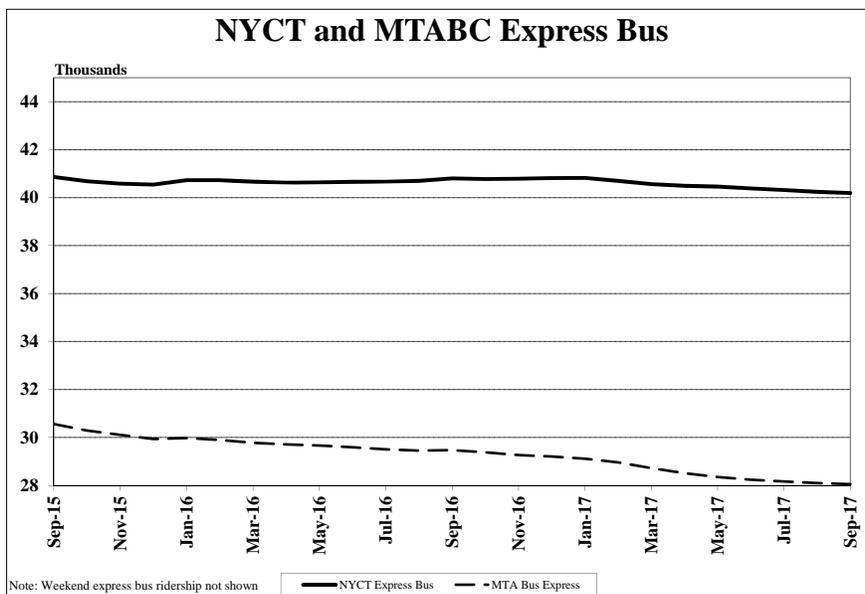
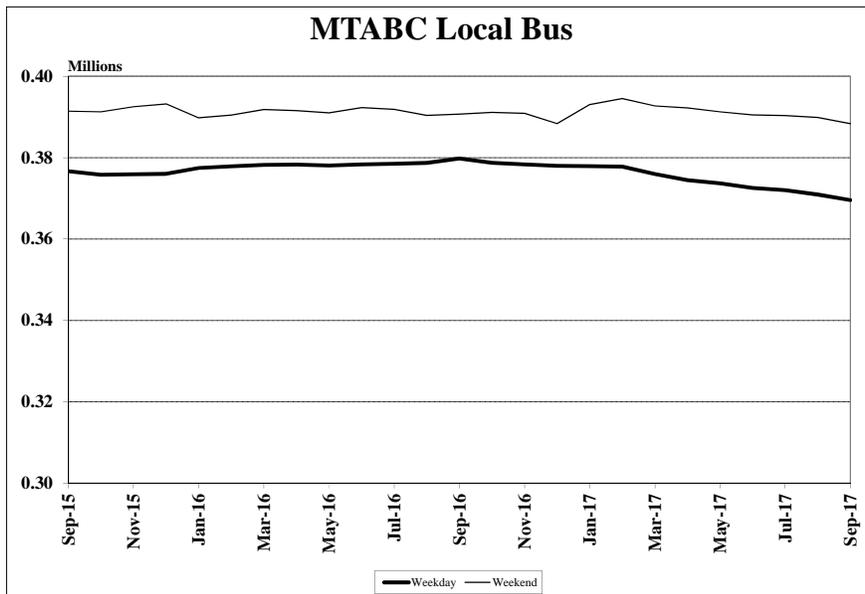
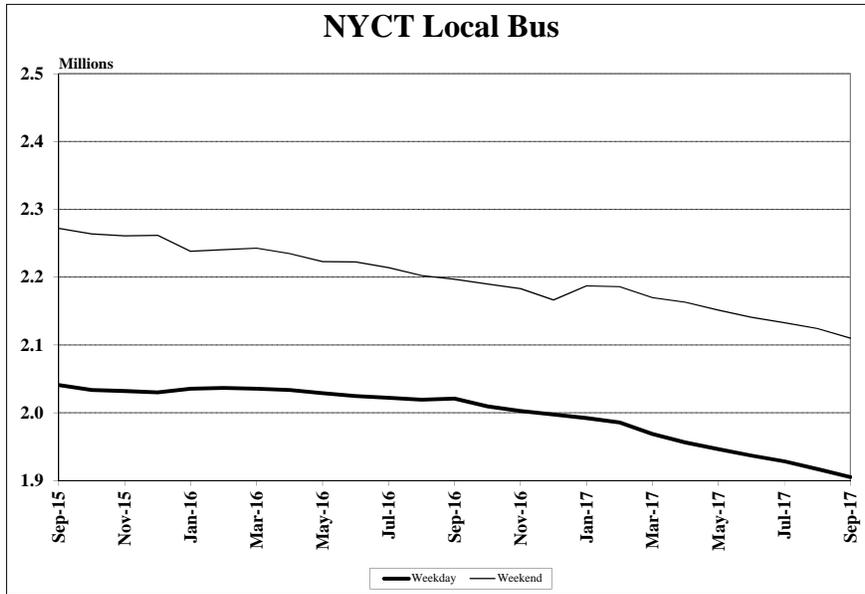
Average Weekday and Weekend Ridership

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)

10/17/2017 07:09 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------|--------------------|--|------------------------|----------------------|------------------|--|------------------------|----------------------|--------------------|--|------------------------|
| | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent 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 | (0.378) | (1.0) |
| Capital and Other Reimbursements | \$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) | \$167.526 | \$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) | \$780.693 | \$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 | \$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 months' 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)

10/17/2017 07:09 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------|--------------------|----------------------------|----------------|----------------------|--------------------|----------------------------|----------------|----------------------|--------------------|----------------------------|----------------|
| | Forecast Mid_Year | Actual | Favorable (Unfavorable) | Var Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) | Var Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) | Var Percent |
| | | | Variance | | | | Variance | | | | Variance | |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| 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 | (615) | (4.5) | \$0,000 | \$0,000 | - | - | \$13,593 | \$12,978 | (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 Reimbursements | \$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 | (30,053) | (0.8) | \$1,003,091 | \$1,044,255 | \$41,164 | 4.1 | \$4,694,408 | \$4,705,520 | \$11,111 | 0.2 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| 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 | \$7,600 | (742) | (10.8) | \$324,798 | \$321,940 | \$2,858 | 0.9 |
| Pensions | \$694,868 | \$694,917 | (49) | 0.0 | \$27,372 | \$26,549 | \$822 | 3.0 | \$722,240 | \$721,467 | \$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) |
| Non-Labor: | | | | | | | | | | | | |
| 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 | (25) | 0.0 | \$0,000 | \$0,000 | - | - | \$54,125 | \$54,150 | (25) | 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 | \$180,848 | (594) | 0.3 | \$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 | (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 | (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) | \$1,452,035 | \$1,417,418 | \$34,616 | 2.4 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Other Expense Adjustments | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Total Expenses before Depreciation and OPEB | \$5,965,107 | \$5,940,935 | \$24,172 | 0.4 | \$1,003,091 | \$1,044,255 | (41,164) | (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 | \$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.

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)

10/20/2017 10:54 AM

| | 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 | | | | | | | | |
| Labor : | | | | | | | | |
| 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) |
| Non-Labor : | | | | | | | | |
| 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 |
| Other Expense Adjustments: | | | | | | | | |
| 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

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)

10/20/2017 10:57 AM

| | Month | | | | Year-To-Date | | | |
|--|----------------------|------------------|----------------------------|---------------|----------------------|--------------------|----------------------------|---------------|
| | Forecast Mid_Year | Actual | Favorable (Unfavorable) | | Forecast Mid_Year | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | 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 | | | | | | | | |
| Labor : | | | | | | | | |
| 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) |
| Non-Labor : | | | | | | | | |
| 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) |
| Other Expense Adjustments: | | | | | | | | |
| 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 | Actual | Variance Fav./(Unfav) | Explanation |
|-----------------------------------|----------------------|---------------|--------------------------|-------------|
| 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)

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

| <u>Type</u> | <u>Definition</u> |
|---|--|
| <i>Scheduled Service</i> | Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays). |
| <i>Unscheduled Service</i> | Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related. |
| <i>Programmatic/Routine Maintenance</i> | <i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, 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. |



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)

10/17/2017 04:37 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------|----------------|--|-------------|----------------------|----------------|--|---------------|----------------------|----------------|--|-------------|
| | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Percent |
| 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 | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| 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 |
| Non-Labor : | | | | | | | | | | | | |
| 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 | \$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 |
| 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 | \$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 Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent Percent | Forecast Mid_Year | Actual | Favorable (Unfavorable) Variance | Var Percent 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 | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| 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 |
| Non-Labor : | | | | | | | | | | | | |
| 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 |
| 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 | \$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 month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

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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)

| <u>Generic Revenue or Expense Category</u> | <u>Non Reimb. or Reimb.</u> | <u>MONTH</u> | | | <u>YEAR-TO-DATE</u> | | |
|---|---------------------------------|-------------------|-----------------|--|---------------------|----------|--|
| | | <u>Favorable/</u> | | <u>Reason for Variance</u> | <u>Favorable/</u> | | <u>Reason for Variance</u> |
| | | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | |
| 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)

10/20/2017 11:22 AM

| | 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 | | | | | | | | |
| Labor : | | | | | | | | |
| 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) |
| Non-Labor : | | | | | | | | |
| 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 |
| Other Expense Adjustments: | | | | | | | | |
| 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

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)

| <u>Operating Receipts or Disbursements</u> | <u>MONTH</u> | | | <u>YEAR TO DATE</u> | | |
|---|--|----------|---|--|----------|--|
| | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> |
| | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | |
| 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)

10/20/2017 11:25 AM

| | 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 | 1.6 |
| Expenses | | | | | | | | |
| Labor : | | | | | | | | |
| 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) | - |
| Non-Labor : | | | | | | | | |
| 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 |
| Other Expense Adjustments: | | | | | | | | |
| 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>Explanation</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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 2017
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------|---------------|-------------------|-----------------|-------------------|---------------|--------------------|--------------------|-------------------|---------------|
| | Favorable | | | | Favorable | | | | Favorable | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | Variance | Percent | Mid Year Forecast | Actual | 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) |
| 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 |
| Labor: | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | (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) |
| Non-Labor: | | | | | | | | | | | | |
| 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 | 2.371 | 57.3 |
| 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 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 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) | - | - | - | - | - | - | 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 | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | 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 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 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 | 100.0 |
| 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 | | | 0.077 | 21.9 | | | | |
| 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 | | | |
|--|----------------------|--------------------|----------------------------|---------------|----------------------|---------------------|----------------------------|--------------|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| 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) |
| Expenditures | | | | | | | | |
| <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 |
| Other Expenditure Adjustments : | | | | | | | | |
| 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)

| | September 2017 | | | Year-To-Date | | |
|--|--|---------------|--|--|--------------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Operating Receipts or Disbursements | | | | | | |
| 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 | (0.182) | (36.4) | Timing of reimbursement receipts & vacancies. | (0.376) | (10.3) | Timing of reimbursement receipts & vacancies. |
| Total Receipts | \$ (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 | | | | |
|--|----------------------|-------------------|----------------------------|---------------|----------------------|-------------------|----------------------------|---------------|---------|--|
| | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Mid Year Forecast | Actual | Favorable (Unfavorable) | | Percent | |
| | | | Variance | Percent | | | 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> | | |
|-------------------------------|--------------------------|------------------|--|--|-------------------|--|
| | <u>Mid Year Forecast</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> | <u>Mid Year Forecast</u> | <u>Actual</u> | <u>Favorable/ (Unfavorable) Variance</u> |
| <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 (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|----------------------|--------------|--|--------------------------|
| 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) Variance | Explanation of Variances |
|-----------------------------------|----------------------|--------------|--|--------------------------|
| 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)

| | 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 | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 58,338 | \$2.097 | 47,618 | \$2.512 | 10,720 | (\$0.414) | 473,017 | \$20.646 | 429,111 | \$21.575 | 43,906 | (\$0.929) |
| | | | | | 18.4% | -19.8% | | | | | 9.3% | -4.5% |
| <u>Unscheduled Service</u> | 20,356 | \$0.941 | 16,026 | \$1.236 | 4,330 | (\$0.295) | 141,741 | \$6.490 | 113,510 | \$6.932 | 28,231 | (\$0.442) |
| | | | | | 21.3% | -31.4% | | | | | 19.9% | -6.8% |
| <u>Programmatic/Routine Maintenance</u> | 19,727 | \$0.744 | 28,861 | \$1.392 | (9,134) | (\$0.648) | 202,496 | \$8.978 | 231,986 | \$11.091 | (29,490) | (\$2.113) |
| | | | | | -46.3% | -87.1% | | | | | -14.6% | -23.5% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | 0 | \$0.000 | 0 | - | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| | | | | | 0.0% | 0.0% | | | | | 0.0% | 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 13,521 | \$0.791 | 24,643 | \$0.784 | (11,121) | \$0.006 | 159,785 | \$7.845 | 210,284 | \$8.048 | (50,499) | (\$0.204) |
| | | | | | -82.3% | 0.8% | | | | | -31.6% | -2.6% |
| <u>Weather Emergencies</u> | 1,612 | \$0.018 | 0 | \$0.000 | 1,612 | \$0.018 | 40,187 | \$1.654 | 33,730 | \$1.587 | 6,457 | \$0.067 |
| | | | | | * | * | | | | | * | * |
| <u>Safety/Security/Law Enforcement</u> | 273 | \$0.014 | 260 | \$0.011 | 13 | \$0.003 | 1,804 | \$0.086 | 1,637 | \$0.070 | 167 | \$0.016 |
| | | | | | 4.9% | 19.9% | | | | | 9.2% | 18.6% |
| <u>Other</u> | 361 | \$0.022 | 238 | \$0.034 | 123 | (\$0.012) | 2,695 | \$0.249 | 1,910 | \$0.258 | 785 | (\$0.009) |
| | | | | | * | * | | | | | * | * |
| Subtotal | 114,188 | \$4.627 | 117,645 | \$5.970 | (3,457) | (\$1.343) | 1,021,725 | \$45.947 | 1,022,168 | \$49.560 | (444) | (\$3.613) |
| | | | | | -3.0% | -29.0% | | | | | 0.0% | -7.9% |
| 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) | (\$1.343) | 1,021,725 | \$45.947 | 1,022,168 | \$49.560 | (444) | (\$3.613) |
| | | | | | -3.0% | -29.0% | | | | | 0.0% | -7.9% |

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

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

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 |

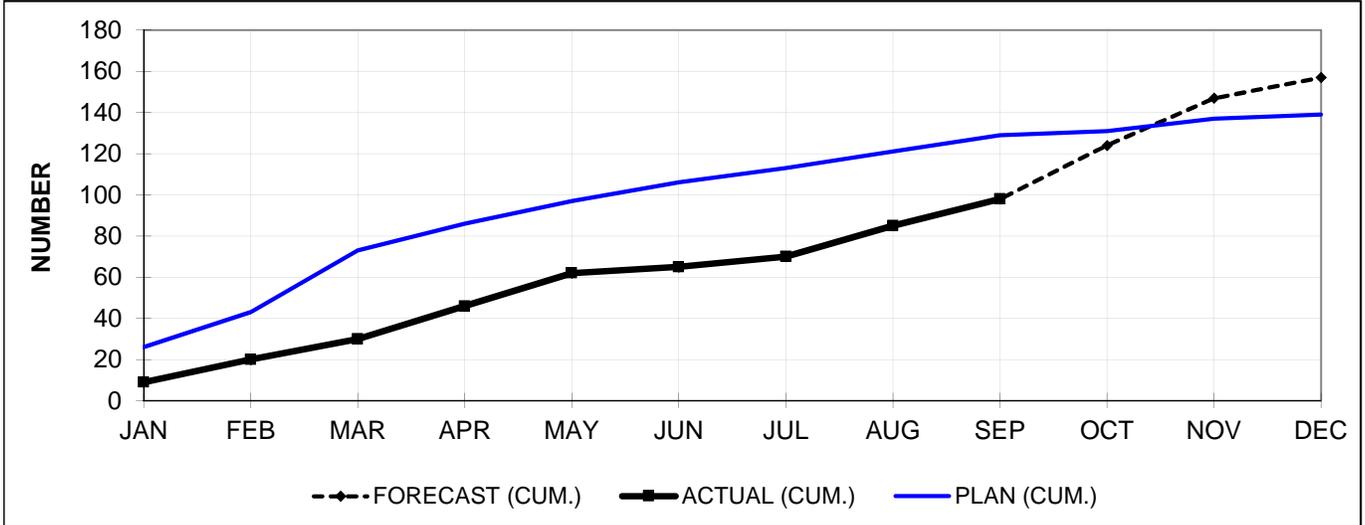
2017 Projected To-Year-End

| | 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 |

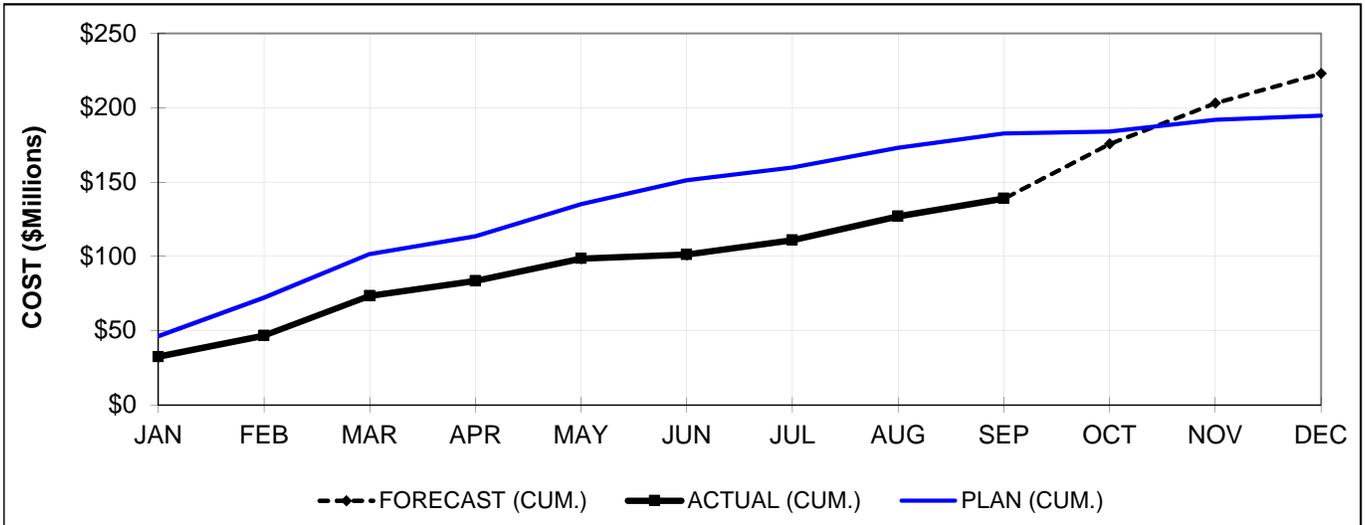
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2017 Design Starts Charts

As of September 2017



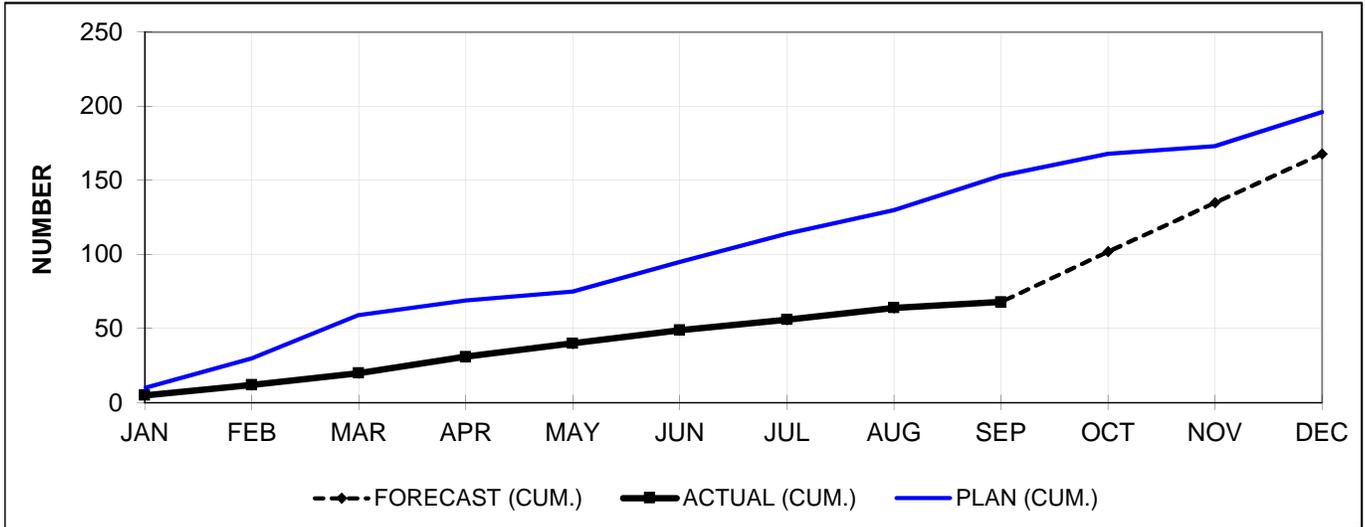
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | 26 | 23 | 10 |
| ACTUAL (NON-CUM.) | 9 | 11 | 10 | 16 | 16 | 3 | 5 | 15 | 13 | | | |
| PLAN (NON-CUM.) | 26 | 17 | 30 | 13 | 11 | 9 | 7 | 8 | 8 | 2 | 6 | 2 |
| FORECAST (CUM.) | | | | | | | | | | 124 | 147 | 157 |
| ACTUAL (CUM.) | 9 | 20 | 30 | 46 | 62 | 65 | 70 | 85 | 98 | | | |
| PLAN (CUM.) | 26 | 43 | 73 | 86 | 97 | 106 | 113 | 121 | 129 | 131 | 137 | 139 |



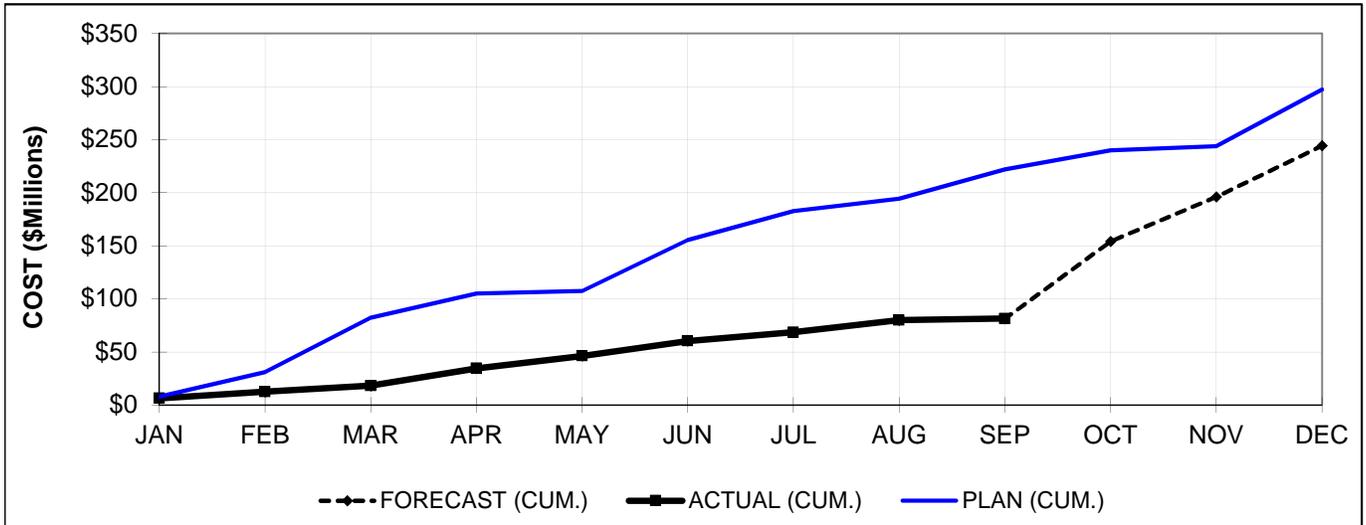
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | | 36.8 | 27.5 | 19.9 |
| ACTUAL (NON-CUM.) | 32.5 | 14.2 | 26.8 | 10.1 | 14.9 | 2.7 | 9.8 | 16.1 | 12.0 | | | |
| PLAN (NON-CUM.) | 46.3 | 26.0 | 29.3 | 12.0 | 21.5 | 16.1 | 8.6 | 13.3 | 9.6 | 1.3 | 7.9 | 2.9 |
| FORECAST (CUM.) | | | | | | | | | | 175.8 | 203.2 | 223.1 |
| ACTUAL (CUM.) | 32.5 | 46.7 | 73.5 | 83.6 | 98.5 | 101.2 | 111.0 | 127.0 | 139.0 | | | |
| PLAN (CUM.) | 46.3 | 72.3 | 101.6 | 113.6 | 135.1 | 151.2 | 159.8 | 173.1 | 182.7 | 184.0 | 191.9 | 194.8 |

2017 Design Completions Charts

As of September 2017



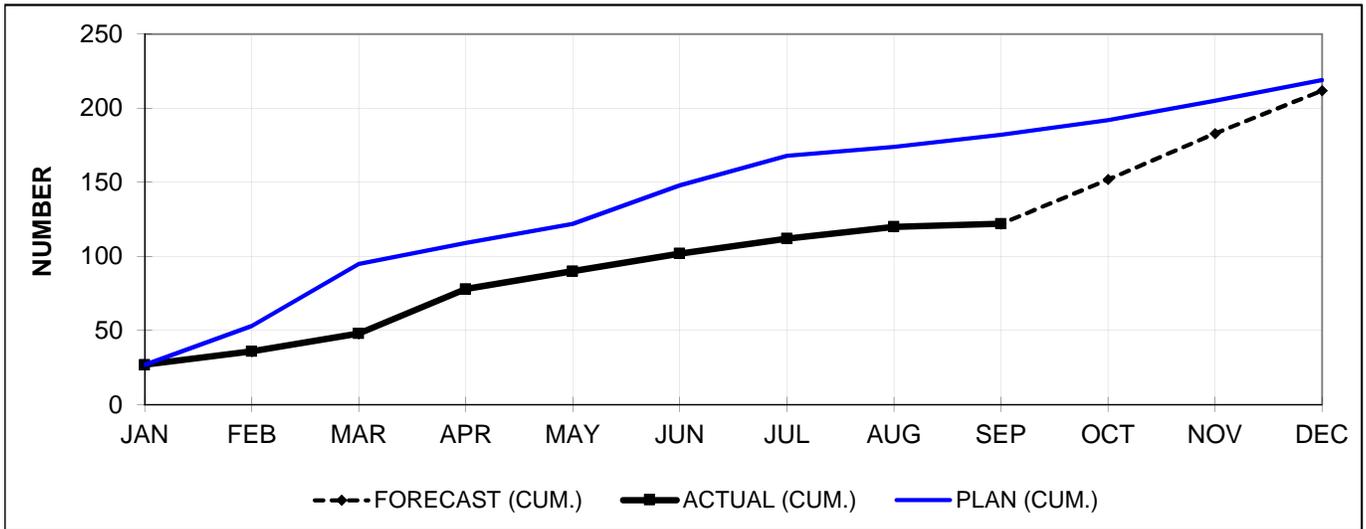
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | 34 | 33 | 33 |
| ACTUAL (NON-CUM.) | 5 | 7 | 8 | 11 | 9 | 9 | 7 | 8 | 4 | 15 | 5 | 23 |
| PLAN (NON-CUM.) | 10 | 20 | 29 | 10 | 6 | 20 | 19 | 16 | 23 | 15 | 5 | 23 |
| FORECAST (CUM.) | | | | | | | | | | 102 | 135 | 168 |
| ACTUAL (CUM.) | 5 | 12 | 20 | 31 | 40 | 49 | 56 | 64 | 68 | 168 | 173 | 196 |
| PLAN (CUM.) | 10 | 30 | 59 | 69 | 75 | 95 | 114 | 130 | 153 | 168 | 173 | 196 |



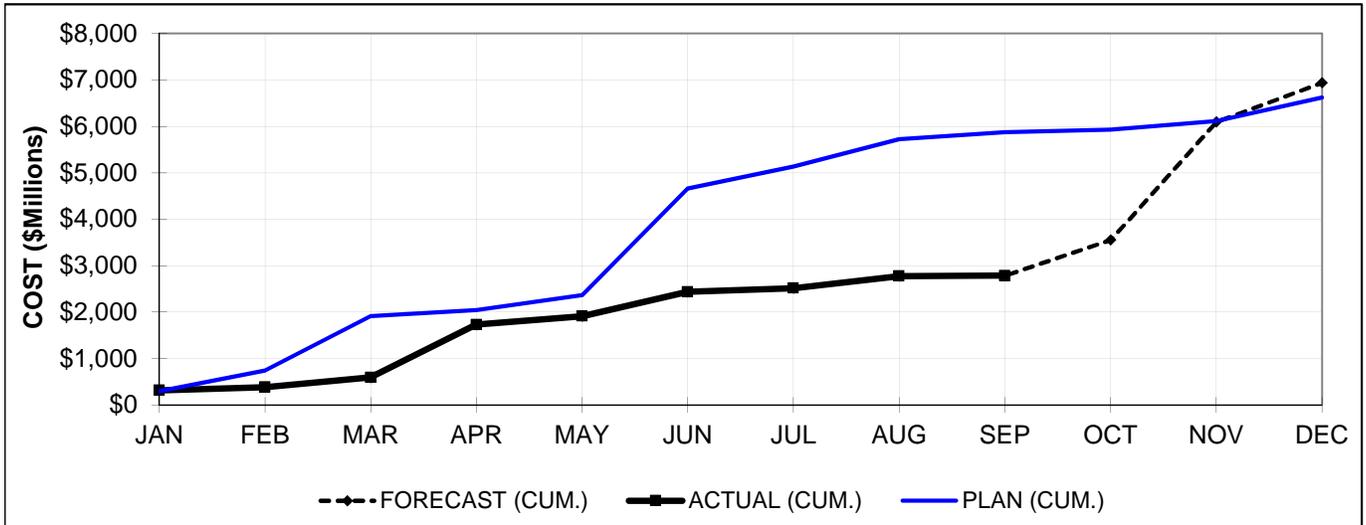
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| FORECAST (NON-CUM.) | | | | | | | | | | 72.8 | 42.1 | 48.1 |
| ACTUAL (NON-CUM.) | 6.4 | 6.1 | 5.6 | 16.4 | 11.7 | 14.0 | 8.2 | 11.4 | 1.5 | 17.9 | 4.0 | 53.4 |
| PLAN (NON-CUM.) | 8.0 | 23.0 | 51.2 | 22.7 | 2.6 | 48.0 | 27.3 | 11.7 | 27.6 | 17.9 | 4.0 | 53.4 |
| FORECAST (CUM.) | | | | | | | | | | 154.2 | 196.3 | 244.4 |
| ACTUAL (CUM.) | 6.4 | 12.5 | 18.1 | 34.6 | 46.2 | 60.3 | 68.5 | 79.9 | 81.4 | 240.0 | 243.9 | 297.3 |
| PLAN (CUM.) | 8.0 | 31.0 | 82.2 | 104.9 | 107.5 | 155.5 | 182.8 | 194.4 | 222.1 | 240.0 | 243.9 | 297.3 |

2017 Awards Charts

As of September 2017



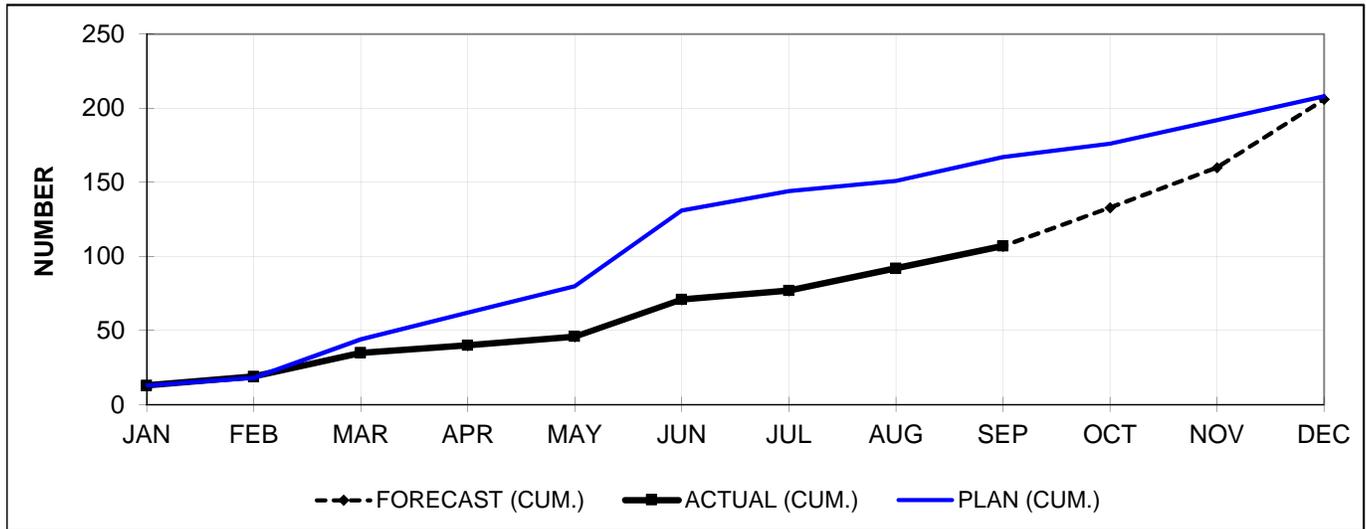
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | 30 | 31 | 29 |
| ACTUAL (NON-CUM.) | 27 | 9 | 12 | 30 | 12 | 12 | 10 | 8 | 2 | 10 | 13 | 14 |
| PLAN (NON-CUM.) | 27 | 26 | 42 | 14 | 13 | 26 | 20 | 6 | 8 | 10 | 13 | 14 |
| FORECAST (CUM.) | | | | | | | | | | 152 | 183 | 212 |
| ACTUAL (CUM.) | 27 | 36 | 48 | 78 | 90 | 102 | 112 | 120 | 122 | 192 | 205 | 219 |
| PLAN (CUM.) | 27 | 53 | 95 | 109 | 122 | 148 | 168 | 174 | 182 | 192 | 205 | 219 |



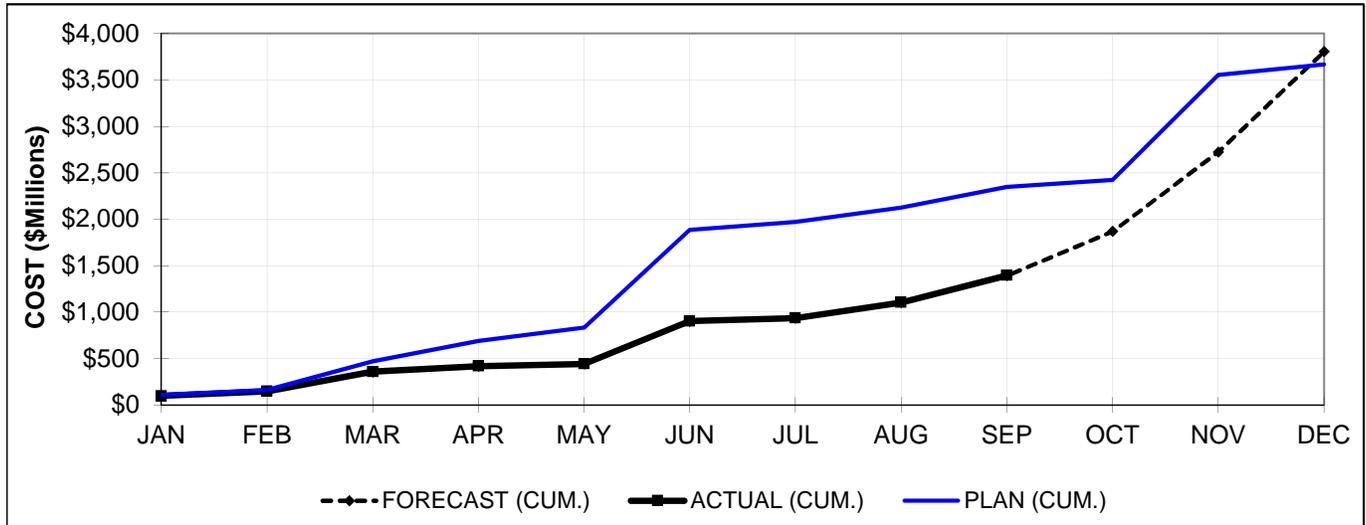
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | 768.2 | 2544.3 | 840.0 |
| ACTUAL (NON-CUM.) | 317.7 | 68.2 | 208.4 | 1136.3 | 180.6 | 526.9 | 78.9 | 260.4 | 10.1 | 58.2 | 183.8 | 510.1 |
| PLAN (NON-CUM.) | 298.8 | 446.8 | 1171.1 | 124.5 | 323.6 | 2296.1 | 476.1 | 589.4 | 145.1 | | | |
| FORECAST (CUM.) | | | | | | | | | | 3,555.6 | 6,099.9 | 6,939.9 |
| ACTUAL (CUM.) | 317.7 | 385.9 | 594.2 | 1,730.5 | 1,911.1 | 2,438.0 | 2,516.9 | 2,777.3 | 2,787.4 | | | |
| PLAN (CUM.) | 298.8 | 745.5 | 1,916.6 | 2,041.1 | 2,364.7 | 4,660.8 | 5,136.9 | 5,726.3 | 5,871.5 | 5,929.6 | 6,113.5 | 6,623.5 |

2017 Substantial Completions Charts

As of September 2017



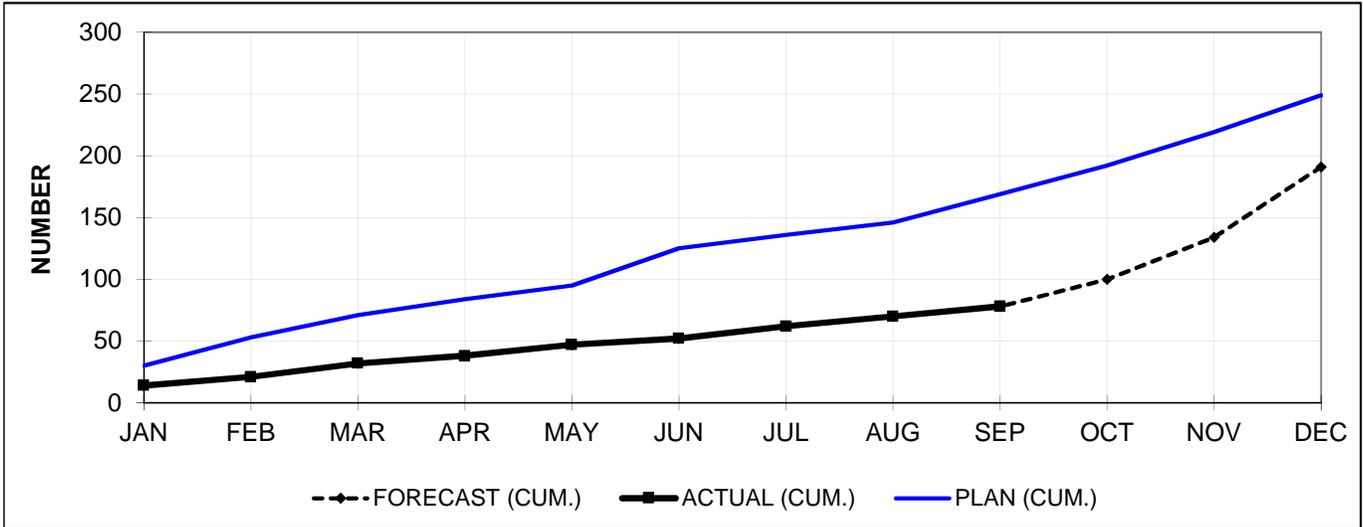
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | 26 | 27 | 46 |
| ACTUAL (NON-CUM.) | 13 | 6 | 16 | 5 | 6 | 25 | 6 | 15 | 15 | 9 | 16 | 16 |
| PLAN (NON-CUM.) | 13 | 5 | 26 | 18 | 18 | 51 | 13 | 7 | 16 | 9 | 16 | 16 |
| FORECAST (CUM.) | | | | | | | | | | 133 | 160 | 206 |
| ACTUAL (CUM.) | 13 | 19 | 35 | 40 | 46 | 71 | 77 | 92 | 107 | 176 | 192 | 208 |
| PLAN (CUM.) | 13 | 18 | 44 | 62 | 80 | 131 | 144 | 151 | 167 | 176 | 192 | 208 |



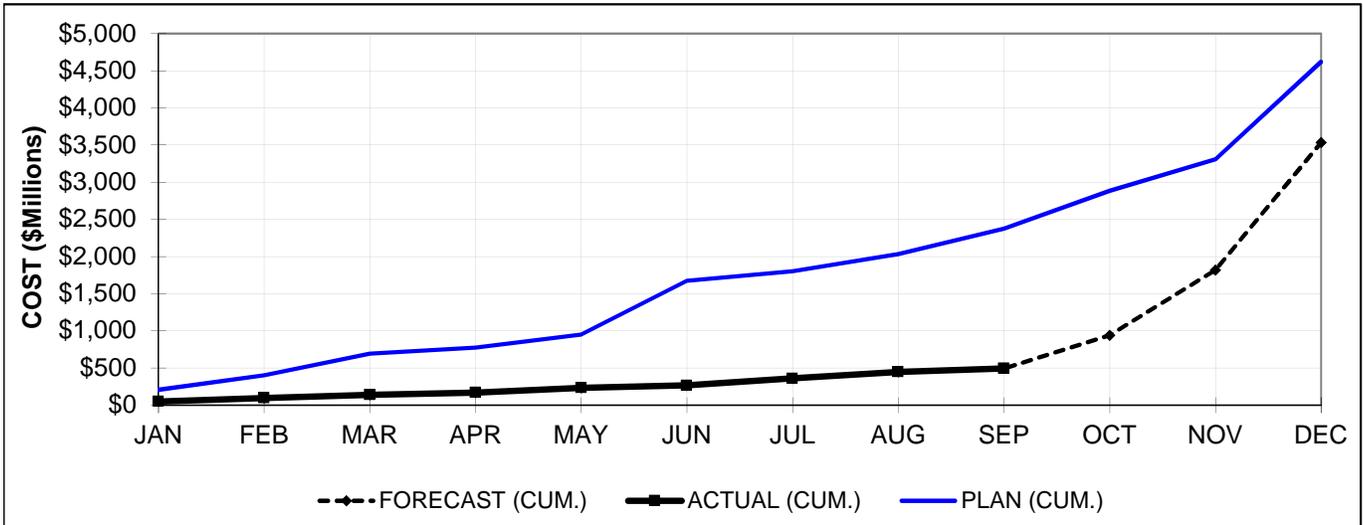
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | 475.4 | 855.5 | 1080.0 |
| ACTUAL (NON-CUM.) | 98.9 | 48.4 | 211.1 | 60.5 | 23.6 | 461.3 | 32.5 | 167.7 | 290.7 | 73.8 | 1129.4 | 113.0 |
| 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 | 2,422.8 | 3,552.1 | 3,665.2 |
| 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



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| FORECAST (NON-CUM.) | | | | | | | | | | 22 | 34 | 57 |
| ACTUAL (NON-CUM.) | 14 | 7 | 11 | 6 | 9 | 5 | 10 | 8 | 8 | 23 | 27 | 30 |
| PLAN (NON-CUM.) | 30 | 23 | 18 | 13 | 11 | 30 | 11 | 10 | 23 | 23 | 27 | 30 |
| FORECAST (CUM.) | | | | | | | | | | 100 | 134 | 191 |
| ACTUAL (CUM.) | 14 | 21 | 32 | 38 | 47 | 52 | 62 | 70 | 78 | 100 | 134 | 191 |
| PLAN (CUM.) | 30 | 53 | 71 | 84 | 95 | 125 | 136 | 146 | 169 | 192 | 219 | 249 |



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------------------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|---------|
| FORECAST (NON-CUM.) | | | | | | | | | | 447.4 | 877.1 | 1716.1 |
| ACTUAL (NON-CUM.) | 47.4 | 48.2 | 41.1 | 29.9 | 65.7 | 32.3 | 93.6 | 87.1 | 47.8 | 510.3 | 421.4 | 1312.6 |
| PLAN (NON-CUM.) | 207.0 | 193.2 | 294.4 | 78.6 | 176.6 | 724.2 | 128.5 | 232.5 | 341.5 | 341.5 | 421.4 | 1312.6 |
| FORECAST (CUM.) | | | | | | | | | | 940.7 | 1,817.8 | 3,533.9 |
| ACTUAL (CUM.) | 47.4 | 95.7 | 136.8 | 166.6 | 232.3 | 264.7 | 358.3 | 445.4 | 493.2 | 940.7 | 1,817.8 | 3,533.9 |
| PLAN (CUM.) | 207.0 | 400.1 | 694.5 | 773.1 | 949.7 | 1,673.9 | 1,802.4 | 2,034.9 | 2,376.5 | 2,886.7 | 3,308.1 | 4,620.7 |

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 | 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 |
| <u>Schedules Requiring Majority Vote:</u> | | |
| 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.) | <u>Staff Summary Attached</u> |
| 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) | <u>Staff Summary Attached</u> |
|---------------------------|---------------------------------------|--------------------------------------|

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.

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↓

Staff Summary

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

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 | Materiel | 6 | EVP |
| 2 X | Law | 7 | 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.

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:

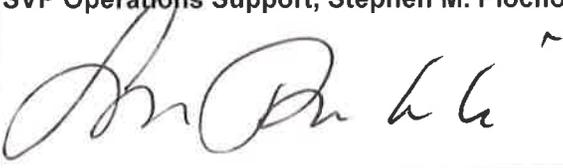
This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

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

| | | | |
|--|-----------------|--------------|------------------|
| Item Number 4-11 | | | |
| Division, Department Head Name: SVP Operations Support, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Order | Approval |
| 1 | Materiel | 6 | EVP |
| 2 X | Law | 7 | 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.

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.

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.

**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 | <i>[Signature]</i> 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 |
| 5 | VP Corp. Comm. | 1 | Chief OP SW for PC |

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the ②③⑦NQ 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 EF 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 ②③⑦NQ 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.

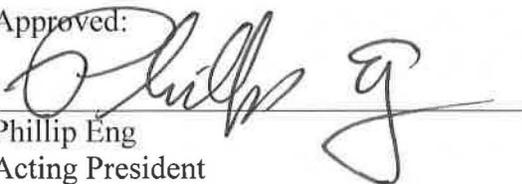
Budget Impact

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:



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 | Percent of Guideline |
| 2 3 | NB | Weekday | 21:00 - 21:29 | 6 | 5 | 62 | 130% | 1 | 7 | 4.3 | 54 | 112% |
| 2 3 | NB | Weekday | 22:00 - 22:29 | 6 | 5 | 54 | 113% | 1 | 7 | 4.3 | 46 | 97% |
| 2 3 | 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% |
| N W | NB | Weekday | 23:30 - 23:59 | 2 | 15 | 72 | 133% | 1 | 3 | 10 | 48 | 89% |
| N W | SB | Weekday | 06:00 - 06:29 | 3 | 10 | 92 | 100% | 1 | 4 | 7.5 | 69 | 75% |
| N W | SB | Weekday | 06:30 - 06:59 | 4 | 7.5 | 100 | 109% | 1 | 5 | 6 | 80 | 87% |
| N W | SB | Weekday | 10:30 - 10:59 | 6 | 5 | 56 | 104% | 1 | 7 | 4.3 | 48 | 89% |
| O | SB | Weekday | 20:00 - 20:29 | 3 | 10 | 66 | 115% | 1 | 4 | 7.5 | 46 | 85% |
| O | 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.



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:

| <u>Fare Media</u> | <u>September 2016</u> | <u>September 2017*</u> | <u>Difference</u> |
|------------------------|-----------------------|------------------------|-------------------|
| 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

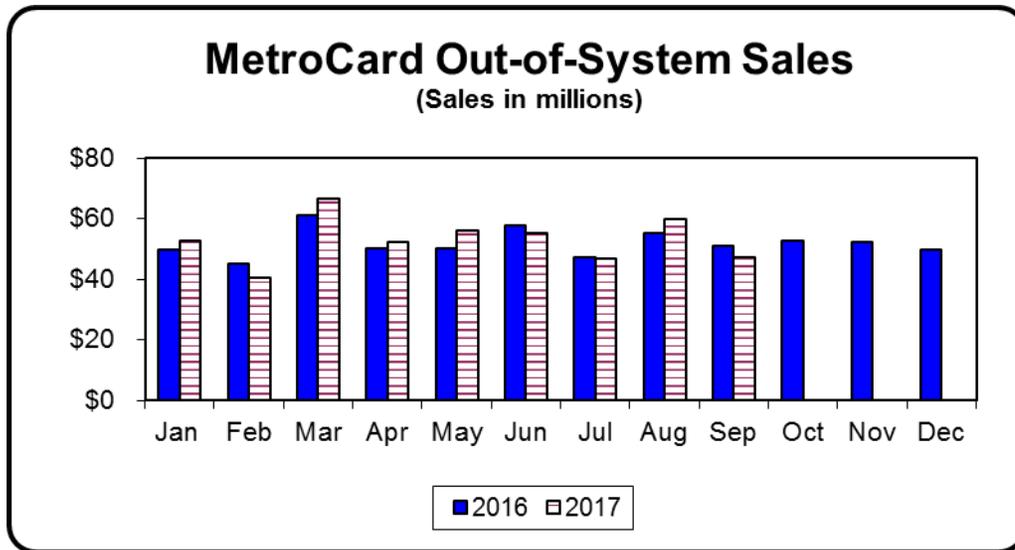
Note: Percentages may not add due to rounding.

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

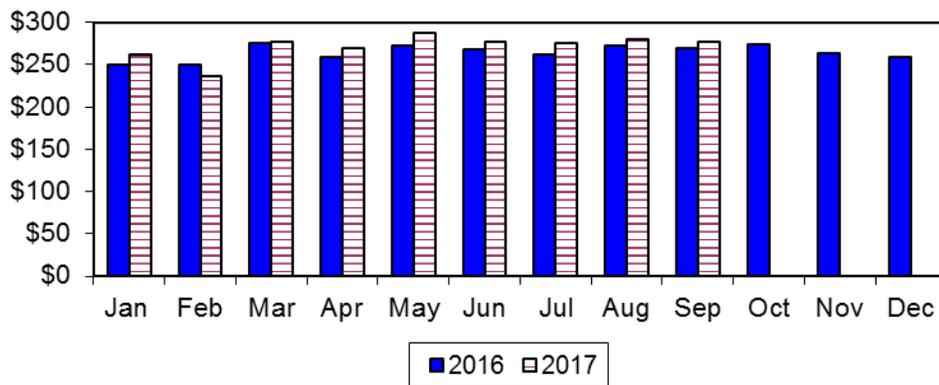
In September 2017, the EasyPay Xpress Unlimited program enrollment totaled 22,910 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.1 million charged to their accounts. Each active account averaged 48 trips per month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

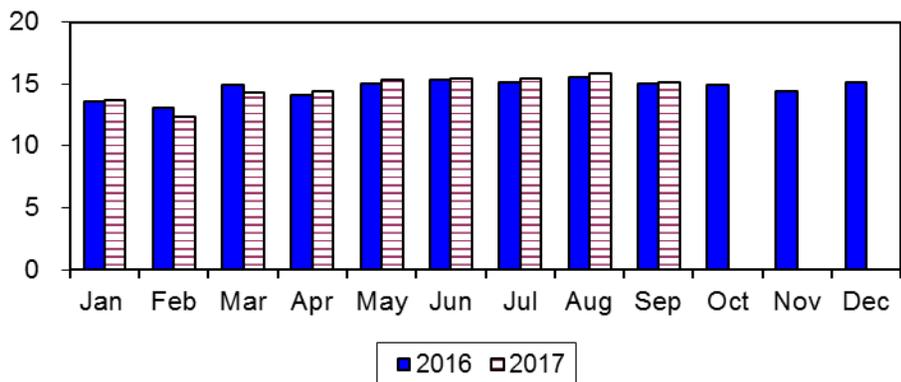
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Third Quarter - 2017

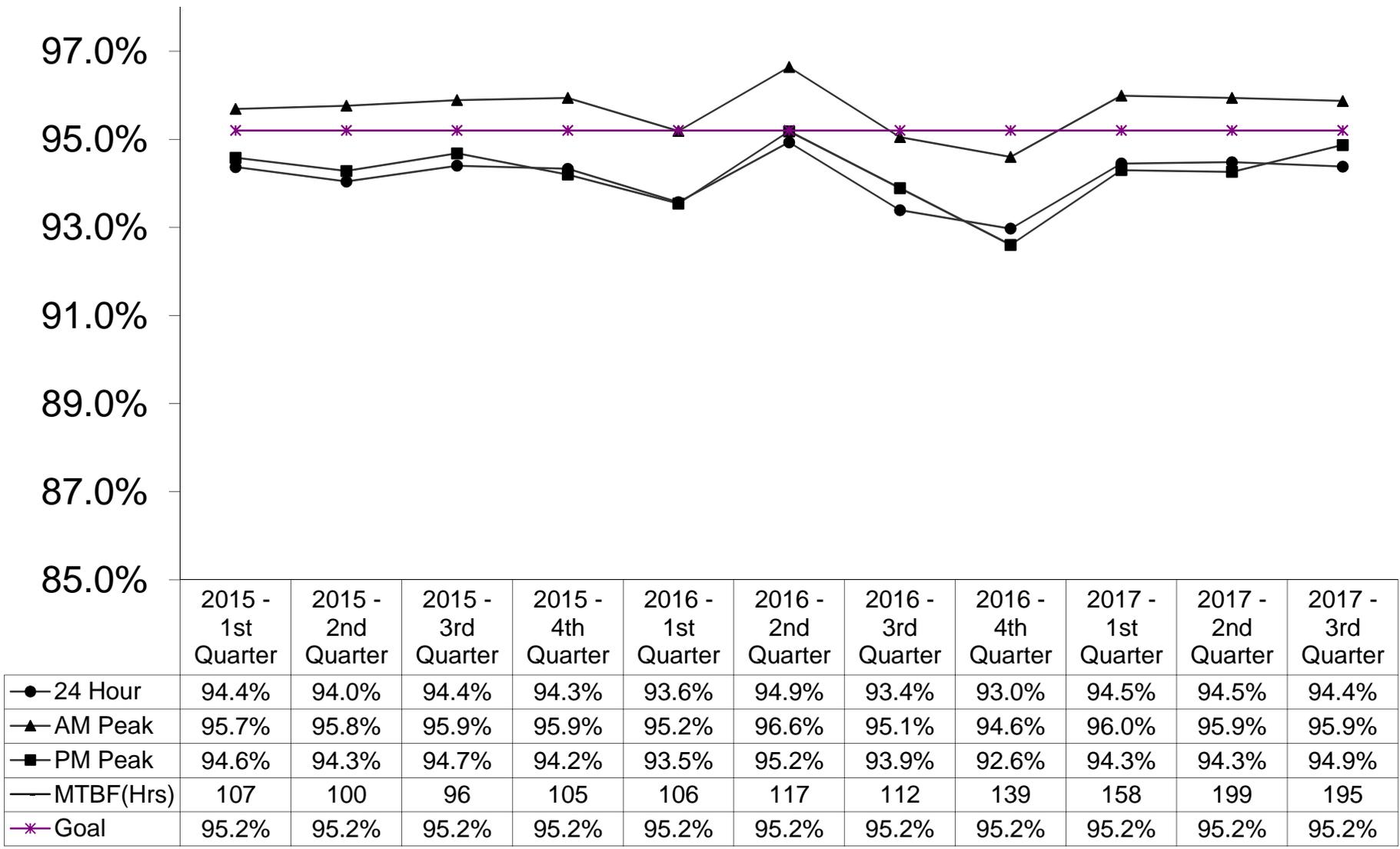
Passenger Elevator 2017 3rd Quarter Availability

99.0%
97.0%
95.0%
93.0%
91.0%
89.0%
87.0%
85.0%

| | 2015 - 1st Quarter | 2015 - 2nd Quarter | 2015 - 3rd Quarter | 2015 - 4th Quarter | 2016 - 1st Quarter | 2016 - 2nd Quarter | 2016 - 3rd Quarter | 2016 - 4th Quarter | 2017 - 1st Quarter | 2017 - 2nd Quarter | 2017 - 3rd Quarter |
|-------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| ● 24 Hour | 96.5% | 96.8% | 96.6% | 96.3% | 95.7% | 96.2% | 95.9% | 95.7% | 95.3% | 95.9% | 96.2% |
| ▲ AM Peak | 97.3% | 97.8% | 97.7% | 97.3% | 96.7% | 97.2% | 96.9% | 96.9% | 96.3% | 97.0% | 97.3% |
| ■ PM Peak | 97.2% | 97.2% | 97.1% | 96.9% | 96.3% | 96.8% | 96.5% | 96.0% | 95.6% | 96.4% | 96.5% |
| — MTBF(Hrs) | 280 | 273 | 272 | 307 | 298 | 274 | 281 | 243 | 220 | 270 | 320 |
| ✱ Goal | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% | 96.5% |

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

Escalator 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 | | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments |
|--|-----------|-------------|-------------------------------|-------------------------------|--------------|--------------|----------------------------|---------------|------------|------------|-------------|
| Unit ID | Age | Station | 24 Hr | AM | PM | 24 Hr | Total | Non Scheduled | Scheduled | | |
| | | | | Peak | Peak | | | | | | |
| (Yrs) | | | | | | | | | | | |
| 1 | EL129 | 20 | 3 Av-149 St ②⑤ | 89.98% | 91.73% | 88.84% | 86.75% | 17 | 11 | 6 | 4 |
| 2 | EL128 | 1 | Simpson St ②⑤ | 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 ②⑤ | 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 ②⑤ | 93.98% | 97.94% | 91.26% | 98.72% | 18 | 15 | 3 | 7 |
| 7 | EL160 | 5 | 180 St ②⑤ | 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 ②⑤ | 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 ②⑤ | 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 ②⑤ | 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 ②⑤ | 97.93% | 98.06% | 97.83% | 99.01% | 9 | 4 | 5 | 0 |
| 20 | EL137 | 9 | Pelham Pkwy ②⑤ | 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 ②⑤ | 98.61% | 98.23% | 99.70% | 95.63% | 7 | 5 | 2 | 1 |
| 26 | EL138 | 9 | Pelham Pkwy ②⑤ | 98.72% | 100.00% | 98.91% | 96.64% | 5 | 3 | 2 | 2 |
| 27 | EL193 | 10 | 233 St ②⑤ | 98.75% | 100.00% | 99.33% | 95.55% | 7 | 2 | 5 | 0 |
| 28 | EL127 | 1 | Simpson St ②⑤ | 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 ②⑤ | 82.58% | 83.27% | 83.20% | 96.47% | 9 | 5 | 4 | 0 |
| 4 | ES122 | 21 | Pelham Pkwy ②⑤ | 87.87% | 89.32% | 89.58% | 86.02% | 28 | 23 | 5 | 0 |
| 5 | ES108 | 25 | Intervale Av ②⑤ | 90.98% | 91.84% | 92.59% | 66.54% | 24 | 18 | 6 | 0 |
| 6 | ES106 | 12 | West Farms Sq-E Tremont Av ②⑤ | 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 ②⑤ | 92.92% | 96.13% | 84.14% | 45.38% | 49 | 44 | 5 | 0 |
| 9 | ES104 | 11 | Gun Hill Rd ②⑤ | 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 | | | | | | | | | |
|----------|-------|-----------|--|---------|---------|----------------------------|---------|-------|---------------|-------------|-----------|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total | Non Scheduled | | Scheduled |
| | (Yrs) | | | | | | | | | | |
| 1 | EL402 | 27 | Lexington Av-63 St F O | 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 O | 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 O | 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 | 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 | | | | | | | | | |
|----------|-------|-----------|---|---------|---------|----------------------------|---------|---------------|-----------|-------------|---|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | 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 Q 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: | | Manhattan | | | | | | | | | |
|----------|------------|-------------|--------------------------------------|--------------|--------------|----------------------------|--------------|---------------|-------------|-------------|------------|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: | | Manhattan | | | | | | | | | |
|----------|-------|-----------|--|---------|---------|----------------------------|---------|---------------|-----------|-------------|---|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 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 G | 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: | | Manhattan | | | | | | | | | |
|----------|-------|-----------|-------------------------------|---------|---------|----------------------------|---------|---------------|-----------|-------------|---|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM Peak | PM Peak | 24 Hr | Total | Non Scheduled | Scheduled | | |
| 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 NQRW | 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 FQ | 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 45 | 95.47% | 97.03% | 97.77% | 98.93% | 45 | 32 | 13 | 0 |
| 59 | ES244 | 21 | Lexington Av-53 St EM | 95.50% | 95.84% | 97.73% | 95.77% | 115 | 40 | 75 | 0 |
| 60 | ES224 | 10 | 34 St-Herald Sq BDFMNQRW | 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 45 | 95.95% | 94.58% | 94.70% | 96.57% | 46 | 42 | 4 | 0 |
| 63 | ES342 | 12 | Bowling Green 45 | 95.95% | 97.64% | 91.76% | 95.11% | 45 | 42 | 3 | 0 |
| 64 | ES406 | 28 | Lexington Av-63 St FQ | 95.96% | 96.04% | 97.01% | 97.72% | 49 | 18 | 31 | 0 |
| 65 | ES405 | 28 | Lexington Av-63 St FQ | 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 23 | 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 23 | 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 FQ | 96.50% | 97.73% | 97.72% | N/A | 33 | 12 | 21 | 0 |
| 76 | ES255 | 28 | Grand Central-42 St 4567S | 96.50% | 99.92% | 97.87% | 94.10% | 102 | 9 | 93 | 0 |
| 77 | ES241 | 19 | 5 Av-53 St EM | 96.52% | 97.43% | 96.57% | 96.95% | 22 | 14 | 8 | 0 |
| 78 | ES367 | 3 | Fulton St ACJZ2345 | 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 45 | 96.80% | 97.60% | 95.97% | 96.10% | 24 | 20 | 4 | 0 |
| 84 | ES326 | 18 | West 4 St ABCDEFM | 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 ABCDEFM | 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 456 | 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 EM | 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

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

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: | | Brooklyn | | | | | | | | | |
|----------|-------|----------|-----------------------------------|---------|---------|----------------------------|---------|-----------------|---------------|-------------|---|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total Scheduled | Non 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: | | Brooklyn | | | | | | | | | |
|----------|-----------|-------------|--|--------------|--------------|----------------------------|--------------|------------|------------|-------------|-----------|
| Unit ID | Age | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments | |
| | (Yrs) | | 24 Hr | AM | PM | 24 Hr | Total | Non | Scheduled | | |
| | | | | Peak | Peak | | | Scheduled | | | |
| 46 | EL761 | 5 | Kings Highway B Q | 99.05% | 99.89% | 100.00% | 99.06% | 6 | 2 | 4 | 0 |
| 47 | EL318 | 22 | Borough Hall 2 3 4 5 | 99.08% | 99.81% | 99.86% | 97.12% | 4 | 2 | 2 | 0 |
| 48 | EL370 | 12 | DeKalb Av B Q R | 99.16% | 99.94% | 100.00% | 99.33% | 6 | 2 | 4 | 0 |
| 49 | EL343 | 11 | Euclid Av A C | 99.37% | 100.00% | 100.00% | 98.39% | 5 | 1 | 4 | 0 |
| 50 | EL398 | 9 | Myrtle-Wyckoff Avs M | 99.38% | 98.91% | 100.00% | 98.45% | 4 | 1 | 3 | 0 |
| 51 | EL375 | 9 | Church Av F G | 99.44% | 99.42% | 99.94% | 98.24% | 4 | 2 | 2 | 1 |
| 52 | EL702 | 11 | Coney Island-Stillwell Av D F N Q | 99.57% | 100.00% | 99.84% | 97.99% | 3 | 1 | 2 | 0 |
| 53 | EL395 | 14 | Flushing Av J M | 99.82% | 100.00% | 99.61% | 96.96% | 2 | 1 | 1 | 0 |
| 54 | EL303 | 13 | Pacific St-Atlantic Av D N R | 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 |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Borough: Brooklyn | | | | | | | | | | | |
|---|-----------|------------------|------------------------------------|-------------------------------|--------------|--------------|----------------------------------|-------------|------------|------------|-------------|
| | Unit ID | Age (Yrs) | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrapments |
| | | | | 24 Hr | AM | PM | 24 Hr | Total | Non | Scheduled | |
| | | | | | Peak | Peak | | | 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. | | | | | | | | | | | |

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2017**

| Queens | | | | | | | | | | | |
|--------|-----------|------------|---|-------------------------------|--------------|--------------|----------------------------------|------------|------------|------------------|-----------------|
| | Borough: | | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrap ments |
| | Unit ID | Age | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total | Non Scheduled | |
| | | (Yrs) | | | | | | | | | |
| 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 | | | | | | | | | | | |
|---|-----------|--------------|---|-------------------------------|--------------|--------------|----------------------------------|------------|------------|------------------|-----------------|
| | Unit ID | Age (Yrs) | Station | 2017 3rd Quarter Availability | | | 2016 3rd Qtr. Availability | Outages | | | Entrap ments |
| | | | | 24 Hr | AM Peak | PM Peak | | 24 Hr | Total | Non Scheduled | |
| 1 | ES438 | 9 | Jamaica Center E J Z | 85.48% | 87.41% | 85.80% | 96.35% | 29 | 26 | 3 | 0 |
| 2 | ES448 | 17 | Woodside-61 St 7 | 88.36% | 91.59% | 89.05% | 97.92% | 33 | 21 | 12 | 0 |
| 3 | ES450 | 18 | 74 St-Broadway 7 | 90.77% | 90.74% | 91.21% | 94.08% | 51 | 42 | 9 | 0 |
| 4 | ES421 | 28 | 21 St-Queensbridge F | 91.15% | 90.98% | 92.76% | 96.91% | 20 | 14 | 6 | 0 |
| 5 | ES456 | 18 | Flushing-Main St 7 | 93.40% | 92.29% | 93.76% | 93.18% | 47 | 40 | 7 | 0 |
| 6 | ES457 | 18 | Flushing-Main St 7 | 94.44% | 97.54% | 93.67% | 66.12% | 21 | 15 | 6 | 0 |
| 7 | ES427 | 8 | Jamaica-Van Wyck E | 94.71% | 94.35% | 96.17% | 94.88% | 25 | 17 | 8 | 0 |
| 8 | ES437 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 94.75% | 95.26% | 97.25% | 97.16% | 25 | 19 | 6 | 0 |
| 9 | ES449 | 18 | 74 St-Broadway 7 | 94.80% | 97.71% | 93.06% | 98.11% | 40 | 37 | 3 | 0 |
| 10 | ES455 | 18 | Flushing-Main St 7 | 95.14% | 97.94% | 96.97% | 91.02% | 54 | 21 | 33 | 0 |
| 11 | ES422 | 28 | 21 St-Queensbridge F | 95.28% | 94.10% | 96.15% | 97.86% | 42 | 36 | 6 | 0 |
| 12 | ES431 | 9 | Jamaica-Van Wyck E | 95.32% | 97.73% | 95.33% | 97.76% | 24 | 19 | 5 | 0 |
| 13 | ES442 | 9 | Jamaica Center E J Z | 95.45% | 96.74% | 94.73% | 96.10% | 18 | 15 | 3 | 0 |
| 14 | ES446 | 8 | Jamaica Center E J Z | 96.14% | 96.24% | 95.75% | 92.79% | 33 | 31 | 2 | 0 |
| 15 | ES453 | 2 | 74 St-Broadway 7 | 96.36% | 98.43% | 96.58% | 97.61% | 26 | 14 | 12 | 0 |
| 16 | ES451 | 19 | 74 St-Broadway 7 | 96.46% | 100.00% | 97.02% | 98.33% | 19 | 9 | 10 | 0 |
| 17 | ES441 | 9 | Jamaica Center E J Z | 96.57% | 96.06% | 96.84% | 95.29% | 19 | 16 | 3 | 0 |
| 18 | ES447 | 9 | Jamaica Center E J Z | 96.91% | 98.17% | 97.17% | 95.30% | 20 | 18 | 2 | 0 |
| 19 | ES424 | 28 | 21 St-Queensbridge F | 97.02% | 98.91% | 98.79% | 98.42% | 12 | 5 | 7 | 0 |
| 20 | ES423 | 28 | 21 St-Queensbridge F | 97.30% | 97.99% | 98.76% | 97.54% | 18 | 12 | 6 | 0 |
| 21 | ES452 | 2 | 74 St-Broadway 7 | 97.61% | 99.23% | 97.15% | 98.21% | 21 | 12 | 9 | 0 |
| 22 | ES439 | 9 | Jamaica Center E J Z | 97.63% | 99.45% | 96.34% | 96.21% | 20 | 15 | 5 | 0 |
| 23 | ES444 | 9 | Jamaica Center E J Z | 97.87% | 99.33% | 96.93% | 97.04% | 13 | 9 | 4 | 0 |
| 24 | ES445 | 8 | Jamaica Center E J Z | 98.03% | 99.37% | 98.27% | 96.99% | 19 | 14 | 5 | 0 |
| 25 | ES428 | 8 | Jamaica-Van Wyck E | 98.05% | 99.57% | 98.09% | 97.46% | 13 | 7 | 6 | 0 |
| 26 | ES440 | 8 | Jamaica Center E J Z | 98.32% | 99.14% | 98.32% | 95.44% | 12 | 6 | 6 | 0 |
| 27 | ES436 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.36% | 99.30% | 99.93% | 98.21% | 12 | 5 | 7 | 0 |
| 28 | ES429 | 8 | Jamaica-Van Wyck E | 98.40% | 99.70% | 98.77% | 98.34% | 10 | 6 | 4 | 0 |
| 29 | ES430 | 9 | Jamaica-Van Wyck E | 98.40% | 100.00% | 100.00% | 97.94% | 11 | 5 | 6 | 0 |
| 30 | ES435 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.64% | 99.51% | 98.48% | 98.94% | 10 | 7 | 3 | 0 |
| 31 | ES443 | 9 | Jamaica Center E J Z | 98.64% | 99.76% | 98.18% | 99.19% | 10 | 5 | 5 | 0 |
| 32 | ES434 | 28 | Sutphin Blvd-Archer Av-JFK E J Z | 98.72% | 99.84% | 99.41% | 98.31% | 10 | 7 | 3 | 0 |
| 33 | ES425 | 28 | 21 St-Queensbridge F | 99.07% | 100.00% | 99.58% | 98.44% | 5 | 1 | 4 | 0 |
| 34 | ES426 | 28 | 21 St-Queensbridge F | 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 ② ⑤ | 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 ⑥ ⑩ | 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 ① | 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 ③ ④ ⑥ ⑦ ⑩ | 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 ④ ⑤ ⑥ ⑦ ⑩ | 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 ④ ⑤ | 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 ④ ⑤ | 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; t 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 and 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. |
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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 ③ ④ | 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 ② ⑤ | 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 ② ⑤ | 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 | <p>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.</p> |
| EL104 | 191 St ① | 7 | <p>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 releveing. An open wire to the releveing 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.</p> |
| EL105 | 191 St ① | 1 | <p>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.</p> |

| 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 ① | 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 O 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 of 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 ⑤④ | 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 ④ | 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 ④ | 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 ④ | 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 ①②③④⑤ | 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 ④⑤ | 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 ④ | 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 ④⑤ | 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 ④⑤ | 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 ④ ⑤ | 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 ④ ⑤ | 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 ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿ | 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 ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿ | 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 000 |
| 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:

- Summonses 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 2017 | 3rd QTR 2016 | ANNUAL TOTALS | |
|-----------------------------|-----------------|-----------------|---------------|---------------|
| | | | Y-T-D 2017 | Y-T-D 2016 |
| 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 |

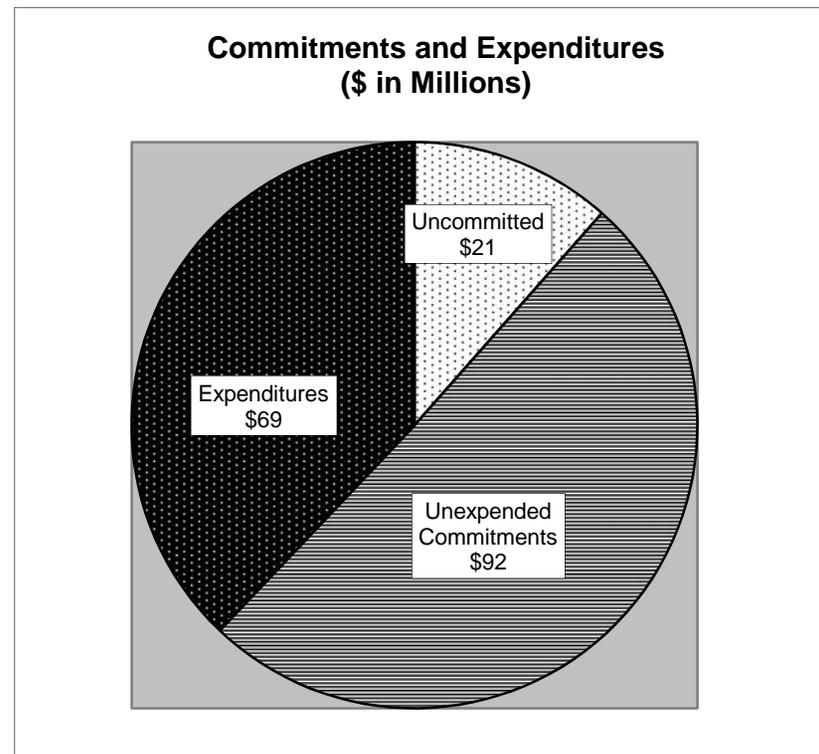
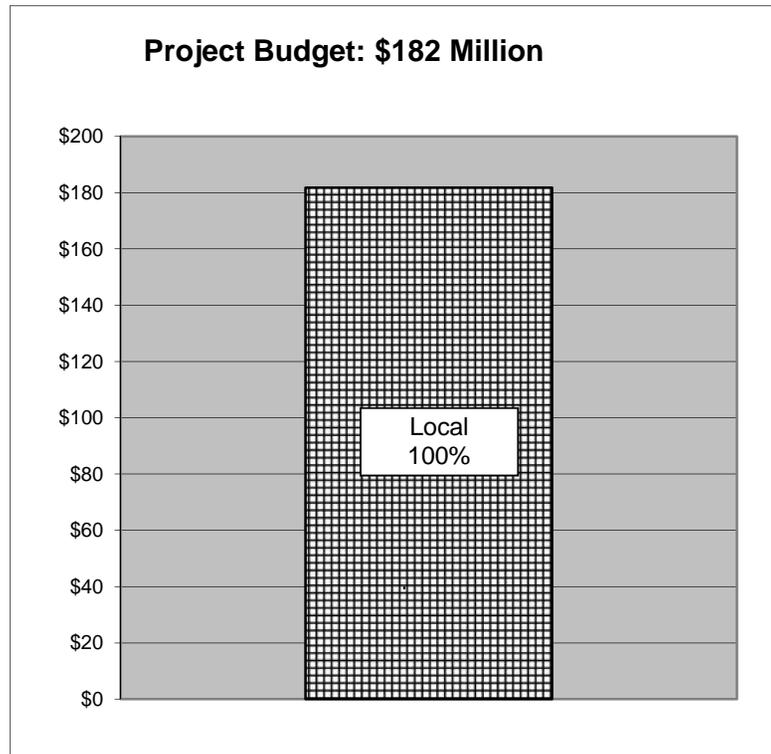
| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs) | Remaining Contingency | Expenditures | Actual Award Date | Planned Completion at Award | Forecast Substantial Completion |
|--|----------------------------------|--|--------------------------|--------------|----------------------|-----------------------------------|---------------------------------------|
| 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 |



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

