



# Transit & Bus Committee Meeting

## May 2017

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### **Committee Members**

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerdler

J. Molloy

J. Samuelsen

P. Trottenberg

V. Vanterpool

P. Ward

# **New York City Transit and Bus Committee Meeting**

**2 Broadway - 20th Floor Conference Room**

**New York, NY 10004**

**Monday, 5/22/2017**

**10:30 AM - 12:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES -- APRIL 24, 2017**

*April Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 9*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. March Operations Report**

*March Operations Report - Page 17*

## **5. FINANCIAL REPORTS**

### **a. March NYCT Financial & Ridership Report**

*March NYCT Financial and Ridership Report - Page 58*

### **b. March SIR Financial & Ridership Report**

*March SIR Financial and Ridership Report - Page 79*

### **c. March MTA Bus Financial & Ridership Report**

*March MTA Bus Financial and Ridership Report - Page 90*

### **d. Capital Program Status Report**

*Capital Program Status Report - Page 103*

## **6. PROCUREMENTS**

*NYCT May Procurement Staff Summary and Resolution - Page 113*

### **a. Non-Competitive**

*NYCT Non-Competitive Actions - Page 117*

### **b. Competitive**

*NYCT Competitive Actions - Page 119*

### **c. Ratifications (None)**

## **7. SERVICE CHANGES**

### **a. NYCT X28 Weekend Permanent Service (For Approval)**

*NYCT X28 Weekend Permanent Service - Page 126*

### **b. NYCT "B" Division Subway Schedule Changes Effective Fall 2017**

*NYCT B Division Subway Schedule Changes Effective Fall 2017 - Page 131*

## **8. SPECIAL REPORTS & PRESENTATIONS**

### **a. MetroCard Report**

*MetroCard Report - Page 135*

## **9. STANDARD FOLLOW-UP REPORTS**

### **a. Elevator & Escalator Report, 1st Quarter, 2017**

*Elevator and Escalator Report, 1st Quarter, 2017 - Page 139*

### **b. Transit Adjudication Bureau Report, 1st Quarter, 2017**

*Transit Adjudication Bureau Report, 1st Quarter, 2017 - Page 186*

### **c. EEO & Diversity Report, 1st Quarter, 2017 (NYCT & MTA Bus)**

*EEO and Diversity Report, 1st Quarter, 2017 (NYCT and MTA Bus) - Page 188*

## **10. MTACC REPORT**

### **a. MTACC Report**

*MTACC Report - Page 204*

**Minutes of Regular Meeting**  
**Committee on Operations of the MTA New York City Transit Authority, Manhattan and**  
**Bronx Surface Transit Operating Authority,**  
**Staten Island Rapid Transit Operating Authority,**  
**Capital Construction Company and Bus Company**  
**April 24, 2017**

Meeting Held at:  
Metropolitan Transportation Authority  
Two Broadway  
New York, New York 10004  
10:00 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair  
Hon. Andrew Albert  
Hon. David R. Jones  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. John Samuelson  
Hon. Polly Trottenberg  
Hon. Veronica Vanterpool  
Hon. Peter Ward

Also present were:

Ira Greenberg and James E. Vitiello, Board Members  
Darryl Irick, Acting President, New York City Transit  
Craig Cipriano, Acting Executive Vice President  
Sarah Wyss, Senior Director, Operations Planning  
Robert Diehl, Acting 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, Vice President, Materiel

Stephen Vidal, Acting President, MTA Bus Company

Michael Horodniceanu, President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

## **II. Public Speakers**

Jason Anthony Pineiro stressed the importance of safety considerations and expressed his support for the proposed changes in service and the purchase of new buses.

Liz Patrick, Vice President of the East 72<sup>nd</sup> Street Neighborhood Association, requested that the Committee revisit the New York City Transit Riders' Council's recommendation that a 72<sup>nd</sup> street stop be included on the M15 SBS bus route, citing the impact of not having an accessible transit option at that location on seniors and those with mobility impairments.

Murray Bodin spoke in support of the Nova low-floor bus procurement, but questioned why low-floor buses were not being provided for the commuter bus fleet as well, noting the benefits associated with such a design.

Ellyn Shannon, Associate Director, Permanent Citizens Advisory Committee to the MTA, thanked the Committee for the expanded reporting on bus performance in the Agenda, and requested that the lowest performing buses on each route also be identified, together with information on the locations where traffic congestion is impacting bus performance statistics. Ms. Shannon also reiterated Ms. Patrick's view that a 72<sup>nd</sup> Street stop on the M15 SBS route would be of benefit to the community, and requested that an increase in local bus service in that area also be considered.

Pedro Valdez Rivera, Jr. spoke in support of the proposed procurement of new buses from Nova and New Flyer, citing the high quality and longevity of buses manufactured by these vendors, and the benefits of pre-recorded announcements on new buses.

## **III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the minutes of the March 20, 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.

Upon motion duly made and seconded, the Committee approved a revision to the Work Plan to include a quarterly report on recidivist crime.

## **IV. Agenda Items**

Acting President Irick advised the Committee of improvements in reporting on both Bus and Subway performance, noting that Bus Time data will be used to expand coverage of wait assessment reporting to include monthly reporting on all bus routes in each borough by service type, and that subway wait assessment reporting will rely on electronic data on the B Division, and will be based on information harvested from signal system and track circuits.

SVP Habersham reported to the Committee on the Department of Subways' operating performance, recognizing members of the Department of Subways who were honored as Hometown Heroes by the New York Daily News, including track workers David Martinez, Paul

Hayes, Darrell Nelson, and Greg Cawley, who saved the lives of fellow workers; Platform Conductors Joella Irving, Jermaine St-Hilaire, Vladimir Nolasco, Shakeia Owens, Ayana Arroyo, D'Atra Felder, Warren Cox, and Train Operator Trina Hayes, who rescued customers on or near the tracks; Station Cleaner Darren Johnson who assisted in apprehension of a suspected criminal, and Track Worker Maurice Jackson who runs a youth basketball program in Queens.

In response to a question from Member Moerdler regarding the effect of overcrowding on subway delays, SVP Habersham agreed to provide the Committee with a list of those stations where overcrowding is greatest, noting that crowd management efforts, including an expansion of the Platform Controller program, have decreased dwell time on the Lexington Avenue lines. SVP Habersham further noted that implementation of Communications Based Train Control (CBTC) can also narrow headways by creating regularity in throughput, and agreed to investigate the potential for its use on the Lexington Avenue corridor.

In response to questions from Member Albert, SVP Habersham agreed to look into the reason for the discrepancy in MDBF between the R142 and R142A subway cars, and also noted that NYCT is partnering with Con Edison to address the management of power failures such as the one which occurred at 7<sup>th</sup> Avenue and 53<sup>rd</sup> street on April 21<sup>st</sup>.

Acting President Vidal reported to the Committee on bus operating performance for both NYCT and MTA Bus, recognizing members of the Department of Buses who were honored as Hometown Heroes by the New York Daily News, including Bus Operator Diana Belgrave, who assisted in apprehension of a suspected criminal; Bus Operator Norton Cockburn, who assisted a passenger who went into labor on-board; and Darrick Gatling, who founded "MAD Focus", a group that helps disadvantaged and homeless children. Acting President Vidal also congratulated the fourteen "Buses Women of Distinction," recognized during a Women's History Month event.

VP Kennedy presented the Safety Report.

Chief Coogan presented the NYPD Transit Bureau statistics.

Member Jones requested that statistics on the number of people stopped and arrested for fare evasion be included in the Crime Report, and asked that cautionary signage, and an increased police presence, be provided at those stations where the incidence of fare evasion is highest. Member Jones expressed his interest in deterring such offenses and lowering the numbers of fare evaders arrested, noting that not only is fare evasion statistically more prevalent among minorities and the young, it is often a crime of poverty.

In response to Member Moerdler's concerns regarding the increase in anti-Semitic hate crimes, Chief Coogan advised the Committee that although most of the crimes are ones of "criminal mischief," such as graffiti, the hate crimes task force is notified when they occur. He agreed to provide Member Moerdler with the names of any individuals arrested for such crimes.

## **B. Financial Reports**

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

Acting President Vidal reported to the Committee on MTA Bus' finances.

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

### **C. Procurements**

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 8 actions totaling \$401.4 million in expenditures, highlighting two bus procurement action items included in this month's agenda: (1) the award of a test and evaluation contract in the form of a three-year lease of five low-floor 40-foot all-electric buses, including one en-route charging station and six depot charging units to Proterra Inc. in the estimated amount of \$4 million, and (2) the exercise of the options to purchase 628 low floor 40-foot buses from New Flyer and Nova Bus in a total combined estimated value of approximately \$366.5 million.

VP Plochochi also updated the Committee on developments in the R179 subway car contract and the R211 subway car procurement.

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

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) and that requiring a majority vote (Schedule J in the Agenda), as well as its competitive procurement requiring a two-thirds vote (Schedule B in the Agenda) and those requiring a majority vote (Schedule I in the Agenda) were approved and forwarded to the full Board for consideration.

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

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**

Sarah Wyss informed the Committee of 29 schedule changes on 29 bus routes, which will go into effect in July of 2017, and announced the implementation of Select Bus Service on the M79 bus route beginning Sunday, May 21<sup>st</sup>.

Mark Holmes advised the Committee of a travel path revision to the Q114 bus route to operate via the Nassau Expressway between Mott Avenue and Bayview Avenues, instead of Lawrence Avenue, Wanser Avenue and Doughty Boulevard.

In response to Member Albert's comment that a decrease in bus ridership on certain routes may well be due to dissatisfaction as opposed to a reduction in demand, Acting President Vidal advised the Committee that over the past several months the Department of Buses and the New York City Department of Transportation have been working together to address traffic obstructions and other impediments to good bus service. Member Trottenberg noted NYC

DOT's commitment to improving the flow of traffic, and Acting President Irick commented that the reasons for reduced ridership are evaluated before service on any particular line is reduced.

Member Moerdler requested a report on the extent to which NYC DOT's constraint of traffic has affected bus service and the number of bus accidents.

In response to a request by Member Jones, Acting President Irick agreed to provide a special report on Access-A-Ride service.

#### **VI. Special Reports and Presentations**

Acting President Irick presented the MetroCard Report to the Committee for its information, as well the Final Year-End 2016 operating results for NYCT, SIR & MTA Bus.

Cynthia Wilson, Assistant Director, MTA Homeless Outreach, presented a semi-annual update on the outreach program, noting the collaboration among MTA Homeless Outreach, the NYC Department of Homeless Services and the NYPD and outlining efforts at increasing public awareness.

In response to a question from Chair Ferrer, Chief Coogan noted that when a police officer is notified by a rider that someone who appears to be homeless is taking up multiple seats, the officer is instructed to take action and to contact Homeless Outreach.

#### **VII. MTA CC Project Report**

President Horodniceanu reported on the status of the Cortlandt Street ① station and the ⑦ line projects, as well as Phase 2 of the Second Avenue Subway project.

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary



## 2017 Transit & Bus Committee Work Plan

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### May 2017

Transit Adjudication Bureau Report, 1 <sup>st</sup> Qtr, 2017	Law
Elevator & Escalator Service Report, 1 <sup>st</sup> Qtr, 2017	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 <sup>st</sup> Qtr, 2017	EEO & Human Resources

#### June 2017

No Items

#### July 2017

No Items

#### August 2017

No Meetings Held

#### September 2017

Public comment/Committee review of budget	
2017 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2017 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2017 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2018 Preliminary NYC Transit Budget	Management & Budget
2018 Preliminary SIR Budget	Management & Budget
2018 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 <sup>nd</sup> Qtr, 2017	Subways
Transit Adjudication Bureau Report, 2 <sup>nd</sup> Qtr, 2017	Law
NYCT & MTA Bus EEO & Diversity Report, 2 <sup>nd</sup> Qtr, 2017	EEO & Human Resources

## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### October 2017

Public Comment/Committee review of budget  
Homeless Outreach Report  
2018 Preliminary NYC Transit Budget  
2018 Preliminary SIR Budget  
2018 Preliminary MTA Bus Budget

MTA  
Management & Budget  
Management & Budget  
Management & Budget

### November 2017

Charter for Transit Committee  
Elevator & Escalator Service Report, 3rd, Qtr, 2017  
Transit Adjudication Bureau Report, 3rd Qtr, 2017

Law  
Subways  
Law

### December 2017

NYCT 2018 Adopted Budget/Financial Plan 2018-2021  
SIR 2018 Adopted Budget/Financial Plan 2018-2021  
MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021  
NYCT & MTA Bus EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2017

Management & Budget  
Management & Budget  
Management & Budget  
EEO & Human Resources

### January 2018

Approval of 2018 NYC Transit  
Committee Work Plan

Committee Chair & Members

### February 2018

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

Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Capital Program Management  
Subways  
Law  
EEO & Human Resources

### March 2018

No Items

### April 2018

Homeless Outreach Report  
Final Review of NYC Transit 2017 Operating Results  
Final Review of SIR 2017 Operating Results  
Final Review of MTA Bus 2017 Operating Results

MTA  
Management & Budget  
Management & Budget  
Management & Budget



## 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)**

### **APRIL 2017**

#### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

#### Final Review of NYC Transit 2016 Operating Results

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

#### Final Review of SIR 2016 Operating Results

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

#### Final Review of MTA Bus 2016 Operating Results

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

### **MAY 2017**

#### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2017

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

#### Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2017

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

#### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2017

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

### **JUNE 2017**

No Agenda Items

### **JULY 2017**

No Agenda Items

### **AUGUST 2017**

No Meetings Held

## **II. SPECIFIC AGENDA ITEMS (con't)**

### **SEPTEMBER 2017**

#### 2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2017 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

#### 2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

#### 2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

#### Service Quality Indicators/PES Report

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

#### Elevator & Escalator Service Report, 2<sup>nd</sup> Qtr, 2017

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

#### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2017

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

#### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2017

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

## **II. SPECIFIC AGENDA ITEMS (con't)**

### **OCTOBER 2017**

#### Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

#### 2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

#### 2018 SIR Preliminary Budget

Public comments will be accepted on the SIR 2018 Preliminary Budget.

#### 2018 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2018 Preliminary Budget.

### **NOVEMBER 2017**

#### Charter for Transit Committee

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

#### Elevator & Escalator Service Report, 3<sup>rd</sup> Qtr, 2017

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

#### Transit Adjudication Bureau Report, 3<sup>rd</sup> Qtr, 2017

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

### **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.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### MTA Bus 2018 Adopted Budget/Financial Plan 2018-2021

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

### EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2017

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

## **JANUARY 2018**

### Approval of Committee Work Plan

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

## **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.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### MTA 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.

### 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**

No Agenda Items

# Monthly Operations Report

Statistical results for the month of March 2017 are shown below.

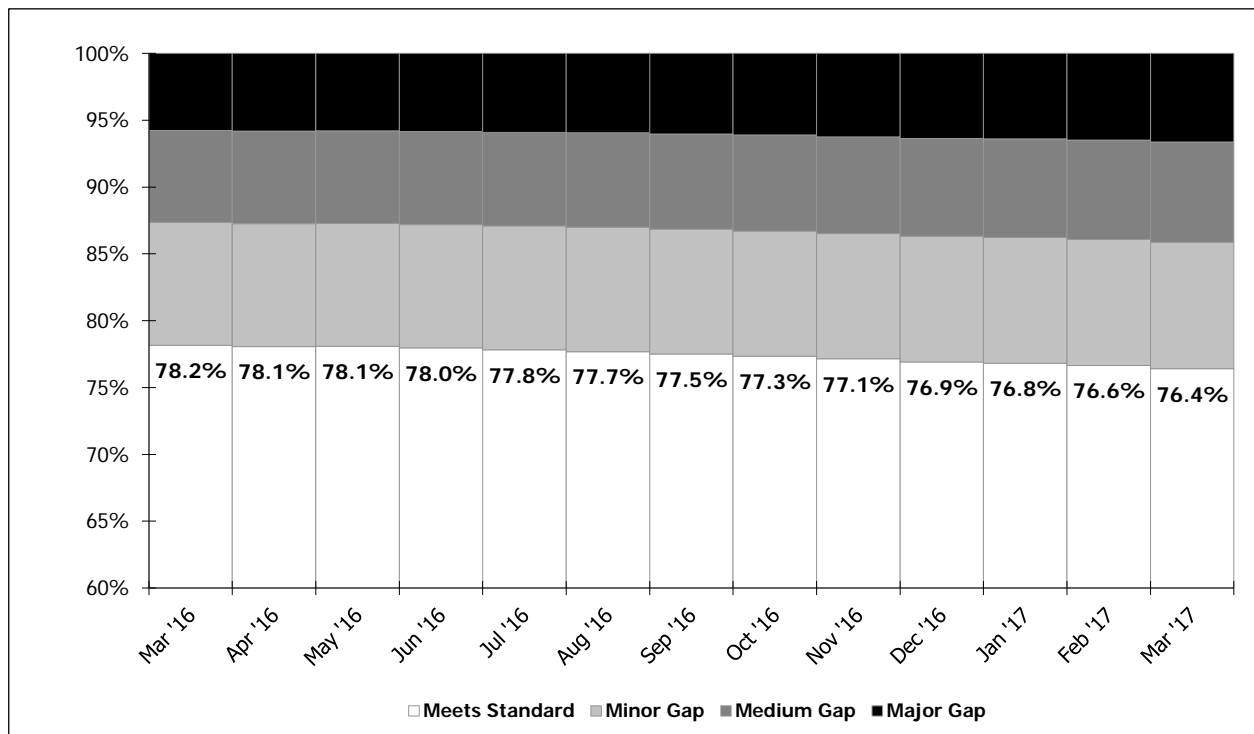
Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2017			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)	75.2%	77.9%	-2.7%	76.4%	78.2%	-1.8%
A Division Weekday Wait Assessment	72.3%	74.9%	-2.6%	72.9%	74.7%	-1.8%
B Division Weekday Wait Assessment	76.6%	79.6%	-3.0%	78.3%	80.0%	-1.7%
System Weekend Wait Assessment (Chart 3)	82.5%	84.2%	-1.7%	83.6%	84.4%	-0.8%
A Division Weekend Wait Assessment	78.6%	81.9%	-3.3%	81.6%	83.2%	-1.6%
B Division Weekend Wait Assessment	84.8%	85.5%	-0.7%	84.8%	85.0%	-0.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	63.0%	68.1%	-5.1%	65.6%	69.2%	-3.6%
A Division Weekday Terminal On-Time Performance	60.1%	63.4%	-3.3%	61.7%	65.2%	-3.5%
B Division Weekday Terminal On-Time Performance	65.4%	72.1%	-6.7%	68.9%	72.6%	-3.7%
System Number of Weekday Trains Delayed (Chart 6)	64,546	56,686	+13.9%	56,884	50,812	+11.9%
System Weekend Terminal On-Time Performance (Charts 7-8)	68.2%	72.8%	-4.6%	71.9%	73.9%	-2.0%
A Division Weekend Terminal On-Time Performance	63.1%	71.7%	-8.6%	68.8%	71.8%	-3.0%
B Division Weekend Terminal On-Time Performance	71.5%	73.5%	-2.0%	74.0%	75.3%	-1.3%
System Number of Weekend Trains Delayed (Chart 9)	14,012	12,028	+16.5%	14,284	13,166	+8.5%
Mean Distance Between Failures (Charts 10-11)	126,076	114,647	+10.0%	115,154	125,613	-8.3%
A Division Mean Distance Between Failures	122,598	119,731	+2.4%	116,129	113,001	+2.8%
B Division Mean Distance Between Failures	128,614	111,160	+15.7%	114,455	136,992	-16.5%
System Weekday Service-KPI (Charts 12-13)	71.7%	75.6%	-3.9%	73.2%	76.0%	-2.8%
A Division Weekday Service-KPI	69.2%	71.5%	-2.3%	70.0%	71.9%	-1.9%
B Division Weekday Service-KPI	73.2%	78.5%	-5.3%	75.3%	78.9%	-3.6%
System Weekday PES-KPI (Charts 14-16)				92.0%	92.0%	0.0%
Staten Island Railway						
24 Hour On-Time Performance	98.1%	98.2%	-0.1%	94.9%	95.7%	-0.8%
AM Rush On-Time Performance	97.9%	99.1%	-1.2%	97.1%	95.7%	+1.4%
PM Rush On-Time Performance	98.7%	99.0%	-0.3%	95.4%	98.0%	-2.6%
Percentage of Completed Trips	99.9%	100.0%	-0.1%	99.8%	99.8%	0.0%
Mean Distance Between Failures	74,359	226,236	-67.1%	47,115	93,169	-49.4%
Staten Island Railway PES-KPI (Chart 17)				88.5%	90.6%	-2.1%

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

Currently reported prior period Wait Assessment and Service KPI figures that were derived from sample data have been restated with fully electronic data, for comparability with the current period figures.

## Subway Weekday Wait Assessment

### 12-Month Rolling Average (6 am - midnight)



### Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am and midnight, is defined as the percentage of actual intervals between trains that are no more than the scheduled interval plus 25%.

**Meets Standard:** Meets Wait Assessment standard of scheduled headway +25%

**Minor Gap:** More than 25% to 50% over scheduled headway

**Medium Gap:** More than 50% to 100% over scheduled headway

**Major Gap:** More than 100% scheduled headway or missed intervals

### Wait Assessment Results

<b>Systemwide</b>					
<b><u>12-Month Average</u></b>					
	<b><u>Meets Standard</u></b>	<b><u>GAP</u></b>			<b><u>Annual Results (Meets Standard)</u></b>
		<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	
<b>Apr '16 - Mar '17</b>	76.4%	9.5%	7.5%	6.6%	2017 TARGET: 80.7%
<b>Apr '15 - Mar '16</b>	78.2%	9.2%	6.9%	5.8%	2016 ACTUAL: 76.9%

The WA calculation excludes the underground-only operation on March 14th, 2017, as service was not operated according to a timetable.

The WA calculation excludes the 42nd Street Shuttle from March 7th to 10th, 2017 due to a data outage.

**Chart 1**

**Subway Weekday Wait Assessment**  
**12-Month Rolling Average**  
**(6 am - midnight)**

Apr '16 - Mar '17					Apr '15 - Mar '16				
Line	Meets	Headways			Meets	Headways			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
1	77.0%	9.6%	7.4%	6.0%	78.5%	9.4%	6.8%	5.3%	-1.5%
2	68.5%	10.4%	10.5%	10.6%	72.1%	10.1%	9.5%	8.3%	-3.6%
3	73.1%	10.6%	8.8%	7.5%	77.7%	9.9%	7.1%	5.4%	-4.6%
4	68.4%	10.0%	9.7%	11.9%	70.7%	9.7%	8.8%	10.7%	-2.3%
5	64.0%	10.3%	11.4%	14.4%	66.5%	10.2%	10.7%	12.5%	-2.5%
6	66.3%	9.5%	10.6%	13.6%	67.3%	9.8%	10.6%	12.4%	-1.0%
7	72.9%	11.6%	9.3%	6.2%	73.8%	11.3%	8.9%	6.0%	-0.9%
S 42nd	92.7%	3.8%	1.9%	1.5%	91.2%	4.1%	2.4%	2.3%	+1.5%
Subdivision A	72.9%	9.5%	8.7%	9.0%	74.7%	9.3%	8.1%	7.9%	-1.8%
A	70.1%	9.5%	9.6%	10.9%	72.2%	9.6%	9.1%	9.1%	-2.1%
B	75.8%	10.7%	7.6%	5.9%	79.0%	10.5%	6.4%	4.2%	-3.2%
C	73.8%	12.1%	8.8%	5.3%	77.8%	11.1%	7.2%	3.9%	-4.0%
D	77.8%	10.7%	7.3%	4.2%	80.6%	10.3%	6.1%	3.1%	-2.8%
E	72.0%	10.5%	9.2%	8.2%	73.6%	10.5%	8.6%	7.2%	-1.6%
F	72.0%	9.6%	9.2%	9.2%	73.9%	9.6%	8.4%	8.1%	-1.9%
S Fkln	97.9%	0.3%	0.4%	1.3%	97.5%	0.3%	0.5%	1.6%	+0.4%
G	82.3%	10.5%	5.2%	2.0%	83.6%	9.3%	4.7%	2.3%	-1.3%
S Rock	93.9%	3.7%	1.3%	1.1%	93.9%	3.5%	1.2%	1.3%	+0.0%
JZ	77.4%	10.4%	7.2%	5.0%	79.1%	10.1%	6.5%	4.3%	-1.7%
L	77.4%	11.5%	6.9%	4.2%	77.6%	11.0%	6.9%	4.5%	-0.2%
M	76.0%	10.2%	7.6%	6.2%	77.4%	9.9%	7.2%	5.5%	-1.4%
N	76.0%	11.1%	7.7%	5.2%	78.9%	10.8%	6.8%	3.5%	-2.9%
Q	76.9%	10.7%	7.1%	5.4%	79.0%	10.2%	6.0%	4.8%	-2.1%
R	75.7%	10.0%	8.0%	6.3%	75.7%	10.0%	8.0%	6.3%	+0.0%
Subdivision B	78.3%	9.4%	6.9%	5.3%	80.0%	9.1%	6.2%	4.6%	-1.7%
Systemwide	76.4%	9.5%	7.5%	6.6%	78.2%	9.2%	6.9%	5.8%	-1.8%

**Meets Standard:** Meets Wait Assessment standard of scheduled headway +25%

**Headway**  
**Definitions**

**Minor Gap:** From 25% to 50% over scheduled headway

**Medium Gap:** From 50% to 100% over scheduled headway

**Major Gap:** More than 100% scheduled headway or missed intervals

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

**Subway Weekend Wait Assessment**  
**12-Month Rolling Average**  
**(6 am - midnight)**

Apr '16 - Mar '17					Apr '15 - Mar '16				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	79.7%	9.2%	6.2%	4.8%	88.3%	6.7%	3.3%	1.7%	-8.6%
2	73.0%	11.7%	9.7%	5.5%	77.5%	10.4%	7.8%	4.3%	-4.5%
3	84.2%	9.1%	4.6%	2.2%	85.2%	8.3%	4.2%	2.2%	-1.0%
4	73.5%	10.3%	9.1%	7.1%	74.6%	10.1%	8.3%	6.9%	-1.1%
5	78.9%	9.6%	6.2%	5.3%	82.9%	8.0%	5.6%	3.5%	-4.0%
6	82.7%	8.6%	5.3%	3.4%	78.9%	9.3%	7.0%	4.8%	+3.8%
7	82.7%	10.0%	4.9%	2.3%	79.7%	10.4%	6.2%	3.7%	+3.0%
S 42nd	97.6%	0.7%	0.3%	1.3%	98.8%	0.4%	0.2%	0.5%	-1.2%
Subdivision A	81.6%	8.7%	5.8%	4.0%	83.2%	8.0%	5.3%	3.5%	-1.6%
A	74.6%	10.9%	8.9%	5.6%	77.1%	10.5%	7.5%	4.9%	-2.5%
C	78.9%	10.8%	6.8%	3.4%	81.9%	10.0%	5.4%	2.6%	-3.0%
D	80.8%	11.0%	5.8%	2.4%	81.5%	10.6%	5.5%	2.4%	-0.7%
E	83.9%	9.0%	4.5%	2.6%	84.8%	8.8%	4.4%	2.0%	-0.9%
F	79.8%	10.3%	6.8%	3.1%	80.0%	9.8%	6.8%	3.3%	-0.2%
S Fkln	98.3%	0.3%	0.5%	0.9%	96.4%	0.4%	0.5%	2.6%	+1.9%
G	88.2%	7.9%	2.7%	1.3%	88.7%	7.3%	2.5%	1.5%	-0.5%
S Rock	95.3%	3.0%	0.9%	0.9%	94.1%	3.7%	1.1%	1.2%	+1.2%
JZ	86.5%	7.3%	3.9%	2.3%	88.2%	6.7%	2.7%	2.3%	-1.7%
L	81.5%	9.8%	4.9%	3.8%	77.7%	9.7%	6.2%	6.5%	+3.8%
M	93.9%	3.2%	1.1%	1.9%	90.9%	4.5%	1.5%	3.2%	+3.0%
N	81.4%	10.4%	5.6%	2.5%	82.2%	10.2%	5.3%	2.3%	-0.8%
Q	85.1%	8.3%	4.2%	2.4%	88.1%	6.7%	2.4%	2.8%	-3.0%
R	79.5%	10.2%	6.8%	3.5%	78.9%	10.8%	6.8%	3.5%	+0.6%
Subdivision B	84.8%	8.0%	4.5%	2.6%	85.0%	7.8%	4.2%	3.0%	-0.2%
Systemwide	83.6%	8.2%	5.0%	3.1%	84.4%	7.9%	4.6%	3.1%	-0.8%

**Meets Standard:** Meets Wait Assessment standard of scheduled headway +25%

**Headway**  
**Definitions**

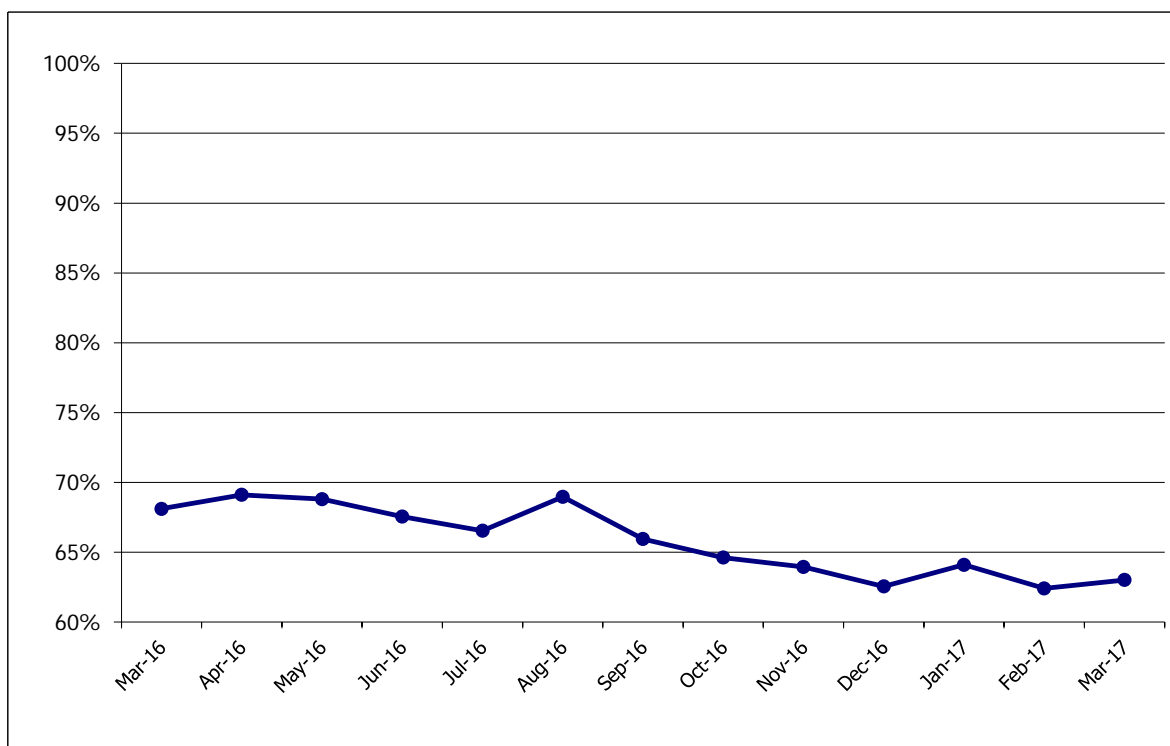
**Minor Gap:** From 25% to 50% over scheduled headway

**Medium Gap:** From 50% to 100% over scheduled headway

**Major Gap:** More than 100% scheduled headway or missed intervals

## Subway Weekday Terminal On-Time Performance

Monthly  
(24 hours)



### Weekday Terminal On-Time Performance Definition

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

### Weekday Terminal On-Time Performance Results

#### Systemwide

##### Monthly Results

Mar 2017: 63.0%

Mar 2016: 68.1%

##### **Apr '16 - Mar '17**

12-Mon Avg: 65.6%

#### Subdivision A

##### Monthly Results

Mar 2017: 60.1%

Mar 2016: 63.4%

##### **Apr '16 - Mar '17**

12-Mon Avg: 61.7%

#### Subdivision B

##### Monthly Results

Mar 2017: 65.4%

Mar 2016: 72.1%

##### **Apr '16 - Mar '17**

12-Mon Avg: 68.9%

### Discussion of Results

In March 2017, Over Crowding (26,619 delays), ROW Delays (8,741 delays), and Track Gangs (8,726 delays) were the highest categories of delays, representing 68.3% of the total 64,546 delays.

The OTP calculation excludes the underground-only operation on March 14th and 15th, 2017, as service was not operated according to a timetable.

The OTP calculation excludes the 42nd Street Shuttle from March 7th to 10th, 2017 due to a data outage.

**Chart 4**

# **Subway Weekday Terminal On-Time Performance** **12-Month Rolling Average** **(24 hours)**

<u>Line</u>	<u>Apr '16 - Mar '17</u>	<u>Apr '15 - Mar '16</u>	<u>% Difference</u>
1	70.1%	76.0%	-5.9%
2	33.7%	42.4%	-8.7%
3	54.8%	65.0%	-10.2%
4	36.0%	42.2%	-6.2%
5	36.0%	38.5%	-2.5%
6	48.7%	46.6%	+2.1%
7	77.0%	81.5%	-4.5%
S 42nd	99.0%	98.9%	+0.1%
<b>Subdivision A</b>	61.7%	65.2%	-3.5%
A	60.4%	66.4%	-6.0%
B	63.7%	75.6%	-11.9%
C	65.4%	77.4%	-12.0%
D	63.8%	72.5%	-8.7%
E	65.6%	68.8%	-3.2%
F	55.4%	58.2%	-2.8%
S Fkln	99.6%	99.6%	+0.0%
G	79.4%	70.4%	+9.0%
S Rock	93.0%	96.0%	-3.0%
JZ	64.1%	69.7%	-5.6%
L	91.1%	91.5%	-0.4%
M	65.6%	69.3%	-3.7%
N	59.3%	65.1%	-5.8%
Q	68.9%	70.2%	-1.3%
R	60.8%	59.5%	+1.3%
<b>Subdivision B</b>	68.9%	72.6%	-3.7%
<b>Systemwide</b>	<b>65.6%</b>	<b>69.2%</b>	<b>-3.6%</b>

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

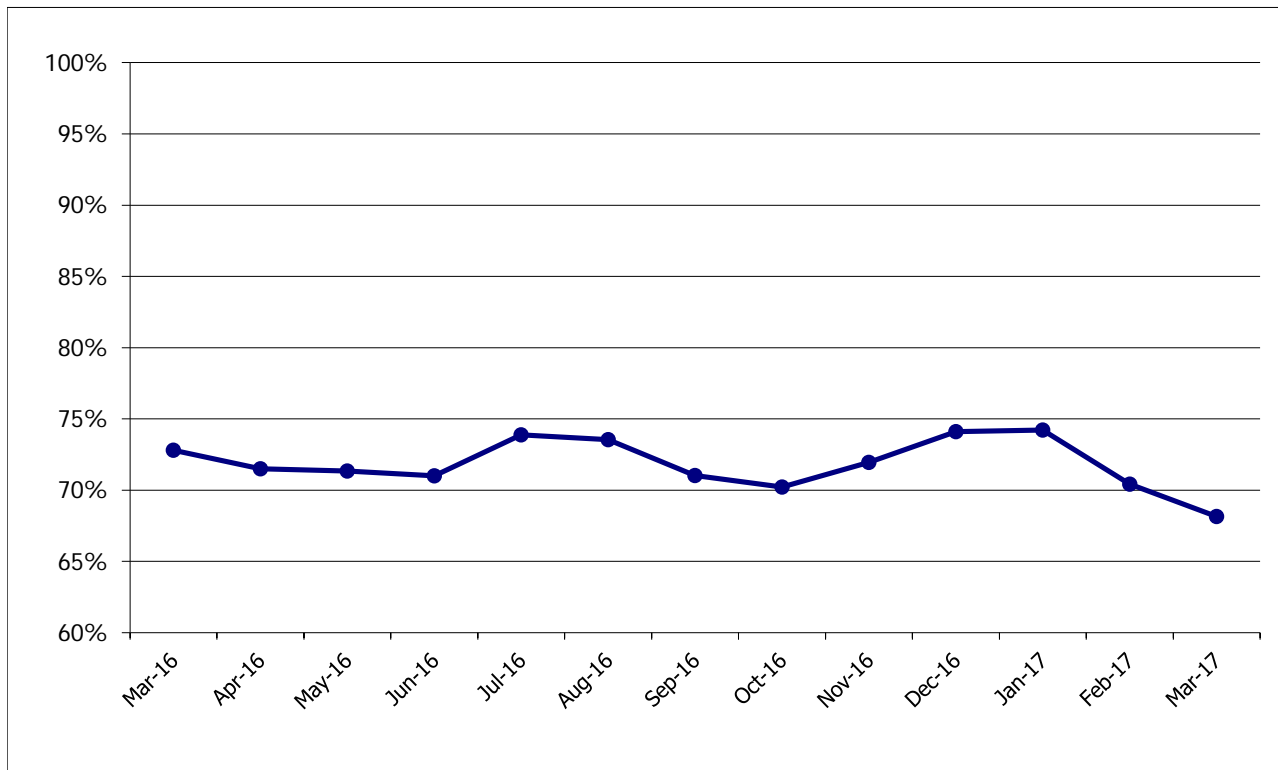
**Subway Weekday Trains Delayed**  
**Monthly**  
**(24 hours)**

<b><u>Categories</u></b>	<b><u>March 2017 Trains Delayed</u></b>
Over Crowding	26,619
ROW Delays	8,741
Track Gangs	8,726
Work Equipment/G. O.	3,308
Sick Customer	3,243
Car Equipment	2,963
Operational Diversions	2,239
Inclement Weather	2,146
Unruly Customer	1,827
Police	1,784
Employee	1,114
Fire	825
Infrastructure	776
External	229
Collision/Derailment	7
<b>Total Trains Delayed *</b>	<b>64,546</b>

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

## Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)



### Weekend Terminal On-Time Performance Definition

Weekend Terminal On-Time Performance (OTP) for a month is calculated as the percentage of scheduled trains, based on the schedule in effect, either regular weekend schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekend day period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

### Weekend Terminal On-Time Performance Results

#### Systemwide

##### Monthly Results

Mar 2017: 68.2%

Mar 2016: 72.8%

##### **Apr '16 - Mar '17**

12-Mon Avg: 71.9%

#### Subdivision A

##### Monthly Results

Mar 2017: 63.1%

Mar 2016: 71.7%

##### **Apr '16 - Mar '17**

12-Mon Avg: 68.8%

#### Subdivision B

##### Monthly Results

Mar 2017: 71.5%

Mar 2016: 73.5%

##### **Apr '16 - Mar '17**

12-Mon Avg: 74.0%

### Discussion of Results

In March 2017, Work Equipment/G. O. (3,858 delays), Over Crowding (3,362 delays), and Track Gangs (2,856 delays) were the highest categories of delays, representing 71.9% of the total 14,012 delays.

**Chart 7**

**Subway Weekend Terminal On-Time Performance**  
**12-Month Rolling Average**  
**(24 hours)**

<u>Line</u>	<u>Apr '16 - Mar '17</u>	<u>Apr '15 - Mar '16</u>	<u>% Difference</u>
1	76.7%	88.1%	-11.4%
2	39.0%	44.4%	-5.4%
3	52.9%	60.5%	-7.6%
4	49.5%	50.9%	-1.4%
5	60.4%	74.6%	-14.2%
6	62.3%	57.0%	+5.3%
7	85.5%	84.1%	+1.4%
S 42nd	99.6%	99.6%	+0.0%
<b>Subdivision A</b>	68.8%	71.8%	-3.0%
A	61.8%	63.9%	-2.1%
C	61.3%	54.7%	+6.6%
D	66.9%	70.0%	-3.1%
E	65.1%	61.5%	+3.6%
F	44.0%	36.7%	+7.3%
S Fkln	99.5%	99.6%	-0.1%
G	84.3%	84.8%	-0.5%
S Rock	93.3%	97.8%	-4.5%
JZ	82.1%	88.1%	-6.0%
L	90.1%	88.6%	+1.5%
M	96.1%	96.6%	-0.5%
N	63.9%	71.3%	-7.4%
Q	79.5%	82.2%	-2.7%
R	63.4%	69.2%	-5.8%
<b>Subdivision B</b>	74.0%	75.3%	-1.3%
<b>Systemwide</b>	<b>71.9%</b>	<b>73.9%</b>	<b>-2.0%</b>

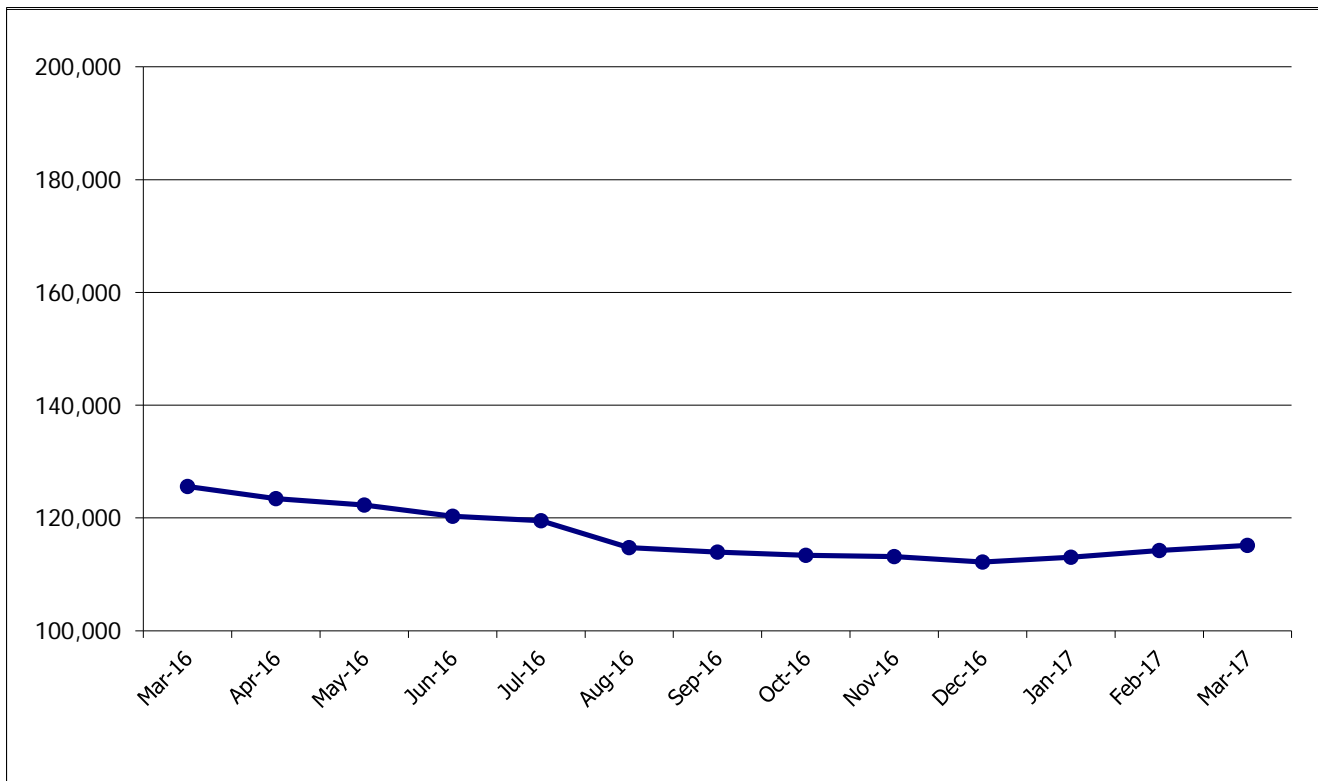
**Chart 8**

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

<u><b>Categories</b></u>	<u><b>March 2017 Trains Delayed</b></u>
Work Equipment/G. O.	3,858
Over Crowding	3,362
Track Gangs	2,856
ROW Delays	1,371
Unruly Customer	525
Sick Customer	395
Operational Diversions	386
Car Equipment	332
Police	331
Employee	276
Fire	165
External	94
Inclement Weather	56
Infrastructure	6
Collision/Derailment	0
<b>Total Trains Delayed *</b>	<b>14,012</b>

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

## Subway Mean Distance Between Failure 12-Month Rolling Average



### Definition

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

### Monthly Results

Mar 2017: 126,076

Mar 2016: 114,647

### 12-Month Average

Apr '16 - Mar '17: 115,154

Apr '15 - Mar '16: 125,613

### Annual Result

2017 TARGET: 150,000

2016 ACTUAL: 112,208

### Discussion of Results

MDBF in March 2017 changed 9.97% from March 2016. Over the past year, the MDBF 12-month average changed -8.33%.

## Subway Mean Distance Between Failure

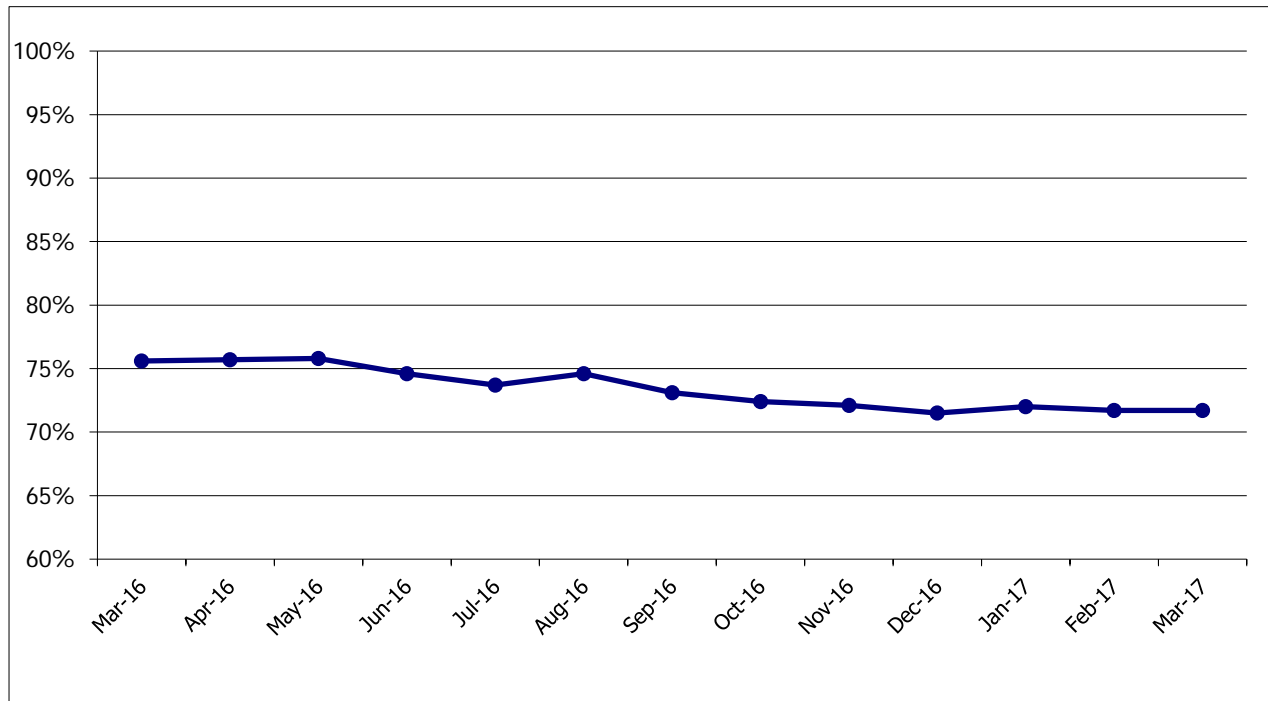
12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Apr '16 - Mar '17</u>	<u>Apr '15 - Mar '16</u>	<u>% Change</u>
R32	222	33,527	37,761	-11.2%
R42	50	41,683	39,309	+6.0%
R46	752	77,311	94,882	-18.5%
R62	315	239,386	182,864	+30.9%
R62A	824	84,276	93,882	-10.2%
R68	425	121,473	119,846	+1.4%
R68A	200	102,830	126,551	-18.7%
R142	1,030	148,906	148,053	+0.6%
R142A	220	47,709	57,545	-17.1%
R143	212	58,348	62,398	-6.5%
R160	1,662	236,287	342,377	-31.0%
R188 - New	126	760,984	315,015	+141.6%
R188 - Conversion	380	192,843	120,191	+60.4%
<b>FLEET</b>	<b>6,418</b>	<b>115,154</b>	<b>125,613</b>	<b>-8.3%</b>

**Chart 11**

## Subway Service - Key Performance Indicator (S-KPI)

### Monthly



### S-KPI Definition

**S-KPI** is the combination of three existing service indicators (Wait Assessment, Terminal On-Time Performance and Mean Distance Between Failures). The aggregate S-KPI score is weighted as follows:

- 
- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am and midnight and is defined as the percentage of actual intervals between trains that are no more than the scheduled interval, plus 25%.

---

  - 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.

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  - 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12-month rolling average.

---

### S-KPI Results

#### Systemwide

##### Monthly Results

Mar 2017: 71.7%

Mar 2016: 75.6%

##### **Apr '16 - Mar '17**

12 Mon Avg: 73.2%

#### Subdivision A

##### Monthly Results

Mar 2017: 69.2%

Mar 2016: 71.5%

##### **Apr '16 - Mar '17**

12 Mon Avg: 70.0%

#### Subdivision B

##### Monthly Results

Mar 2017: 73.2%

Mar 2016: 78.5%

##### **Apr '16 - Mar '17**

12 Mon Avg: 75.3%

## Subway Service - Key Performance Indicator (S-KPI)

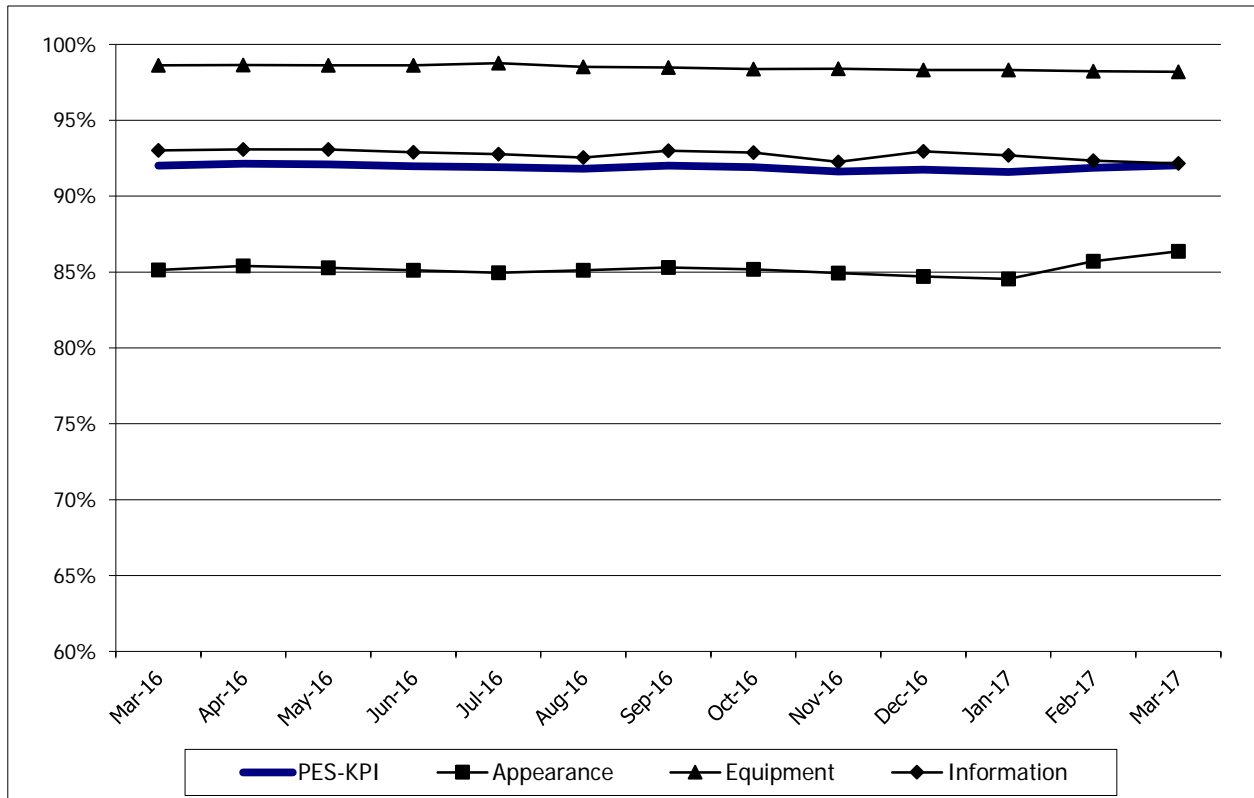
### 12-Month Rolling Average

<u>Line</u>	<u>Apr '16 - Mar '17</u>	<u>Apr '15 - Mar '16</u>	<u>% Difference</u>
1	73.7%	77.9%	-4.2%
2	61.2%	66.0%	-4.8%
3	70.3%	76.1%	-5.8%
4	57.2%	60.5%	-3.3%
5	59.2%	61.5%	-2.3%
6	58.9%	58.6%	+0.3%
7	76.9%	78.7%	-1.8%
S 42nd	87.5%	86.7%	+0.8%
<b>Subdivision A</b>	<b>70.0%</b>	<b>71.9%</b>	<b>-1.9%</b>
A	65.5%	69.8%	-4.3%
B	71.4%	78.7%	-7.3%
C	67.0%	74.0%	-7.0%
D	75.8%	80.1%	-4.3%
E	72.9%	74.8%	-1.9%
F	69.8%	71.8%	-2.0%
S Fkln	90.8%	90.9%	-0.1%
G	77.3%	75.4%	+1.9%
S Rock	88.8%	88.7%	+0.1%
JZ	68.6%	72.0%	-3.4%
L	78.8%	78.8%	+0.0%
M	75.3%	77.3%	-2.0%
N	73.4%	76.9%	-3.5%
Q	76.8%	78.5%	-1.7%
R	68.8%	69.6%	-0.8%
<b>Subdivision B</b>	<b>75.3%</b>	<b>78.9%</b>	<b>-3.6%</b>
<b>Systemwide</b>	<b>73.2%</b>	<b>76.0%</b>	<b>-2.8%</b>

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

## Subway Passenger Environment Survey (PES-KPI)

12-Month Rolling Average



### PES-KPI Definition

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

Appearance: Includes litter, cleanliness and graffiti ratings in both subway cars and stations; does not currently include peeling paint or missing tiles for stations.

Equipment: Includes in stations, the functionality of elevators, escalators, turnstiles, booth microphones, and MetroCard vending machines; and in subway cars, the functionality of the door panels, lighting, and climate control.

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Apr '16 - Mar '17	92.0%	86.4%	98.2%	92.2%
Apr '15 - Mar '16	92.0%	85.1%	98.6%	93.0%
% Difference:	+0.0%	+1.3%	-0.4%	-0.8%

Chart 14

# Subway PES-KPI - Subway Car

12-Month Rolling Average

<u>Line</u>	<u>Apr '16 - Mar '17</u>				<u>Apr '15 - Mar '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	93.0%	95.7%	97.2%	86.1%	95.3%	96.9%	98.3%	90.5%	-2.3%
2	95.3%	90.4%	96.5%	99.1%	97.0%	95.0%	99.1%	97.0%	-1.7%
3	94.0%	93.3%	97.1%	91.7%	95.1%	95.5%	99.2%	90.5%	-1.1%
4	96.2%	93.4%	96.7%	98.7%	95.8%	93.5%	98.3%	95.6%	+0.4%
5	96.0%	91.5%	97.7%	99.1%	96.1%	94.4%	97.7%	96.1%	-0.1%
6	93.7%	94.7%	96.2%	90.3%	94.9%	94.4%	98.0%	92.3%	-1.2%
7	97.7%	95.6%	98.8%	98.7%	97.8%	97.9%	99.7%	95.7%	-0.1%
S 42nd	92.1%	95.8%	92.1%	88.3%	94.5%	97.5%	95.5%	90.3%	-2.4%
<b>Subdivision A</b>	<b>94.9%</b>	<b>93.5%</b>	<b>97.0%</b>	<b>94.4%</b>	<b>95.8%</b>	<b>95.4%</b>	<b>98.4%</b>	<b>93.5%</b>	<b>-0.9%</b>
A	95.7%	93.0%	99.6%	94.4%	95.0%	93.3%	99.3%	92.6%	+0.7%
B	91.1%	88.3%	97.0%	88.0%	93.6%	91.9%	96.4%	92.6%	-2.5%
C	96.4%	93.4%	99.4%	96.4%	96.2%	95.3%	98.7%	94.7%	+0.2%
D	92.2%	89.7%	94.1%	92.9%	92.8%	90.5%	98.5%	89.6%	-0.6%
E	96.2%	90.6%	98.8%	99.4%	96.5%	94.1%	97.1%	98.3%	-0.3%
F	96.0%	92.0%	98.0%	98.1%	96.4%	94.7%	98.6%	96.0%	-0.4%
S Fkn	92.7%	93.0%	100.0%	85.2%	94.9%	90.4%	99.4%	95.0%	-2.2%
G	95.5%	94.8%	99.3%	92.5%	94.9%	95.5%	97.3%	92.0%	+0.6%
J/Z	94.6%	92.5%	99.2%	92.2%	94.6%	91.2%	98.8%	94.0%	+0.0%
L	96.7%	94.4%	96.8%	98.8%	96.0%	92.6%	97.4%	98.2%	+0.7%
M	95.5%	91.6%	95.9%	98.9%	96.6%	92.6%	98.3%	99.1%	-1.1%
N	96.1%	90.6%	98.5%	99.5%	96.6%	93.4%	98.3%	98.2%	-0.5%
Q	97.7%	94.3%	99.6%	99.4%	96.2%	89.7%	99.6%	99.5%	+1.5%
R	93.2%	90.5%	99.2%	90.1%	96.1%	96.1%	98.7%	93.6%	-2.9%
<b>Subdivision B</b>	<b>95.2%</b>	<b>92.0%</b>	<b>98.1%</b>	<b>95.5%</b>	<b>95.6%</b>	<b>93.2%</b>	<b>98.2%</b>	<b>95.4%</b>	<b>-0.4%</b>
<b>Systemwide</b>	<b>95.1%</b>	<b>92.6%</b>	<b>97.7%</b>	<b>95.1%</b>	<b>95.7%</b>	<b>94.0%</b>	<b>98.3%</b>	<b>94.7%</b>	<b>-0.6%</b>

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

Chart 15

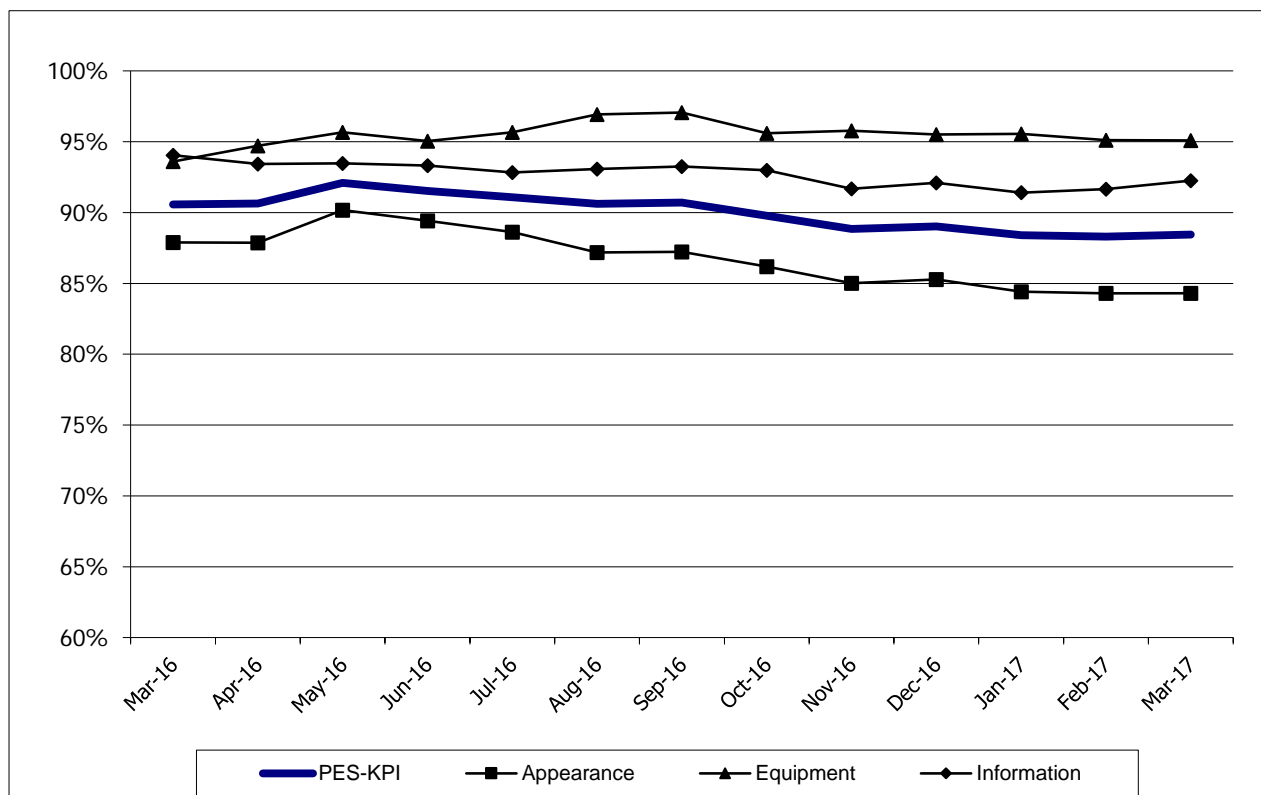
## Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Apr '16 - Mar '17</u>				<u>Apr '15 - Mar '16</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.7%	74.0%	99.1%	89.3%	85.9%	71.2%	98.2%	91.0%	+0.8%
Manhattan	88.7%	80.5%	98.4%	88.9%	88.2%	77.2%	98.7%	90.7%	+0.5%
Brooklyn	90.6%	83.2%	99.3%	90.7%	89.0%	77.4%	99.4%	92.3%	+1.6%
Queens	88.3%	81.4%	99.0%	85.9%	89.5%	80.9%	99.4%	89.9%	-1.2%
Systemwide	89.0%	80.7%	98.7%	89.1%	88.4%	77.0%	98.9%	91.2%	+0.6%

Chart 16

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



## PES-KPI Definition

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

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

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

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

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

## SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
<b>Apr '16 - Mar '17</b>	<b>88.5%</b>	84.3%	95.1%	92.3%
<b>Apr '15 - Mar '16</b>	<b>90.6%</b>	87.9%	93.6%	94.0%
<b>% Difference:</b>	<b>-2.1%</b>	-3.6%	+1.5%	-1.7%

Chart 17

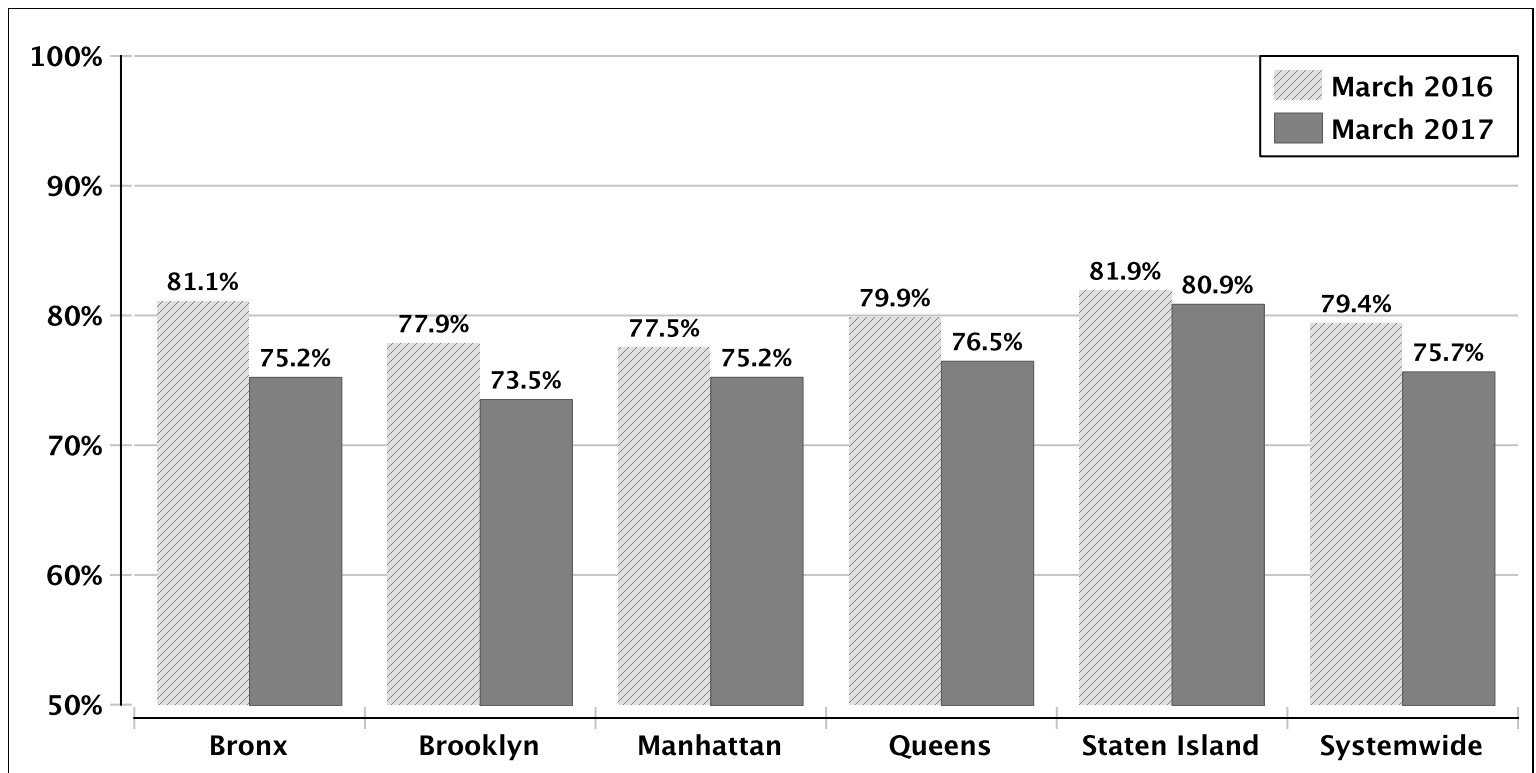
# Monthly Operations Report

Statistical results for the month of March 2017 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2017			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System Wait Assessment (chart 1-7)</b>	75.7%	79.4%	-3.7%			
<b>System MDBF (chart 8)</b>	6,610	6,868	-3.7%	6,359	5,209	+22.1%
NYCT Bus	6,223	6,643	-6.3%	6,074	4,977	+22.0%
MTA Bus	8,279	7,693	+7.6%	7,477	6,116	+22.3%
<b>System MDBSI (chart 9)</b>	2,837	2,941	-3.6%	2,834	2,563	+10.6%
NYCT Bus	2,635	2,798	-5.8%	2,666	2,445	+9.0%
MTA Bus	3,773	3,511	+7.5%	3,546	3,026	+17.2%
<b>System Trips Completed (chart 10)</b>	98.61%	99.39%	-0.8%	99.23%	99.00%	+0.2%
NYCT Bus	98.62%	99.41%	-0.8%	99.22%	99.04%	+0.2%
MTA Bus	98.56%	99.31%	-0.7%	99.26%	98.88%	+0.4%
<b>System AM Pull Out (chart 11)</b>	99.74%	99.90%	-0.2%	99.83%	99.71%	+0.1%
NYCT Bus	99.85%	99.94%	-0.1%	99.86%	99.74%	+0.1%
MTA Bus	99.32%	99.77%	-0.5%	99.72%	99.59%	+0.1%
<b>System PM Pull Out (chart 12)</b>	99.85%	99.95%	-0.1%	99.92%	99.84%	+0.1%
NYCT Bus	99.92%	99.98%	-0.1%	99.94%	99.91%	+0.0%
MTA Bus	99.59%	99.86%	-0.3%	99.86%	99.57%	+0.3%
<b>System Buses &gt;= 12 years</b>	19%	16%				
NYCT Bus	22%	18%				
MTA Bus	9%	9%				
<b>System Fleet Age</b>	7.73	7.19				
NYCT Bus	7.38	6.75				
MTA Bus	8.92	8.74				
<b>Paratransit *</b>						
<b>% of Trips Completed</b>	94.47%	94.91%	-0.4%	94.77%	94.78%	-0.0%
Trips Requested	674,831	706,985	-4.5%	649,491	654,112	-0.7%
Trips Scheduled	570,399	613,484	-7.0%	557,614	565,432	-1.4%
Trips Completed	538,830	582,286	-7.5%	528,444	535,915	-1.4%
Early Cancellations as a Percentage of Trips Requested	14.85%	12.42%	+2.4%	13.31%	12.76%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	3.40%	2.89%	+0.5%	3.15%	2.83%	+0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.47%	1.53%	-0.1%	1.47%	1.55%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.66%	0.67%	-0.0%	0.61%	0.85%	-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	0.63%	0.81%	-0.2%	0.84%	0.79%	+0.0%
New Applications Received	2,652	3,377	-21.5%	2,907	3,026	-3.9%

\* On March 14, 2017, New York City experienced blizzard condition with a substantial amount of snow, freezing rain, and strong wind gusts. Due to this severe weather, Paratransit service was suspended.

# 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 (6 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.-6 a.m.) periods.

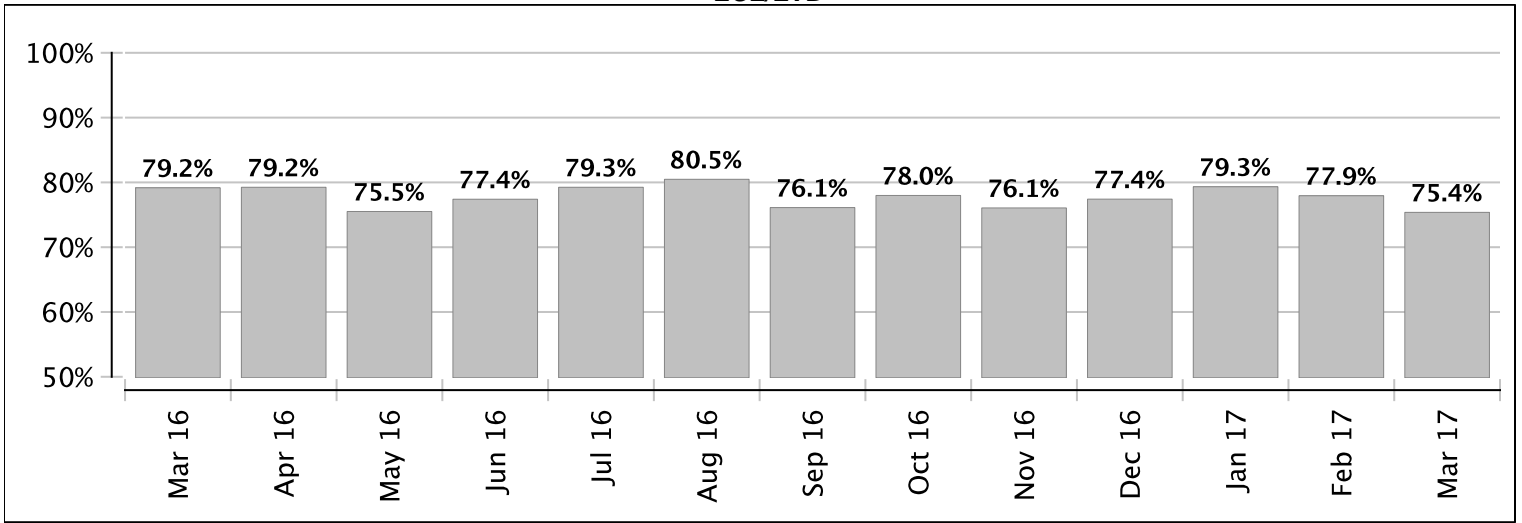
## Results

	<u>Mar 2016</u>	<u>Mar 2017</u>	<u>Difference</u>
<b>Systemwide</b>	<b>79.4%</b>	<b>75.7%</b>	<b>-3.7%</b>
Bronx	81.1%	75.2%	-5.9%
Brooklyn	77.9%	73.5%	-4.4%
Manhattan	77.5%	75.2%	-2.3%
Queens	79.9%	76.5%	-3.4%
Staten Island	81.9%	80.9%	-1.0%

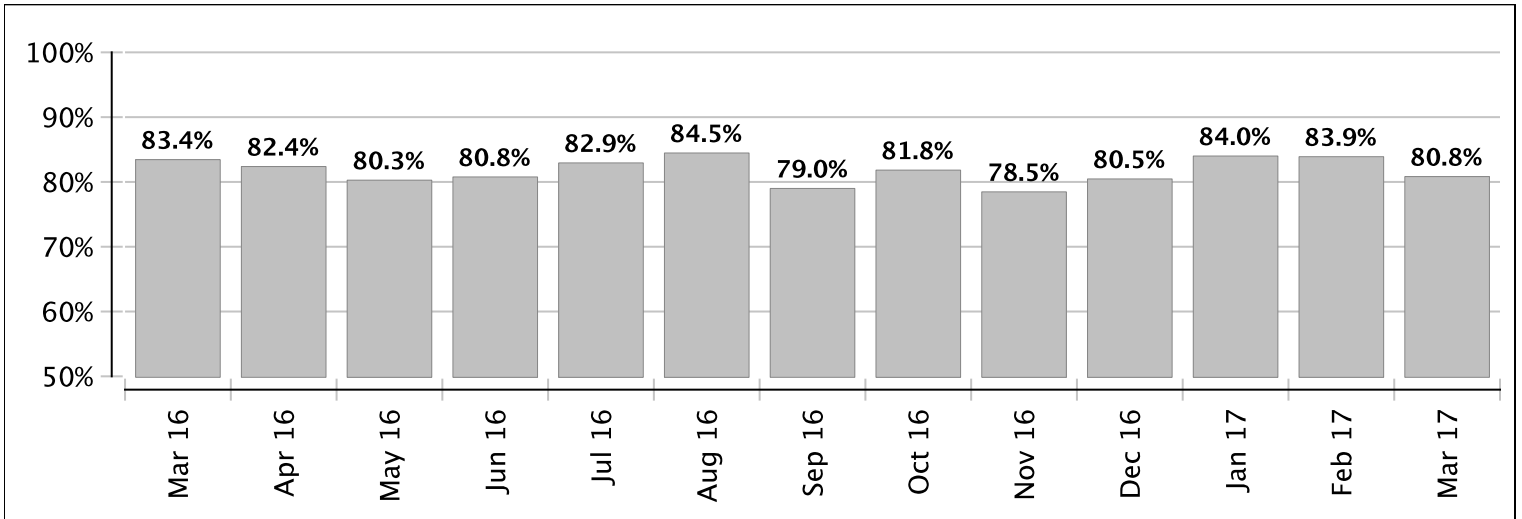
Chart 1

# Bus Weekday Wait Assessment

## Systemwide LCL/LTD



## EXP



## SBS

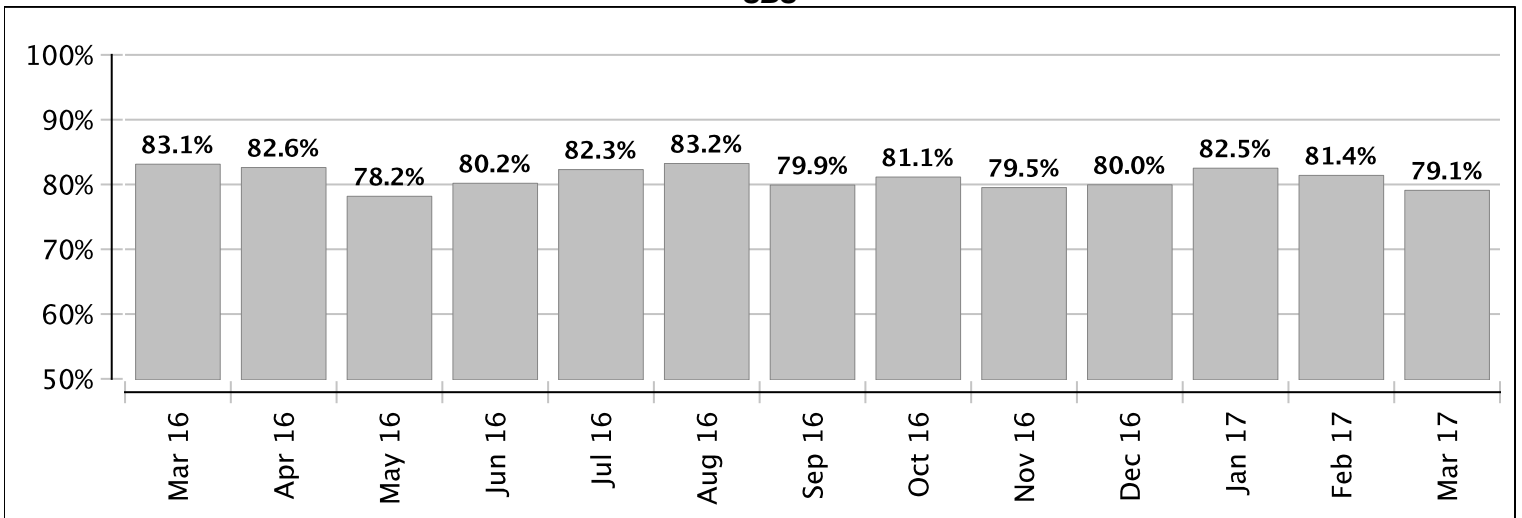
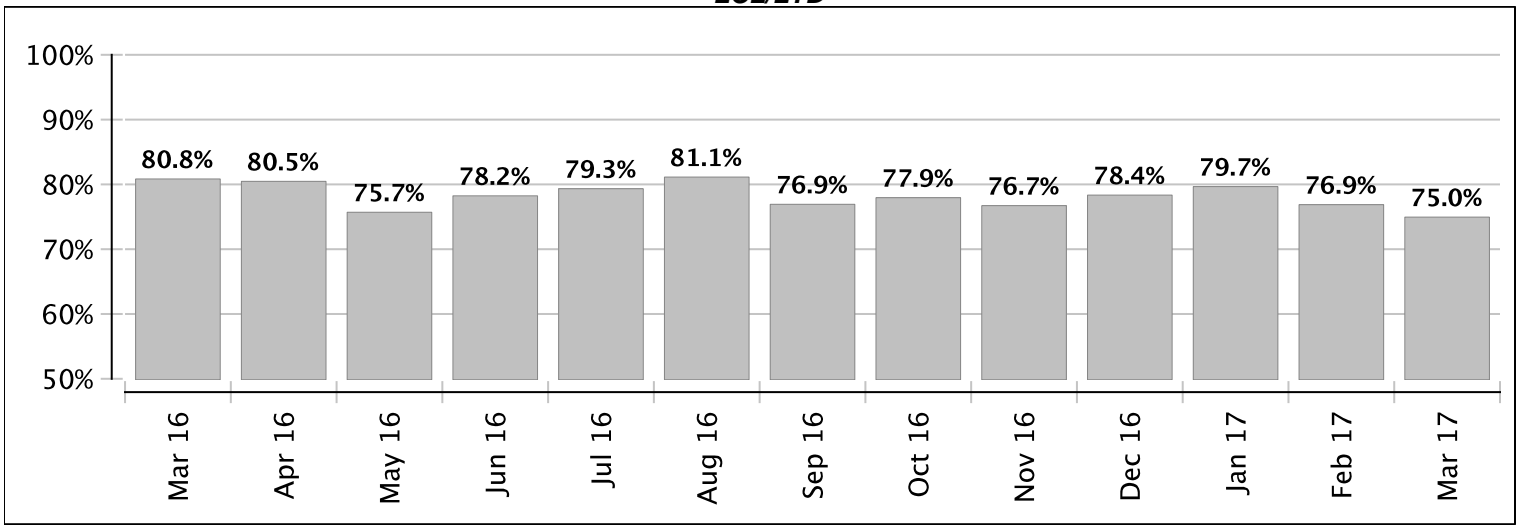


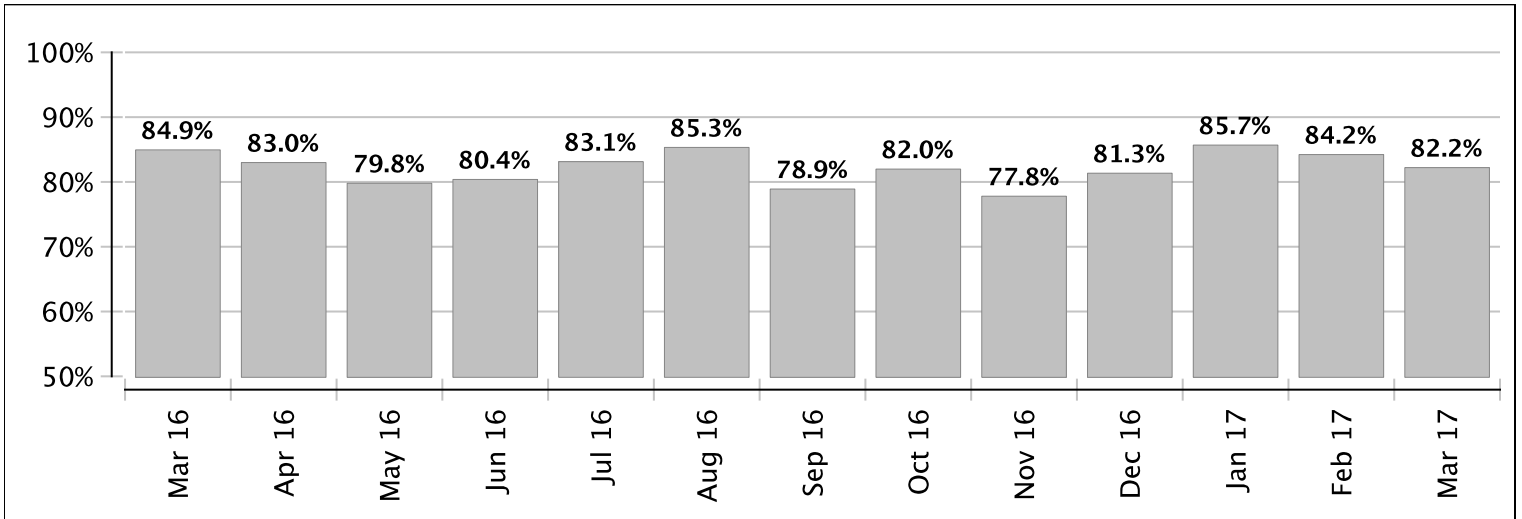
Chart 2

# Bus Weekday Wait Assessment

## Bronx LCL/LTD



## EXP



## SBS

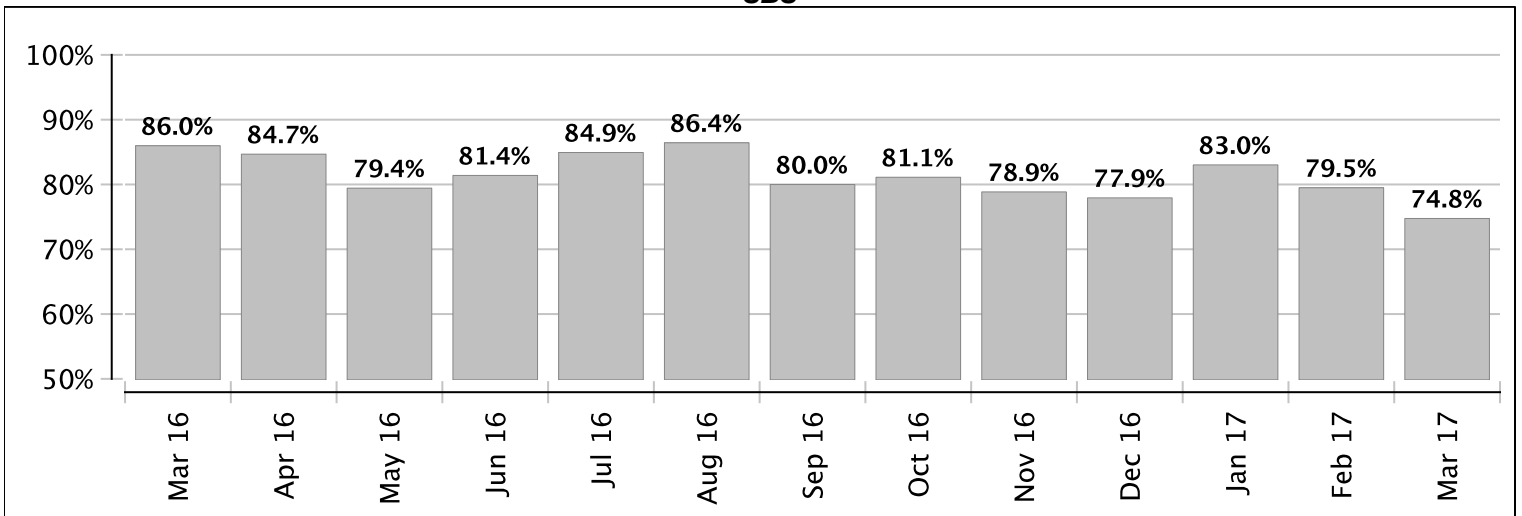
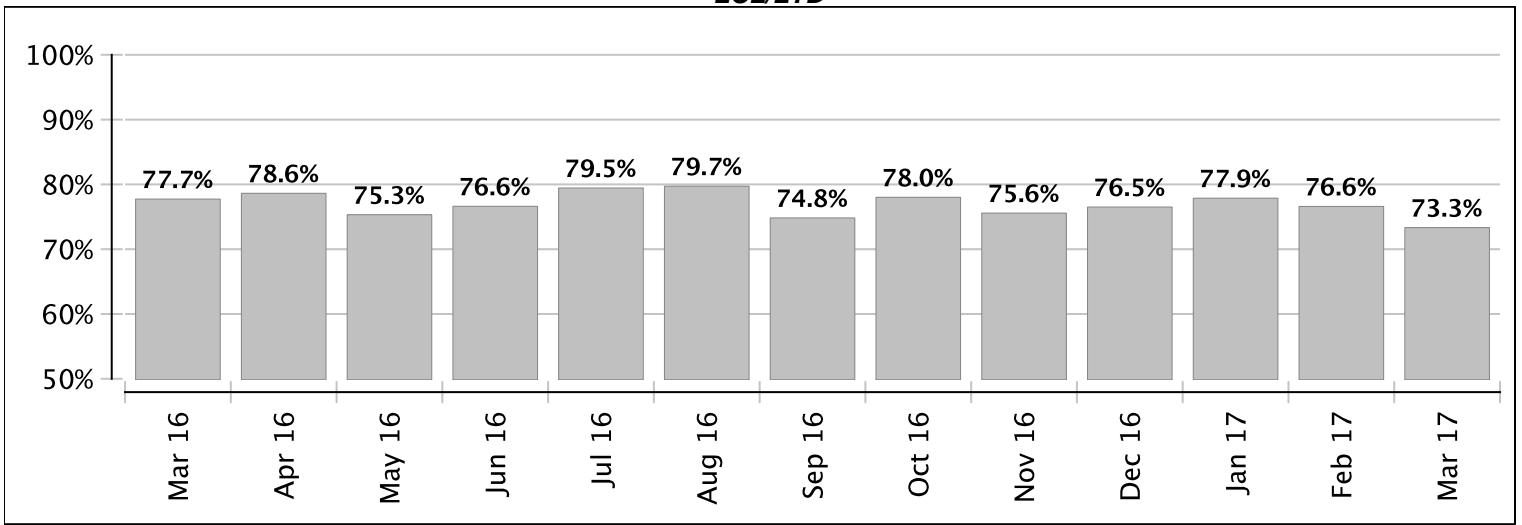


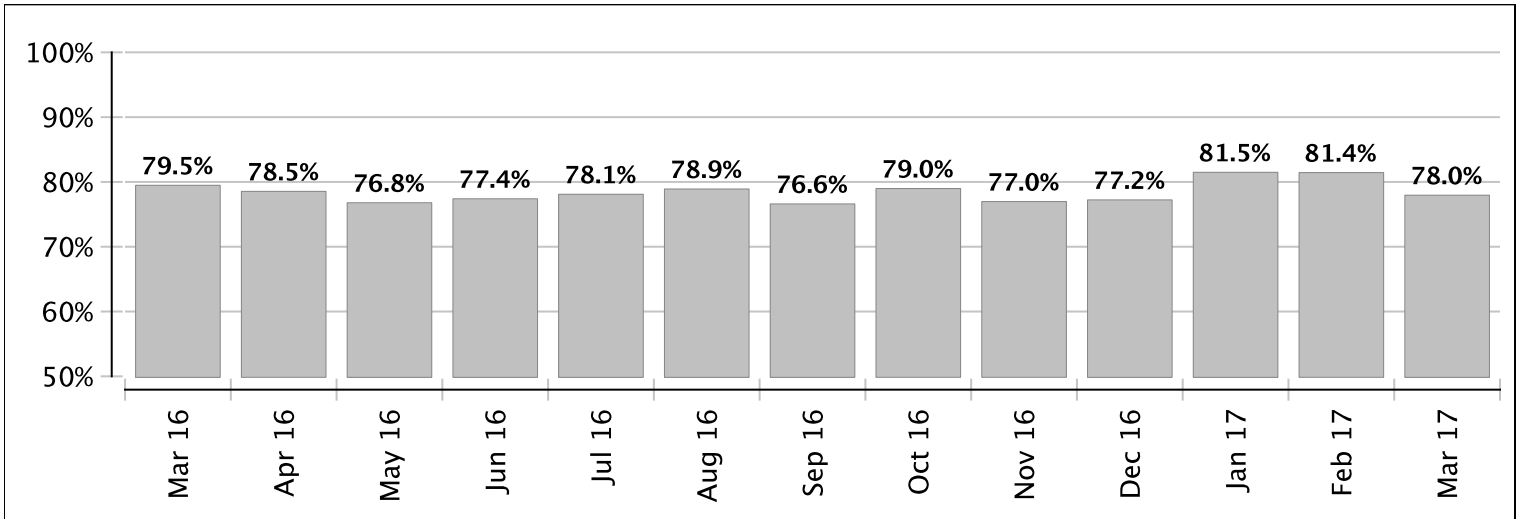
Chart 3

# Bus Weekday Wait Assessment

## Brooklyn LCL/LTD



## EXP



## SBS

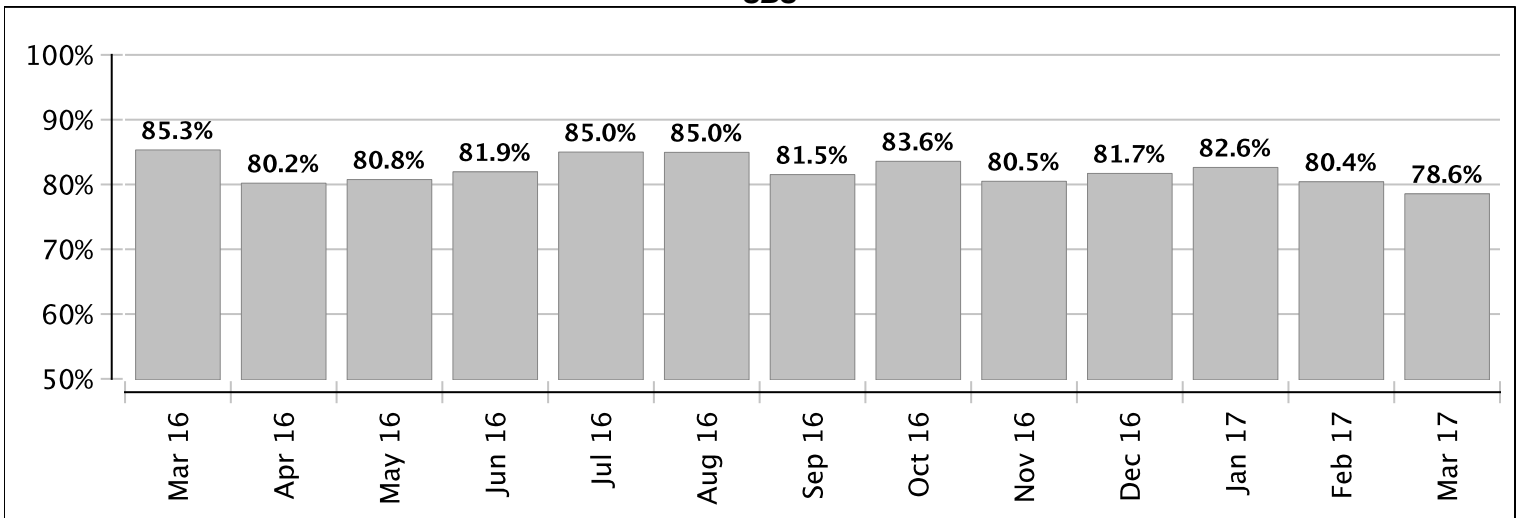
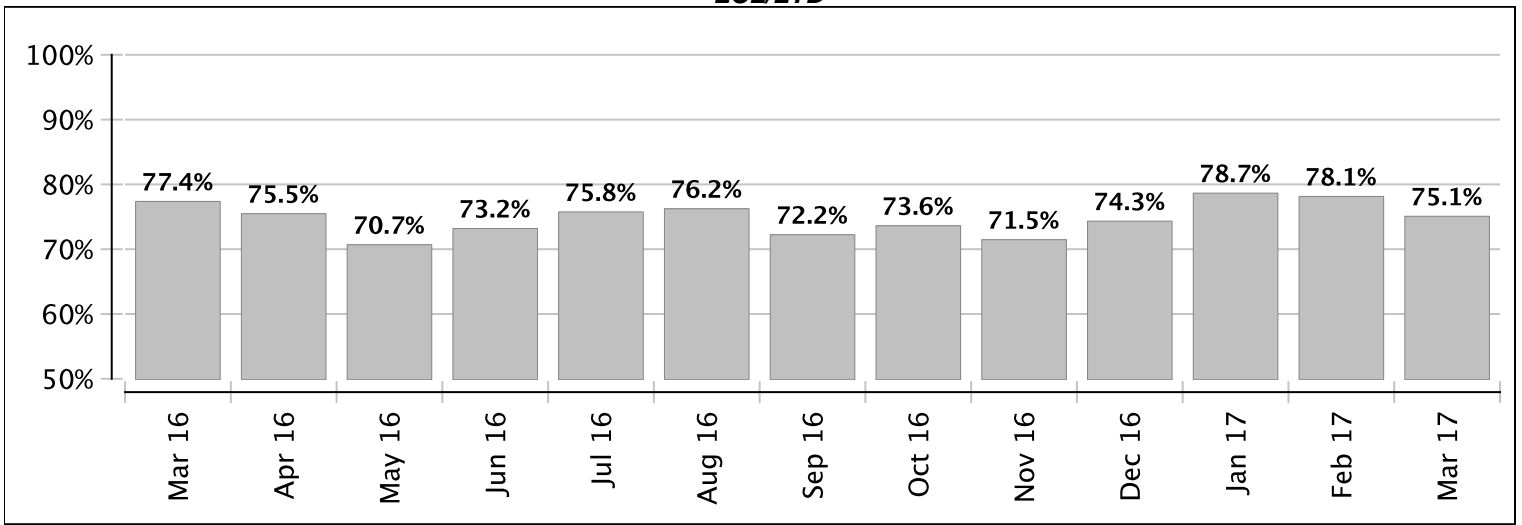


Chart 4

# Bus Weekday Wait Assessment

## Manhattan

*LCL/LTD*



## SBS

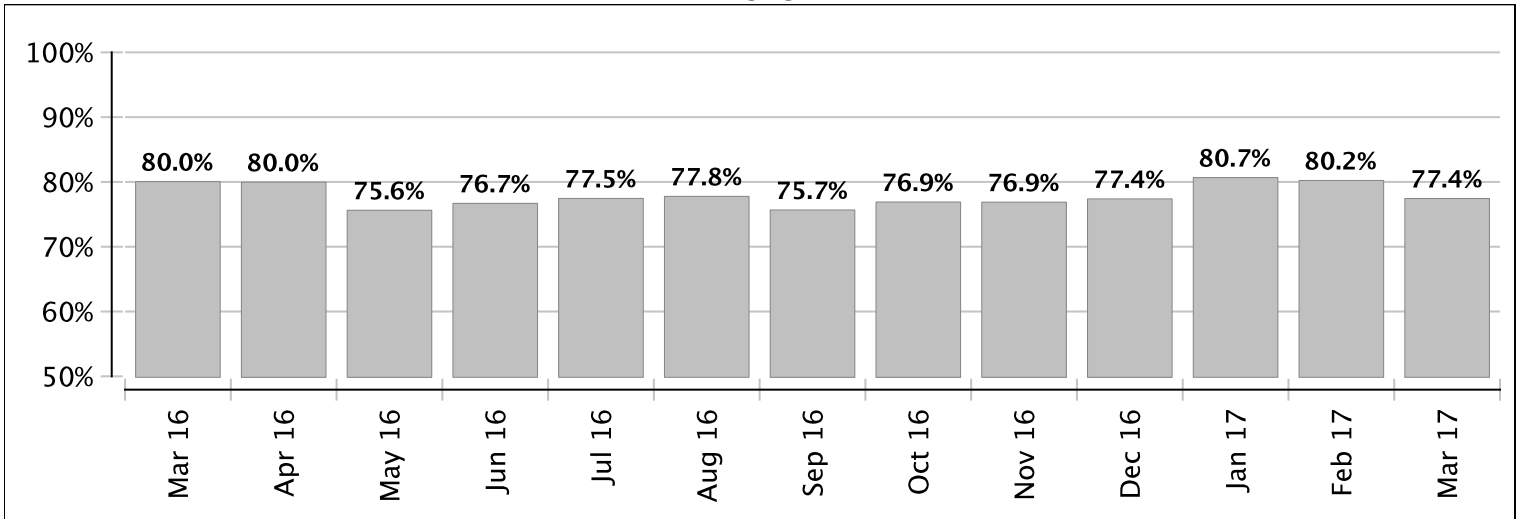
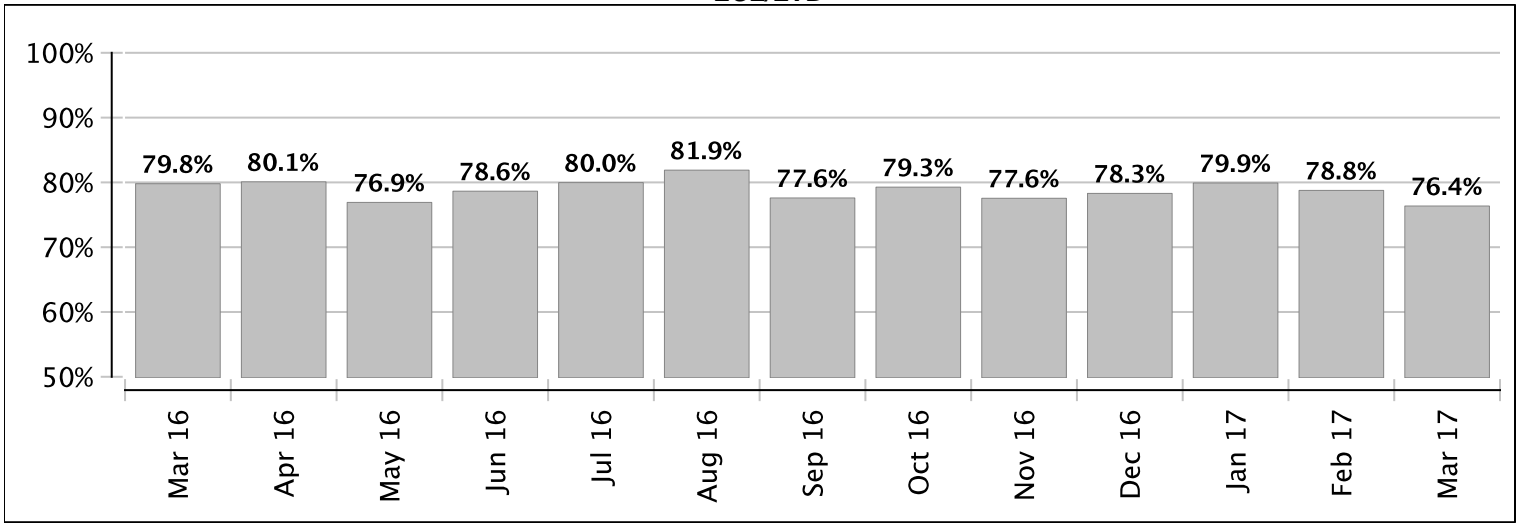


Chart 5

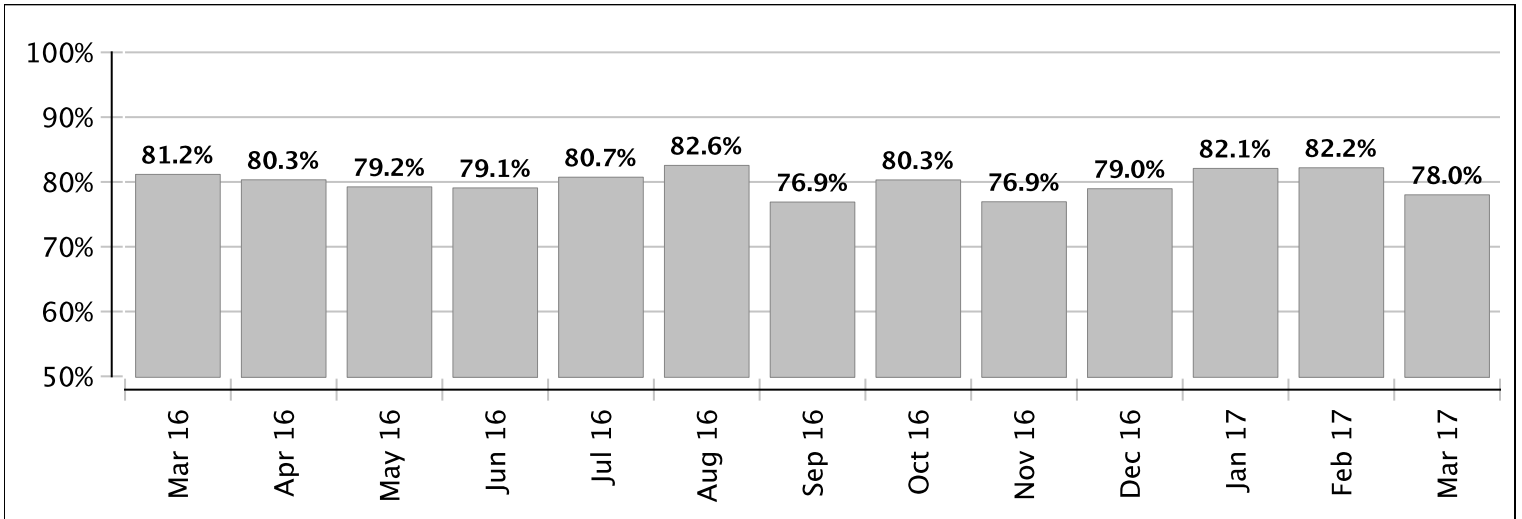
# Bus Weekday Wait Assessment

## Queens

*LCL/LTD*



## EXP



## SBS

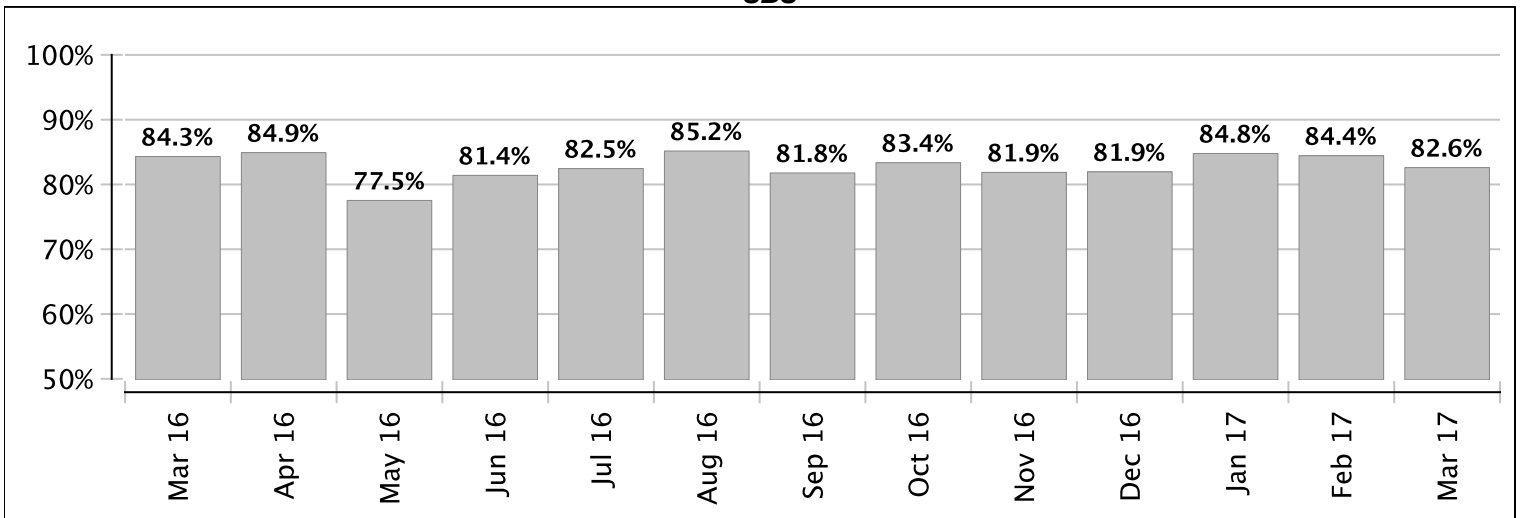
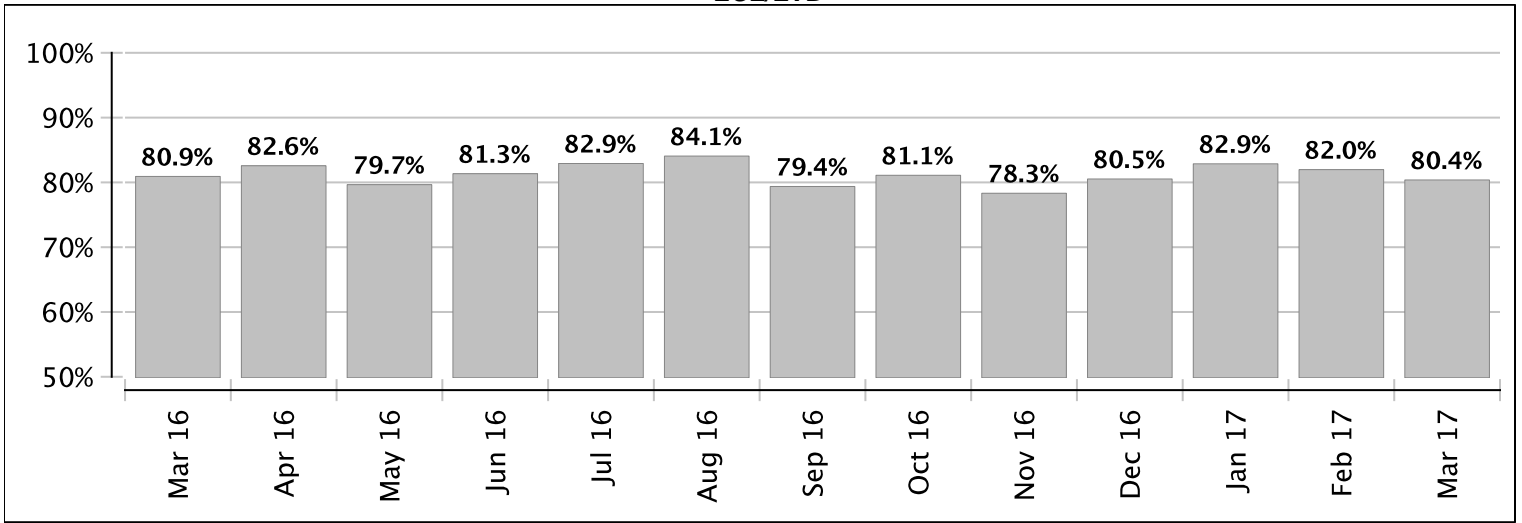


Chart 6

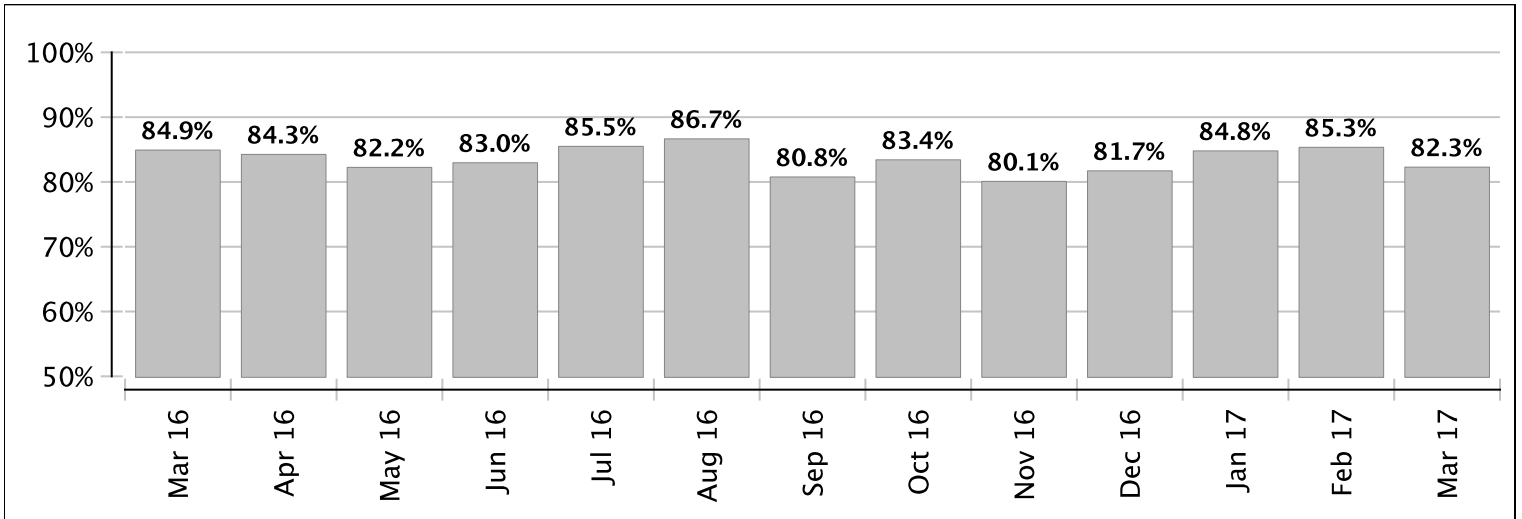
# Bus Weekday Wait Assessment

## Staten Island

### *LCL/LTD*



### *EXP*



### *SBS*

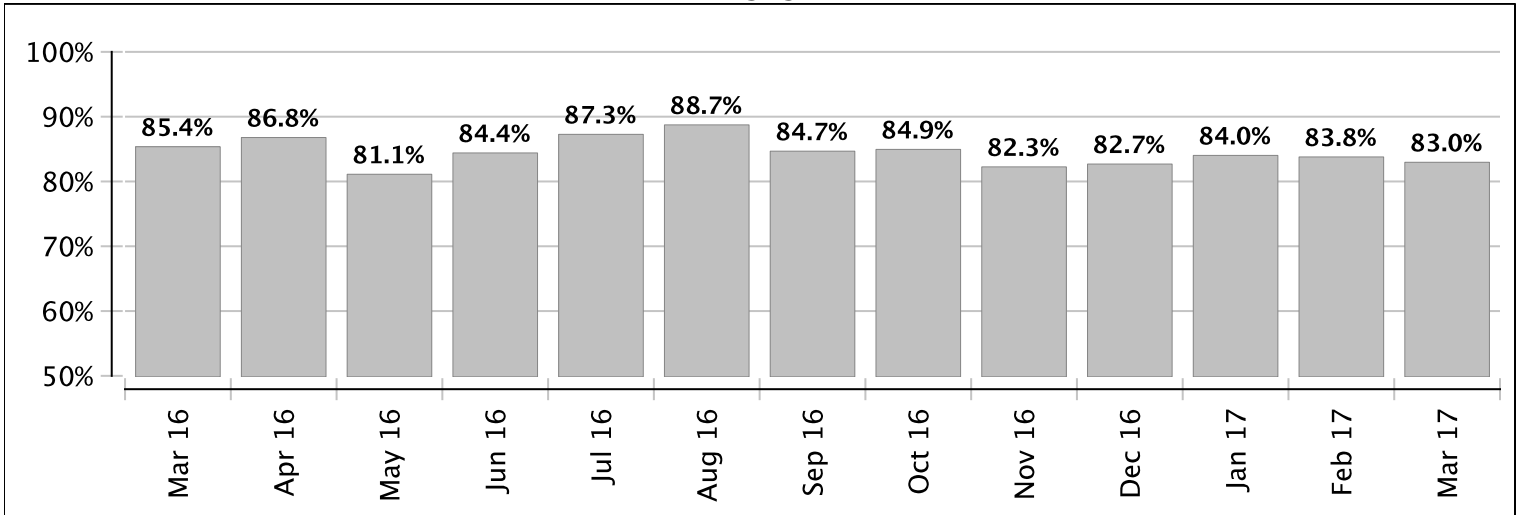
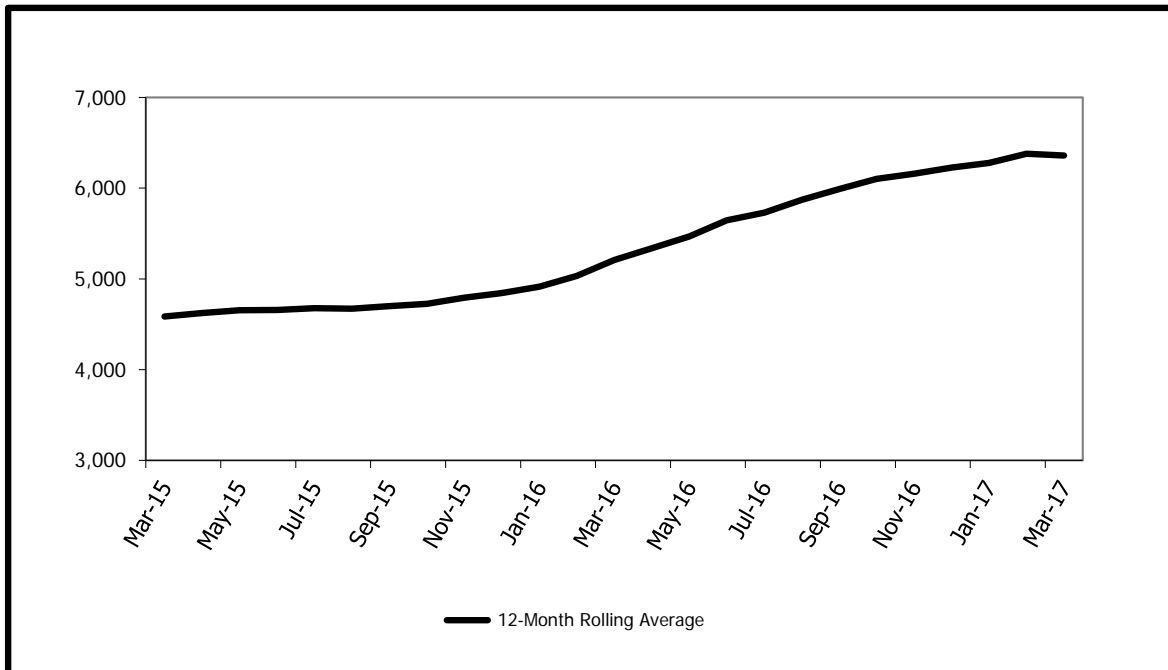


Chart 7

## 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

March 2017: 6,610  
March 2016: 6,868

### 12-Month Average

April 16 - March 17: 6,359  
April 15 - March 16: 5,209

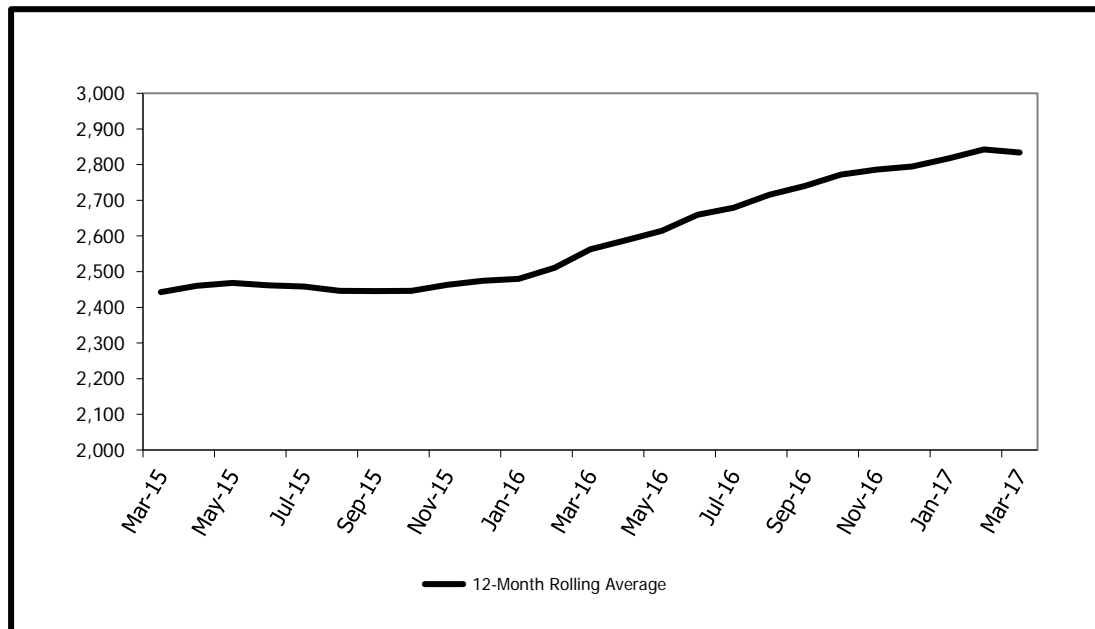
### Annual Results

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

March 2017: 2,837  
March 2016: 2,941

### 12-Month Average

April 16 - March 17: 2,834  
April 15 - March 16: 2,563

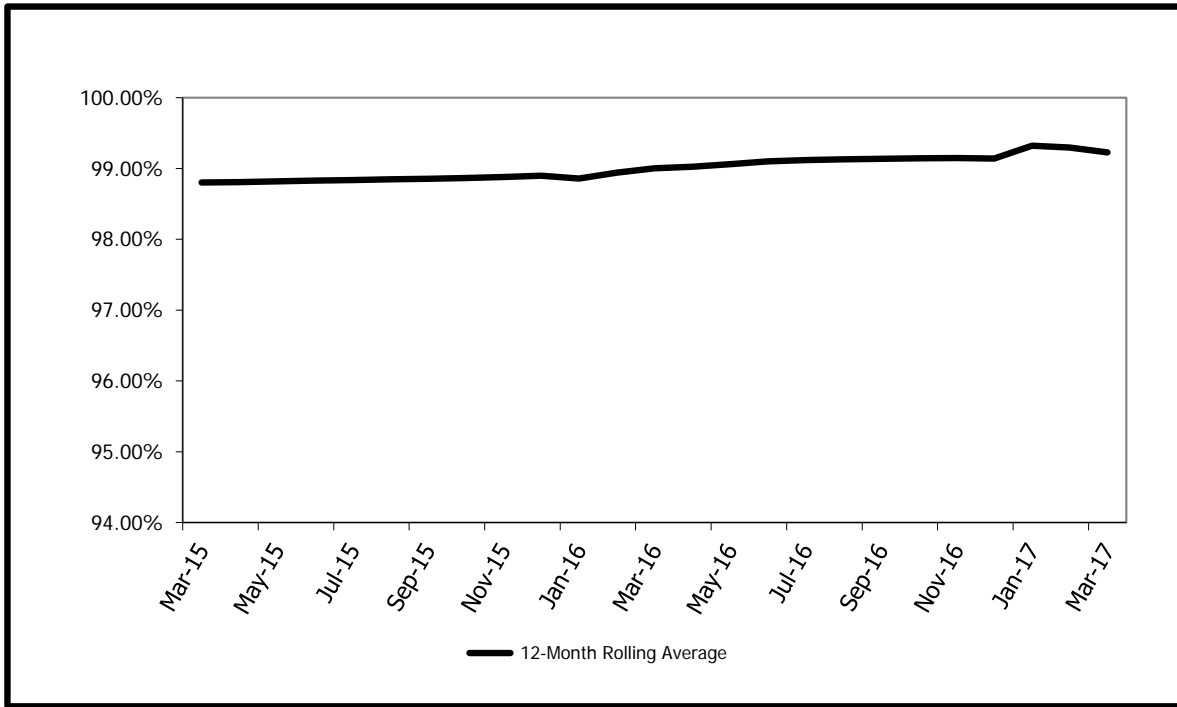
### Annual Results

2017 YTD: 2,907  
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

March 2017: 98.61%  
 March 2016: 99.39%

### 12-Month Average

April 16 - March 17 99.23%  
 April 15 - March 16 99.00%

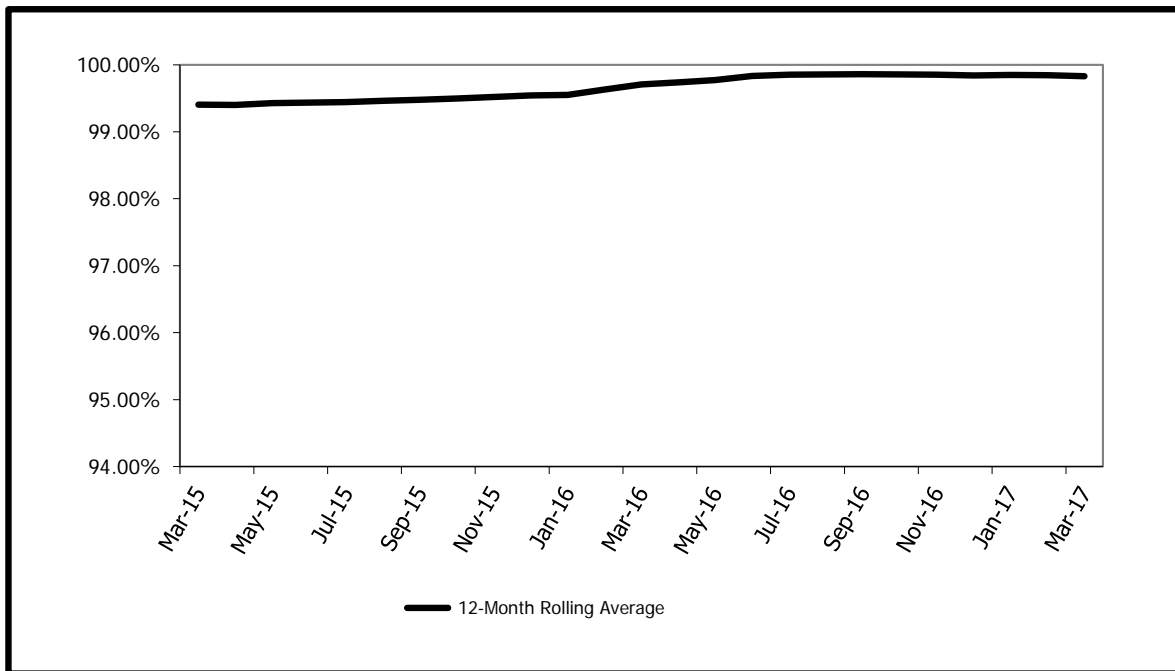
### Annual Results

2017 YTD: 98.95%  
 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

March 2017: 99.74%  
March 2016: 99.90%

### 12-Month Average

April 16 - March 17 99.83%  
April 15 - March 16 99.71%

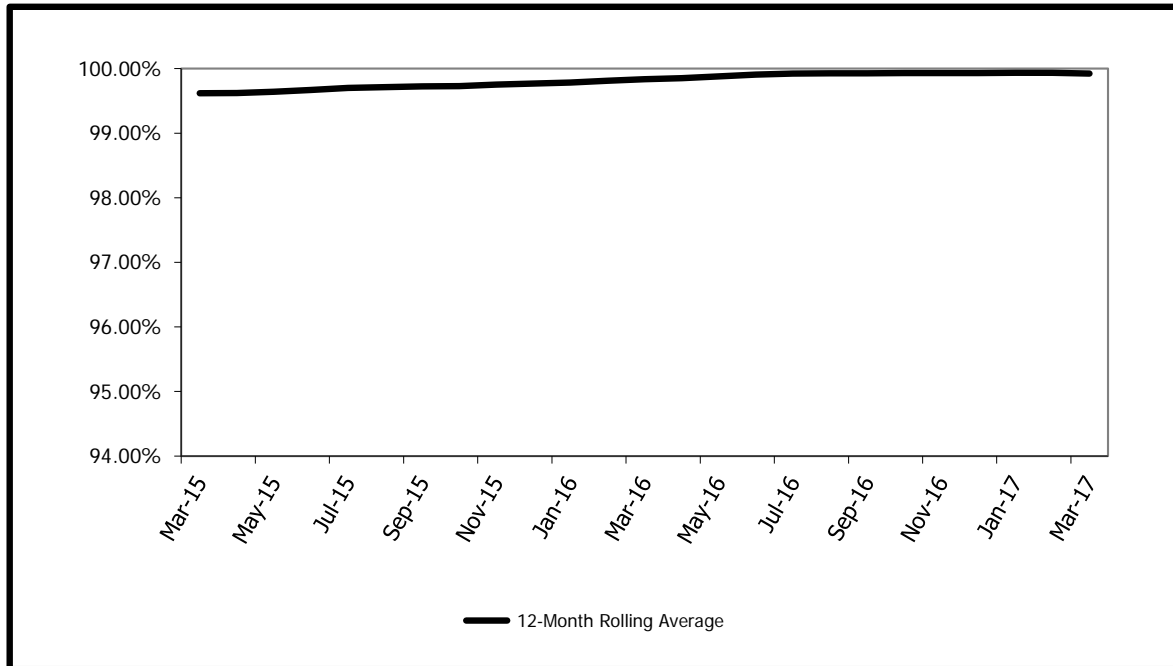
### Annual Results

2017 YTD: 99.75%  
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

March 2017:	99.85%	April 16 - March 17	99.92%	2017 YTD:	99.88%
March 2016:	99.95%	April 15 - March 16	99.84%	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		
	Apr 2014 - Mar 2015	Apr 2015 - Mar 2016	Apr 2016 - Mar 2017
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.64	2.55	2.59
Subway Collisions <sup>2,3</sup>	1	0	0
Subway Derailments <sup>2,3</sup>	3	2	3
Subway Fires <sup>2</sup>	1,011	956	963
<b>Buses</b>			
Bus Collisions Per Million Miles Regional	49.46	53.69	56.20
Bus Collision Injuries Per Million Miles Regional	6.40	6.17	6.56
Bus Customer Accidents Per Million Customers Regional	1.09	1.16	1.28
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.66	3.95	3.74

<sup>1</sup> 12-Month Average data from March through February.

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

<sup>3</sup> Data from May through April.

Leading Indicators				
Subways	April	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	28	113	340	33.2%
Joint Track Safety Audits -- Compliance Rate	98.1%	98.1%	100.0%	98.1%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	11,490	36,509	49,814	73.3%
<b>Station -- Emergency Communication</b>				
Help Point Installations	5	24	92	26.1%
Buses	April	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot	0	40	225	17.8%
Collision Warning System Pilot	0	112	114	98.2%
Vision Zero Employee Training	481	2,169	5,600	38.7%

# Monthly Operations Report

## **Safety Report Definitions:**

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

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

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

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

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

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



Police Department  
City of New York

MTA Report

**CRIME STATISTICS APRIL**

	2017	2016	Diff	% Change
MURDER	0	0	0	0.0%
ROBBERY	29	40	-11	-27.5%
GL	121	125	-4	-3.2%
FELASSAULT	21	20	1	5.0%
BURGLARY	1	1	0	0.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>172</u></b>	<b><u>186</u></b>	<b><u>-14</u></b>	<b><u>-7.5%</u></b>

*During April, the daily Robbery average decreased from 1.3 to 1*

*During April, the daily Major Felony average decreased from 6.2 to 5.7*

**CRIME STATISTICS JANUARY THRU APRIL**

	2017	2016	Diff	% Change
MURDER	0	1	-1	-100.0%
ROBBERY	127	163	-36	-22.1%
GL	541	494	47	9.5%
FELASSAULT	112	95	17	17.9%
BURGLARY	9	8	1	12.5%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>789</u></b>	<b><u>761</u></b>	<b><u>28</u></b>	<b><u>3.7%</u></b>

*Year to date the daily Robbery average decreased from 1.4 to 1.1*

*Year to date the daily Major Felony average increased from 6.3 to 6.6*

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**Police Department  
City of New York**

**MTA Report**

**APRIL ACTIVITY**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	2414	2743	-329	-12.0%
TOS Arrests	1683	2033	-350	-17.2%
Total Summons	7453	7922	-469	-5.9%
TOS TABs	5451	6127	-676	-11.0%

**JANUARY THRU APRIL ACTIVITY**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	10358	14230	-3872	-27.2%
TOS Arrests	7324	8903	-1579	-17.7%
Total Summons	27512	28909	-1397	-4.8%
TOS TABs	21131	22525	-1394	-6.2%

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**Police Department  
City of New York**

**REPORT**

	JANUARY-APRIL																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Murder	1	0	3	1	0	0	0	1	3	1	1	1	1	0	0	0	0	0	0	1	0
Rape	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	4	2	4	0	0	0
Robbery	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	300	205	156	136	163	127
Assault	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	59	63	62	78	95	112
Burglary	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4	5	7	6	8	9
GL	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	533	496	507	501	494	541
TOTAL MAJOR FELONIES	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	900	771	736	721	761	789
Major Fel Per Day	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.03	5.47	5.63	6.18	7.44	6.43	6.13	6.01	6.29	6.58

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 4/30/2017)**

**Motivation:**

Motivation	2017	2016	Diff	% Change
ASIAN	0	0	0	0%
BLACK	1	1	0	0%
DISABILITY	0	0	0	0%
ETHNIC	1	0	1	100%
GENDER	0	0	0	0%
HISPANIC	1	0	1	100%
MUSLIM	1	0	1	100%
OTHER	3	2	1	50%
RELIGION	0	0	0	0%
SEMITIC	21	1	20	2000%
SEXUAL ORIENTATION	2	6	-4	-67%
WHITE	0	1	-1	-100%
Grand Total	30	11	19	173%

**Crime Name:**

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	1	1	0	0%
Aggravated Harassment 2	3	1	2	200%
Assault 3	4	6	-2	-33%
Criminal Mischief 3	1	0	1	100%
Criminal Mischief 4	20	0	20	2000%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	1	0	0%
Robbery 2	0	1	-1	-100%
Grand Total	30	11	19	173%

**Transit District by Motivation:**

TD	Motivation	2017	2016	Diff	% Change
TD 1	OTHER	1	0	1	100%
	SEMITIC	1	0	1	100%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 11	SEXUAL ORIENTATION	0	2	-2	-100%
TD 12	SEMITIC	1	0	1	100%
TD 2	BLACK	0	1	-1	-100%
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 20	ETHNIC	1	0	1	100%
	SEXUAL ORIENTATION	1	0	1	100%
TD 3	MUSLIM	1	0	1	100%
	OTHER	2	0	2	200%
	SEMITIC	2	0	2	200%
	SEXUAL ORIENTATION	0	2	-2	-100%
TD 30	BLACK	1	0	1	100%
	SEMITIC	5	0	5	500%
	SEXUAL ORIENTATION	1	0	1	100%
TD 32	OTHER	0	1	-1	-100%
	SEMITIC	4	0	4	400%
	WHITE	0	1	-1	-100%
TD 33	HISPANIC	1	0	1	100%
	SEMITIC	0	1	-1	-100%
TD 34	SEMITIC	2	0	2	200%
TD 4	SEMITIC	2	0	2	200%
(blank)	SEMITIC	1	0	1	100%
Grand Total		30	11	19	173%

### Transit District by Crime:

TD	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	10%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	1	0	1	100%
TD 11	Assault 3	0	2	-2	-100%
TD 12	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	2	0	2	200%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 20	Assault 3	2	0	2	200%
TD 3	Aggravated Harassment 2	1	0	1	100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 3	1	0	1	100%
	Criminal Mischief 4	3	0	3	300%
	Robbery 2	0	1	-1	-100%
TD 30	Aggravated Harassment 1	1	0	1	100%
	Assault 3	1	0	1	100%
	Criminal Mischief 4	4	0	4	400%
	Menacing 2	1	0	1	100%
TD 32	Aggravated Harassment 1	0	1	-1	-100%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	4	0	4	400%
TD 33	Aggravated Harassment 2	0	1	-1	-100%
	Assault 3	1	0	1	100%
TD 34	Criminal Mischief 4	2	0	2	200%
TD 4	Criminal Mischief 4	2	0	2	200%
(blank)	Criminal Mischief 4	1	0	1	100%
Grand Total		30	11	19	173%

**Associated Hate Crime Task Force Complaint numbers:**

<b>2017</b>	<b>2016</b>
2017-001-01640	2016-006-00786
2017-006-00528	2016-010-00518
2017-010-00359	2016-014-01812
2017-017-00488	2016-014-03495
2017-019-01370	2016-026-00274
2017-019-02686	2016-028-02049
2017-020-00490	2016-044-04296
2017-020-00531	2016-044-04657
2017-024-00054	2016-070-00703
2017-030-00565	2016-070-00945
2017-033-01441	2016-090-02508
2017-045-01210	<b>Grand Total: 11</b>
2017-050-00744	
2017-061-01742	
2017-070-01519	
2017-070-01639	
2017-070-01666	
2017-070-01938	
2017-075-03051	
2017-078-01080	
2017-079-01596	
2017-084-00310	
2017-084-00485	
2017-084-00653	
2017-084-00676	
2017-084-01723	
2017-088-01133	
2017-103-00305	
2017-107-00043	
(blank): 1	
<b>Grand Total: 30</b>	



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Staten Island Rapid Transit**

### **April 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	2	-2	-100%
<b>Felony Assault</b>	0	1	-1	-100%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	1	-1	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	0	4	-4	-100%

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

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	2	-2	-100%
<b>Felony Assault</b>	1	1	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	1	5	-4	-80%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	2	8	-6	-75%



## FINANCIAL AND RIDERSHIP REPORT

**Preliminary financial results for March 2017 are presented in the table below and compared to the Adopted Budget (budget).**

Category (\$ in millions)	March Results		March Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
<b>Total Farebox Revenue</b>	(7.0)	(1.8)	1,084.3	1,062.4	(21.9)	(2.0)
<b>Nonreimb. Exp. before Dep./OPEB</b>	17.3	2.5	2,027.2	1,999.5	27.8	1.4
<b>Net Cash Deficit*</b>	(58.6)	(29.6)	(787.5)	(776.0)	11.5	1.5

\*Excludes Subsidies and Debt Service

March 2017 **farebox revenue** was \$389.8 million, \$7.0 million (1.8 percent) below budget. Subway revenue was \$2.4 million (0.8 percent) below budget, bus revenue was \$4.2 million (4.9 percent) below budget, and paratransit revenue was \$0.3 million (18.9 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,062.4 million was \$21.9 million (2.0 percent) below budget. The March 2017 non-student average fare of \$1.944 increased 5.4¢ from March 2016; the subway fare increased 5.2¢, the local bus fare increased 4.2¢, and the express bus fare increased 7.7¢.

Total **ridership** in March 2017 of 205.7 million was 12.0 million trips (5.5 percent) below budget. Average weekday ridership in March 2017 was 7.6 million, 4.4 percent below March 2016. Average weekday ridership for the twelve months ending March 2017 was 7.7 million, 1.5 percent lower than the twelve months ending March 2016.

**Nonreimbursable expenses**, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget in March by \$17.3 million (2.5 percent). Labor expenses were less than budget by a net \$10.5 million (2.0 percent), driven mostly by lower health & welfare/OPEB current expenses, due to the favorable timing of expenses and vacancies. Non-labor expenses were also under budget by \$6.8 million (4.4 percent), including favorable results in energy costs and paratransit service contract expenses.

Year-to-date, nonreimbursable expenses were less than budget by \$27.8 million (1.4 percent), including lower net labor costs of \$12.6 million (0.8 percent) and non-labor net underruns of \$15.2 million (3.4 percent), with most accounts reporting favorable results.

The **net cash deficit** for March year-to-date was \$776.0 million, favorable to budget by \$11.5 million (1.5 percent).

## FINANCIAL RESULTS

### Farebox Revenue

March 2017 Farebox Revenue - (\$ in millions)

	March				March Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	301.5	299.1	(2.4)	(0.8%)	823.8	812.0	(11.8)	(1.4%)
NYCT Bus	87.4	83.1	(4.2)	(4.9%)	237.3	227.8	(9.4)	(4.0%)
Paratransit	1.8	1.5	(0.3)	(18.9%)	4.9	4.2	(0.7)	(14.3%)
Subtotal	390.7	383.7	(7.0)	(1.8%)	1,065.9	1,044.0	(21.9)	(2.1%)
Fare Media Liability	6.1	6.1	0.0	0.0%	18.4	18.4	0.0	0.0%
<b>Total - NYCT</b>	<b>396.8</b>	<b>389.8</b>	<b>(7.0)</b>	<b>(1.8%)</b>	<b>1,084.3</b>	<b>1,062.4</b>	<b>(21.9)</b>	<b>(2.0%)</b>
MTA Bus Company	19.2	18.5	(0.7)	(3.8%)	53.1	50.5	(2.6)	(5.0%)
<i>Total - Regional Bus</i>	<i>106.6</i>	<i>101.6</i>	<i>(5.0)</i>	<i>(4.7%)</i>	<i>290.4</i>	<i>278.3</i>	<i>(12.1)</i>	<i>(4.2%)</i>

Note: Totals may not add due to rounding.

- The negative revenue variance in March was due in part to the snowstorm on Tuesday, March 14<sup>th</sup> that deposited 7.6 inches of snow, and resulted in the suspension of all above-ground subway service from 4 am to 6 pm. In addition, March 2017 was colder than normal, including five days with temperatures of 15 degrees or more below normal.
- Year-to-date revenue includes a \$9.4 million positive adjustment made to January and February revenue based on updated 1<sup>st</sup> quarter average pass fares. The higher average fares are due in part to lower trips per pass (and resulting higher pass average fares) resulting from snowstorms on January 7, 2017, February 9, 2017, and the March 14 snowstorm described above.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	1.972	2.024	0.052	2.6%	1.611	1.649	0.038	2.4%
Local Bus	1.587	1.629	0.042	2.6%	1.611	1.649	0.038	2.4%
Subway & Local Bus	1.874	1.928	0.054	2.9%	1.611	1.649	0.038	2.4%
Express Bus	5.106	5.183	0.077	1.5%	5.122	5.181	0.058	1.1%
<b>Total</b>	<b>1.890</b>	<b>1.944</b>	<b>0.054</b>	<b>2.9%</b>	<b>1.873</b>	<b>1.903</b>	<b>0.030</b>	<b>1.6%</b>

- March 2017 total non-student subway and bus average fares were higher than March 2016 due to higher fares in effect during the last 13 days in March after the March 19, 2017 fare increase.

### Other Operating Revenue

In the month of March, other operating revenue was over budget by a net \$1.3 million (3.2 percent), due mostly to higher real estate revenue and Transit Adjudication Bureau (TAB) fees, partly offset by lower advertising and paratransit Urban Tax revenues. Year-to-date, other operating revenue surpassed budget by \$4.6 million (3.9 percent), due largely to higher advertising and real estate revenues and Transit Adjudication Bureau (TAB) fees, partly offset by lower paratransit Urban Tax revenue.

## Nonreimbursable Expenses

In the month of March, nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Adjustment, were below budget by \$17.3 million (2.5 percent). Year-to-date, expenses were under budget by \$27.8 million (1.4 percent). The major causes of these variances are reviewed below:

*Labor* expenses in the month of March were less than budget by \$10.5 million (2.0 percent). Health & welfare/OPEB current expenses were below budget by a net \$13.0 million (11.8 percent), due largely to vacancies and the favorable timing of expenses. Reimbursable overhead credits were favorable by \$7.9 million (39.4 percent), driven by higher reimbursable overtime requirements. Overtime expenses were above budget by \$6.8 million (16.5 percent), mainly due to the impact of Winter Storm Stella and vacancy/absentee coverage requirements. Payroll expenses also exceeded budget by \$4.4 million (1.6 percent), caused by reimbursable payroll underruns and the unfavorable timing of miscellaneous labor expenses, partly offset by vacancy savings. Year-to-date, labor expenses were below budget by a net \$12.6 million (0.8 percent). Health & welfare/OPEB current expenses were less than budget by \$19.4 million (5.9 percent), due to vacancies and the favorable timing of expenses. Reimbursable overhead credits were favorable by \$8.2 million (15.1 percent), resulting from higher reimbursable overtime requirements. Overtime expenses were in excess of budget by \$11.1 million (9.1 percent), due primarily to vacancy/absentee coverage and adverse weather requirements. Other fringe benefits exceeded budget by \$2.7 million (2.1 percent), caused mainly by higher FICA expenses. Pension expenses were also unfavorable to budget by \$2.1 million (0.9 percent), mainly due to the unfavorable timing of MaBSTOA expenses.

*Non-labor* expenses were below budget in March by \$6.8 million (4.4 percent). Paratransit service contract expenses were favorable by \$4.4 million (11.9 percent), due primarily to lower completed trips. Electric power expenses were under by \$3.8 million (14.6 percent), largely from lower prices. Fuel expenses were under budget by \$2.8 million (26.7 percent), resulting from lower prices and the favorable timing of expenses, partly offset by higher consumption. Maintenance contract expenses were favorable by a net \$1.3 million (7.3 percent), due primarily to the favorable timing of maintenance & repair expenses, mostly offset by the unfavorable timing of car purchases and janitorial expenses. Partly offsetting these positive results were higher materials & supplies expenses of \$2.9 million (11.4 percent), mostly from unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements. Professional service contracts also exceeded budget by \$1.8 million (14.7 percent), principally from the unfavorable timing of bond service and data communications expenses, partly offset by the favorable timing of various professional service contract account expenses. Other business expenses were also above budget by \$1.1 million (18.0 percent), largely from higher MVM credit card fees and the unfavorable timing of office supply expenses. Year-to-date, non-labor expenses were under budget by \$15.2 million (3.4 percent), including the following:

- Paratransit service contract expenses were below budget by \$9.2 million (9.0 percent), due principally to lower completed trips.

- Electric power expenses were under budget by \$8.3 million (10.1 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Maintenance contract expenses were below budget by \$3.7 million (7.1 percent), primarily from the favorable timing of tire & tube and refuse & recycling expenses, and auto purchases.
- Fuel expenses were lower than budget by \$3.3 million (12.1 percent), mainly from lower prices and the favorable timing of expenses, partially offset by higher consumption.
- Materials and supplies expenses exceeded budget by \$9.7 million (12.6 percent), due mostly to unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements.

Depreciation expenses were higher than budget year-to-date by \$25.8 million (6.3 percent), due mainly to a year-end update of system capital assets reaching beneficial use not anticipated in the budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Accrued expenses of \$297.8 million were recorded through March, resulting in an underrun of \$77.5 million (20.7 percent).

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses nor credits were recorded through March.

### **Net Cash Deficit**

The net cash deficit for March year-to-date was \$776.0 million, favorable to budget by \$11.5 million (1.5 percent).

### **Incumbents**

There were 48,129 full-time paid incumbents at the end of March, an increase of 120 from February and an increase of 78 from December 2016 (excluding 304 temporary December paid incumbents).

## RIDERSHIP RESULTS

**March 2017 Ridership vs. Budget - (millions)**

	March				March Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	158.0	151.4	(6.6)	(4.1%)	433.6	422.3	(11.3)	(2.6%)
NYCT Bus	58.7	53.5	(5.3)	(8.9%)	158.9	149.9	(9.0)	(5.7%)
Subtotal	216.7	204.9	(11.8)	(5.4%)	592.4	572.2	(20.3)	(3.4%)
Paratransit	0.9	0.7	(0.1)	(16.5%)	2.4	2.1	(0.3)	(12.6%)
<b>Total - NYCT</b>	<b>217.6</b>	<b>205.7</b>	<b>(12.0)</b>	<b>(5.5%)</b>	<b>594.8</b>	<b>574.3</b>	<b>(20.6)</b>	<b>(3.5%)</b>
MTA Bus Company	11.5	10.8	(0.7)	(6.2%)	31.8	29.9	(1.9)	(6.0%)
<i>Total - Regional Bus</i>	<i>70.2</i>	<i>64.3</i>	<i>(6.0)</i>	<i>(8.5%)</i>	<i>190.7</i>	<i>179.8</i>	<i>(10.9)</i>	<i>(5.7%)</i>

Notes: Totals may not add due to rounding.

- The year-to-date ridership loss includes the impact from the snowstorms in January and February, as well as reflecting an overall negative ridership trend. The 2017 budget assumed modest growth based on projected NYC employment growth, with separate factors applied to subway and bus. However, year-to-date weather-adjusted non-student subway ridership was 0.4 percent higher than 2016 (compared to budgeted growth of 1.0 percent) and non-student bus ridership was 2.7 percent lower than 2016.

**March Average Weekday and Weekend Ridership vs. Prior Year**

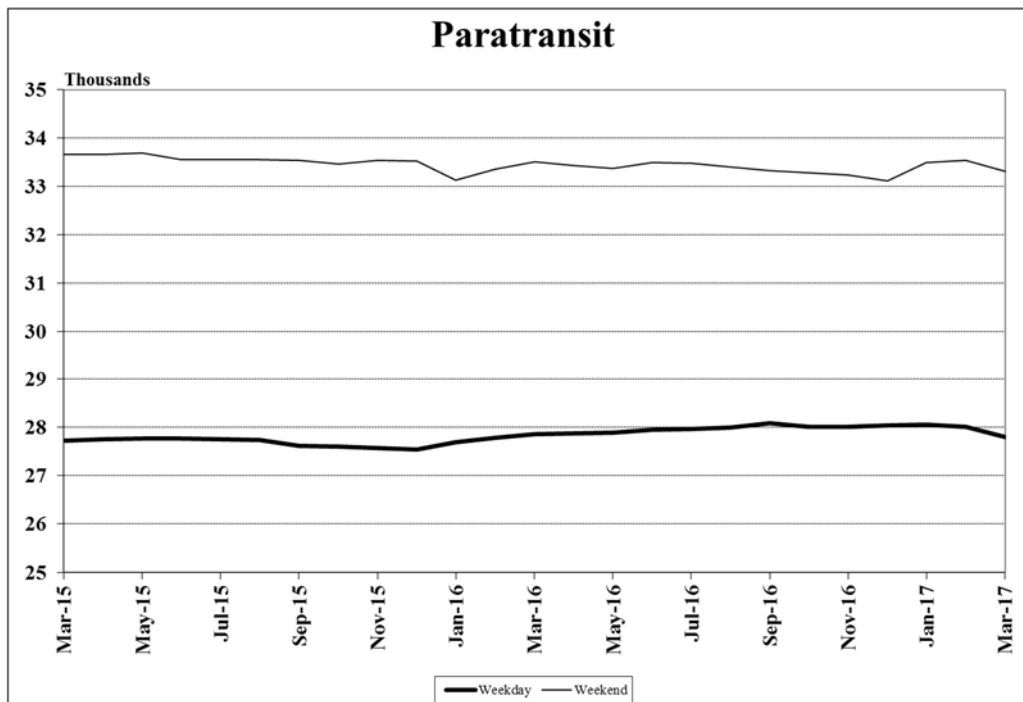
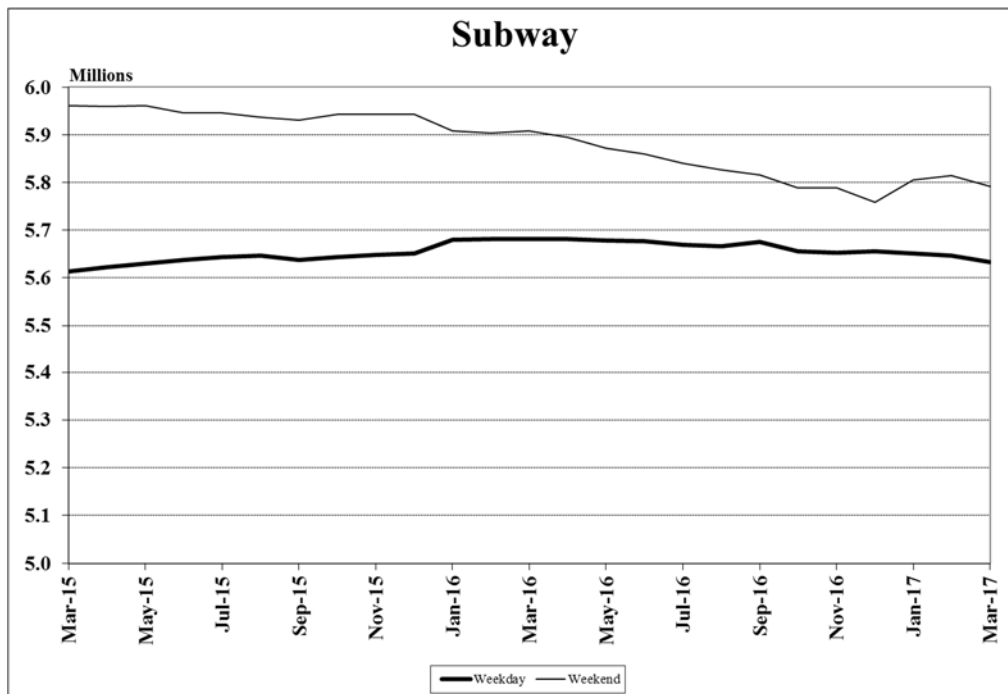
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2016	Preliminary	Change		2016	Preliminary	Change	
		2017	Amount	Percent		2017	Amount	Percent
Subway	5,772	5,611	-161	-2.8%	5,887	5,595	-293	-5.0%
NYCT Local Bus	2,115	1,926	-188	-8.9%	2,253	2,045	-208	-9.2%
NYCT Express Bus	42	40	-2	-3.6%	13	13	-0	-0.4%
Paratransit	29	27	-2	-7.8%	36	33	-3	-8.5%
<b>TOTAL - NYCT</b>	<b>7,957</b>	<b>7,604</b>	<b>-353</b>	<b>-4.4%</b>	<b>8,189</b>	<b>7,685</b>	<b>-504</b>	<b>-6.2%</b>
MTABC Local Bus	395	375	-20	-5.0%	390	367	-23	-6.0%
MTABC Express Bus	30	28	-3	-8.7%	12	11	-1	-12.3%
Total - MTA Bus	425	403	-23	-5.3%	403	378	-25	-6.2%
<i>Total - Regional Bus</i>	<i>2,582</i>	<i>2,370</i>	<i>-212</i>	<i>-8.2%</i>	<i>2,668</i>	<i>2,435</i>	<i>-233</i>	<i>-8.7%</i>
<b>12-Month Rolling Average</b>								
Subway	5,681	5,633	-48	-0.9%	5,909	5,792	-117	-2.0%
Local Bus	2,035	1,969	-67	-3.3%	2,243	2,170	-73	-3.3%
Express Bus	41	41	-0	-0.3%	12	13	+0	+3.4%
Paratransit	28	28	-0	-0.2%	34	33	-0	-0.6%
<b>TOTAL - NYCT</b>	<b>7,785</b>	<b>7,670</b>	<b>-115</b>	<b>-1.5%</b>	<b>8,197</b>	<b>8,007</b>	<b>-190</b>	<b>-2.3%</b>
MTABC Local Bus	378	376	-2	-0.6%	392	393	+1	+0.2%
MTABC Express Bus	30	29	-1	-3.5%	12	11	-1	-5.7%
Total - MTA Bus	408	405	-3	-0.8%	404	404	+0	+0.0%
<i>Total - Regional Bus</i>	<i>2,484</i>	<i>2,414</i>	<i>-70</i>	<i>-2.8%</i>	<i>2,659</i>	<i>2,587</i>	<i>-72</i>	<i>-2.7%</i>

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

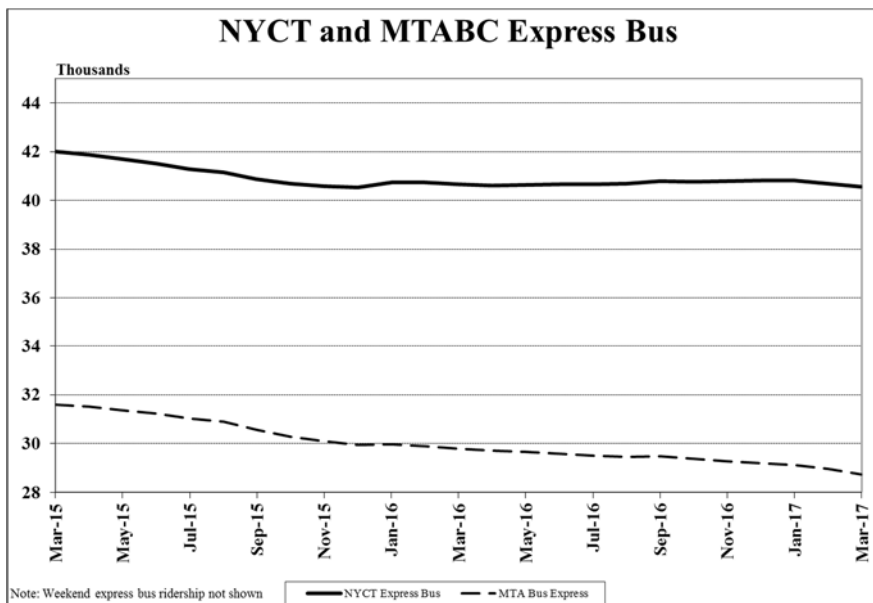
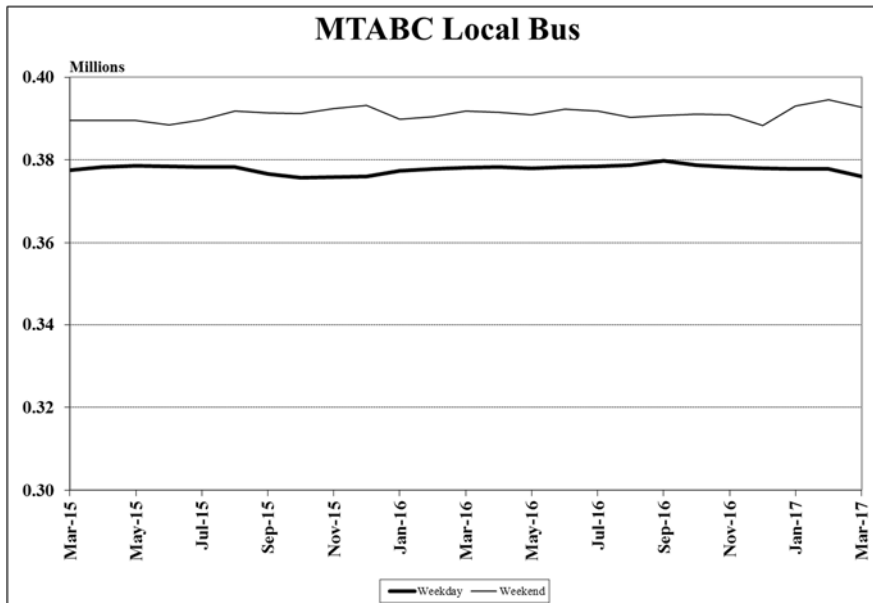
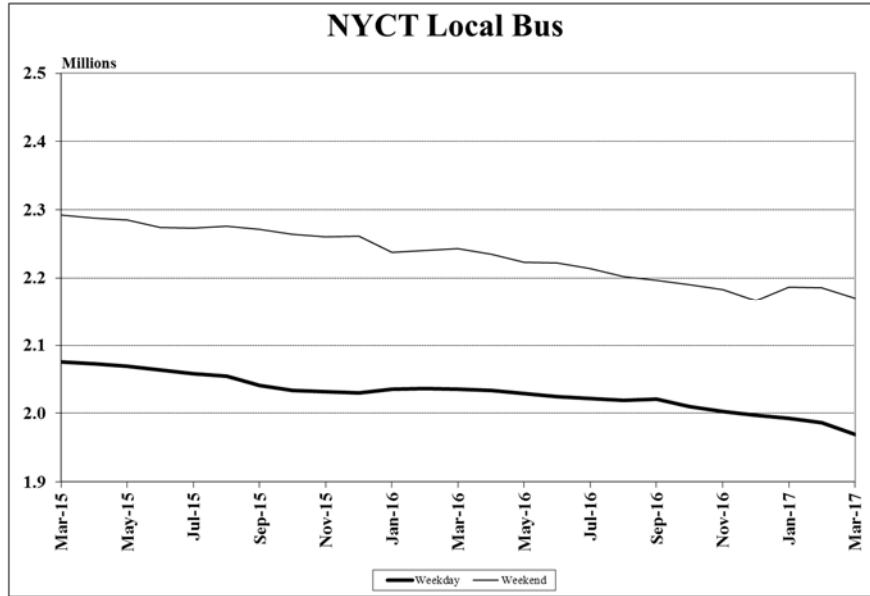
- In addition to the weather events described above, March 2017 was colder than normal on weekdays, while March 2016 weather was unusually mild. Easter Sunday, along with Good Friday (a public school holiday) and Easter Monday (normally a low ridership day) fell in March 2016, while Easter (along with Good Friday, Passover and the 2017 spring recess) fell in April 2017.
- The average weekend subway and bus ridership decreases were partly due to colder and rainier weekend weather in March 2017 compared to March 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 March 2016 to March 2017, average weekday ridership was down on all area services, with the exception of PATH (posting only a 0.6 percent increase), while declines reached 8.9 percent on NYCT Local Bus. This was likely due to the impact of Winter Storm Stella across the region. Weekend ridership was also down across all area services, with MTA Express down 12.3 percent from March 2016.

Bridges and Tunnels traffic decreased on both weekdays and weekends. The percent change in 12-month rolling average for weekdays and weekends, while still increasing, has slowed due to flat to declining traffic in recent months.

<b>Ridership on Transit Services in the New York Area</b> (thousands)				
<b>Transit Service</b>	<b>Mar-16</b>	<b>Preliminary Mar-17</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
<b>NYCT Subway</b>	<b>5,772</b>	<b>5,611</b>	<b>-2.8%</b>	<b>-0.9%</b>
<b>NYCT Local Bus</b>	<b>2,115</b>	<b>1,926</b>	<b>-8.9%</b>	<b>-3.3%</b>
<b>NYCT Express Bus</b>	<b>42</b>	<b>40</b>	<b>-3.6%</b>	<b>-0.3%</b>
<b>NYCT Paratransit</b>	<b>29</b>	<b>27</b>	<b>-7.8%</b>	<b>-0.2%</b>
<b>Staten Island Railway</b>	<b>17</b>	<b>16</b>	<b>-3.3%</b>	<b>-0.7%</b>
<b>MTA Local Bus</b>	<b>395</b>	<b>375</b>	<b>-5.0%</b>	<b>-0.6%</b>
<b>MTA Express Bus</b>	<b>30</b>	<b>28</b>	<b>-8.7%</b>	<b>-3.5%</b>
Long Island Rail Road	301	301	-0.2%	+1.7%
Metro-North Railroad	283	275	-2.9%	-0.1%
PATH	265	267	+0.6%	+3.6%
<u>Average Weekend</u>				
<b>NYCT Subway</b>	<b>5,887</b>	<b>5,595</b>	<b>-5.0%</b>	<b>-2.0%</b>
<b>NYCT Local Bus</b>	<b>2,253</b>	<b>2,045</b>	<b>-9.2%</b>	<b>-3.3%</b>
<b>NYCT Express Bus</b>	<b>13</b>	<b>13</b>	<b>-0.4%</b>	<b>+3.4%</b>
<b>NYCT Paratransit</b>	<b>36</b>	<b>33</b>	<b>-8.5%</b>	<b>-0.6%</b>
<b>Staten Island Railway</b>	<b>7</b>	<b>7</b>	<b>-7.9%</b>	<b>-0.1%</b>
<b>MTA Local Bus</b>	<b>390</b>	<b>367</b>	<b>-6.0%</b>	<b>+0.2%</b>
<b>MTA Express Bus</b>	<b>12</b>	<b>11</b>	<b>-12.3%</b>	<b>-5.7%</b>
Long Island Rail Road	189	184	-2.6%	+0.7%
Metro-North Railroad	217	210	-3.4%	-1.4%
PATH	203	185	-8.7%	-7.0%

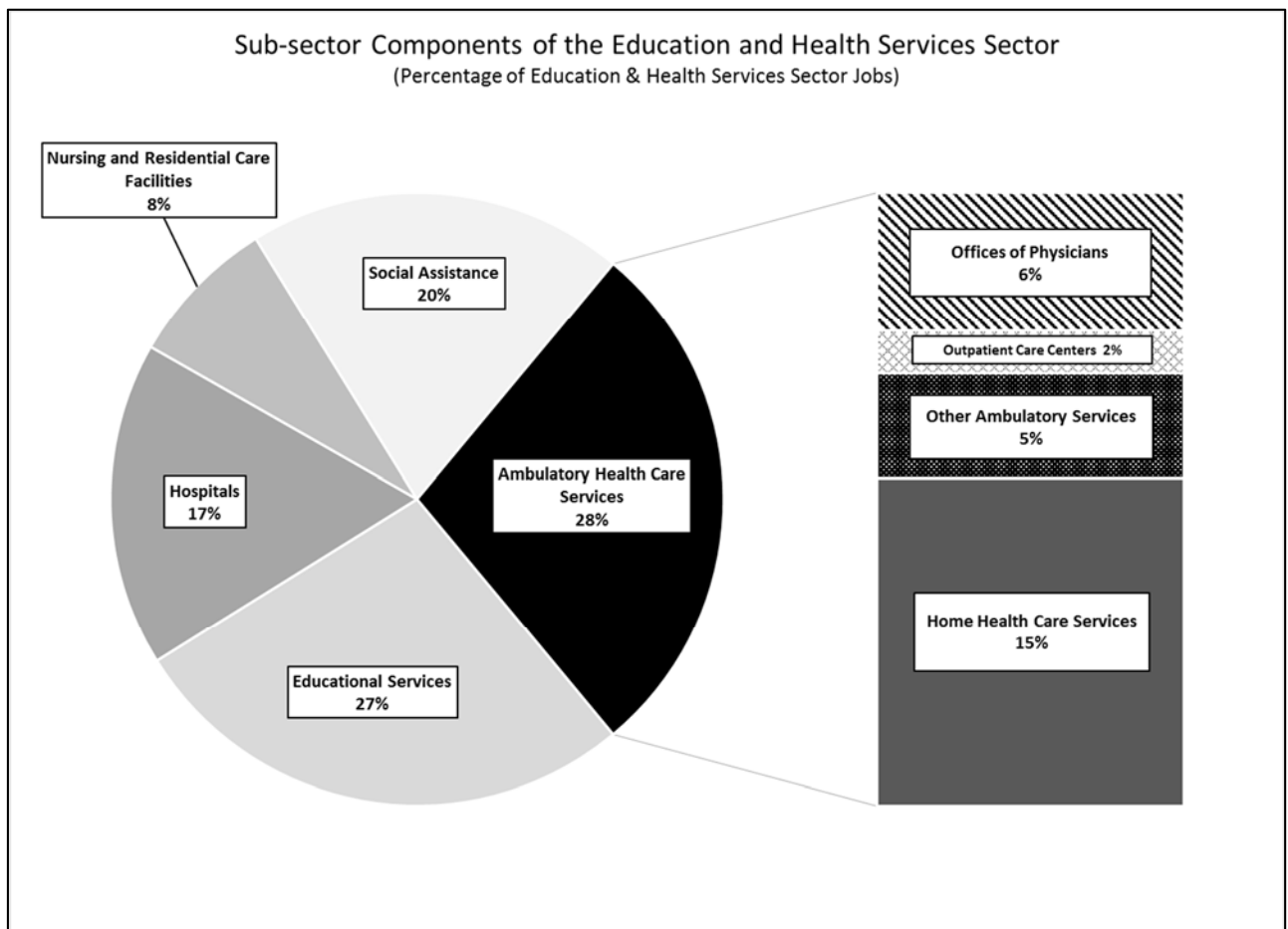
<b>MTA Bridges and Tunnels</b> (thousands)				
Average Weekday	845	812	-4.0%	+1.6%
Average Weekend	1,559	1,478	-5.2%	+0.7%

Note: Percentages are based on unrounded data.

## Economy

From March 2016 to March 2017, New York City employment increased 1.3 percent (57,900 jobs). Total private sector employment increased 1.5 percent (56,600 jobs) and government employment increased 0.2 percent (1,300 jobs). Most of the private employment sectors increased over the prior year, with the exception of the manufacturing sector (down 2.7 percent or 2,100 jobs) and the trade & transportation sector (down 1.1 percent or 6,600 jobs). The sector with the largest absolute and percentage increase was educational & health services (up 31,600 jobs or 3.4 percent).

The education & health services sector has accounted for the largest percentage job increase in New York City in 7 out of the last 8 months, and the largest absolute job increase in every month since November 2015. In looking at the sub-sectors that comprise the sector, the largest share (28 percent) belongs to ambulatory health care services. Within this sub-sector, the home health care services industry group dominates, accounting for 15 percent of the entire education & health sector. The home health care services industry group has experienced double digit year-over-year growth in every month since February 2016, and accounts for 40.3 percent of the education & health services sector growth since March 2012. In absolute terms, the industry group grew from 83,200 jobs in March 2012 to 143,000 jobs in March 2017 (an increase of 60,500 jobs, or 66.5 percent). In considering the implications to ridership, the home health care services industry group, as well as the other subdivisions within the educational & health services sector, feature jobs which may not require traditional commuting pattern trips into the central business districts in the city since the location for these jobs may be more dispersed throughout the city, and may also not generate the same demand for overall ridership.



**MTA NEW YORK CITY TRANSIT**  
**Mar - 2017 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Mar 2017**  
(\$ in Millions)

4/19/2017 12:50 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$301,525	\$299,079	(2,446)	(0.8)	\$0,000	\$0,000	-	-	\$301,525	\$299,079	(2,446)	(0.8)
Bus	\$87,385	\$83,141	(4,245)	(4.9)	\$0,000	\$0,000	-	-	\$87,385	\$83,141	(4,245)	(4.9)
Paratransit	\$1,807	\$1,466	(0,341)	(18.9)	\$0,000	\$0,000	-	-	\$1,807	\$1,466	(0,341)	(18.9)
Fare Liability	\$6,125	\$6,125	\$0,000	0.0	\$0,000	\$0,000	-	-	\$6,125	\$6,125	\$0,000	0.0
<b>Farebox Revenue</b>	<b>\$396,842</b>	<b>\$389,811</b>	<b>(7,031)</b>	<b>(1.8)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$396,842</b>	<b>\$389,811</b>	<b>(7,031)</b>	<b>(1.8)</b>
Fare Reimbursement	\$9,666	\$9,665	(0,001)	0.0	\$0,000	\$0,000	-	-	\$9,666	\$9,665	(0,001)	0.0
Paratransit Reimbursement	\$16,198	\$13,860	(2,338)	(14.4)	\$0,000	\$0,000	-	-	\$16,198	\$13,860	(2,338)	(14.4)
Other Operating Revenue	\$14,739	\$18,363	\$3,624	24.6	\$0,000	\$0,000	-	-	\$14,739	\$18,363	\$3,624	24.6
<b>Other Revenue</b>	<b>\$40,603</b>	<b>\$41,888</b>	<b>\$1,285</b>	<b>3.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$40,603</b>	<b>\$41,888</b>	<b>\$1,285</b>	<b>3.2</b>
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$104,324	\$130,203	\$25,880	24.8	\$104,324	\$130,203	\$25,880	24.8
<b>Total Revenue</b>	<b>\$437,445</b>	<b>\$431,699</b>	<b>(5,746)</b>	<b>(1.3)</b>	<b>\$104,324</b>	<b>\$130,203</b>	<b>\$25,880</b>	<b>24.8</b>	<b>\$541,768</b>	<b>\$561,902</b>	<b>\$20,134</b>	<b>3.7</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$271,917	\$276,326	(4,409)	(1.6)	\$47,746	\$45,065	\$2,681	5.6	\$319,664	\$321,391	(1,728)	(0.5)
Overtime	\$40,955	\$47,716	(6,762)	(16.5)	\$6,533	\$16,733	(10,200)	-	\$47,487	\$64,449	(16,962)	(35.7)
<b>Total Salaries &amp; Wages</b>	<b>\$312,872</b>	<b>\$324,043</b>	<b>(11,171)</b>	<b>(3.6)</b>	<b>\$54,279</b>	<b>\$61,798</b>	<b>(7,519)</b>	<b>(13.9)</b>	<b>\$367,151</b>	<b>\$385,841</b>	<b>(18,690)</b>	<b>(5.1)</b>
Health and Welfare	\$73,983	\$54,875	\$19,108	25.8	\$1,800	\$1,838	(0,038)	(2.1)	\$75,783	\$56,712	\$19,070	25.2
OPEB Current Payment	\$36,634	\$42,714	(6,080)	(16.6)	\$0,689	\$1,535	(0,846)	-	\$37,323	\$44,249	(6,926)	(18.6)
Pensions	\$77,126	\$77,244	(0,117)	(0.2)	\$2,657	\$2,660	(0,003)	(0.1)	\$79,783	\$79,904	(0,121)	(0.2)
Other Fringe Benefits	\$44,028	\$43,200	\$0,828	1.9	\$17,238	\$19,844	(2,606)	(15.1)	\$61,266	\$63,044	(1,778)	(2.9)
<b>Total Fringe Benefits</b>	<b>\$231,772</b>	<b>\$218,033</b>	<b>\$13,739</b>	<b>5.9</b>	<b>\$22,383</b>	<b>\$25,877</b>	<b>(3,493)</b>	<b>(15.6)</b>	<b>\$254,155</b>	<b>\$243,909</b>	<b>\$10,246</b>	<b>4.0</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(20,143)	(28,087)	\$7,943	39.4	\$20,143	\$28,087	(7,943)	(39.4)	\$0,000	\$0,000	\$0,000	-
<b>Labor</b>	<b>\$524,500</b>	<b>\$513,989</b>	<b>\$10,511</b>	<b>2.0</b>	<b>\$96,806</b>	<b>\$115,761</b>	<b>(18,956)</b>	<b>(19.6)</b>	<b>\$621,306</b>	<b>\$629,750</b>	<b>(8,444)</b>	<b>(1.4)</b>
<b>Non-Labor:</b>												
Electric Power	\$26,038	\$22,242	\$3,797	14.6	\$0,021	\$0,061	(0,039)	-	\$26,060	\$22,302	\$3,757	14.4
Fuel	\$10,553	\$7,732	\$2,821	26.7	\$0,000	\$0,001	(0,001)	-	\$10,553	\$7,733	\$2,820	26.7
Insurance	\$6,536	\$6,195	\$0,341	5.2	\$0,000	\$0,000	-	-	\$6,536	\$6,195	\$0,341	5.2
Claims	\$12,205	\$12,205	\$0,000	0.0	\$0,000	\$0,000	-	-	\$12,205	\$12,205	\$0,000	0.0
Paratransit Service Contracts	\$36,481	\$32,122	\$4,358	11.9	\$0,000	\$0,000	-	-	\$36,481	\$32,122	\$4,358	11.9
Maintenance and Other Operating Contracts	\$18,334	\$16,997	\$1,337	7.3	\$2,792	\$2,983	(0,191)	(6.8)	\$21,126	\$19,980	\$1,146	5.4
Professional Service Contracts	\$12,215	\$14,007	(1,791)	(14.7)	\$0,746	\$1,235	(0,490)	(65.7)	\$12,961	\$15,242	(2,281)	(17.6)
Materials & Supplies	\$25,802	\$28,745	(2,943)	(11.4)	\$5,787	\$9,807	(4,020)	(69.5)	\$31,589	\$38,552	(6,964)	(22.0)
Other Business Expenses	\$6,374	\$7,522	(1,147)	(18.0)	(1,828)	\$0,355	(2,183)	-	\$4,546	\$7,876	(3,330)	(73.3)
<b>Non-Labor</b>	<b>\$154,538</b>	<b>\$147,765</b>	<b>\$6,773</b>	<b>4.4</b>	<b>\$7,518</b>	<b>\$14,442</b>	<b>(6,924)</b>	<b>(92.1)</b>	<b>\$162,056</b>	<b>\$162,207</b>	<b>(0,151)</b>	<b>(0.1)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$679,038</b>	<b>\$661,754</b>	<b>\$17,284</b>	<b>2.5</b>	<b>\$104,324</b>	<b>\$130,203</b>	<b>(25,880)</b>	<b>(24.8)</b>	<b>\$783,362</b>	<b>\$791,958</b>	<b>(8,596)</b>	<b>(1.1)</b>
Depreciation	\$138,162	\$145,618	(7,456)	(5.4)	\$0,000	\$0,000	-	-	\$138,162	\$145,618	(7,456)	(5.4)
OPEB Liability	\$375,274	\$297,755	\$77,519	20.7	\$0,000	\$0,000	-	-	\$375,274	\$297,755	\$77,519	20.7
GASB 68 Pension Adjustment	(74,001)	\$0,000	(74,001)	-	\$0,000	\$0,000	-	-	(74,001)	\$0,000	(74,001)	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Total Expenses</b>	<b>\$1,118,473</b>	<b>\$1,105,127</b>	<b>\$13,346</b>	<b>1.2</b>	<b>\$104,324</b>	<b>\$130,203</b>	<b>(25,880)</b>	<b>(24.8)</b>	<b>\$1,222,796</b>	<b>\$1,235,331</b>	<b>(12,534)</b>	<b>(1.0)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(681,028)</b>	<b>(673,429)</b>	<b>\$7,600</b>	<b>1.1</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(681,028)</b>	<b>(673,429)</b>	<b>\$7,600</b>	<b>1.1</b>

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**  
**Mar - 2017 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Mar 2017**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$823,798	\$812,032	(11,765)	(1.4)	\$0.000	\$0.000	-	-	\$823,798	\$812,032	(11,765)	(1.4)
Bus	\$237,276	\$227,833	(9,443)	(4.0)	\$0.000	\$0.000	-	-	\$237,276	\$227,833	(9,443)	(4.0)
Paratransit	\$4,860	\$4,164	(0,697)	(14.3)	\$0.000	\$0.000	-	-	\$4,860	\$4,164	(0,697)	(14.3)
Fare Liability	\$18,375	\$18,375	\$0.000	0.0	\$0.000	\$0.000	-	-	\$18,375	\$18,375	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$1,084,309</b>	<b>\$1,062,404</b>	<b>(21,905)</b>	<b>(2.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$1,084,309</b>	<b>\$1,062,404</b>	<b>(21,905)</b>	<b>(2.0)</b>
Fare Reimbursement	\$24,502	\$24,502	\$0.000	0.0	\$0.000	\$0.000	-	-	\$24,502	\$24,502	\$0.000	0.0
Paratransit Reimbursement	\$48,594	\$42,755	(5,839)	(12.0)	\$0.000	\$0.000	-	-	\$48,594	\$42,755	(5,839)	(12.0)
Other Operating Revenue	\$44,217	\$54,621	\$10,404	23.5	\$0.000	\$0.000	-	-	\$44,217	\$54,621	\$10,404	23.5
<b>Other Revenue</b>	<b>\$117,313</b>	<b>\$121,877</b>	<b>\$4,564</b>	<b>3.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$117,313</b>	<b>\$121,877</b>	<b>\$4,564</b>	<b>3.9</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$286,332	\$309,201	\$22,870	8.0	\$286,332	\$309,201	\$22,870	8.0
<b>Total Revenue</b>	<b>\$1,201,622</b>	<b>\$1,184,281</b>	<b>(17,340)</b>	<b>(1.4)</b>	<b>\$286,332</b>	<b>\$309,201</b>	<b>\$22,870</b>	<b>8.0</b>	<b>\$1,487,953</b>	<b>\$1,493,482</b>	<b>\$5,529</b>	<b>0.4</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$814,151	\$813,240	\$0,911	0.1	\$124,759	\$112,180	\$12,579	10.1	\$938,910	\$925,420	\$13,490	1.4
Overtime	\$122,474	\$133,596	(11,122)	(9.1)	\$19,574	\$35,501	(15,926)	(81.4)	\$142,048	\$169,097	(27,049)	(19.0)
<b>Total Salaries &amp; Wages</b>	<b>\$936,625</b>	<b>\$946,836</b>	<b>(10,211)</b>	<b>(1.1)</b>	<b>\$144,333</b>	<b>\$147,681</b>	<b>(3,347)</b>	<b>(2.3)</b>	<b>\$1,080,958</b>	<b>\$1,094,517</b>	<b>(13,559)</b>	<b>(1.3)</b>
Health and Welfare	\$221,881	\$198,936	\$22,945	10.3	\$5,399	\$5,756	(0,357)	(6.6)	\$227,280	\$204,692	\$22,588	9.9
OPEB Current Payment	\$109,903	\$113,441	(3,538)	(3.2)	\$2,066	\$2,900	(0,834)	(40.4)	\$111,969	\$116,341	(4,372)	(3.9)
Pensions	\$231,394	\$233,516	(2,122)	(0.9)	\$7,971	\$8,036	(0,064)	(0.8)	\$239,366	\$241,552	(2,186)	(0.9)
Other Fringe Benefits	\$129,465	\$132,156	(2,691)	(2.1)	\$46,680	\$46,460	\$0,220	0.5	\$176,145	\$178,616	(2,471)	(1.4)
<b>Total Fringe Benefits</b>	<b>\$692,644</b>	<b>\$678,049</b>	<b>\$14,595</b>	<b>2.1</b>	<b>\$62,115</b>	<b>\$63,151</b>	<b>(1,036)</b>	<b>(1.7)</b>	<b>\$754,760</b>	<b>\$741,201</b>	<b>\$13,559</b>	<b>1.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(54,262)	(62,435)	\$8,173	15.1	\$54,262	\$62,435	(8,173)	(15.1)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$1,575,007</b>	<b>\$1,562,450</b>	<b>\$12,557</b>	<b>0.8</b>	<b>\$260,710</b>	<b>\$273,268</b>	<b>(12,557)</b>	<b>(4.8)</b>	<b>\$1,835,718</b>	<b>\$1,835,717</b>	<b>\$0.000</b>	<b>0.0</b>
<b>Non-Labor :</b>												
Electric Power	\$82,210	\$73,868	\$8,341	10.1	\$0,064	\$0,171	(0,107)	-	\$82,274	\$74,039	\$8,234	10.0
Fuel	\$27,341	\$24,037	\$3,304	12.1	\$0.000	\$0,004	(0,004)	-	\$27,341	\$24,042	\$3,299	12.1
Insurance	\$18,672	\$18,302	\$0,370	2.0	\$0.000	\$0,000	-	-	\$18,672	\$18,302	\$0,370	2.0
Claims	\$36,614	\$36,614	\$0.000	0.0	\$0.000	\$0,000	-	-	\$36,614	\$36,614	\$0.000	0.0
Paratransit Service Contracts	\$101,814	\$92,643	\$9,170	9.0	\$0.000	\$0,000	-	-	\$101,814	\$92,643	\$9,170	9.0
Maintenance and Other Operating Contracts	\$52,437	\$48,710	\$3,727	7.1	\$8,460	\$10,363	(1,903)	(22.5)	\$60,897	\$59,072	\$1,825	3.0
Professional Service Contracts	\$38,001	\$37,678	\$0,323	0.9	\$1,798	\$1,910	(0,112)	(6.2)	\$39,799	\$39,587	\$0,211	0.5
Materials & Supplies	\$76,582	\$86,244	(9,662)	(12.6)	\$16,813	\$22,458	(5,645)	(33.6)	\$93,396	\$108,702	(15,307)	(16.4)
Other Business Expenses	\$18,537	\$18,910	(0,374)	(2.0)	(1,514)	\$1,027	(2,541)	-	\$17,023	\$19,937	(2,914)	(17.1)
<b>Non-Labor</b>	<b>\$452,207</b>	<b>\$437,006</b>	<b>\$15,201</b>	<b>3.4</b>	<b>\$25,621</b>	<b>\$35,934</b>	<b>(10,312)</b>	<b>(40.2)</b>	<b>\$477,829</b>	<b>\$472,940</b>	<b>\$4,889</b>	<b>1.0</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0,000	-	-	\$0.000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$2,027,215</b>	<b>\$1,999,456</b>	<b>\$27,758</b>	<b>1.4</b>	<b>\$286,332</b>	<b>\$309,201</b>	<b>(22,870)</b>	<b>(8.0)</b>	<b>\$2,313,546</b>	<b>\$2,308,657</b>	<b>\$4,889</b>	<b>0.2</b>
Depreciation	\$411,031	\$436,854	(25,823)	(6.3)	\$0.000	\$0,000	-	-	\$411,031	\$436,854	(25,823)	(6.3)
OPEB Liability	\$375,274	\$297,755	\$77,519	20.7	\$0.000	\$0,000	-	-	\$375,274	\$297,755	\$77,519	20.7
GASB 68 Pension Adjustment	(74,001)	\$0.000	(74,001)	-	\$0.000	\$0,000	-	-	(74,001)	\$0.000	(74,001)	-
Environmental Remediation	\$0.000	\$0,000	-	-	\$0.000	\$0,000	-	-	\$0.000	\$0,000	-	-
<b>Total Expenses</b>	<b>\$2,739,518</b>	<b>\$2,734,065</b>	<b>\$5,453</b>	<b>0.2</b>	<b>\$286,332</b>	<b>\$309,201</b>	<b>(22,870)</b>	<b>(8.0)</b>	<b>\$3,025,850</b>	<b>\$3,043,266</b>	<b>(17,417)</b>	<b>(0.6)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(1,537,897)</b>	<b>(1,549,784)</b>	<b>(11,888)</b>	<b>(0.8)</b>	<b>\$0.000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(1,537,897)</b>	<b>(1,549,784)</b>	<b>(11,888)</b>	<b>(0.8)</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**March 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	(7.0)	(1.8)	Due primarily to lower ridership, caused in part by adverse weather	(21.9)	(2.0)	Due primarily to lower ridership, caused in part by adverse weather
Other Operating Revenue	NR	1.3	3.2	Caused mostly by higher real estate revenue and Transit Adjudication Bureau fees, partly offset by lower advertising and paratransit Urban Tax revenues	4.6	3.9	Caused mostly by higher advertising & real estate revenues and Transit Adjudication Bureau fees, partly offset by lower paratransit Urban Tax revenue
Payroll	NR	(4.4)	(1.6)	Primarily reimbursable payroll underruns and the unfavorable timing of miscellaneous labor expenses, partly offset by vacancy savings			
Overtime	NR	(6.8)	(16.5)	Mainly due to the impact of Winter Storm Stella and vacancy/absentee coverage requirements	(11.1)	(9.1)	Mainly due to vacancy/absentee coverage and adverse weather requirements
Health & Welfare (including OPEB current payment)	NR	13.0	11.8	Due largely to vacancies and the favorable timing of expenses	19.4	5.9	Due largely to vacancies and the favorable timing of expenses
Pension	NR				(2.1)	(0.9)	Largely the unfavorable timing of MaBSTOA expenses
Other Fringe Benefits	NR				(2.7)	(2.1)	Caused mainly by higher FICA expenses
Reimbursable Overhead	NR	7.9	39.4	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements	8.2	15.1	Favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	3.8	14.6	Largely lower prices	8.3	10.1	Lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	NR	2.8	26.7	Mainly lower prices and the favorable timing of expenses, partially offset by higher consumption	3.3	12.1	Mainly lower prices and the favorable timing of expenses, partially offset by higher consumption
Paratransit Service Contracts	NR	4.4	11.9	Due principally to lower completed trips	9.2	9.0	Due principally to lower completed trips

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**March 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
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	1.3	7.3	Primarily the favorable timing of maintenance & repair expenses, mostly offset by the unfavorable timing of car purchases and janitorial expenses.	3.7	7.1	Primarily the favorable timing of tire & tube and refuse & recycling expenses, and auto purchases.
Professional Service Contracts	NR	(1.8)	(14.7)	Primarily the unfavorable timing of bond service and data communications expenses, partly offset by the favorable timing of various professional service contract account expenses.			
Materials and Supplies	NR	(2.9)	(11.4)	Mostly unfavorable inventory & obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements	(9.7)	(12.6)	Mostly unfavorable inventory & obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements
Other Business Expenses	NR	(1.1)	(18.0)	Largely higher MVM credit card fees and the unfavorable timing of office supply expenses			
Capital and Other Reimbursements	R	25.9	24.8	Increased reimbursements, consistent with an increase in reimbursable expenses	22.9	8.0	Increased reimbursements, consistent with an increase in reimbursable expenses
Payroll	R	2.7	5.6	Mainly the favorable timing of non-capital transactions	12.6	10.1	Mainly the favorable timing of non-capital transactions and capital construction work
Overtime	R	(10.2)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support	(15.9)	(81.4)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support
Other Fringe Benefits	R	(2.6)	(15.1)	Largely due to higher fringe benefit overhead expenses, resulting from an increase in reimbursable overtime expenses			
Maintenance and Other Operating Contracts	R				(1.9)	(22.5)	Mainly the unfavorable timing of revenue vehicle maintenance & repair expenses
Materials & Supplies	R	(4.0)	(69.5)	Primarily the unfavorable timing of maintenance material requirements	(5.6)	(33.6)	Primarily the unfavorable timing of maintenance material requirements

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2017 Adopted**  
**Cash Receipts and Expenditures**  
**Mar FY17**  
(\$ in Millions)

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$397.267	\$394.543	(2.724)	(0.7)	\$1,076.284	\$1,087.167	\$10.883	1.0
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursement	\$39.366	\$36.270	(3.096)	(7.9)	\$48.098	\$78.901	\$30.803	64.0
Other Operating Revenue	\$3.942	\$3.830	(0.112)	(2.8)	\$11.826	\$10.222	(1.604)	(13.6)
Other Revenue	\$43.308	\$40.100	(3.208)	(7.4)	\$59.924	\$89.123	\$29.199	48.7
Capital and Other Reimbursements	\$104.324	\$88.045	(16.279)	(15.6)	\$286.332	\$228.841	(57.491)	(20.1)
Total Revenue	\$544.898	\$522.688	(22.210)	(4.1)	\$1,422.539	\$1,405.131	(17.408)	(1.2)
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$308.087	\$284.516	\$23.571	7.7	\$890.345	\$851.831	\$38.514	4.3
Overtime	\$47.487	\$64.449	(16.962)	(35.7)	\$142.048	\$169.097	(27.049)	(19.0)
Total Salaries & Wages	\$355.575	\$348.965	\$6.610	1.9	\$1,032.393	\$1,020.928	\$11.465	1.1
Health and Welfare	\$75.783	\$96.737	(20.954)	(27.7)	\$229.862	\$206.910	\$22.952	10.0
OPEB Current Payment	\$37.323	\$44.249	(6.926)	(18.6)	\$111.969	\$116.341	(4.372)	(3.9)
Pensions	\$79.783	\$79.886	(0.103)	(0.1)	\$239.366	\$241.469	(2.103)	(0.9)
Other Fringe Benefits	\$41.179	\$37.628	\$3.551	8.6	\$114.838	\$111.869	\$2.969	2.6
Total Fringe Benefits	\$234.068	\$258.500	(24.432)	(10.4)	\$696.035	\$676.589	\$19.446	2.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$589.642	\$607.465	(17.823)	(3.0)	\$1,728.428	\$1,697.517	\$30.911	1.8
<b>Non-Labor :</b>								
Electric Power	\$26.060	\$24.914	\$1.146	4.4	\$82.274	\$69.701	\$12.573	15.3
Fuel	\$10.553	\$8.970	\$1.583	15.0	\$27.341	\$24.223	\$3.118	11.4
Insurance	\$0.000	\$5.176	(5.176)	-	\$31.155	\$33.695	(2.540)	(8.2)
Claims	\$9.641	\$8.134	\$1.507	15.6	\$28.922	\$28.655	\$0.267	0.9
Paratransit Service Contracts	\$35.981	\$34.917	\$1.064	3.0	\$101.314	\$98.507	\$2.807	2.8
Maintenance and Other Operating Contracts	\$21.126	\$24.512	(3.386)	(16.0)	\$60.897	\$61.047	(0.150)	(0.2)
Professional Service Contracts	\$12.961	\$23.213	(10.252)	(79.1)	\$36.799	\$51.327	(14.528)	(39.5)
Materials & Supplies	\$32.047	\$34.018	(1.971)	(6.2)	\$95.854	\$95.847	\$0.007	0.0
Other Business Expenses	\$4.546	\$7.627	(3.081)	(67.8)	\$17.023	\$20.609	(3.586)	(21.1)
Non-Labor	\$152.914	\$171.481	(18.567)	(12.1)	\$481.578	\$483.611	(2.033)	(0.4)
<b>Other Expense Adjustments:</b>								
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	\$742.556	\$778.946	(36.390)	(4.9)	\$2,210.006	\$2,181.128	\$28.878	1.3
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$742.556	\$778.946	(36.390)	(4.9)	\$2,210.006	\$2,181.128	\$28.878	1.3
Net Surplus/(Deficit)	(197.658)	(256.258)	(58.600)	(29.6)	(787.467)	(775.997)	\$11.470	1.5

Note: Totals may not add due to rounding

Table 5

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**March 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	(2.7)	(0.7)	Mainly the unfavorable timing of receipts	10.9	1.0	Mostly the favorable timing of receipts
Other Operating Receipts	(3.2)	(7.4)	Due primarily to unfavorable paratransit Urban Tax receipts	29.2	48.7	Due primarily to the favorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(16.3)	(15.6)	Due largely to the unfavorable timing of reimbursements	(57.5)	(20.1)	Due largely to the unfavorable timing of reimbursements
Salaries & Wages	6.6	1.9	Mostly the favorable timing of payments	11.5	1.1	Mostly the favorable timing of payments
Health & Welfare (including OPEB current payment)	(27.9)	(24.7)	Due mostly to the unfavorable timing of payments	18.6	5.4	Due mostly to vacancies and the favorable timing of expenses/payments
Electric Power	1.1	4.4	Due to lower prices, partly offset by the unfavorable timing of payments	12.6	15.3	Due to lower expenses and the favorable timing of payments
Fuel	1.6	15.0	Lower expenses, partly offset by the unfavorable timing of payments	3.1	11.4	Lower expenses and the favorable timing of payments
Insurance	(5.2)	over (100.0)	Predominantly the unfavorable timing of interagency payments	(2.5)	(8.2)	Predominantly the unfavorable timing of interagency payments
Paratransit Service Contracts	1.1	3.0	Favorable expense results, partly offset by the unfavorable timing of payments	2.8	2.8	Favorable expense results, partly offset by the unfavorable timing of payments
Maintenance Contracts	(3.4)	(16.0)	Largely the unfavorable timing of payments			
Professional Service Contracts	(10.3)	(79.1)	Principally the unfavorable timing of payments	(14.5)	(39.5)	The unfavorable timing of payments
Other Business Expenses	(3.1)	(67.8)	Higher MVM credit card fees and the unfavorable timing of office supply expenses	(3.6)	(21.1)	Higher MVM credit card fees and the unfavorable timing of office supply expenses

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2017 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**Mar FY17**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.425	\$4.732	\$4.307	-	(8.025)	\$24.763	\$32.788	-
Fare Reimbursement	(9.666)	(9.665)	\$0.001	0.0	(24.502)	(24.502)	\$0.000	0.0
Paratransit Reimbursement	\$23.168	\$22.410	(0.758)	(3.3)	(0.496)	\$36.146	\$36.642	-
Other Operating Revenue	(10.797)	(14.533)	(3.736)	(34.6)	(32.391)	(44.399)	(12.008)	(37.1)
Other Revenue	\$2.705	(1.788)	(4.493)	-	(57.389)	(32.754)	\$24.635	42.9
Capital and Other Reimbursements	\$0.000	(42.158)	(42.158)	-	\$0.000	(80.360)	(80.360)	-
<b>Total Revenue</b>	<b>\$3.130</b>	<b>(39.214)</b>	<b>(42.344)</b>	<b>-</b>	<b>(65.414)</b>	<b>(88.351)</b>	<b>(22.937)</b>	<b>(35.1)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$11.576	\$36.875	\$25.299	-	\$48.565	\$73.589	\$25.024	51.5
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$11.576</b>	<b>\$36.876</b>	<b>\$25.299</b>	<b>-</b>	<b>\$48.565</b>	<b>\$73.589</b>	<b>\$25.024</b>	<b>51.5</b>
Health and Welfare	\$0.000	(40.025)	(40.025)	-	(2.582)	(2.218)	\$0.364	14.1
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.018	\$0.018	-	\$0.000	\$0.083	\$0.083	-
Other Fringe Benefits	\$20.087	\$25.416	\$5.329	26.5	\$61.307	\$66.747	\$5.440	8.9
<b>Total Fringe Benefits</b>	<b>\$20.087</b>	<b>(14.591)</b>	<b>(34.678)</b>	<b>-</b>	<b>\$58.725</b>	<b>\$64.612</b>	<b>\$5.887</b>	<b>10.0</b>
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	-
<b>Labor</b>	<b>\$31.664</b>	<b>\$22.285</b>	<b>(9.379)</b>	<b>(29.6)</b>	<b>\$107.289</b>	<b>\$138.200</b>	<b>\$30.911</b>	<b>28.8</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	(2.612)	(2.612)	-	\$0.000	\$4.338	\$4.338	-
Fuel	\$0.000	(1.237)	(1.237)	-	\$0.000	(0.181)	(0.181)	-
Insurance	\$6.536	\$1.019	(5.517)	(84.4)	(12.483)	(15.393)	(2.910)	(23.3)
Claims	\$2.564	\$4.071	\$1.507	58.8	\$7.692	\$7.959	\$0.267	3.5
Paratransit Service Contracts	\$0.500	(2.795)	(3.295)	-	\$0.500	(5.864)	(6.364)	-
Maintenance and Other Operating Contracts	\$0.000	(4.532)	(4.532)	-	\$0.000	(1.975)	(1.975)	-
Professional Service Contracts	\$0.000	(7.971)	(7.971)	-	\$3.000	(11.740)	(14.740)	-
Materials & Supplies	(0.458)	\$4.534	\$4.992	-	(2.458)	\$12.855	\$15.313	-
Other Business Expenses	\$0.000	\$0.249	\$0.249	-	\$0.000	(0.672)	(0.672)	-
<b>Non-Labor</b>	<b>\$9.142</b>	<b>(9.274)</b>	<b>(18.416)</b>	<b>-</b>	<b>(3.749)</b>	<b>(10.671)</b>	<b>(6.922)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$40.806</b>	<b>\$13.012</b>	<b>(27.794)</b>	<b>(68.1)</b>	<b>\$103.540</b>	<b>\$127.529</b>	<b>\$23.989</b>	<b>23.2</b>
Depreciation	\$138.162	\$145.618	\$7.456	5.4	\$411.031	\$436.854	\$25.823	6.3
OPEB Liability	\$375.274	\$297.755	(77.519)	(20.7)	\$375.274	\$297.755	(77.519)	(20.7)
GASB 68 Pension Adjustment	(74.001)	\$0.000	\$74.001	-	(74.001)	\$0.000	\$74.001	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$480.240</b>	<b>\$456.385</b>	<b>(23.856)</b>	<b>(5.0)</b>	<b>\$815.844</b>	<b>\$862.138</b>	<b>\$46.295</b>	<b>5.7</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$483.370</b>	<b>\$417.171</b>	<b>(66.200)</b>	<b>(13.7)</b>	<b>\$750.430</b>	<b>\$773.787</b>	<b>\$23.357</b>	<b>3.1</b>

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**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**March 2017**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	55	38	17	
Law	320	297	23	
Office of the EVP	54	44	10	
Human Resources	237	236	1	
Office of Management and Budget	44	39	5	
Capital Planning & Budget	35	32	3	
Corporate Communications	279	250	29	
Non-Departmental	(32)	-	(32)	
Labor Relations	97	93	4	
Materiel	249	271	(22)	
Controller	127	122	5	
<b>Total Administration</b>	<b>1,465</b>	<b>1,422</b>	<b>43</b>	
<b>Operations</b>				
Subways Service Delivery	8,449	8,535	(86)	Mostly Train Conductor excess
Subways Operations Support/Admin	412	412	0	
Subways Stations	2,654	2,560	94	Shortage of Stations Agents and Supervisors
<b>Sub-total Subways</b>	<b>11,515</b>	<b>11,507</b>	<b>8</b>	
Buses	11,091	10,829	262	Mainly shortage of Bus Operators and Maintainers
Paratransit	213	196	17	
Operations Planning	406	373	33	
Revenue Control	583	553	30	
Non-Departmental	35	0	35	
<b>Total Operations</b>	<b>23,843</b>	<b>23,458</b>	<b>385</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	139	137	2	
Subways Engineering	390	365	25	
Subways Car Equipment	4,378	4,536	(158)	Excess mainly Car Inspectors and Cleaners
Subways Infrastructure	1,677	1,577	100	Mostly shortage of Maintainers
Subways Elevators & Escalators	505	415	90	Mostly shortage of EL & ESCAL Maintainers
Subways Stations	3,857	3,717	140	Mainly shortage of Station Maintainers & Cleaners
Subways Track	2,848	2,815	33	
Subways Power	629	599	30	
Subways Signals	1,526	1,466	60	Largely shortage of Signal Maintainers
Subways Electronic Maintenance	1,664	1,546	118	Mainly shortage of Maintainers and PTEs
<b>Sub-total Subways</b>	<b>17,613</b>	<b>17,173</b>	<b>440</b>	
Buses	3,654	3,633	21	
Supply Logistics	567	560	7	
System Safety	99	88	11	
Non-Departmental	(100)	16	(116)	
<b>Total Maintenance</b>	<b>21,833</b>	<b>21,470</b>	<b>363</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,358	1,397	(39)	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,397</b>	<b>(39)</b>	
<b>Public Safety</b>				
Security	673	648	25	
<b>Total Public Safety</b>	<b>673</b>	<b>648</b>	<b>25</b>	
<b>Total Positions</b>	<b>49,172</b>	<b>48,395</b>	<b>777</b>	
Non-Reimbursable	43,764	42,730	1,034	
Reimbursable	5,408	5,665	(257)	
Total Full-Time	48,960	48,129	831	
Total Full-Time Equivalents	212	266	(54)	

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
TOTAL POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
March 2017

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
<b>Administration:</b>				
Managers/Supervisors	521	444	77	
Professional, Technical, Clerical	915	955	(40)	
Operational Hourlies	29	23	6	
<b>Total Administration</b>	<b>1,465</b>	<b>1,422</b>	<b>43</b>	
<b>Operations</b>				
Managers/Supervisors	2,827	2,716	111	
Professional, Technical, Clerical	516	488	28	
Operational Hourlies	20,500	20,254	246	
<b>Total Operations</b>	<b>23,843</b>	<b>23,458</b>	<b>385</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,912	3,867	45	
Professional, Technical, Clerical	1,149	1,064	85	
Operational Hourlies	16,772	16,539	233	
<b>Total Maintenance</b>	<b>21,833</b>	<b>21,470</b>	<b>363</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	344	(5)	
Professional, Technical, Clerical	1,017	1,051	(34)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,358</b>	<b>1,397</b>	<b>(39)</b>	
<b>Public Safety</b>				
Managers/Supervisors	295	274	21	
Professional, Technical, Clerical	42	34	8	
Operational Hourlies	336	340	(4)	
<b>Total Public Safety</b>	<b>673</b>	<b>648</b>	<b>25</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,894	7,645	249	
Professional, Technical, Clerical	3,639	3,592	47	
Operational Hourlies	37,639	37,158	481	
<b>Total Positions</b>	<b>49,172</b>	<b>48,395</b>	<b>777</b>	

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

	March						March Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	379,370	\$12.229	367,895	\$11.770	11,475	\$0.458 3.7%	1,073,061	\$34.506	1,041,728	\$33.274	31,333	\$1.232 3.6%
<u>Unscheduled Service</u>	299,242	\$9.993	284,017	\$9.221	15,225	\$0.772 7.7%	861,847	\$28.720	872,783	\$28.410	(10,936)	\$0.310 1.1%
<u>Programmatic/Routine Maintenance</u>	353,435	\$13.395	166,198	\$5.981	187,237	\$7.413 55.3%	1,054,687	\$39.757	1,051,969	\$36.601	2,717	\$3.155 7.9%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,411	\$1.320	316,148	\$10.427	(274,737)	(\$9.106) *	124,232	\$3.946	497,861	\$16.419	(373,629)	(\$12.474) *
<u>Weather Emergencies</u>	101,869	\$3.265	293,463	\$9.736	(191,594)	(\$6.470) *	410,245	\$13.311	513,361	\$17.071	(103,116)	(\$3.760) (28.2%)
<u>Safety/Security/Law Enforcement</u>	10,800	\$0.315	7,728	\$0.211	3,072	\$0.105 33.2%	32,386	\$0.942	27,199	\$0.756	5,187	\$0.187 19.8%
<u>Other</u>	13,986	\$0.437	10,433	\$0.371	3,553	\$0.067 15.3%	41,647	\$1.293	30,091	\$1.065	11,556	\$0.227 17.6%
Subtotal	1,200,113	\$40.955	1,445,883	\$47.716	(245,769)	(\$6.762) (16.5%)	3,598,106	\$122.474	4,034,993	\$133.596	(436,890)	(\$11.122) (9.1%)
<b>REIMBURSABLE OVERTIME</b>	259,599	\$6.533	480,138	\$16.733	(220,538)	(\$10.200) *	780,146	\$19.574	1,016,907	\$35.501	(236,760)	(\$15.926) (81.4%)
<b>TOTAL OVERTIME</b>	<b>1,459,713</b>	<b>\$47.487</b>	<b>1,926,020</b>	<b>\$64.449</b>	<b>(466,308)</b>	<b>(\$16.962)</b> <b>(35.7%)</b>	<b>4,378,252</b>	<b>\$142.048</b>	<b>5,051,899</b>	<b>\$169.097</b>	<b>(673,650)</b>	<b>(\$27.048)</b> <b>(19.0%)</b>

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 Feb Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	11,475	\$0.5 3.7%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.	31,333	\$1.2 3.6%	Favorable results due to vacancy/absentee coverage, included in vacancy/absentee category.
<u>Unscheduled Service</u>	15,225	\$0.8 7.7%	Favorable variance mainly due to prior period system corrections.	(10,936)	\$0.3 1.1%	
<u>Programmatic/Routine Maintenance</u>	187,237	\$7.4 55.3%	Favorable variance due to prior period system corrections, prior period classification adjustments, and deferred programmatic/routine maintenance OT work in order to address adverse weather requirements.	2,717	\$3.2 7.9%	Favorable prior period system corrections and deferred programmatic/routine maintenance OT work in order to address adverse weather requirements.
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(274,737)	(\$9.1) *	Unfavorable variance due mainly to significant vacancy/absentee coverage requirements in DOB for Bus Operators & Bus Maintainers, coverage in DOS mainly in maintenance divisions, storm coverage requirements and a classification adjustment.	(373,629)	(\$12.5) *	Unfavorable variance due mainly to significant vacancy/absentee coverage requirements in DOB for Bus Operators & Bus Maintainers, coverage in DOS mainly in maintenance divisions, storm coverage requirements and a classification adjustment.
<u>Weather Emergencies</u>	(191,594)	(\$6.5) *	Unfavorable variance mainly due to Winter Storm Stella.	(103,116)	(\$3.8) (28.2%)	Unfavorable variance mainly due to Winter Storm Stella in March 2017.
<u>Safety/Security/Law Enforcement</u>	3,072	\$0.1 33.2%		5,187	\$0.2 19.8%	
<u>Other</u>	3,553	\$0.1 15.3%		11,556	\$0.2 17.6%	
<b>Subtotal</b>	(245,769)	(\$6.8) (16.5%)		(436,887)	(\$11.1) (9.1%)	
<b>REIMBURSABLE OVERTIME</b>	(220,538)	(\$10.2) *	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability and other capital program support and also prior period classification adjustments.	(236,760)	(\$15.9) (81.4%)	Unfavorable variance mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability and other capital program support and also prior period classification adjustments.
<b>TOTAL OVERTIME</b>	<b>(466,308)</b>	<b>(\$17.0)</b> (35.7%)		<b>(673,647)</b>	<b>(\$27.0)</b> (19.0%)	

Totals may not add due to rounding.

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

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2017 Overtime Reporting**  
**Overtime Legend**

**Type**

**Definition**

<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/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

**March 2017**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.9 million in March, was less than \$0.1 million (3.0 percent) above the Adopted Budget (budget). Year-to-date, operating revenue was \$2.4 million, \$0.1 million (4.5 percent) above budget.

Total **ridership** in March 2017 was 398,045 riders, 5.2 percent (21,847 riders) below budget, due mostly to Snowstorm Stella. Year-to-date, ridership was 1,108,428 riders, 2.6 percent (29,840 riders) below budget. March 2017 average weekday ridership was 16,129 riders, 3.3 percent (544 riders) lower than March 2016. Average weekday ridership for the twelve months ending March 2017 was 16,146 riders, 0.7 percent (119 riders) below the previous twelve-month period.

**Nonreimbursable expenses**, before depreciation and Other Post-Employment Benefits, were above budget in March by \$0.6 million (9.6 percent). Labor expenses exceeded budget by \$1.3 million (38.3 percent), including the unfavorable timing of pension expenses of \$1.0 million (over 100.0 percent), and higher overtime expenses of \$0.4 million (over 100.0 percent), due primarily to the timing of project requirements and adverse weather. Partly offsetting these negative results was an underrun in payroll expenses of \$0.2 million (8.5 percent), due mainly to the timing of expenses including interagency charges. Non-labor expenses were below budget by \$0.8 million (29.8 percent), due essentially to lower maintenance contract expenses of \$0.8 million (46.6 percent), resulting from the favorable timing of R44 fleet maintenance interagency contract expenses. Year-to-date, expenses were below budget by \$3.3 million (18.2 percent). Labor costs were less than budget by \$0.9 million (8.1 percent), due largely to lower payroll expenses of \$0.9 million (15.3 percent), resulting from the timing of expenses including interagency charges. Health & welfare/OPEB current expenses were also favorable by \$0.2 million (14.6 percent), due to the favorable timing of expenses. Partly offsetting these positive results was an overtime overrun of \$0.4 million (40.9 percent), mainly from the timing of project requirements and adverse weather. Non-labor expenses were under by \$2.4 million (32.1 percent), due essentially to lower maintenance contract expenses of \$2.3 million (43.7 percent), again due to the timing of R44 fleet maintenance interagency contract expenses. Other key results driven by the timing of expenses were professional service contract expenses which were below budget by \$0.3 million (91.1 percent) and an overrun in electric power expenses of \$0.2 million (16.8 percent).

Depreciation expenses were above budget by \$0.1 million (6.1 percent). Other Post-Employment Benefit expenses were less than \$0.1 million (2.6 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$15.7 million year-to-date, \$0.1 million (0.7 percent) favorable to budget.

**MTA STATEN ISLAND RAILWAY**  
**Mar - 2017 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Mar 2017**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.591	\$0.568	(0.023)	(3.9)	\$0.000	\$0.000	-	-	\$0.591	\$0.568	(0.023)	(3.9)
Other Revenue	\$0.256	\$0.304	\$0.048	18.9	\$0.000	\$0.000	-	-	\$0.256	\$0.304	\$0.048	18.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.213	\$0.257	\$0.044	20.5	\$0.213	\$0.257	\$0.044	20.5
<b>Total Revenue</b>	<b>\$0.847</b>	<b>\$0.872</b>	<b>\$0.025</b>	<b>3.0</b>	<b>\$0.213</b>	<b>\$0.257</b>	<b>\$0.044</b>	<b>20.5</b>	<b>\$1.060</b>	<b>\$1.129</b>	<b>\$0.069</b>	<b>6.5</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$1.885	\$1.724	\$0.161	8.5	\$0.049	\$0.074	(0.025)	(51.8)	\$1.933	\$1.798	\$0.135	7.0
Overtime	\$0.247	\$0.687	(0.441)	-	\$0.124	\$0.066	\$0.058	46.7	\$0.370	\$0.753	(0.383)	-
<b>Total Salaries &amp; Wages</b>	<b>\$2.131</b>	<b>\$2.411</b>	<b>(0.280)</b>	<b>(13.1)</b>	<b>\$0.173</b>	<b>\$0.140</b>	<b>\$0.033</b>	<b>18.8</b>	<b>\$2.304</b>	<b>\$2.551</b>	<b>(0.248)</b>	<b>(10.7)</b>
Health and Welfare	\$0.387	\$0.271	\$0.117	30.1	\$0.000	\$0.000	-	-	\$0.387	\$0.271	\$0.117	30.1
OPEB Current Payment	\$0.125	\$0.278	(0.153)	-	\$0.000	\$0.001	(0.001)	-	\$0.125	\$0.279	(0.154)	-
Pensions	\$0.511	\$1.533	(1.022)	-	\$0.000	\$0.000	-	-	\$0.511	\$1.533	(1.022)	-
Other Fringe Benefits	\$0.341	\$0.402	(0.061)	(17.9)	\$0.000	\$0.000	-	-	\$0.341	\$0.402	(0.061)	(17.9)
<b>Total Fringe Benefits</b>	<b>\$1.364</b>	<b>\$2.484</b>	<b>(1.120)</b>	<b>(82.1)</b>	<b>-</b>	<b>\$0.001</b>	<b>(0.001)</b>	<b>-</b>	<b>\$1.364</b>	<b>\$2.485</b>	<b>(1.121)</b>	<b>(82.2)</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.117)	\$0.076	-	\$0.041	\$0.117	(0.076)	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$3.454</b>	<b>\$4.778</b>	<b>(1.324)</b>	<b>(38.3)</b>	<b>\$0.213</b>	<b>\$0.258</b>	<b>(0.045)</b>	<b>(21.0)</b>	<b>\$3.668</b>	<b>\$5.036</b>	<b>(1.369)</b>	<b>(37.3)</b>
<b>Non-Labor :</b>												
Electric Power	\$0.335	\$0.396	(0.061)	(18.1)	\$0.000	\$0.000	-	-	\$0.335	\$0.396	(0.061)	(18.1)
Fuel	\$0.023	\$0.013	\$0.010	44.3	\$0.000	\$0.000	-	-	\$0.023	\$0.013	\$0.010	44.3
Insurance	\$0.122	\$0.095	\$0.027	22.1	\$0.000	\$0.000	-	-	\$0.122	\$0.095	\$0.027	22.1
Claims	\$0.007	\$0.020	(0.013)	-	\$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	-	-
Maintenance and Other Operating Contracts	\$1.792	\$0.958	\$0.834	46.6	\$0.000	\$0.000	-	-	\$1.792	\$0.958	\$0.834	46.6
Professional Service Contracts	\$0.093	\$0.027	\$0.066	71.2	\$0.000	(0.001)	\$0.001	-	\$0.093	\$0.026	\$0.067	72.2
Materials & Supplies	\$0.151	\$0.255	(0.104)	(68.6)	\$0.000	\$0.000	-	-	\$0.151	\$0.255	(0.104)	(68.6)
Other Business Expenses	\$0.003	\$0.011	(0.008)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.011	(0.008)	-
<b>Non-Labor</b>	<b>\$2.527</b>	<b>\$1.775</b>	<b>\$0.752</b>	<b>29.8</b>	<b>\$0.000</b>	<b>(0.001)</b>	<b>\$0.001</b>	<b>-</b>	<b>\$2.527</b>	<b>\$1.774</b>	<b>\$0.753</b>	<b>29.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.981</b>	<b>\$6.553</b>	<b>(0.572)</b>	<b>(9.6)</b>	<b>\$0.213</b>	<b>\$0.257</b>	<b>(0.044)</b>	<b>(20.5)</b>	<b>\$6.194</b>	<b>\$6.810</b>	<b>(0.616)</b>	<b>(9.9)</b>
Depreciation	\$0.692	\$0.734	(0.042)	(6.1)	\$0.000	\$0.000	-	-	\$0.692	\$0.734	(0.042)	(6.1)
OPEB Liability	\$1.875	\$1.827	\$0.048	2.6	\$0.000	\$0.000	-	-	\$1.875	\$1.827	\$0.048	2.6
GASB 68 Pension Adjustment	(0.125)	\$0.000	(0.125)	-	\$0.000	\$0.000	-	-	(0.125)	\$0.000	(0.125)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$8.423</b>	<b>\$9.114</b>	<b>(0.691)</b>	<b>(8.2)</b>	<b>\$0.213</b>	<b>\$0.257</b>	<b>(0.044)</b>	<b>(20.5)</b>	<b>\$8.636</b>	<b>\$9.371</b>	<b>(0.735)</b>	<b>(8.5)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(7.576)</b>	<b>(8.241)</b>	<b>(0.666)</b>	<b>(8.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(7.576)</b>	<b>(8.241)</b>	<b>(0.666)</b>	<b>(8.8)</b>

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**  
**Mar - 2017 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Mar 2017**  
(\$ in Millions)

4/20/2017 04:59 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$1.587	\$1.554	(0.033)	(2.1)	\$0.000	\$0.000	-	-	\$1.587	\$1.554	(0.033)	(2.1)
Other Revenue	\$0.701	\$0.838	\$0.137	19.6	\$0.000	\$0.000	-	-	\$0.701	\$0.838	\$0.137	19.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.621	\$0.911	\$0.290	46.7	\$0.621	\$0.911	\$0.290	46.7
<b>Total Revenue</b>	<b>\$2.288</b>	<b>\$2.392</b>	<b>\$0.104</b>	<b>4.5</b>	<b>\$0.621</b>	<b>\$0.911</b>	<b>\$0.290</b>	<b>46.7</b>	<b>\$2.909</b>	<b>\$3.303</b>	<b>\$0.394</b>	<b>13.5</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$5.620	\$4.761	\$0.859	15.3	\$0.128	\$0.251	(0.123)	(96.9)	\$5.748	\$5.012	\$0.735	12.8
Overtime	\$0.940	\$1.324	(0.384)	(40.9)	\$0.371	\$0.233	\$0.138	37.2	\$1.311	\$1.557	(0.246)	(18.7)
<b>Total Salaries &amp; Wages</b>	<b>\$6.560</b>	<b>\$6.085</b>	<b>\$0.475</b>	<b>7.2</b>	<b>\$0.499</b>	<b>\$0.484</b>	<b>\$0.015</b>	<b>3.0</b>	<b>\$7.059</b>	<b>\$6.569</b>	<b>\$0.489</b>	<b>6.9</b>
Health and Welfare	\$1.162	\$0.777	\$0.385	33.2	\$0.000	\$0.000	-	-	\$1.162	\$0.777	\$0.385	33.2
OPEB Current Payment	\$0.374	\$0.534	(0.160)	(42.8)	\$0.000	\$0.002	(0.002)	-	\$0.374	\$0.536	(0.162)	(43.3)
Pensions	\$1.532	\$1.533	(0.001)	(0.1)	\$0.000	\$0.000	-	-	\$1.532	\$1.533	(0.001)	(0.1)
Other Fringe Benefits	\$1.023	\$1.159	(0.135)	(13.2)	\$0.000	\$0.000	-	-	\$1.023	\$1.159	(0.135)	(13.2)
<b>Total Fringe Benefits</b>	<b>\$4.092</b>	<b>\$4.003</b>	<b>\$0.089</b>	<b>2.2</b>	<b>-</b>	<b>\$0.002</b>	<b>(0.002)</b>	<b>-</b>	<b>\$4.092</b>	<b>\$4.005</b>	<b>\$0.087</b>	<b>2.1</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.122)	(0.417)	\$0.294	-	\$0.122	\$0.417	(0.295)	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$10.529</b>	<b>\$9.671</b>	<b>\$0.858</b>	<b>8.1</b>	<b>\$0.621</b>	<b>\$0.903</b>	<b>(0.282)</b>	<b>(45.4)</b>	<b>\$11.150</b>	<b>\$10.574</b>	<b>\$0.576</b>	<b>5.2</b>
<b>Non-Labor :</b>												
Electric Power	\$1.006	\$1.176	(0.170)	(16.8)	\$0.000	\$0.002	(0.002)	-	\$1.006	\$1.178	(0.172)	(17.0)
Fuel	\$0.070	\$0.035	\$0.035	49.4	\$0.000	\$0.000	-	-	\$0.070	\$0.035	\$0.035	49.4
Insurance	\$0.365	\$0.443	(0.077)	(21.1)	\$0.000	\$0.000	-	-	\$0.365	\$0.443	(0.077)	(21.1)
Claims	\$0.022	\$0.060	(0.038)	-	\$0.000	\$0.000	-	-	\$0.022	\$0.060	(0.038)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$5.377	\$3.030	\$2.347	43.7	\$0.000	\$0.000	-	-	\$5.377	\$3.030	\$2.347	43.7
Professional Service Contracts	\$0.278	\$0.025	\$0.253	91.1	\$0.000	\$0.006	(0.006)	-	\$0.278	\$0.031	\$0.247	88.9
Materials & Supplies	\$0.454	\$0.353	\$0.101	22.3	\$0.000	\$0.000	\$0.000	-	\$0.454	\$0.353	\$0.101	22.3
Other Business Expenses	\$0.008	\$0.028	(0.020)	-	\$0.000	\$0.000	-	-	\$0.008	\$0.028	(0.020)	-
<b>Non-Labor</b>	<b>\$7.580</b>	<b>\$5.148</b>	<b>\$2.431</b>	<b>32.1</b>	<b>\$0.000</b>	<b>\$0.008</b>	<b>(0.008)</b>	<b>-</b>	<b>\$7.580</b>	<b>\$5.156</b>	<b>\$2.423</b>	<b>32.0</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$18.109</b>	<b>\$14.820</b>	<b>\$3.289</b>	<b>18.2</b>	<b>\$0.621</b>	<b>\$0.911</b>	<b>(0.290)</b>	<b>(46.7)</b>	<b>\$18.730</b>	<b>\$15.731</b>	<b>\$2.999</b>	<b>16.0</b>
Depreciation	\$2.075	\$2.202	(0.127)	(6.1)	\$0.000	\$0.000	-	-	\$2.075	\$2.202	(0.127)	(6.1)
OPEB Liability	\$1.875	\$1.827	\$0.048	2.6	\$0.000	\$0.000	-	-	\$1.875	\$1.827	\$0.048	2.6
GASB 68 Pension Adjustment	(0.125)	\$0.000	(0.125)	-	\$0.000	\$0.000	-	-	(0.125)	\$0.000	(0.125)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$21.934</b>	<b>\$18.848</b>	<b>\$3.086</b>	<b>14.1</b>	<b>\$0.621</b>	<b>\$0.911</b>	<b>(0.290)</b>	<b>(46.7)</b>	<b>\$22.555</b>	<b>\$19.759</b>	<b>\$2.796</b>	<b>12.4</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(19.646)</b>	<b>(16.457)</b>	<b>\$3.189</b>	<b>16.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(19.646)</b>	<b>(16.457)</b>	<b>\$3.189</b>	<b>16.2</b>

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.

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**MARCH 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/ (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 Revenue	Non Reimb.	(0.023)	(3.9)	Lower ridership, mostly from adverse weather	(0.033)	(2.1)	Mostly lower ridership due to several winter storms
Other Operating Revenue	Non Reimb.	0.048	18.9	Mainly higher advertising revenue	0.137	19.6	Mainly higher advertising revenue
Payroll	Non Reimb.	0.161	8.5	Primarily the timing of expenses including interagency charges	0.859	15.3	Primarily the timing of expenses including interagency charges
Overtime	Non Reimb.	(0.441)	over (100.0)	Mainly the timing of project requirements and adverse weather	(0.384)	(40.9)	Mainly the timing of project requirements and adverse weather
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.036)	(5.7)	The unfavorable timing of expenses	0.225	14.6	The favorable timing of expenses
Pension	Non Reimb.	(1.022)	over (100.0)	The unfavorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.061)	(17.9)	Timing of interagency fringe benefit billing and other expenses	(0.135)	(13.2)	Timing of interagency fringe benefit billing and other expenses
Electric Power	Non Reimb.	(0.061)	(18.1)	Mostly the timing of expenses	(0.170)	(16.8)	Mostly the timing of expenses
Insurance	Non Reimb.	0.027	22.1	The favorable timing of interagency billing	(0.077)	(21.1)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.834	46.6	Mainly the favorable timing of R44 car fleet maintenance expenses	2.347	43.7	Mainly the favorable timing of R44 car fleet maintenance expenses
Professional Service Contracts	Non Reimb.	0.066	71.2	The favorable timing of expenses	0.253	91.1	The favorable timing of expenses
Materials and Supplies	Non Reimb.	(0.104)	(68.6)	Primarily the unfavorable timing of maintenance material requirements	0.101	22.3	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.044	20.5	Timing of contractor requirements	0.290	46.7	Timing of contractor requirements
Payroll	Reimb.	(0.025)	(51.8)	Timing of contractor requirements	(0.123)	(96.9)	Timing of contractor requirements
Overtime	Reimb.	0.058	46.7	Timing of contractor requirements	0.138	37.2	Timing of contractor requirements

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2017 Adopted**  
**Cash Receipts and Expenditures**  
Mar FY17  
(\$ in Millions)

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.591	\$0.470	(0.121)	(20.5)	\$1.587	\$1.511	(0.076)	(4.8)
Other Revenue	\$0.256	\$0.057	(0.199)	(77.7)	\$0.701	\$0.157	(0.544)	(77.6)
Capital and Other Reimbursements	\$0.213	\$0.560	\$0.347	-	\$0.621	\$1.208	\$0.587	94.5
Total Revenue	\$1.060	\$1.087	\$0.027	2.5	\$2.909	\$2.876	(0.033)	(1.1)
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$1.933	\$1.775	\$0.158	8.2	\$5.748	\$5.350	\$0.398	6.9
Overtime	\$0.370	\$0.508	(0.138)	(37.2)	\$1.311	\$1.230	\$0.081	6.2
Total Salaries & Wages	\$2.304	\$2.283	\$0.021	0.9	\$7.059	\$6.580	\$0.479	6.8
Health and Welfare	\$0.387	\$1.581	(1.194)	-	\$1.162	\$1.601	(0.439)	(37.8)
OPEB Current Payment	\$0.125	\$0.253	(0.128)	-	\$0.374	\$0.357	\$0.017	4.6
Pensions	\$0.511	\$1.533	(1.022)	-	\$1.532	\$1.533	(0.001)	(0.1)
Other Fringe Benefits	\$0.341	\$0.282	\$0.059	17.3	\$1.023	\$0.828	\$0.195	19.1
Total Fringe Benefits	\$1.364	\$3.649	(2.285)	-	\$4.092	\$4.319	(0.227)	(5.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.668	\$5.932	(2.264)	(61.7)	\$11.150	\$10.899	\$0.251	2.3
<b>Non-Labor :</b>								
Electric Power	\$0.335	\$0.392	(0.057)	(16.9)	\$1.006	\$1.118	(0.112)	(11.1)
Fuel	\$0.023	\$0.009	\$0.014	61.4	\$0.070	\$0.035	\$0.035	50.0
Insurance	\$0.122	\$0.000	\$0.122	-	\$0.365	\$0.506	(0.141)	(38.4)
Claims	\$0.007	\$0.000	\$0.007	-	\$0.022	\$0.250	(0.228)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.792	\$1.494	\$0.298	16.6	\$5.377	\$4.643	\$0.734	13.6
Professional Service Contracts	\$0.093	\$0.023	\$0.070	75.2	\$0.278	\$0.068	\$0.210	75.5
Materials & Supplies	\$0.151	\$0.846	(0.695)	-	\$0.454	\$1.033	(0.579)	-
Other Business Expenses	\$0.003	\$0.010	(0.008)	-	\$0.008	\$0.033	(0.026)	-
Non-Labor	\$2.527	\$2.774	(0.247)	(9.8)	\$7.580	\$7.686	(0.106)	(1.4)
<b>Other Expense Adjustments:</b>								
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	\$6.194	\$8.706	(2.512)	(40.5)	\$18.730	\$18.585	\$0.145	0.8
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$6.194	\$8.706	(2.512)	(40.5)	\$18.730	\$18.585	\$0.145	0.8
Net Surplus/(Deficit)	(5.134)	(7.619)	(2.485)	(48.4)	(15.821)	(15.709)	\$0.112	0.7

Note: Totals may not add due to rounding

Table 5

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**MARCH 2017**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	(0.121)	(20.5)	Primarily the unfavorable timing of cash settlements with NYCT	(0.076)	(4.8)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	(0.199)	(77.7)	Mostly the unfavorable timing of student fare reimbursements	(0.544)	(77.6)	Mostly the unfavorable timing of student fare reimbursements
Salaries & Wages				0.479	6.8	The favorable timing of expenses/payments
Health and Welfare (including OPEB current payment)	1.322	over (100.0)	Mostly the unfavorable timing of expenses/payments	(0.422)	(27.5)	Mostly the unfavorable timing of expenses/payments
Pensions	(1.022)	over (100.0)	The unfavorable timing of expenses/payments			
Other Fringe Benefits				0.195	19.1	The favorable timing of payments
Maintenance Contracts	0.298	16.6%	Mostly lower expenses, partly offset by the unfavorable timing of payments	0.734	13.6%	Mostly lower expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	(0.695)	over (100.0)	Primarily the unfavorable timing of payments	(0.579)	over (100.0)	Primarily the unfavorable timing of payments

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2017 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
Mar FY17  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	(0.098)	(0.098)	-	\$0.000	(0.043)	(0.043)	-
Other Revenue	\$0.000	(0.247)	(0.247)	-	\$0.000	(0.681)	(0.681)	-
Capital and Other Reimbursements	\$0.000	\$0.303	\$0.303	-	\$0.000	\$0.297	\$0.297	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>(0.042)</b>	<b>(0.042)</b>	<b>-</b>	<b>\$0.000</b>	<b>(0.427)</b>	<b>(0.427)</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.000	\$0.023	\$0.023	-	\$0.000	(0.338)	(0.338)	-
Overtime	\$0.000	\$0.245	\$0.245	-	\$0.000	\$0.327	\$0.327	-
<b>Total Salaries &amp; Wages</b>	<b>-</b>	<b>\$0.268</b>	<b>\$0.268</b>	<b>-</b>	<b>-</b>	<b>(0.011)</b>	<b>(0.011)</b>	<b>-</b>
Health and Welfare	\$0.000	(1.310)	(1.310)	-	\$0.000	(0.824)	(0.824)	-
OPEB Current Payment	\$0.000	\$0.026	\$0.026	-	\$0.000	\$0.179	\$0.179	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.000	\$0.120	\$0.120	-	\$0.000	\$0.331	\$0.331	-
<b>Total Fringe Benefits</b>	<b>-</b>	<b>(1.164)</b>	<b>(1.164)</b>	<b>-</b>	<b>-</b>	<b>(0.314)</b>	<b>(0.314)</b>	<b>-</b>
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	-
<b>Labor</b>	<b>\$0.000</b>	<b>(0.896)</b>	<b>(0.896)</b>	<b>-</b>	<b>\$0.000</b>	<b>(0.325)</b>	<b>(0.325)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.060	\$0.060	-
Fuel	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.000	\$0.000	-
Insurance	\$0.000	\$0.095	\$0.095	-	\$0.000	(0.063)	(0.063)	-
Claims	\$0.000	\$0.020	\$0.020	-	\$0.000	(0.190)	(0.190)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.536)	(0.536)	-	\$0.000	(1.613)	(1.613)	-
Professional Service Contracts	\$0.000	\$0.003	\$0.003	-	\$0.000	(0.037)	(0.037)	-
Materials & Supplies	\$0.000	(0.591)	(0.591)	-	\$0.000	(0.680)	(0.680)	-
Other Business Expenses	\$0.000	\$0.001	\$0.001	-	\$0.000	(0.005)	(0.005)	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>(1.000)</b>	<b>(1.000)</b>	<b>-</b>	<b>\$0.000</b>	<b>(2.530)</b>	<b>(2.530)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>-</b>	<b>(1.896)</b>	<b>(1.896)</b>	<b>-</b>	<b>-</b>	<b>(2.854)</b>	<b>(2.854)</b>	<b>-</b>
Depreciation	\$0.692	\$0.734	\$0.042	6.1	\$2.075	\$2.202	\$0.127	6.1
OPEB Liability	\$1.875	\$1.827	(0.048)	(2.6)	\$1.875	\$1.827	(0.048)	(2.6)
GASB 68 Pension Adjustment	(0.125)	\$0.000	\$0.125	-	(0.125)	\$0.000	\$0.125	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$2.442</b>	<b>\$0.666</b>	<b>(1.777)</b>	<b>(72.8)</b>	<b>\$3.825</b>	<b>\$1.174</b>	<b>(2.651)</b>	<b>(69.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$2.442</b>	<b>\$0.622</b>	<b>(1.819)</b>	<b>(74.5)</b>	<b>\$3.825</b>	<b>\$0.748</b>	<b>(3.077)</b>	<b>(80.4)</b>

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  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
MARCH 2017**

<b><u>Function/Departments</u></b>	<b><u>Adopted Budget</u></b>	<b><u>Actual</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>
<b>Administration</b>			
Executive	13	9	4
General Office	10	8	2
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>29</b>	<b>21</b>	<b>8</b>
<b>Operations</b>			
Transportation	107	113	(6)
<b>Total Operations</b>	<b>107</b>	<b>113</b>	<b>(6)</b>
<b>Maintenance</b>			
Mechanical	52	51	1
Electronics/Electrical	15	13	2
Power/Signals	27	20	7
Maintenance of Way	48	52	(4)
Infrastructure	26	26	0
<b>Total Maintenance</b>	<b>168</b>	<b>162</b>	<b>6</b>
<b>Engineering/Capital</b>			
Capital Project Support	14	6	8
<b>Total Engineering Capital</b>	<b>14</b>	<b>6</b>	<b>8</b>
<b>Total Positions</b>	<b>318</b>	<b>302</b>	<b>16</b>
Non-Reimbursable	304	296	8
Reimbursable	14	6	8
Total Full-Time	318	302	16
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
MARCH 2017

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	13	4	
Professional, Technical, Clerical	12	8	4	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>21</b>	<b>8</b>	
<b>Operations</b>				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	108	(9)	
<b>Total Operations</b>	<b>107</b>	<b>113</b>	<b>(6)</b>	
<b>Maintenance</b>				
Managers/Supervisors	13	14	(1)	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	149	145	4	
<b>Total Maintenance</b>	<b>168</b>	<b>162</b>	<b>6</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	3	2	1	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	4	5	
<b>Total Engineering/Capital</b>	<b>14</b>	<b>6</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	38	32	6	
Professional, Technical, Clerical	23	13	10	
Operational Hourlies	257	257	0	
<b>Total Positions</b>	<b>318</b>	<b>302</b>	<b>16</b>	

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

<b>Month of March</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.420	0.398	(0.022)	(5.2%)	Mostly due to Snowstorm Stella
<b>Year-to-Date</b>				
1.138	1.108	(0.030)	(2.6%)	

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 March				Explanation
	2016	2017	Variance		
			Amount	Percent	
Average Weekday	0.017	0.016	(0.001)	(3.3%)	Mostly due to Snowstorm Stella
Average Weekend	0.007	0.007	(0.001)	(7.9%)	Shuttle buses replaced trains between Huguenot and Tottenville on two weekends
12-Month Rolling Average					
Average Weekday	0.016	0.016	(0.000)	(0.7%)	
Average Weekend	0.008	0.008	(0.000)	(0.1%)	

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

## FINANCIAL AND RIDERSHIP REPORT

**March 2017**

(All data are preliminary and subject to audit)

### **Preliminary Actual Results Compared to the Adopted Budget (budget)**

**Operating revenue** was \$20.7 million in March, \$0.3 million (1.6 percent) below budget, and, year-to-date, operating revenue was \$55.6 million, also below budget by \$2.8 million (4.8 percent). These underruns were due primarily to lower ridership resulting mostly from adverse weather.

Total MTA Bus **ridership** in March 2017 was 10.8 million, 6.2 percent (0.7 million riders) below budget. Year-to-date, ridership was 29.9 million, 6.0 percent (1.9 million riders) below budget. March 2017 average weekday ridership was 402,782, a decrease of 5.3 percent (22,590 riders) from March 2016. Average weekday ridership for the twelve months ending March 2017 was 404,716, a decrease of 0.8 percent (3,265 riders) from the twelve months ending March 2016.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$61.8 million in March, \$1.3 million (2.0 percent) below budget. Labor expenses were over budget by \$1.1 million (2.4 percent), including an overrun in overtime expenses of \$1.7 million (36.0 percent), due mainly to higher running time/traffic, vacancies, availability and adverse weather. Payroll expenses were also higher by \$0.4 million (1.5 percent). Health & welfare/OPEB current expenses underran budget by \$0.8 million (9.6 percent), due to the favorable timing of expenses. Non-labor expenses underran budget by \$2.4 million (14.4 percent), including favorable results in maintenance contracts of \$1.9 million (51.8 percent), due to the timing of planned work, facility maintenance and the timing of a Select Bus Service (SBS) rollout. Materials and supplies expenses were also below budget by \$0.5 million (10.4 percent), caused by underruns in general maintenance material expenses. Year-to-date, expenses were below budget by \$5.8 million (3.2 percent). Labor expenses exceeded budget by \$3.2 million (2.4 percent), including an overrun in overtime expenses of \$2.7 million (19.1 percent), due mainly to higher running time/traffic, vacancies, availability and adverse weather. Payroll expenses exceeded budget by \$2.2 million (3.2 percent), caused by interagency billings, an unfavorable rate variance, and the timing of reimbursable projects. Health & welfare/OPEB current expenses underran budget by \$1.1 million (5.0 percent), due to the favorable timing of expenses. Non-labor expenses were under budget by \$9.0 million (19.1 percent), of which maintenance contract expenses were favorable by \$6.2 million (59.0 percent), again due mostly to the timing of planned work, along with favorable results in facility maintenance and security expenses. Materials & supplies were under budget by \$2.2 million (16.3 percent), due mainly to lower general maintenance material expenses.

Depreciation expenses year-to-date were \$1.5 million (11.5 percent) above budget. OPEB expenses year-to-date of \$20.7 million were \$4.1 million (16.5 percent) below budget.

The **operating cash deficit** (excluding subsidies) year-to-date was \$117.7 million, \$5.4 million (4.4 percent) favorable to budget.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 19.232	\$ 18.495	\$ (0.737)	(3.8)	\$ -	\$ -	\$ -	-	\$ 19.232	\$ 18.495	\$ (0.737)	(3.8)
Other Operating Income	1.832	2.234	0.402	21.9	-	-	-	-	1.832	2.234	0.402	21.9
Capital and Other Reimbursements	-	-	-	-	0.509	0.486	(0.023)	(4.5)	0.509	0.486	(0.023)	(4.5)
<b>Total Revenue</b>	<b>\$ 21.064</b>	<b>\$ 20.729</b>	<b>\$ (0.335)</b>	<b>(1.6)</b>	<b>\$ 0.509</b>	<b>\$ 0.486</b>	<b>\$ (0.023)</b>	<b>(4.5)</b>	<b>\$ 21.573</b>	<b>\$ 21.215</b>	<b>\$ (0.358)</b>	<b>(1.7)</b>
<b>Labor:</b>												
Payroll	\$ 24.177	\$ 24.550	\$ (0.373)	(1.5)	\$ 0.233	\$ 0.303	\$ (0.070)	(30.0)	\$ 24.410	\$ 24.853	\$ (0.443)	(1.8)
Overtime	4.725	6.427	(1.702)	(36.0)	-	-	-	-	4.725	6.427	(1.702)	(36.0)
Health and Welfare	5.702	5.325	0.377	6.6	0.096	0.086	0.010	10.4	5.798	5.411	0.387	6.7
OPEB Current Payment	2.253	1.868	0.385	17.1	-	-	-	-	2.253	1.868	0.385	17.1
Pensions	3.887	3.663	0.224	5.8	0.043	0.043	-	0.0	3.930	3.706	0.224	5.7
Other Fringe Benefits	5.765	5.952	(0.187)	(3.2)	0.042	0.042	-	0.0	5.807	5.994	(0.187)	(3.2)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.165)	0.165	-	-	-	-	-	-	(0.165)	0.165	-
<b>Total Labor Expenses</b>	<b>\$ 46.509</b>	<b>\$ 47.620</b>	<b>\$ (1.111)</b>	<b>(2.4)</b>	<b>\$ 0.414</b>	<b>\$ 0.474</b>	<b>\$ (0.060)</b>	<b>(14.5)</b>	<b>\$ 46.923</b>	<b>\$ 48.094</b>	<b>\$ (1.171)</b>	<b>(2.5)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.168	\$ 0.166	\$ 0.002	1.2	\$ -	\$ -	\$ -	-	\$ 0.168	\$ 0.166	\$ 0.002	1.2
Fuel	2.047	1.906	0.141	6.9	-	-	-	-	2.047	1.906	0.141	6.9
Insurance	0.530	0.471	0.059	11.1	-	-	-	-	0.530	0.471	0.059	11.1
Claims	2.559	3.000	(0.441)	(17.2)	-	-	-	-	2.559	3.000	(0.441)	(17.2)
Maintenance and Other Operating Contracts	3.682	1.775	1.907	51.8	0.020	-	0.020	100.0	3.702	1.775	1.927	52.1
Professional Service Contracts	2.370	2.137	0.233	9.8	-	-	-	-	2.370	2.137	0.233	9.8
Materials & Supplies	4.739	4.247	0.492	10.4	0.074	0.012	0.062	83.9	4.813	4.259	0.554	11.5
Other Business Expense	0.449	0.453	(0.004)	(0.9)	-	-	-	-	0.449	0.453	(0.004)	(0.9)
<b>Total Non-Labor Expenses</b>	<b>\$ 16.544</b>	<b>\$ 14.155</b>	<b>\$ 2.389</b>	<b>14.4</b>	<b>\$ 0.095</b>	<b>\$ 0.012</b>	<b>\$ 0.083</b>	<b>87.3</b>	<b>\$ 16.639</b>	<b>\$ 14.167</b>	<b>\$ 2.472</b>	<b>14.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 63.053</b>	<b>\$ 61.775</b>	<b>\$ 1.278</b>	<b>2.0</b>	<b>\$ 0.509</b>	<b>\$ 0.486</b>	<b>\$ 0.023</b>	<b>4.5</b>	<b>\$ 63.562</b>	<b>\$ 62.261</b>	<b>\$ 1.301</b>	<b>2.0</b>
Depreciation	4.683	3.136	1.547	33.0	-	-	-	-	4.683	3.136	1.547	33.0
OPEB Obligation	8.701	6.916	1.785	20.5	-	-	-	-	8.701	6.916	1.785	20.5
GASB 68 Pension Adjustment	3.762	-	3.762	100.0	-	-	-	-	3.762	-	3.762	100.0
Environmental Remediation	-	0.141	(0.141)	-	-	-	-	-	-	0.141	(0.141)	-
<b>Total Expenses</b>	<b>\$ 80.199</b>	<b>\$ 71.968</b>	<b>\$ 8.231</b>	<b>10.3</b>	<b>\$ 0.509</b>	<b>\$ 0.486</b>	<b>\$ 0.023</b>	<b>4.5</b>	<b>\$ 80.708</b>	<b>\$ 72.454</b>	<b>\$ 8.254</b>	<b>10.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (59.135)</b>	<b>\$ (51.239)</b>	<b>\$ 7.896</b>	<b>13.4</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ (0.000)</b>	<b>(100.0)</b>	<b>\$ (59.135)</b>	<b>\$ (51.239)</b>	<b>\$ 7.896</b>	<b>13.4</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March 2017 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 53.147	\$ 50.505	\$ (2.642)	(5.0)	\$ -	\$ -	\$ -	-	\$ 53.147	\$ 50.505	\$ (2.642)	(5.0)
Other Operating Income	5.232	5.076	(0.156)	(3.0)	-	-	-	-	5.232	5.076	(0.156)	(3.0)
Capital and Other Reimbursements	-	-	-	-	1.453	1.031	(0.422)	(29.0)	1.453	1.031	(0.422)	(29.0)
<b>Total Revenue</b>	<b>\$ 58.379</b>	<b>\$ 55.581</b>	<b>\$ (2.798)</b>	<b>(4.8)</b>	<b>\$ 1.453</b>	<b>\$ 1.031</b>	<b>\$ (0.422)</b>	<b>(29.0)</b>	<b>\$ 59.832</b>	<b>\$ 56.612</b>	<b>\$ (3.220)</b>	<b>(5.4)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 69.045	\$ 71.250	\$ (2.205)	(3.2)	0.665	0.639	\$ 0.026	3.9	\$ 69.710	\$ 71.889	\$ (2.179)	(3.1)
Overtime	14.117	16.813	(2.696)	(19.1)	-	-	-	-	14.117	16.813	(2.696)	(19.1)
Health and Welfare	16.283	15.982	0.302	1.9	0.274	0.183	0.091	33.1	16.557	16.165	0.392	2.4
OPEB Current Payment	6.434	5.610	0.824	12.8	-	-	-	-	6.434	5.610	0.824	12.8
Pensions	11.101	11.021	0.080	0.7	0.123	0.090	0.033	27.0	11.224	11.111	0.114	1.0
Other Fringe Benefits	16.463	16.346	0.117	0.7	0.120	0.089	0.031	26.1	16.583	16.435	0.148	0.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.346)	0.346	-	-	-	-	-	-	(0.346)	0.346	-
<b>Total Labor Expenses</b>	<b>\$ 133.442</b>	<b>\$ 136.675</b>	<b>\$ (3.233)</b>	<b>(2.4)</b>	<b>\$ 1.182</b>	<b>\$ 1.001</b>	<b>\$ 0.181</b>	<b>15.3</b>	<b>\$ 134.625</b>	<b>\$ 137.676</b>	<b>\$ (3.051)</b>	<b>(2.3)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.480	\$ 0.453	\$ 0.027	5.6	\$ -	\$ -	\$ -	-	\$ 0.480	\$ 0.453	\$ 0.027	5.6
Fuel	5.845	5.029	0.816	14.0	-	-	-	-	5.845	5.029	0.816	14.0
Insurance	1.514	1.413	0.101	6.7	-	-	-	-	1.514	1.413	0.101	6.7
Claims	7.307	9.000	(1.693)	(23.2)	-	-	-	-	7.307	9.000	(1.693)	(23.2)
Maintenance and Other Operating Contracts	10.515	4.316	6.199	59.0	0.058	-	0.058	100.0	10.574	4.316	6.258	59.2
Professional Service Contracts	6.767	5.720	1.047	15.5	-	-	-	-	6.767	5.720	1.047	15.5
Materials & Supplies	13.533	11.323	2.210	16.3	0.212	0.030	0.182	85.9	13.745	11.353	2.392	17.4
Other Business Expense	1.283	0.957	0.326	25.4	-	-	-	-	1.283	0.957	0.326	25.4
<b>Total Non-Labor Expenses</b>	<b>\$ 47.245</b>	<b>\$ 38.211</b>	<b>\$ 9.034</b>	<b>19.1</b>	<b>\$ 0.271</b>	<b>\$ 0.030</b>	<b>\$ 0.241</b>	<b>88.9</b>	<b>\$ 47.515</b>	<b>\$ 38.241</b>	<b>\$ 9.274</b>	<b>19.5</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adj.</b>	<b>\$ 180.687</b>	<b>\$ 174.886</b>	<b>\$ 5.801</b>	<b>3.2</b>	<b>\$ 1.453</b>	<b>\$ 1.031</b>	<b>\$ 0.422</b>	<b>29.0</b>	<b>\$ 182.140</b>	<b>\$ 175.917</b>	<b>\$ 6.223</b>	<b>3.4</b>
Depreciation	13.374	14.916	(1.542)	(11.5)	-	-	-	-	13.374	14.916	(1.542)	(11.5)
OPEB Obligation	24.848	20.746	4.103	16.5	-	-	-	-	24.848	20.746	4.103	16.5
GASB 68 Pension Adjustment	10.744	-	10.744	100.0	-	-	-	-	10.744	-	10.744	100.0
Environmental Remediation	-	0.141	(0.141)	-	-	-	-	-	-	0.141	(0.141)	-
<b>Total Expenses</b>	<b>\$ 229.653</b>	<b>\$ 210.688</b>	<b>\$ 18.965</b>	<b>8.3</b>	<b>\$ 1.453</b>	<b>\$ 1.031</b>	<b>\$ (0.422)</b>	<b>(29.0)</b>	<b>\$ 231.106</b>	<b>\$ 211.719</b>	<b>\$ 19.387</b>	<b>8.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (171.274)</b>	<b>\$ (155.107)</b>	<b>\$ 16.167</b>	<b>9.4</b>	<b>\$ 0.000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0</b>	<b>\$ (171.274)</b>	<b>\$ (155.107)</b>	<b>\$ 16.167</b>	<b>9.4</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	March 2017				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (0.737)	(3.8)	(a)		\$ (2.642)	(5.0)	Lower ridership due to adverse Winter Weather	
Other Operating Revenue	NR	\$ 0.402	21.9	Receipt of advertising revenue from a prior period		\$ (0.156)	(3.0)	(a)	
Capital and Other Reimbursements	R	\$ (0.023)	(4.5)	(a)		\$ (0.422)	(29.0)	Timing of reimbursement receipts	
<b>Total Revenue Variance</b>		<b>\$ (0.358)</b>	<b>(1.7)</b>			<b>\$ (3.220)</b>	<b>(5.4)</b>		
Payroll	NR	\$ (0.373)	(1.5)	(a)		\$ (2.205)	(3.2)	Mainly due to interagency billings, rate variance and timing in reimbursable projects	
Overtime	NR	\$ (1.702)	(36.0)	Mainly due to running time/traffic, vacancy, availability, and winter weather		\$ (2.696)	(19.1)	Mainly due to running time/traffic, vacancy, availability, and winter weather	
Health and Welfare (including OPEB)	NR	\$ 0.762	9.6	Timing of expenses		\$ 1.125	5.0	Timing of expenses	
Pension	NR	\$ 0.224	5.8	Timing of expenses		\$ 0.080	0.7	(a)	
Other Fringe Benefits	NR	\$ (0.187)	(3.2)	(a)		\$ 0.117	0.7	(a)	
Reimbursable Overhead	NR	\$ 0.165	-	Not budgeted		\$ 0.346	-	Not budgeted	
Electric Power	NR	\$ 0.002	1.2	(a)		\$ 0.027	1.2	(a)	
Fuel	NR	\$ 0.141	6.9	Lower usage due to reduced service resulting from adverse winter weather and lower rates.		\$ 0.816	14.0	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates	
Insurance	NR	\$ 0.059	11.1	(a)		\$ 0.101	6.7	(a)	
Claims	NR	\$ (0.441)	(17.2)	Higher expenses		\$ (1.693)	(23.2)	Higher expenses	
Maintenance and Other Operating Contracts	NR	\$ 1.907	51.8	Timing of the shop program, facility maintenance, and timing of SBS rollout.		\$ 6.199	59.0	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.	
Professional Service Contracts	NR	\$ 0.233	9.8	Mainly due to timing of interagency billings		\$ 1.047	15.5	Mainly due to timing of interagency billings	
Materials & Supplies	NR	\$ 0.492	10.4	Mainly due to lower general maintenance material expenses		\$ 2.210	16.3	Mainly due to lower general maintenance material expenses	
Other Business Expense	NR	\$ (0.004)	(0.9)	(a)		\$ 0.326	25.4	(a)	
Depreciation	NR	\$ 1.547	33.0	Adjustment pending final audit		\$ (1.542)	(11.5)	Adjustment pending final audit	
Other Post Employment Benefits	NR	\$ 1.785	20.5	Non cash expense		\$ 4.103	16.5	Non cash expense	
GASB 68 Pension Adjustment	NR	\$ 3.762	100.0			\$ 10.744	100.0		
Environmental Remediation	NR	\$ (0.141)	-			\$ (0.141)	-		
Payroll	R	\$ (0.070)	(30.0)	Timing of charges		\$ 0.026	3.9	Timing of charges	
Health and Welfare	R	\$ 0.010	10.4	Timing of charges		\$ 0.091	33.1	Timing of charges.	
Pension	R	\$ -	-			\$ 0.033	27.0		
Other Fringe Benefits	R	\$ -	-			\$ 0.031	26.1		
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Timing of charges		\$ 0.058	*	Timing of charges	
Materials & Supplies	R	\$ 0.062	*	Timing of charges		\$ 0.182	*	Timing of charges	
<b>Total Expense Variance</b>		<b>\$ 8.254</b>	<b>10.2</b>			<b>\$ 19.387</b>	<b>8.4</b>		
<b>Net Variance</b>		<b>\$ 7.896</b>	<b>13.4</b>			<b>\$ 16.167</b>	<b>9.4</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	March 2017				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 19.232	\$ 15.544	\$ (3.688)	(19.2)	\$ 53.147	\$ 49.152	\$ (3.995)	(7.5)
Other Operating Revenue	1.757	1.771	0.014	0.8	5.271	5.798	0.527	10.0
Capital and Other Reimbursements	0.921	0.161	(0.760)	(82.5)	2.763	1.065	(1.698)	(61.5)
<b>Total Receipts</b>	<b>\$ 21.910</b>	<b>\$ 17.476</b>	<b>\$ (4.434)</b>	<b>(20.2)</b>	<b>\$ 61.181</b>	<b>\$ 56.015</b>	<b>\$ (5.166)</b>	<b>(8.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 32.182	\$ 23.599	\$ 8.583	26.7	\$ 75.092	\$ 65.316	\$ 9.776	13.0
Overtime	4.725	6.426	(1.701)	(36.0)	14.117	16.792	(2.675)	(18.9)
Health and Welfare	5.525	4.603	0.922	16.7	16.575	19.391	(2.816)	(17.0)
OPEB Current Payment	2.161	1.870	0.291	13.5	6.483	5.612	0.871	13.4
Pensions	3.756	3.663	0.093	2.5	11.268	11.021	0.247	2.2
Other Fringe Benefits	5.961	3.960	2.001	33.6	13.909	9.166	4.743	34.1
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 54.310</b>	<b>\$ 44.121</b>	<b>\$ 10.189</b>	<b>18.8</b>	<b>\$ 137.444</b>	<b>\$ 127.298</b>	<b>\$ 10.146</b>	<b>7.4</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.161	\$ 0.166	\$ (0.005)	(3.1)	\$ 0.483	\$ 0.453	\$ 0.030	6.2
Fuel	1.963	1.721	0.242	12.3	5.890	4.861	1.029	17.5
Insurance	0.508	-	0.508	100.0	1.524	5.468	(3.944)	*
Claims	2.115	5.140	(3.025)	*	6.346	10.287	(3.941)	(62.1)
Maintenance and Other Operating Contracts	3.551	1.374	2.177	61.3	10.654	5.164	5.490	51.5
Professional Service Contracts	2.273	1.211	1.062	46.7	6.819	7.271	(0.452)	(6.6)
Materials & Supplies	4.616	4.668	(0.052)	(1.1)	13.849	12.302	1.547	11.2
Other Business Expenses	0.431	-	0.431	100.0	1.293	0.623	0.670	51.8
<b>Total Non-Labor Expenditures</b>	<b>\$ 15.620</b>	<b>\$ 14.280</b>	<b>\$ 1.340</b>	<b>8.6</b>	<b>\$ 46.859</b>	<b>\$ 46.429</b>	<b>\$ 0.430</b>	<b>0.9</b>
<b>Other Expenditure Adjustments:</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 69.930</b>	<b>\$ 58.401</b>	<b>\$ 11.529</b>	<b>16.5</b>	<b>\$ 184.303</b>	<b>\$ 173.727</b>	<b>\$ 10.576</b>	<b>5.7</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (48.020)</b>	<b>\$ (40.925)</b>	<b>\$ 7.095</b>	<b>14.8</b>	<b>\$ (123.122)</b>	<b>\$ (117.712)</b>	<b>\$ 5.410</b>	<b>4.4</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

Operating Receipts or Disbursements	March 2017			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (3.688)	(19.2)	Lower ridership due to adverse winter weather	\$ (3.995)	(7.5)	Lower ridership due to adverse winter weather
Other Operating Revenue	0.014	0.8 (a)		0.527	10.0	Timing of students reimbursements
Capital and Other Reimbursements	(0.760)	(82.5)	Pending July plan adjustment in reimbursement receipts	(1.698)	(61.5)	Pending July plan adjustment in reimbursement receipts
<b>Total Receipts</b>	<b>\$ (4.434)</b>	<b>(20.2)</b>		<b>\$ (5.166)</b>	<b>(8.4)</b>	
Payroll	\$ 8.583	26.7	Delay in payment of payroll related expenses	\$ 9.776	13.0	Delay in payment of payroll related expenses
Overtime	(1.701)	(36.0)	Mainly due to running time/traffic, vacancy, availability, and winter weather	(2.675)	(18.9)	Mainly due to running time/traffic, vacancy, availability, and winter weather
Health and Welfare (including OPEB)	1.213	15.8	Timing of Payments	(1.945)	(8.4)	Payment for prior period expense
Pension	0.093	2.5 (a)		0.247	2.2 (a)	
Other Fringe Benefits	2.001	33.6	Favorable timing of payments	4.743	34.1	Favorable timing of payments
GASB	-	-		-	-	
Electric Power	(0.005)	(3.1) (a)		0.030	6.2 (a)	
Fuel	0.242	12.3	Lower usage due to reduced service resulting from adverse winter weather and lower rates.	1.029	17.5	Lower usage due to reduced service resulting from adverse winter weather partially offset by rates
Insurance	0.508	100.0	Timing of Payments	(3.944)	*	Payment for prior period expense
Claims	(3.025)	*	Higher Claim payments	(3.941)	(62.1)	Higher Claim payments
Maintenance and Other Operating Contracts	2.177	61.3	Timing of the shop program, facility maintenance, and timing of SBS rollout.	5.490	51.5	Timing of the shop program, facility maintenance, security expenses and timing of SBS rollout.
Professional Service Contracts	1.062	46.7	Timing of inter-agency billings	(0.452)	(6.6)	Payment for prior period IT expenses, partially offset by timing of inter-agency billings
Materials & Supplies	(0.052)	(1.1) (a)		1.547	11.2	Mainly due to lower general maintenance material expenses
Other Business Expenditure	0.431	100.0	Timing of expenses	0.670	51.8	Timing of expenses
<b>Total Expenditures</b>	<b>\$ 11.529</b>	<b>16.5</b>		<b>\$ 10.576</b>	<b>5.7</b>	
<b>Net Cash Variance</b>	<b>\$ 7.095</b>	<b>14.8</b>		<b>\$ 5.410</b>	<b>4.4</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	March 2017				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ -	\$ (2.951)	\$ (2.951)	-	\$ -	\$ (1.353)	\$ (1.353)	-
Other Operating Revenue	(0.075)	(0.463)	(0.388)	*	0.040	0.722	0.682	*
Capital and Other Reimbursements	0.412	(0.325)	(0.737)	*	1.310	0.034	(1.276)	(97.4)
<b>Total Receipts</b>	<b>\$ 0.337</b>	<b>\$ (3.739)</b>	<b>\$ (4.076)</b>	<b>*</b>	<b>\$ 1.349</b>	<b>\$ (0.597)</b>	<b>\$ (1.946)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ (7.771)	\$ 1.254	\$ 9.025	*	\$ (5.382)	\$ 6.573	\$ 11.955	*
Overtime	-	0.001	0.001	-	-	0.021	0.021	-
Health and Welfare	0.273	0.808	0.535	*	(0.019)	(3.226)	(3.208)	*
OPEB Current Payment	0.092	(0.002)	(0.094)	*	(0.049)	(0.002)	0.047	95.9
Pensions	0.174	0.043	(0.131)	(75.2)	(0.044)	0.090	0.133	*
Other Fringe Benefits	(0.154)	2.034	2.188	*	2.674	7.269	4.595	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.165)	(0.165)	-	-	(0.346)	(0.346)	-
<b>Total Labor Expenditures</b>	<b>\$ (7.387)</b>	<b>\$ 3.973</b>	<b>\$ 11.360</b>	<b>*</b>	<b>\$ (2.819)</b>	<b>\$ 10.378</b>	<b>\$ 13.197</b>	<b>*</b>
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ 0.007	\$ -	(0.007)	(100.0)	\$ (0.003)	\$ -	0.003	100.0
Fuel for Buses and Trains	0.084	0.185	0.101	*	(0.045)	0.168	0.213	*
Insurance	0.022	0.471	0.449	*	(0.010)	(4.055)	(4.045)	*
Claims	0.444	(2.140)	(2.584)	*	0.961	(1.287)	(2.248)	*
Maintenance and Other Operating Contracts	0.151	0.401	0.250	*	(0.081)	(0.848)	(0.767)	*
Professional Service Contracts	0.097	0.926	0.829	*	(0.052)	(1.551)	(1.499)	*
Materials & Supplies	0.197	(0.409)	(0.606)	*	(0.104)	(0.949)	(0.845)	*
Other Business Expenditures	0.018	0.453	0.435	*	(0.010)	0.334	0.344	*
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.019</b>	<b>\$ (0.113)</b>	<b>\$ (1.132)</b>	<b>*</b>	<b>\$ 0.656</b>	<b>\$ (8.188)</b>	<b>\$ (8.844)</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$ (6.031)</b>	<b>\$ 0.121</b>	<b>\$ 6.152</b>	<b>*</b>	<b>\$ (0.814)</b>	<b>\$ 1.593</b>	<b>\$ 2.407</b>	<b>*</b>
Depreciation Adjustment	4.683	3.136	(1.547)	(33.0)	13.374	14.916	1.542	11.5
Other Post Employment Benefits	8.701	6.916	(1.785)	(20.5)	24.848	20.746	(4.103)	(16.5)
GASB 68 Pension Adjustment	3.762	-	(3.762)	(100.0)	10.744	-	(10.744)	(100.0)
Environmental Remediation	-	0.141	0.141	-	-	0.141	0.141	-
<b>Total Cash Conversion Adjustments</b>	<b>\$ 11.115</b>	<b>\$ 10.314</b>	<b>\$ (0.801)</b>	<b>(7.2)</b>	<b>\$ 48.152</b>	<b>\$ 37.395</b>	<b>\$ (10.757)</b>	<b>(22.3)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2017 ADOPTED BUDGET**  
**Utilization**  
(In millions)

	<u>March 2017</u>			<u>Year-to-date as of March 2017</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 19.232	\$ 18.495	\$ (0.737)	\$ 53.147	\$ 50.505	\$ (2.642)
<b>Total Farebox Revenue</b>	<b>\$ 19.232</b>	<b>\$ 18.495</b>	<b>\$ (0.737)</b>	<b>\$ 53.147</b>	<b>\$ 50.505</b>	<b>\$ (2.642)</b>
<b><u>Ridership</u></b>						
Fixed Route	11.484	10.758	(0.726)	31.817	29.888	(1.929)
<b>Total Ridership</b>	<b>11.484</b>	<b>10.758</b>	<b>(0.726)</b>	<b>31.817</b>	<b>29.888</b>	<b>(1.929)</b>

**MTA BUS COMPANY**  
**2017 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS**  
**MARCH 2017**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	19	15	4	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	17	19	(2)	
Office of the President	6	4	2	
System Safety Administration	5	1	4	
Law	21	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	26	14	12	
Non-Departmental	31	-	31	
<b>Total Administration</b>	<b>163</b>	<b>109</b>	<b>54</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,304	2,253	51	
Office of the Executive VP	4	5	(1)	
Safety & Training	29	129	(100)	Students in Training
Road Operations	121	122	(1)	
Transportation Support	22	25	(3)	
Operations Planning	33	30	3	
Revenue Control	30	27	3	
<b>Total Operations</b>	<b>2,543</b>	<b>2,591</b>	<b>(48)</b>	
<b>Maintenance</b>				
Buses	742	744	(2)	
Maintenance Support/CMF	255	245	10	
Facilities	81	64	17	
Supply Logistics	96	95	1	
<b>Total Maintenance</b>	<b>1,174</b>	<b>1,148</b>	<b>26</b>	Vacancies to be filled
Capital Program Management	37	25	12	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>25</b>	<b>12</b>	Vacancies to be filled
Security	22	20	2	
<b>Total Public Safety</b>	<b>22</b>	<b>20</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,939</b>	<b>3,893</b>	<b>46</b>	
Non-Reimbursable	3,899	3,858	41	
Reimbursable	40	35	5	
<b>Total Full-Time</b>	<b>3,924</b>	<b>3,882</b>	<b>42</b>	
Total Full-Time Equivalents	15	11	4	

**MTA BUS COMPANY**  
**2017 Adopted Budget vs Actual**  
**TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**MARCH 2017**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	67	48	19	
Professional, Technical, Clerical	72	61	11	
Operational Hourlies	24	-	24	
<b>Total Administration</b>	<b>163</b>	<b>109</b>	<b>54</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	307	306	1	
Professional, Technical, Clerical	51	53	(2)	
Operational Hourlies	2,185	2,232	(47)	
<b>Total Operations</b>	<b>2,543</b>	<b>2,591</b>	<b>(48)</b>	Students in Training
<b>Maintenance</b>				
Managers/Supervisors	228	226	2	
Professional, Technical, Clerical	28	26	2	
Operational Hourlies	918	896	22	
<b>Total Maintenance</b>	<b>1,174</b>	<b>1,148</b>	<b>26</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>25</b>	<b>12</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	17	16	1	
Professional, Technical, Clerical	5	4	1	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>22</b>	<b>20</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	640	610	30	
Professional, Technical, Clerical	172	155	17	
Operational Hourlies	3,127	3,128	(1)	
<b>Total Baseline Positions</b>	<b>3,939</b>	<b>3,893</b>	<b>46</b>	

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

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	53,452	\$2.220	50,995	\$2.766	2,457 4.6%	(\$0.547) -24.6%	155,361	\$6.453	142,192	\$7.486	13,169 8.5%	(\$1.033) -16.0%
<u>Unscheduled Service</u>	11,708	\$0.516	14,361	\$0.670	(2,653) -22.7%	(\$0.154) -29.8%	34,224	\$1.559	33,957	\$1.534	268 0.8%	\$0.025 1.6%
<u>Programmatic/Routine Maintenance</u>	21,879	\$0.901	27,262	\$1.369	(5,382) -24.6%	(\$0.468) -51.9%	73,453	\$3.024	73,889	\$3.603	(436) -0.6%	(\$0.579) -19.2%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	16,715	\$0.833	16,704	\$0.685	11 0.1%	\$0.149 17.9%	45,430	\$2.334	59,110	\$2.516	(13,680) -30.1%	(\$0.183) -7.8%
<u>Weather Emergencies</u>	5,308	\$0.217	18,901	\$0.905	(13,593) *	(\$0.688) *	15,639	\$0.642	33,341	\$1.568	(17,702) *	(\$0.925) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	92	\$0.004	140 60.3%	\$0.007 65.3%	585	\$0.028	376	\$0.016	209 35.7%	\$0.012 42.1%
<u>Other</u>	323	\$0.027	217	\$0.028	106 *	(\$0.001) *	937	\$0.077	886	\$0.110	52 *	(\$0.033) *
Subtotal	109,617	\$4.725	128,532	\$6.427	(18,915) -17.3%	(\$1.702) -36.0%	325,630	\$14.116	343,750	\$16.833	(18,120) -5.6%	(\$2.717) -19.2%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>109,617</b>	<b>\$4.725</b>	<b>128,532</b>	<b>\$6.427</b>	<b>(18,915)</b> -17.3%	<b>(\$1.702)</b> -36.0%	<b>325,630</b>	<b>\$14.116</b>	<b>343,750</b>	<b>\$16.833</b>	<b>(18,120)</b> -5.6%	<b>(\$2.717)</b> -19.2%

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	2,457 4.6%	(\$0.5) -24.6%	Increased Running Time/Traffic	13,169 8.5%	(\$1.0) -16.0%	Increased Running Time/Traffic
<u>Unscheduled Service</u>	(2,653) -22.7%	(\$0.2) -29.8%		268 0.8%	\$0.0 1.6%	
<u>Programmatic/Routine Maintenance</u>	(5,382) -24.6%	(\$0.5) -51.9%	Scheduled Pick-up work and Shop work	(436) -0.6%	(\$0.6) -19.2%	Scheduled Pick-up work and Shop work
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	11 0.1%	\$0.1 17.9%		(13,680) -30.1%	(\$0.2) -7.8%	Vacancy and absence coverage
<u>Weather Emergencies</u>	(13,593) *	(\$0.7) *	Winter Storm	(17,702) *	(\$0.9) *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	140 60.3%	\$0.0 65.3%		209 35.7%	\$0.0 42.1%	
<u>Other</u>	106 *	(\$0.0) *		52 *	(\$0.0) *	
<b>Subtotal</b>	<b>(18,915) -17.3%</b>	<b>(\$1.7) -36.0%</b>		<b>(18,120) -5.6%</b>	<b>(\$2.7) -19.2%</b>	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
<b>TOTAL OVERTIME</b>	<b>(18,915)</b>	<b>(\$1.7)</b>		<b>(18,120)</b>	<b>(\$2.7)</b>	

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

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

# Report



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through March 31, New York City Transit's performance against its 2017 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$101.6	\$59.7	59
<b>Design Completions</b>	\$82.2	\$17.8	22
<b>Construction Awards</b>	\$1,916.6	\$570.6	30
<b>Substantial Completions</b>	\$469.6	\$356.6	76
<b>Closeouts</b>	\$694.5	\$118.5	17

During March, NYCT awarded projects totaling \$207.7 million, including:

- Implementation of long-term resiliency measures at nine stations and one fan plant in Brooklyn and Queens;
- Two contracts for station modifications, including station component repairs at three locations on the 8<sup>th</sup> Avenue Line in Manhattan and access improvements at the Court Square Station on the Crosstown Line in Queens; and
- Multiple contracts for replacement of mainline track and mainline switches under the 2017 Track and Switch Program.

During the same period, NYCT substantially completed projects totaling \$211.3 million, including:

- Repairs at the St. George Interlocking and Yard on Staten Island to address damage from Superstorm Sandy; and
- Multiple contracts for replacement of mainline track and mainline switches in the 2015 and 2016 Track and Switch Program.

Also during March, NYCT started ten design projects for \$25.7 million, completed eight design projects for \$5.6 million and closed out 11 projects for \$42.4 million.

Capital Program Status  
May 2017  
(March 2017)

During March, NYCT awarded \$207.7 million in projects, including \$52.8 million for long-term resiliency measures at nine stations and one fan plant in Brooklyn and Queens to prevent damage from future storm surge events. Station locations include: Lorimer Street on the Canarsie Line (Brooklyn); Court Square-23<sup>rd</sup> Street on the Queens Boulevard Line (Queens); and Court Square (Queens), 21st Street (Queens), Nassau Street (Brooklyn), Metropolitan Avenue (Brooklyn), Broadway (Brooklyn), and Flushing Avenue (Brooklyn) on the Crosstown Line. This contract will involve fabrication and installation of both permanent and deployable methods of protection, which may include, but is not limited to, mechanical closure devices, flex gates, watertight hatches, watertight manhole covers, marine doors, and similar methods.

NYCT also awarded \$37.0 million for station modification work, including \$24.7 million for station component repairs at three stations on the 8th Avenue Line in Manhattan and \$12.4 million for access improvements at the Court Square Station on the Crosstown Line in Queens. For the station component repair contract, deficient components will be addressed at 168th Street, 145th Street, and 103rd Street on the 8th Avenue Line in Manhattan. Work will include structural and architectural repairs on platforms and stairs. Under the Court Square contract, station access will be improved through construction of platform stairs and reconfiguration of an employee facility.

In addition, NYCT awarded \$31.7 million for multiple contracts under the 2017 Track and Switch Program. Construction began for replacement of mainline track components on the Brighton Line in Brooklyn and the Lexington Line in Manhattan. 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. In addition, construction started on switch replacement on the Astoria Line in Queens. Components addressed may include replacement of existing turnouts, track switches, switch valve, connecting rails, contact rails, ties, ballast, signal cable including positive and negative connections, and any associated signal and equipment work.

During March, NYCT substantially completed projects totaling \$211.3 million, including \$120.6 million for repairs at St. George Interlocking and Yard caused by Superstorm Sandy. The project modernized and replaced the track and signal systems at the St. George Interlocking and Yard and involved the replacement of track, ties, contact rail and switches, as well as, drainage improvements. In addition, damage of the Tower B employee facility, which is located in the Yard, was addressed by installation of new walls, doors, lighting systems, roofing, alarm systems and electrical and mechanical systems.

NYCT also completed \$51.7 million for multiple contracts under the 2015 and 2016 Track and Switch Program. Construction was completed for replacement of mainline switches on three lines, including 6th Avenue, 8th Avenue and Broadway-7th Avenue Line in Manhattan. In addition, Design and Engineering Force Account contracts were completed for the Mainline Track and Mainline Switch programs.

Also during March, NYCT started ten design projects for \$25.7 million, completed eight design projects for \$5.6 million and closed out 11 projects for \$42.4 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 11 projects that NYCT closed out in March.

**Projects Closed During March 2017**  
(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Help Point: 233 St & 238 St / White Plains Rd [SBMP]	\$1.47	\$1.47	11/2014	28
Flatbush Depot: Asbestos Removal	\$2.45	\$2.45	12/2014	27
Mainline Track Replacement 2015 / Lexington	\$7.46	\$7.49	8/2015	19
Mainline Track Replacement 2015 / Liberty	\$2.79	\$2.25	2/2016	13
Asbestos Abatement: Priority 7	\$5.95	\$5.00	4/2016	11
3 Street Stairs: 23 Street / 8th Avenue (S9-S11) [SBMP]	\$1.23	\$1.31	1/2017	2
Sandy Mitigation: Stairway Covers /Marine Doors "B"- 6 Station [SBFP]	\$4.37	\$5.44	2/2017	1
Help Point: 16 Stations	\$20.45	\$10.27	3/2017	0
Antenna Cable Replacement - Second Ave Connection / E63 Line	\$2.90	\$1.71	3/2017	0
Ulmer Park Depot: Roof Replacement	\$3.74	\$3.86	3/2017	0
Ulmer Park Depot: Asbestos Removal	\$1.17	\$1.17	4/2017	(1)

The closeout of Help Point at 233 Street and 238 Street on the White Plains Road was delayed by 28 months, closeout of Flatbush Depot: Asbestos Removal was delayed by 27 months and the closeout of Asbestos Abatement: Priority 7 was delayed by 11 months all due to acceptance of final closeout deliverables. The closeout of the 2015 Mainline Track Replacement project on the Lexington Line was delayed by 19 months due to scope added subsequent to substantial completion and completion of punchlist items. The closeout of the 2015 Mainline Track Replacement project on the Liberty Line was delayed by 13 months due to a delay in the completion of punchlist items.

**Status of Fan Plants and Fans**  
(as of March 31, 2017)

<u>Fan Plants</u>	<u>March '16</u>	<u>March '17</u>	<u>More/(Less)</u>
All	193	201	8
Operable	177	185	8
Inoperable	16	16	0
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>March '16</u>	<u>March '17</u>	<u>More/(Less)</u>
All	414	443	29
Operable	375	410	35
Inoperable	39	33	(6)
Reduced Capacity	0	0	0

**Inoperable Fan Plants and Fans**  
(as of March 31, 2017)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	10	22
MOW / Hydraulics	3	8
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	3	3
Total	16	33

**CAPITAL PROJECT MILESTONE SUMMARY**  
**2017**  
**(THROUGH MARCH 31, 2017)**

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

**March**

Design Starts	\$29.3	30	\$25.7	10	87.5	33.3
Design Completions	51.2	29	5.6	8	11.0	27.6
Construction Awards	1,171.1	42	207.7	12	17.7	28.6
Substantial Completions	308.4	26	211.3	15	68.5	57.7
Closeouts	294.4	18	42.4	11	14.4	61.1

**2017 Year-To-Date**

Design Starts	\$101.6	73	\$59.7	29	58.7	39.7
Design Completions	82.2	59	17.8	19	21.7	32.2
Construction Awards	1,916.6	95	570.6	46	29.8	48.4
Substantial Completions	469.6	44	356.6	32	75.9	72.7
Closeouts	694.5	71	118.5	29	17.1	40.8

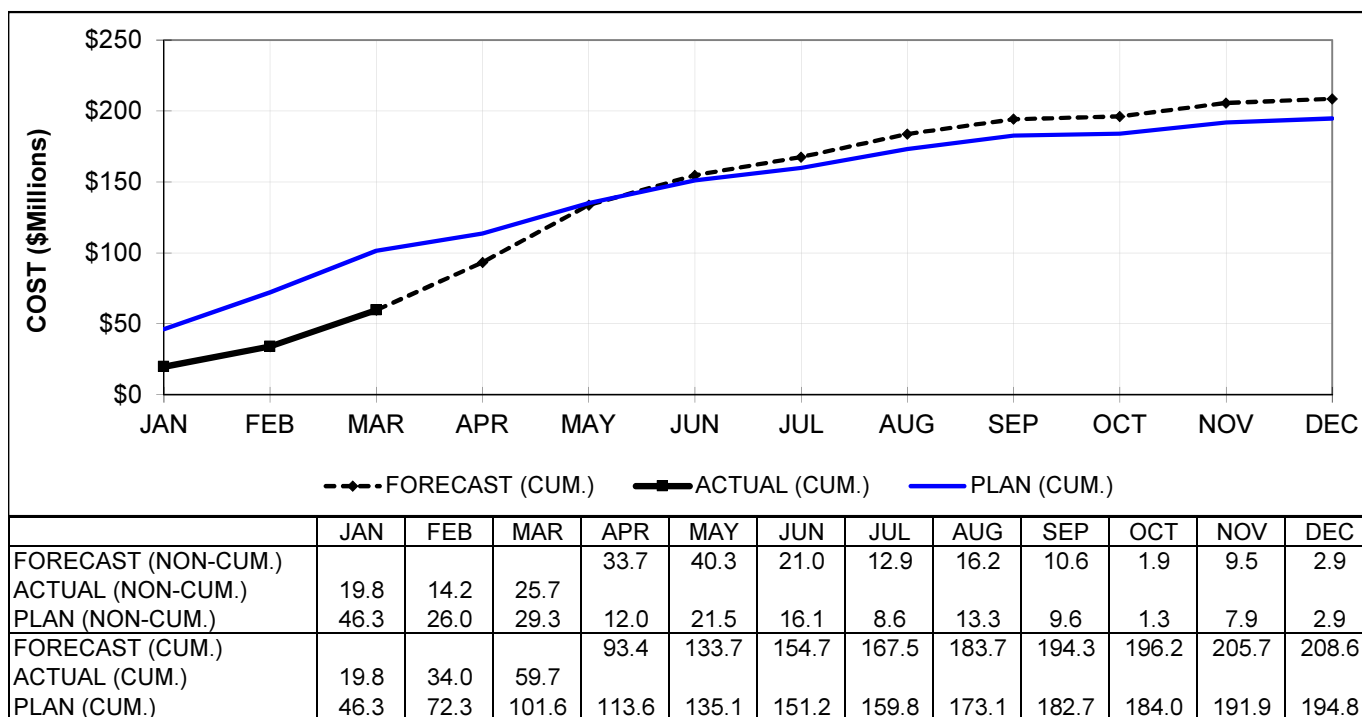
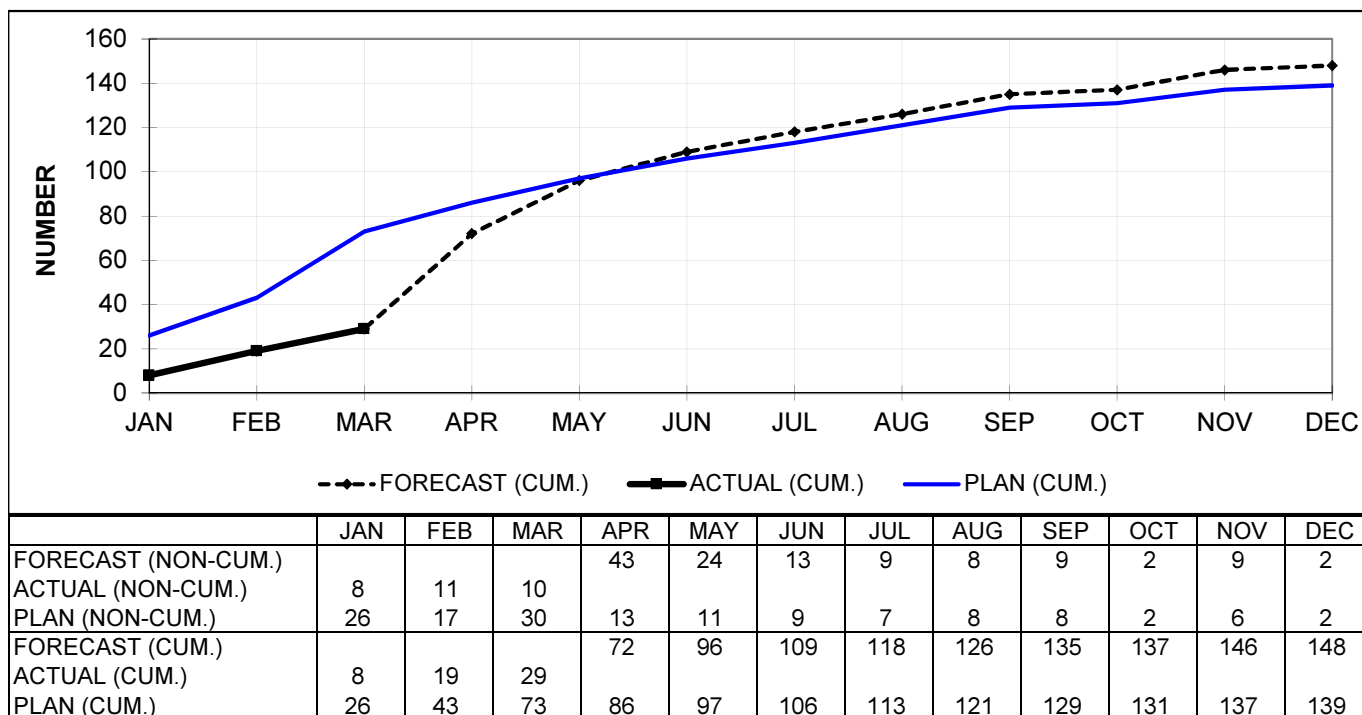
**2017 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$208.5	148	107.1	106.5
Design Completions	297.3	196	281.5	194	94.7	99.0
Construction Awards	6,623.5	219	6,638.1	217	100.2	99.1
Substantial Completions	3,665.1	208	3,802.8	214	103.8	102.9
Closeouts	4,620.7	249	4,584.6	249	99.2	100.0

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

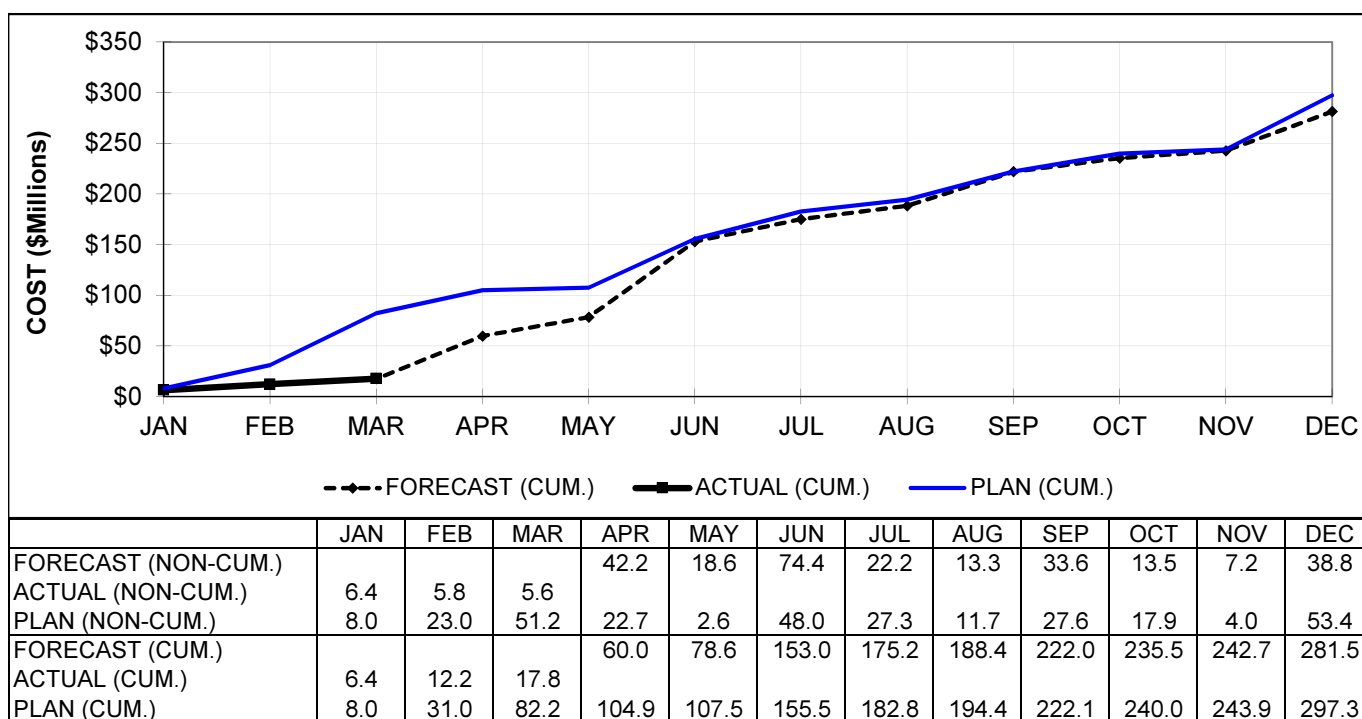
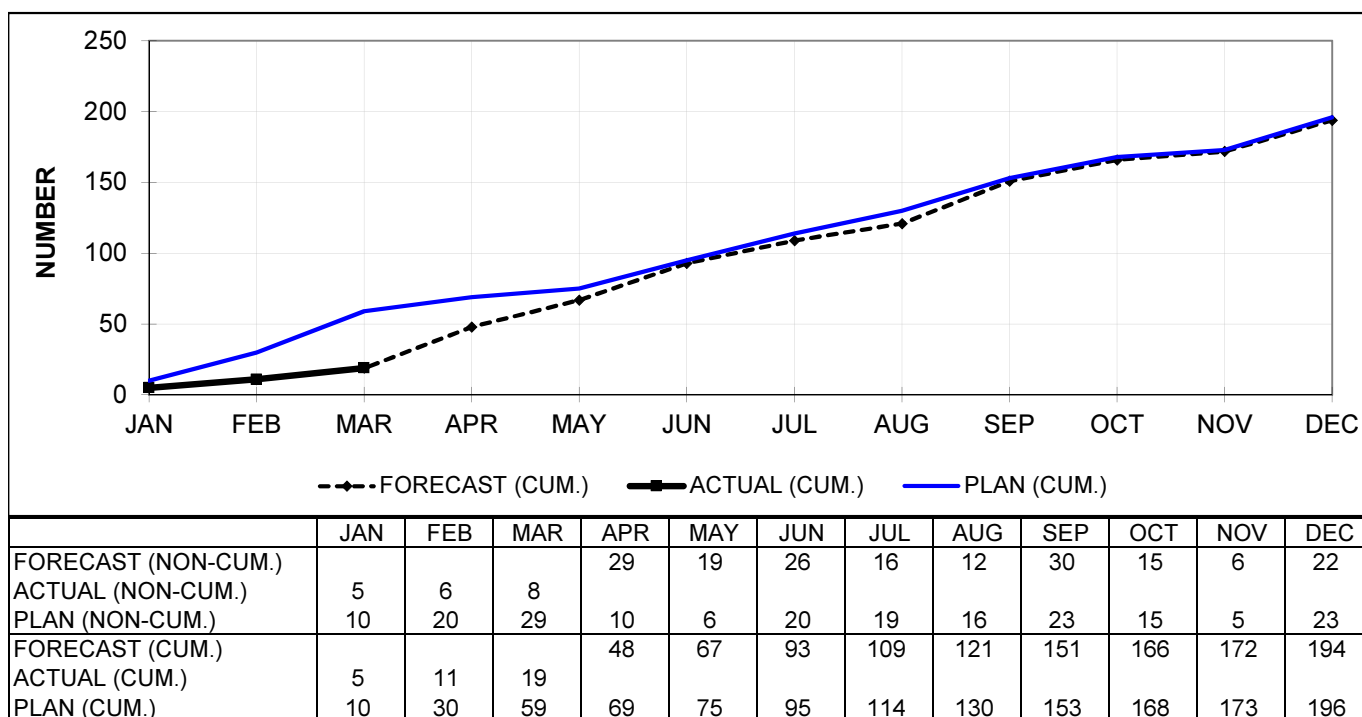
## 2017 Design Starts Charts

As of March 2017



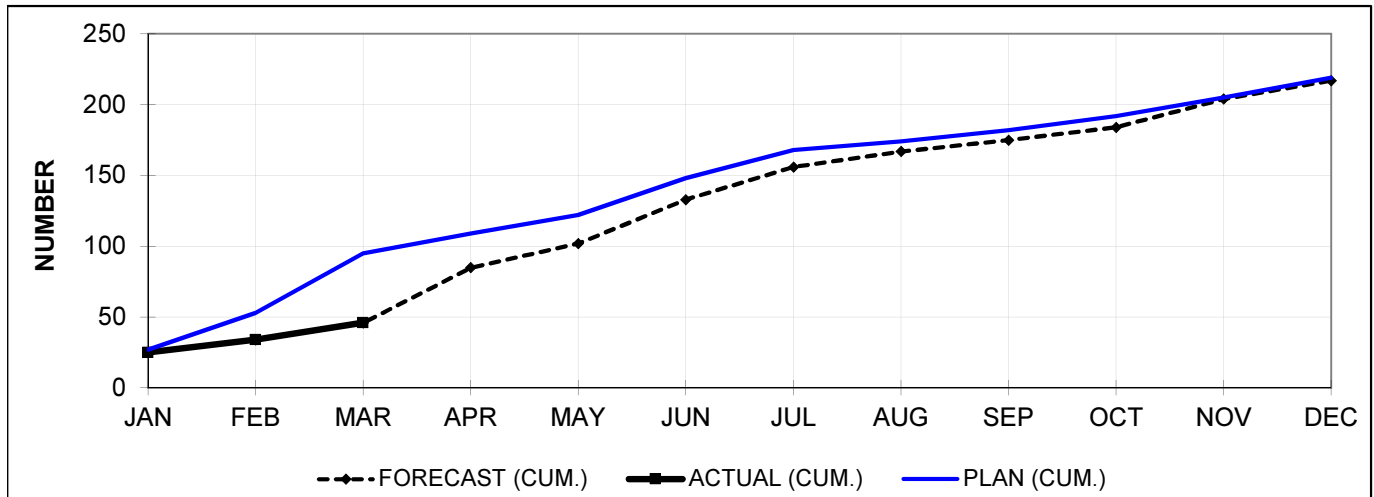
## 2017 Design Completions Charts

As of March 2017

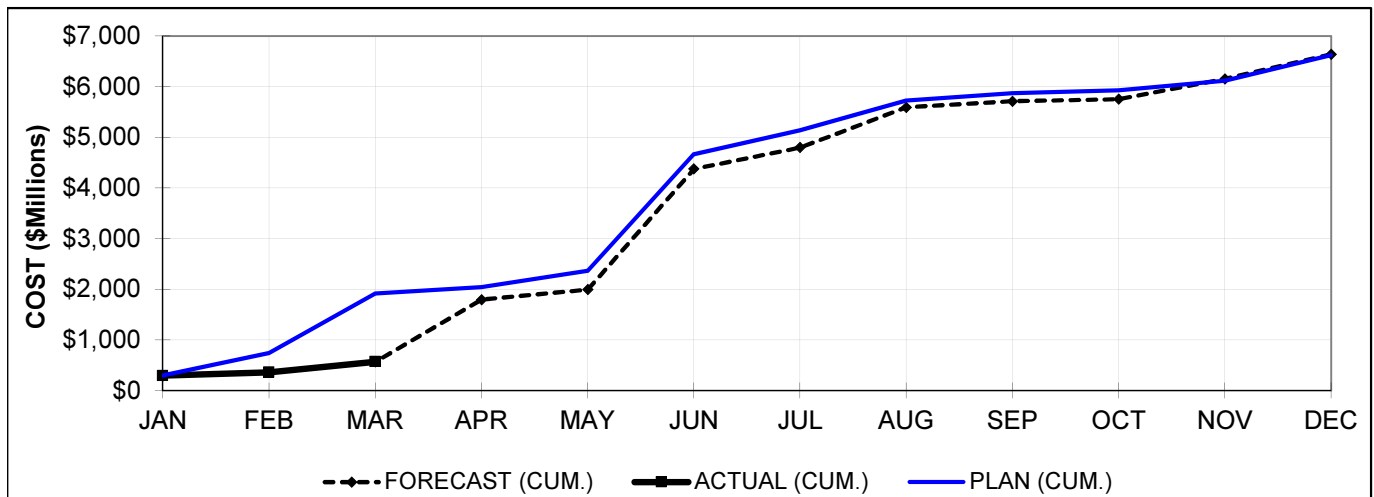


## 2017 Awards Charts

As of March 2017



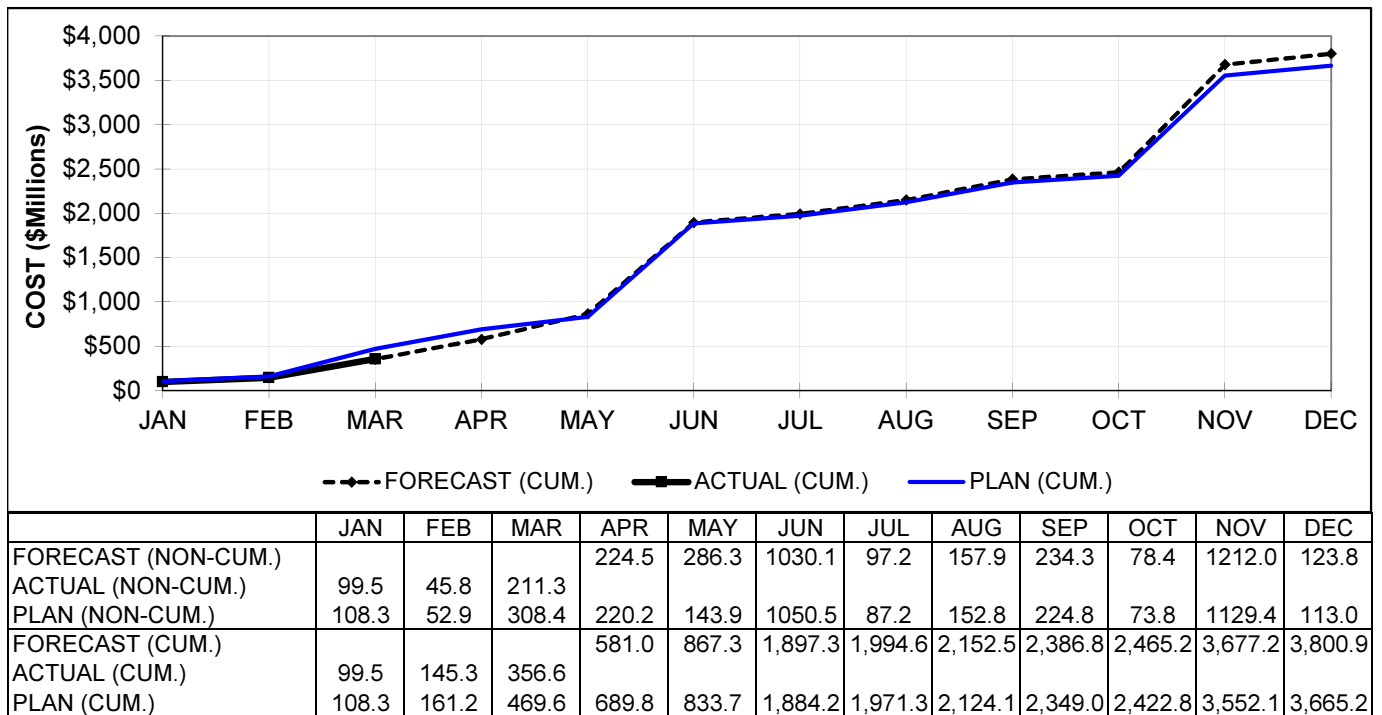
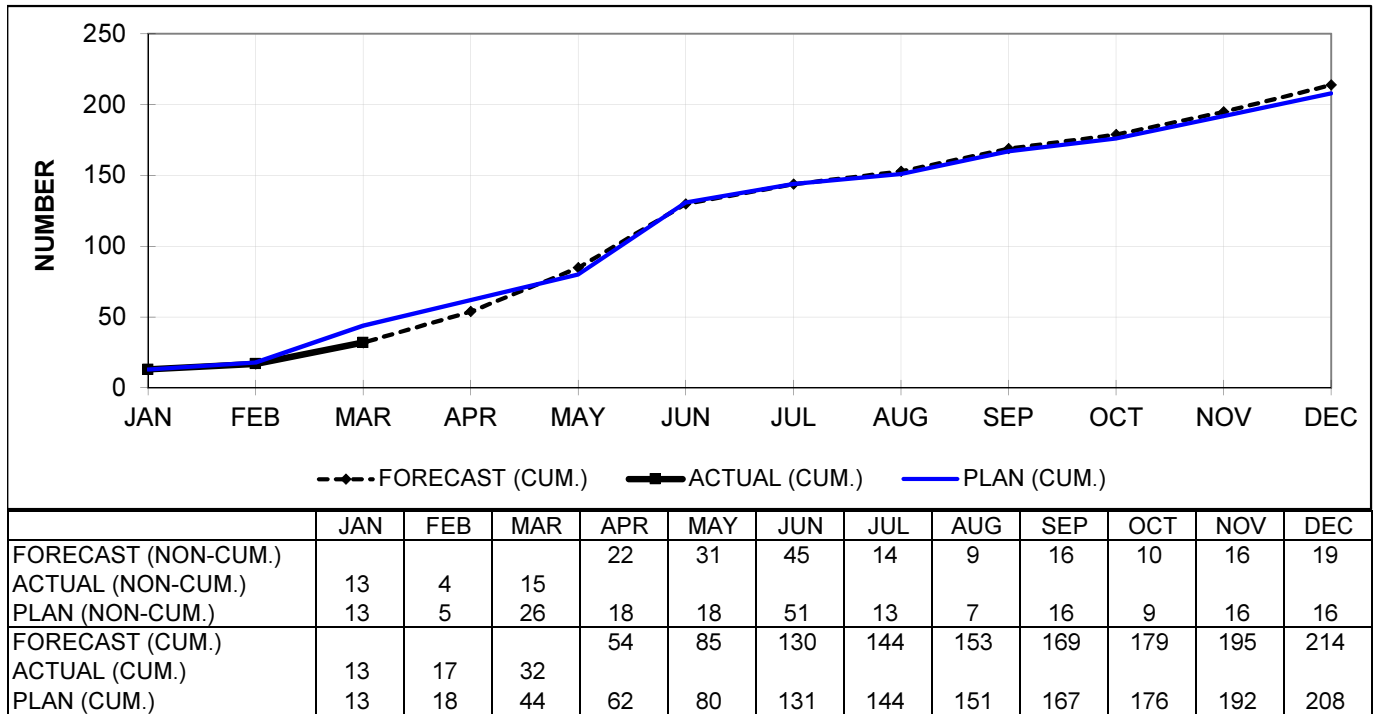
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	25	9	12	39	17	31	23	11	8	9	20	13
ACTUAL (NON-CUM.)	25	9	12									
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)	25	34	46	85	102	133	156	167	175	184	204	217
ACTUAL (CUM.)	25	34	46									
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	294.6	68.2	207.7	1228.4	199.0	2379.9	424.1	792.3	117.8	42.5	400.1	483.5
ACTUAL (NON-CUM.)	294.6	68.2	207.7									
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)	294.6	362.8	570.6	1,799.0	1,998.0	4,377.9	4,802.0	5,594.2	5,712.0	5,754.5	6,154.6	6,638.1
ACTUAL (CUM.)	294.6	362.8	570.6									
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

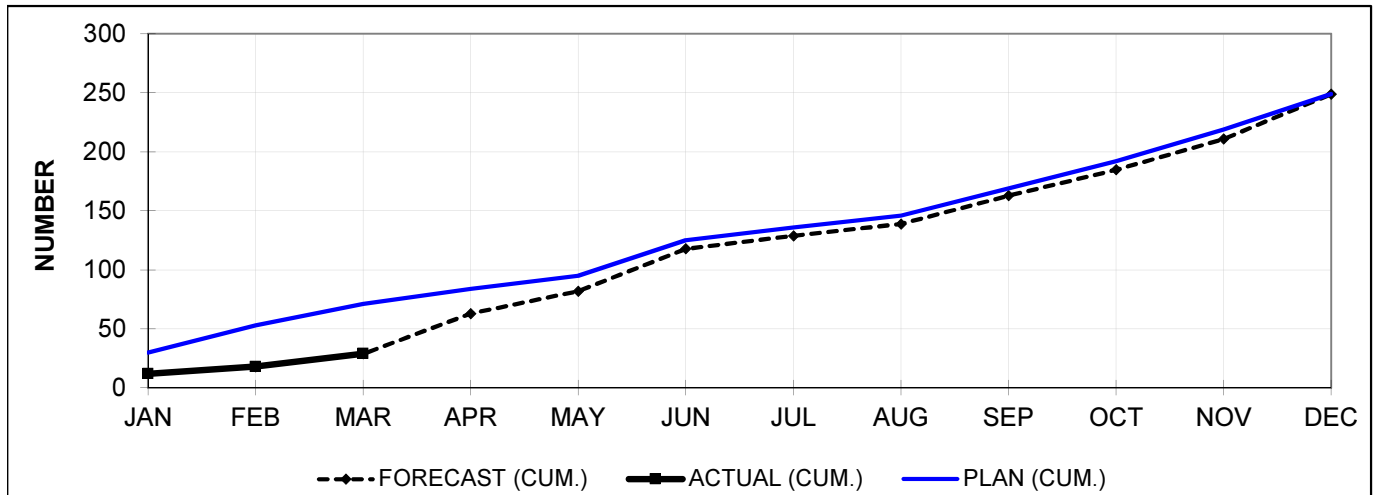
## 2017 Substantial Completions Charts

As of March 2017

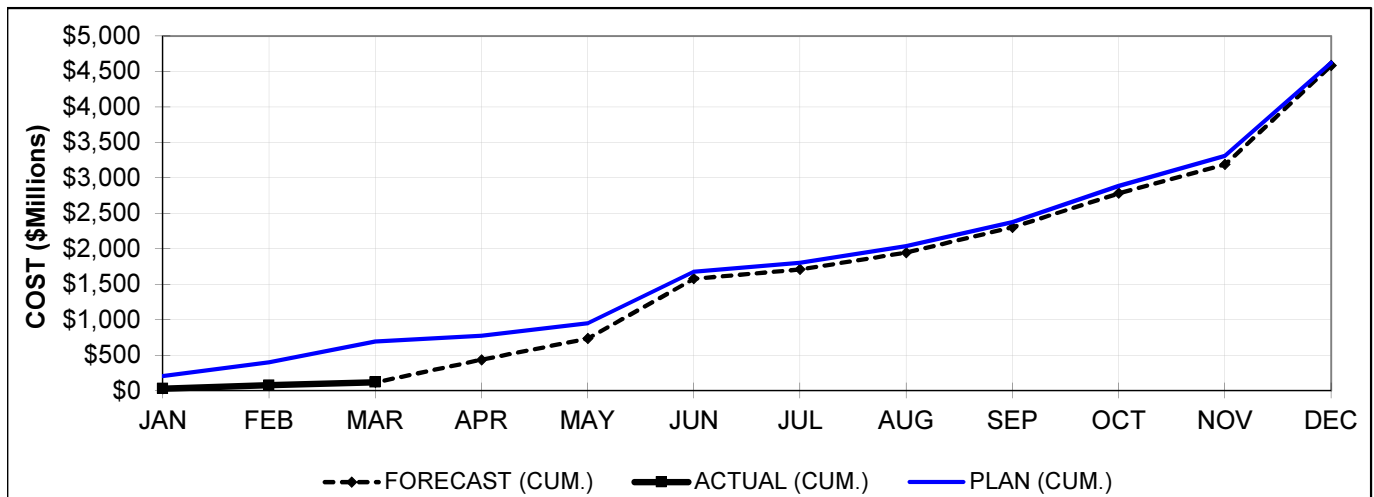


## 2017 Closeouts Charts

As of March 2017



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	12	6	11	34	19	36	11	10	24	22	26	38
ACTUAL (NON-CUM.)	12	6	11									
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)	12	18	29	63	82	118	129	139	163	185	211	249
ACTUAL (CUM.)	12	18	29									
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.)	29.8	46.4	42.4	317.5	300.9	843.5	130.9	236.2	355.8	480.7	406.7	1393.7
ACTUAL (NON-CUM.)	29.8	46.4	42.4									
PLAN (NON-CUM.)	207.0	193.2	294.4	78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
FORECAST (CUM.)	29.8	76.1	118.5	436.0	737.0	1,580.5	1,711.4	1,947.6	2,303.5	2,784.1	3,190.9	4,584.6
ACTUAL (CUM.)	29.8	76.1	118.5									
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 8 actions for a proposed expenditure of \$24.2M.

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Materiel – NYCT				
<b>Department Head Name</b>	Stephen M. Plochochi				
<b>Department Head Signature</b>					
<b>Project Manager Name</b>	Rose Davis				
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	5/22/17			
2	Board	5/24/17			

May 16, 2017			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Internal Approvals</b>			
	<b>Approval</b> President NYCT		<b>Approval</b> President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

**Internal Approvals (cont.)**

Order	Approval	Order	Approval	Order	Approval	Order	Approval

**PURPOSE:**

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

**DISCUSSION:**

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

Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	4	\$ 1.7 M
<ul style="list-style-type: none"> <li>• Xtralis, Inc. \$ 1.7 M</li> <li>• Duos Technologies, Inc.</li> <li>• Electronic Interface Associates, Inc.</li> <li>• Clearsy System Engineering</li> </ul>		
<b>SUBTOTAL</b>	<b>4</b>	<b>\$ 1.7 M</b>

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

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

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

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts	2	\$	7.8 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$	14.7 M
	<u>SUBTOTAL</u>		<u>22.5 M</u>
	<u>TOTAL</u>	<u>\$</u>	<u>24.2 M</u>

**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**

**NYC Transit proposes to award Ratifications 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**

**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 Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All-Agency Procurement Guidelines, the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity contracts; and

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

**MAY 2017**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

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

1. Xtralis, Inc.	\$131,129	<u>Staff Summary Attached</u>
2. Duos Technologies, Inc.	\$449,210	↓
3. Electronic Interface Associates, Inc.	\$430,232	↓
4. Clearsy System Engineering	\$673,957	↓
<b>Contract# C-32515</b>		
Purchase of equipment to test and evaluate track intrusion detection warning systems, Phase II.		

Item Number: 1–4

<b>Vendor Name (Location)</b> Xtralis, Inc. (Avon, Massachusetts) Duos Technologies, Inc. (Jacksonville, Florida) Electronic Interface Associates, Inc. (Long Island City, New York) Clearsy System Engineering (Provence, France)	<table border="1"> <tr> <td data-bbox="836 231 1299 441"> <b>Contract Number</b>           C-32515       </td> <td data-bbox="1299 231 1534 441"> <b>Renewal?</b>   <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No       </td> </tr> </table>	<b>Contract Number</b>  C-32515	<b>Renewal?</b>  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Contract Number</b>  C-32515	<b>Renewal?</b>  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>Description</b> Purchase of equipment to test and evaluate track intrusion detection warning systems, Phase II	<table border="1"> <tr> <td data-bbox="836 441 1299 588"> <b>Total Amount:</b>          Xtralis: \$131,129          Duos: \$449,210          EIA: \$430,232          Clearsy: \$673,957       </td> <td data-bbox="1299 441 1534 588">         \$1,684,528       </td> </tr> </table>	<b>Total Amount:</b> Xtralis: \$131,129 Duos: \$449,210 EIA: \$430,232 Clearsy: \$673,957	\$1,684,528
<b>Total Amount:</b> Xtralis: \$131,129 Duos: \$449,210 EIA: \$430,232 Clearsy: \$673,957	\$1,684,528		
<b>Contract Term (including Options, if any)</b> 12 Months	<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Requesting Dept./Div., Dept./Div. Head Name:</b>  Capital Program Management, John O'Grady		
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate			

**Discussion:**

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, Subdivision 9(d) and approve the award of four purchase contracts for the test and evaluation of new technologies for detecting and warning of intrusions by persons or objects onto the subway tracks in station areas. Purchase contracts will be awarded to four vendors: Xtralis, Inc. ("Xtralis") in the amount of \$131,129; Duos Technologies, Inc. ("Duos") in the amount of \$449,210; Electronic Interface Associates, Inc. ("EIA") in the amount of \$430,232; and Clearsy System Engineering ("Clearsy") in the amount of \$673,957. The total amount of these purchases will be \$1,684,528.

Capital Program Management ("CPM") has conducted extensive research into various track intrusion technologies developed to improve safety in the vicinity of the track in station areas. A two-phase pilot program is underway to test and evaluate which technologies, and respective applications, provide optimal performance across various station configurations. NYC Transit's interest in track intrusion technologies was advertised on the NYC Transit website, as well as in a series of domestic and international trade publications, in an effort to attract a broad base of companies for possible pilot testing. Phase I was approved by the Board in January 2014, wherein four companies selected by CPM were awarded purchase contracts to provide track intrusion detection systems to be tested and evaluated by NYC Transit. Each of the four systems was monitored locally at the participating test station, and remotely at the Rail Control Center ("RCC"). The Phase I evaluation was completed in July 2016, and three of the four systems were found to be suitable for one or more of the various NYC Transit station configurations.

CPM identified and selected four additional companies to participate: Xtralis (Intrusion Analytics), Duos (LIDAR, or Laser Induced Differential Absorption Radar), EIA (thermal camera, lasers, video management), and Clearsy (laser pattern recognition). Each system uses different technology to create an electronic curtain that, if crossed, will trigger an audible and visual notification at the RCC. The approaching train operator will be alerted through a series of strobe lights mounted in the tunnel. Each of these four systems will be installed by in-house forces, with technical guidance from the vendors. Monitoring will again be undertaken both locally and remotely.

Procurement negotiated favorable pricing from each vendor utilizing disclosed cost data. The variation in pricing from each vendor arises from the fact that the technology, as well as the quantity and complexity of the equipment and materials utilized by each vendor, varies greatly. The proposed pricing provided by each of the four vendors was found to be fair and reasonable. Xtralis, EIA, and Clearsy are financially qualified to provide the systems. Duos did not satisfy the financial qualification requirements, however, risk is minimized as payment will not be rendered until the test and evaluation is completed. In the event the Duos system is selected for use beyond the test and evaluation phase, Duos has committed to partner with a larger financially secure firm.

In accordance with Public Authorities Law Section 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate. At the conclusion of the test and evaluation phase, NYC Transit will undertake a comparative analysis of each of the participating track intrusion technologies to determine the benefit of installing some or all of these systems across various station environments.

**MAY 2017**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Noncompetitive; \$1M Competitive.)

- |                              |                           |                                      |
|------------------------------|---------------------------|--------------------------------------|
| 1. <b>Origami Risk, LLC</b>  | <b>\$3,437,381 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| 2. <b>CorVel Corporation</b> | <b>\$4,318,663 (Est.)</b> | ↓                                    |
- Eight Proposals—Five- and ten-year contracts**  
**RFQ# 129590**

Workers' compensation claims administration system and claims examiner consultants.

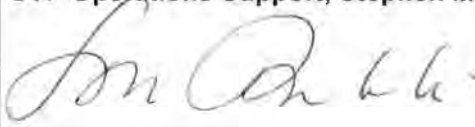
**H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

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

- |  |                     |                                      |
|--|---------------------|--------------------------------------|
| 3. <b>INIT Innovations in Transportation</b> | <b>\$10,813,983</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# W32645/05L9315.5</b>            |                     | ↓                                    |
- Modification to the contract for a Paratransit Automatic Vehicle Location Monitoring System, in order to provide ongoing maintenance services, additional software licensing, and replacement modems.

- |                                    |                           |                                      |
|------------------------------------|---------------------------|--------------------------------------|
| 4. <b>CH2M HILL New York, Inc.</b> | <b>\$3,923,607 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# CM-1868.6</b>         |                           |                                      |
- Modification to the contract for consulting services for the R211 subway cars, in order to provide consultant support services for additional scope of work tasks and to extend the contract term by an additional nine months from June 2017 to March 2018.

# Staff Summary

Item Number: 1-2			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 SJS	Materiel		
2 X	Law		
3 X	MTA-IT		
4 CC 5/14/17	EVP		
5 CC 5/14/17	President		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Origami Risk, LLC and CorVel Corp.	RFQ 129590
Description	
Workers' Compensation Claims Administration System and Claims Examiner Consultants	
Total Amount	
\$3,437,381 - Origami (Est.) \$4,318,663 - CorVel (Est.)	
Contract Term (including Options, if any)	
June 1, 2017 – May 31, 2027 - Origami June 1, 2017 – May 31, 2022 - CorVel	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" 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 obtain approval from the Board to award a 10-year competitively negotiated contract to Origami Risk, LLC ("Origami") to provide a workers' compensation claims administration system in the estimated amount of \$3,437,381 and a five-year competitively negotiated contract to CorVel Corp. ("CorVel") to provide trained claims examiner consultants in the estimated amount of \$4,318,663.

## DISCUSSION:

The NYC Transit Department of Law Workers' Compensation Division ("WCD") currently utilizes a proprietary, legacy 30-year-old workers' compensation information system ("WCIS") to manage workers' compensation cases. The WCIS is outdated, beyond its useful life, and requires replacement. The system (1) is increasingly difficult to reconfigure to reflect changes in workers' compensation law, regulations, and procedures, (2) does not allow for optimal case management, resulting in lost opportunities to ensure cost savings where appropriate, (3) requires examiners to work in two distinct, non-communicating claims systems, resulting in inefficiencies, and (4) does not permit images of external documents (such as correspondence and accident reports) to be attached to claim files. In summary, the current system is difficult to use and maintain, and does not support functions needed to better manage workers' compensation cases.

A competitive Request for Proposals ("RFP") was issued in May 2016 for a new workers' compensation claims administration system ("System"), as part of a strategic plan developed in conjunction with Marsh Consulting Services ("Marsh"), MTA's master insurance broker and risk management consultant, to improve NYC Transit's handling of workers' compensation claims. Also pursuant to the strategic plan, the RFP requested proposals for the services of third-party claims examiner consultants ("Examiners") who will be engaged in examining claims within the WCD to pattern best industry workers' compensation claims-handling practices for current employees, and assist in providing training and guidance to staff going forward to promote adherence to best practices. Marsh assisted NYC Transit in preparing the RFP and in negotiations. Extensive outreach to potential proposers was performed in conjunction with Marsh to cultivate robust competition.

# Staff Summary

The RFP allowed for submission of proposals for the System, Examiners, or both System and Examiners. Proposals were received on June 10, 2016. With respect to the first portion of the RFP, five companies proposed to furnish the System: Computer Science Corporation, Inc. (“CSC”); Origami Risk (“Origami”); PCIS, Inc. (“PCIS”); Systema Software Company (“Systema”); and Ventiv Technology, Inc. (“Ventiv”). Three companies proposed to supply NYC Transit with consulting Examiners: CorVel Corp. (“CorVel”), Pomco, Inc. (“Pomco”) and York Risk Services, Inc. (“York”). CorVel was the only company to make a proposal for the System and Examiners combined.<sup>1</sup> Several of the companies above jointly proposed a pairing of their System or Examiner component with another proposer’s complementary component. However, none of these suggested pairings were unified proposals providing for requisite centralized management and joint and several liability, and so were considered on the basis of their proposed component parts.<sup>2</sup>

Proposals were evaluated by the Selection Committee (“SC”) in accordance with the evaluation criteria in the RFP. Evaluation criteria for the System included (1) demonstrated successful use of the System for processing and managing workers’ compensation claims, (2) demonstrated successful experience of the proposer and assigned staff in configuring and/or customizing the system, (3) proposer’s plan for configuring and customizing the System and (4) price. Evaluation criteria for the Examiners included relevant experience, qualifications, and training of proposed claims examiners and price.

Based on their technical proposals and in accordance with the evaluation criteria in the RFP, the SC recommended that Origami, PCIS, Systema, and Ventiv be invited for oral presentations for the System. CSC was not invited to make an oral presentation for the System, due in part to its software lacking required features and limited ability to offer configuration and customization of the software. Based on their technical proposals, and in accordance with the evaluation criteria in the RFP, the SC recommended that CorVel, Pomco, and York be invited for oral presentations for the Examiners.

CorVel was not invited to make an oral presentation for System and Examiners because it did not demonstrate sufficient successful experience in configuring and/or customizing its system.

Following oral presentations, the SC, in accordance with the evaluation criteria in the RFP, voted to invite Origami and Ventiv to negotiations for the System, and to invite York and CorVel to negotiations for the Examiners. The SC recommended that PCIS and Systema not be invited to negotiations for the System as their technical proposals were not competitive and Systema’s price was not in the competitive range. The SC recommended that Pomco not be invited to negotiations for the Examiners because it did not demonstrate sufficient technical strength of examiner resources.

Negotiations with the remaining proposers focused on pricing and contractual terms and conditions. Interim proposals were requested from all four firms. Interim proposals were reviewed and a second round of negotiations was conducted. After the second round of negotiations, Best and Final Offers (“BAFOs”) were requested.

BAFOs were received from Origami and Ventiv for the System, and from York and CorVel for the Examiners on March 29, 2017. What follows is a summary of the initial price proposals and BAFOs.

<u>Portion</u>	<u>Proposer</u>	<u>Initial Price<sup>3</sup></u>	<u>BAFO Price</u>
System	Origami	\$4,999,752	\$3,437,381
	Ventiv	\$4,132,438	\$3,406,429
Examiners	CorVel	\$4,706,400	\$4,318,663
	York	\$4,243,117	\$4,092,278

<sup>1</sup> While CorVel proposed on the Examiners and on the System and Examiners combined, it did not propose on the System alone. CorVel’s core business is examining claims rather than developing software.

<sup>2</sup> For example, CSC submitted a narrative proposal for the System only, while Pomco submitted a narrative proposal for the Examiners only. Each proposal referenced the other and included an offer of combined pricing for both System and Examiners in the event that NYC Transit found that advantageous. Similarly, Ventiv proposed a pairing of its System with Examiners from CorVel and also a pairing of its System with Examiners from York, but in none of these proposals was common management through a joint venture or single entity offered. The Selection Committee accordingly determined that the proposed pairings of firms offered no benefit to NYC Transit and evaluated each component on a standalone basis. No proposed pairing offered pricing that was more advantageous than the sum of the component parts.

<sup>3</sup> The Examiner prices shown are for a five-year period. The term for the Examiners was reduced to five years after initial proposals.

## Staff Summary

Page 3 of 3

The SC reviewed the BAFOs in accordance with the evaluation criteria, and unanimously recommended Origami for award for the System, and unanimously recommended CorVel for award for the Examiners. For the System, Origami was unanimously determined to be the highest technically ranked proposer based on its demonstrated successful use of its claims system, experience in configuring and customizing the system, and highly experienced team for data conversion and claims migration. Origami's BAFO was \$30,952 above Ventiv's BAFO (a difference of less than 1%). Given its considerably higher technical ranking, Origami was unanimously selected as it was considered to offer the best value to NYC Transit. Origami has provided the System to such organizations as Metropolitan Atlanta Rapid Transit Authority (MARTA), South Carolina School Board Association (SCSBA), and the State of Colorado. Reference checks for Origami were positive.

For the Examiners, CorVel was unanimously evaluated as the highest technically ranked proposer due to the experience, qualifications, and training of the proposed claims examiners, experience managing claims examiners, and depth of claims examiner resources. CorVel's BAFO was 5.5% higher than York's, or \$45K per year. The SC unanimously determined that CorVel's technical superiority outweighed the difference in price and unanimously recommended CorVel for award as it considered CorVel's BAFO to offer the best value to NYC Transit. CorVel has provided workers' compensation claims management services to organizations such as Bank of America, Kellogg Company, The Gap, and to large organizations in New York State, such as Mount Sinai Health System, Saratoga County, and the New York State Insurance Fund. Reference checks for CorVel were positive.

The final prices have been found to be fair and reasonable based on adequate price competition and the competitive nature of the RFP.

A background search and review of the documents submitted by Origami and CorVel has disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all of the available facts, Procurement finds Origami and CorVel fully responsible for award.

### **M/W/DBE:**

The MTA Department of Diversity and Civil Rights has established goals of 0% MBE and 0% WBE on this contract due to a lack of subcontracting opportunities for M/WBEs.

### **IMPACT ON FUNDING:**

For the System, approved funding is available in MTA-IT's operating Budget under Account No. 171042, Responsibility Center No. 791601. For the Examiners, approved funding is available in the Law Department's Operating Budget under Account No. 712542, Responsibility Center No. 6312 and Function No. 930.

### **ALTERNATIVES:**

None recommended. The existing claims administration system needs replacement and the trained claims examiner consultants are needed for the reasons discussed above.

### **RECOMMENDATION:**

It is recommended that the Board approve the award as described in the "Purpose" section.

Item Number: 3

<b>Vendor Name (Location)</b> Init Innovations in Transportation, Inc. (Chesapeake, Virginia)	<table border="1"> <tr> <td><b>Contract Number</b></td> <td><b>AWO/Mod. #:</b></td> </tr> <tr> <td>05L9315 (Operating) W32645 (Capital)</td> <td>5</td> </tr> </table>	<b>Contract Number</b>	<b>AWO/Mod. #:</b>	05L9315 (Operating) W32645 (Capital)	5		
<b>Contract Number</b>	<b>AWO/Mod. #:</b>						
05L9315 (Operating) W32645 (Capital)	5						
<b>Description</b> Paratransit Automatic Vehicle Location Monitoring System ongoing maintenance and support	<table border="1"> <tr> <td><b>Original Amount:</b></td> <td></td> </tr> <tr> <td>05L9315: \$4,998,192 W32645: \$11,320,086</td> <td>\$ 16,318,278</td> </tr> </table>	<b>Original Amount:</b>		05L9315: \$4,998,192 W32645: \$11,320,086	\$ 16,318,278		
<b>Original Amount:</b>							
05L9315: \$4,998,192 W32645: \$11,320,086	\$ 16,318,278						
<b>Contract Term (including Options, if any)</b> December 23, 2005–September 14, 2021	<table border="1"> <tr> <td><b>Prior Modifications:</b></td> <td></td> </tr> <tr> <td>05L9315: \$8,330,620 W32645: \$14,120,172</td> <td>\$ 22,450,792</td> </tr> </table>	<b>Prior Modifications:</b>		05L9315: \$8,330,620 W32645: \$14,120,172	\$ 22,450,792		
<b>Prior Modifications:</b>							
05L9315: \$8,330,620 W32645: \$14,120,172	\$ 22,450,792						
	<table border="1"> <tr> <td><b>Prior Budgetary Increases:</b></td> <td></td> </tr> <tr> <td>05L9315: \$717,478 W32645: \$0</td> <td>\$ 717,478</td> </tr> </table>	<b>Prior Budgetary Increases:</b>		05L9315: \$717,478 W32645: \$0	\$ 717,478		
<b>Prior Budgetary Increases:</b>							
05L9315: \$717,478 W32645: \$0	\$ 717,478						
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<table border="1"> <tr> <td><b>Current Amount:</b></td> <td></td> </tr> <tr> <td>05L9315: \$13,309,759 W32645: \$25,440,258</td> <td>\$ 39,486,548</td> </tr> </table>	<b>Current Amount:</b>		05L9315: \$13,309,759 W32645: \$25,440,258	\$ 39,486,548		
<b>Current Amount:</b>							
05L9315: \$13,309,759 W32645: \$25,440,258	\$ 39,486,548						
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive							
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification							
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:							
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Stephen A. Vidal	<table border="1"> <tr> <td><b>This request:</b></td> <td>\$ 10,813,983</td> </tr> <tr> <td><b>% of This Request to Current Amt.:</b></td> <td>27.4%</td> </tr> <tr> <td><b>% of Modifications (including This Request) to Original Amount:</b></td> <td>208.2%</td> </tr> </table>	<b>This request:</b>	\$ 10,813,983	<b>% of This Request to Current Amt.:</b>	27.4%	<b>% of Modifications (including This Request) to Original Amount:</b>	208.2%
<b>This request:</b>	\$ 10,813,983						
<b>% of This Request to Current Amt.:</b>	27.4%						
<b>% of Modifications (including This Request) to Original Amount:</b>	208.2%						

**Discussion:**

Approval of the Board is requested for a modification to Operating Contract 05L9315 to provide ongoing vehicle and fixed-end hardware and software maintenance services, and additional software licensing and replacement modems for Paratransit's Automatic Vehicle Location Monitoring ("AVLM") system, which is supplied by Init Innovations in Transportation, Inc. ("Init").

The October 2005 Board approved the award of the AVLM project via a competitively solicited Request for Proposal procurement process that resulted in two companion awards to Init, one covering the capital-funded requirements for onboard vehicle equipment and land-based software and hardware under contract W32645 in the amount of \$11,320,086; and the other covering operating-funded requirements for maintenance and data transmission charges under contract 05L9315 in the amount of \$4,998,192. Prior modifications/budget adjustments to contract 05L9315, totaling \$9,048,098, have included services and equipment to provide for the continued use of the AVLM system including software updates to enhance system performance.

NYC Transit has made a strategic business decision to leverage its investment and amortize its costs by continuing to utilize Init's AVLM system for approximately 15 years, which is the system's estimated lifespan. The estimated 15-year lifespan of the Init AVLM system coincides with approximately two lifespans of paratransit vehicles. Major onboard vehicle AVLM components and fixed-end hardware are re-installed in each new Paratransit vehicle purchase, attaining the maximum usage of the AVLM system investment.

Each AVLM-equipped Paratransit vehicle has a mobile data terminal utilizing global positioning satellites, a wireless data cellular communications network, and a geographical information system providing map functions. AVLM utilizes Init's specially designed and manufactured hardware, operating via a proprietary software application, for which only Init is capable of providing these support services. Therefore, the hardware and software maintenance for the Init AVLM system can only continue to be performed by Init for the duration of the contract term. The Init AVLM system is a subset of Paratransit's overall suite of technology systems, which includes StrataGen's scheduling software and interactive voice response systems. These systems have been adapted to communicate and share information, facilitate trip scheduling, and provide vehicle location information to maximize productivity. The AVLM system provides real-time pick-up/drop-off location data and estimated arrival times of vehicles to the Paratransit call center and the 13 dedicated primary carriers to confirm that the trips were completed.

This modification is being requested to provide ongoing vehicle and fixed-end hardware and software maintenance services, and additional software licensing and replacement modems for the AVL system, from June 2017 through September 2021, for 2,336 revenue and nonrevenue vehicles in the amount of \$9,874,129, and an upgrade from 2G to 4G LTE modems in the amount of \$939,854. This upgrade will provide greater speed of data transmission, which supports real-time applications and contributes to a better user experience. This funding will be added to the Operating Contract only.

Through a cost analysis conducted by MTA Audit and the Procurement Cost Price Unit, and as a result of negotiations, savings of approximately \$1,438,545 were achieved from Init's proposal of \$12,252,528. Init's pricing has been found to be fair and reasonable.

In advance of the contract ending in 2021, Paratransit and Procurement began an extensive outreach to the marketplace to identify competition for a replacement system. In February 2017, Procurement publicly advertised a Request for Information on the MTA website and in various trade publications to identify the existence and capabilities of providers of AVL systems to facilitate a competitive solicitation. In the event that a replacement AVL system is implemented prior to September 2021, the Init AVL system and its contract will be phased out.

Item Number: 4

<b>Vendor Name (Location)</b> CH2M HILL New York, Inc. (New York, New York)	
<b>Description</b> Consulting Services for the R211 Subway Cars	
<b>Contract Term (including Options, if any)</b> December 14, 2012–June 14, 2017	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Subways, Wynton Habersham	

<b>Contract Number</b> CM-1868	<b>AWO/Mod. #:</b> 6
<b>Original Amount:</b>	\$ 4,321,069
<b>Prior Modifications</b>	\$ 1,739,263
<b>Prior Budgetary Increases:</b>	\$ 640,000
<b>Current Amount:</b>	\$ 6,700,332
<b>This request:</b>	\$ 3,923,607
<b>% of This Request to Current Amount:</b>	58.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	145.9%

**Discussion:**

This modification will extend the contract term for an additional nine months, from June 15, 2017 to March 14, 2018, for CH2M HILL New York, Inc. ("CH2M") to continue to provide consultant support for the Development of Specifications and Pre-award Support for the R211 Subway Cars Contract in the estimated amount of \$3,923,607.

The base contract, CM-1868, was awarded to CH2M in December 2012 as the result of a competitive Request for Proposal ("RFP") to provide consultant services for the Development of Specifications and Pre-Award Support for the R211 Subway Car contract. The scope of work includes (1) assisting NYC Transit in defining the car class deployed as a model vehicle for future subway car orders by providing support with the selection of car/train type, system/components, and overall design, as well as the development of the Technical Specifications for the R211 subway cars, (2) providing consultant support for the loan/test agreements, which includes assisting NYC Transit in the qualification of alternative suppliers for new technologies and subsystems as well as new car builders to expand the range of competition for the R211 subway car contract, (3) providing design and equipment reviews, First Article Inspection support, and the preparation of final reports, and (4) supporting NYC Transit in the RFP process for the procurement of the R211 cars by assisting with the evaluation of proposals, negotiations with prospective car builders, and Buy-America audits. To date, contract expenditures have totaled approximately \$6,097,022. The remaining contract balance is \$603,310.

There have been five previous modifications to this contract which resulted in the increase in funding in the total amount of \$2,379,263, additional scope of work tasks and the extension of the contract term through June 14, 2017, to allow for continued consultant support while Board approval is sought for this Modification No. 6.

Under this modification, the Department of Subways requests approval to (1) obtain additional funding as a result of unanticipated work requests, including additional industrial design efforts such as passenger flow and dwell time impact analyses, and the construction of an additional mock-up for an open gangway car; support for extensive industry review, which resulted in numerous revisions to the R211 Technical Specifications; additional support during the R211 RFP process, including research and responses to car builders' requests for clarification and support for additional site visits; (2) add a new subconsultant to provide additional expertise in structural analysis; and (3) be granted a nine-month extension and additional funding to transition to a new consultant, if selected, for the R211 post-award consultant services contract. The new contract for the R211 post-award consultant support is projected to be awarded in September 2017. The remainder of the contract term extension, through March 14, 2018, is required for the contract close-out.

CH2M's proposal was in the amount of \$4,112,181. Negotiations resulted in the final estimated price of \$3,923,607 which represents a 4.6% decrease from the initial pricing of \$4,112,181 and savings of \$188,574. Procurement and Cost Price have determined that the pricing is fair and reasonable. In connection with a previous contract awarded to CH2M, CH2M was found to be responsible, notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA 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.



**SERVICE CHANGES:**

**REINSTATE X28 WEEKEND SERVICE**

**Service Issue**

In response to requests brought to NYCT by elected officials and customers residing in Seagate, Coney Island, Bensonhurst, Bath Beach, Bay Ridge, and Dyker Heights, X28 weekend service was reinstated on September 4, 2016. According to NYC Transit service guidelines, a new day of service must be implemented on a trial basis and a public hearing must be held following the initiation of the trial period. The new service was subject to a public hearing on April 4, 2017. Public comments were supportive of Saturday and Sunday service on the X28.

X28 weekend service responds to an increase in demand in Bensonhurst, Dyker Heights, and Bay Ridge for weekend access to Manhattan employment, shopping, and entertainment. There have been ongoing requests for the return of weekend transit service from customers in these neighborhoods and from elected officials.

**Recommendation**

Make permanent X28 weekend service on Saturdays and Sundays.

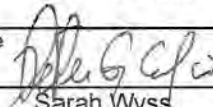
**Budget Impact**

The net operational cost associated with X28 weekend service is \$376,000 for Saturday service and \$348,000 for Sunday service.

**Proposed Implementation Date**

This service has been in operation since September 4, 2016.

# Staff Summary

Subject	Make Permanent X28 Weekend Service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	May 4, 2017
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
	To	Date	Approval	Info	Other
1	Acting President		X		
2	Interim Exec. Dir.	5.17.17	X		
3	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President 	4	VP General Counsel 
7	Acting Executive VP 	3	Director OMB 
6	Acting SVP Bus 	2	Acting VP, GCR 
5	VP Corp. Comm 	1	Chief OF 

## Purpose

To obtain approval from the MTA Board of a proposal to make X28 weekend service permanent.

## Discussion

X28 weekend service was reinstated to improve access from Seagate, Coney Island, Bensonhurst, Bath Beach, Bay Ridge, and Dyker Heights to employment, shopping, and entertainment in Manhattan. Without the service, customers in these neighborhoods seeking to access Manhattan destinations on Saturdays and Sundays must either take several buses, bus to the subway, drive, or forego their trips altogether.

The X28 is a north-south route that provides weekday express bus service between Seagate, Downtown Manhattan, and Midtown Manhattan. The X28 travels along Surf Avenue, Cropsey Avenue, 14<sup>th</sup> Avenue, 86<sup>th</sup> Street, the Gowanus Expressway, Broadway, 23<sup>rd</sup> Street, Madison Avenue, 57<sup>th</sup> Street, Fifth Avenue, Avenue of the Americas, 6<sup>th</sup> Avenue, and Church Street. The X28 operates weekdays from 5:00am to 11:30pm and previously operated Saturdays from 6:00am to 10:00pm and Sundays from 7:00am to 9:00pm.

As part of 2010 service reductions, X28 weekend service was discontinued. Recently, NYCT has seen a seven percent growth in X28 average weekday ridership, from 2,050 customers in 2014 to 2,200 customers in 2015. With the growth in weekday ridership, customer requests that NYCT has received to reinstate weekend service, and positive support at the public hearing, X28 weekend service is being permanently reinstated.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the X28 Saturday and

# Staff Summary

Sunday service would not result in a disproportionate impact on either minority or below-poverty populations.

## **Recommendation**

Make permanent X28 Saturday and Sunday weekend service.

## **Alternatives to the Proposed Service Change**

*Do not make experimental X28 weekend service permanent.* Does not address the requests of the community for improved weekend transit service.


## **Budget Impact**

The net operational cost associated with X28 weekend service is \$376,000 for Saturday service and \$348,000 for Sunday service.

## **Proposed Implementation Date**

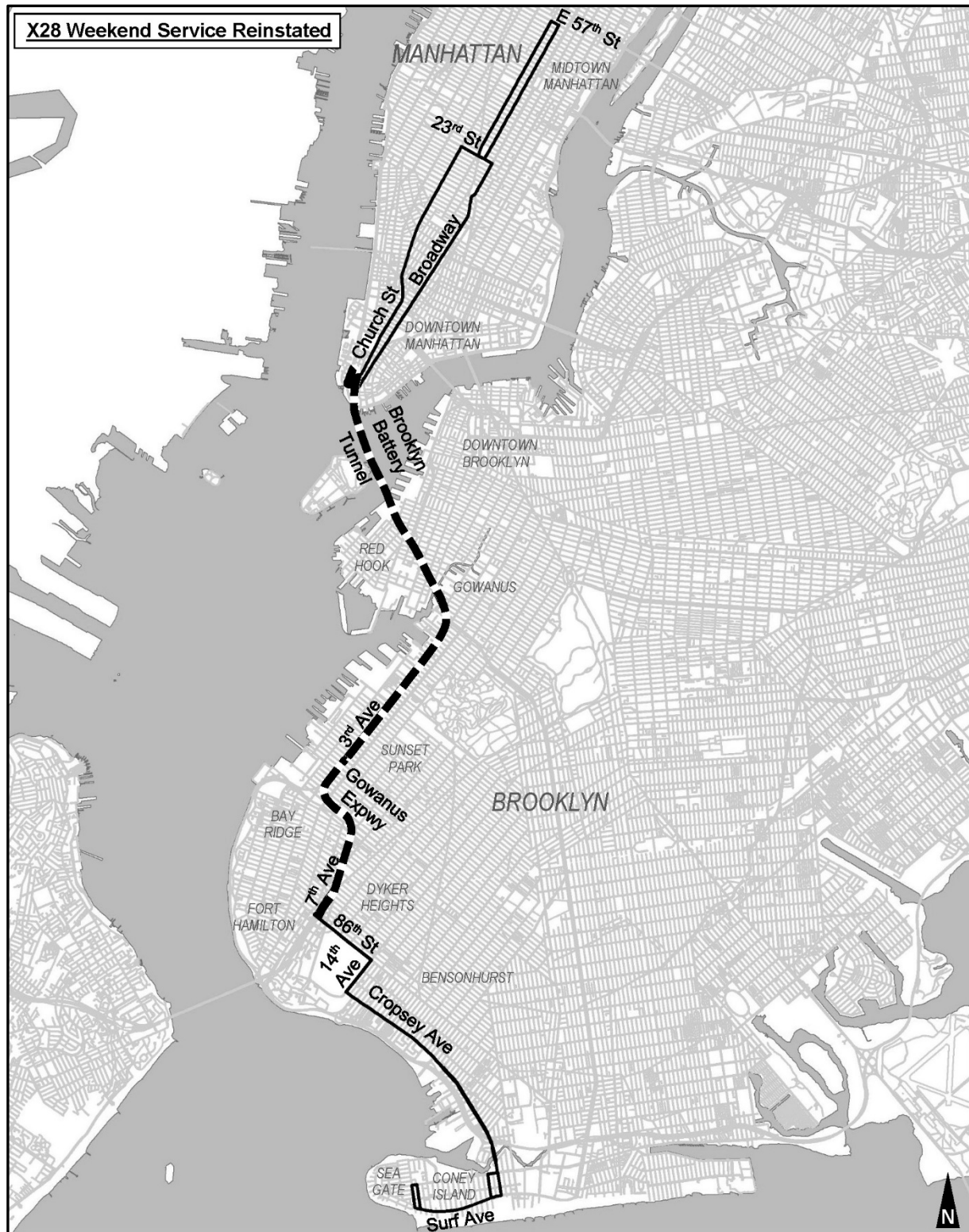
This service has been in operation since September 4, 2016.

Approved:

  
Darryl Irick  
Acting President

  
Veronique Hakim  
Interim Executive Director

## Attachment 1



## **Attachment 2**

### **Summary of Public Hearing and Online Comments Regarding X28 Weekend Service**

A public hearing was held on April 3, 2017 with x registered speakers and a total of y comments were submitted online via the MTA website. Below is a summary of the main comments and concerns expressed by the public.


- **X28**
  - **Multiple statements of opposition for X28 weekend service given its high cost and very small benefit**
  - **Support of weekend service as it allows senior and disabled customers to travel into Manhattan for entertainment purposes**
  - **Request to extend all weekday and weekend trips to Sea Gate**  
The ability to provide additional service to Sea Gate is limited by the availability of resources.
  - **Request to extend/right-size weekend service span and frequency to reflect to meet current service needs**
    - **To Manhattan operating until 11:00pm on Saturdays and 9:00pm on Sundays**
    - **To Brooklyn operation until 11:30pm on Saturdays and 10:30pm on Sundays**Bus service frequencies and service spans are scheduled according to MTA guidelines on ridership and demand.
  - **Request for additional weekday trip leaving Bensonhurst at 4:39am**  
The need for additional service is determined by ridership, as such, the X28 is not currently eligible for additional service.
- **X27**
  - **Request for additional weekday trip leaving 4<sup>th</sup> Avenue/Shore Road at 4:48am**
- The need for additional service is determined by ridership, as such, the X27 is not currently eligible for additional service.
- **X29**
  - **Requests to reinstate service for Coney Island residents**  
The ability to reinstate express service to Coney Island is not possible given limited resources.

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION:  
B DIVISION SUBWAY SCHEDULE CHANGES  
EFFECTIVE FALL 2017**


**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 demand in compliance with MTA Board-adopted subway loading guidelines.


**Recommendation**

Implement routine schedule adjustments for the  route to provide additional weekday a.m. and p.m. peak service on the Second Avenue line.


**Budget Impact**

Implementation of the proposed routine  schedule changes would cost approximately \$0.6 million annually, which would be incorporated into the mid-year 2017 budget amendment and would be included in the 2017 budget.

**Proposed Implementation Date**

 schedule changes would be implemented in November 2017.

# Staff Summary

Subject	B Division Subway Schedule Changes Effective Fall 2017
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Glenn S. Lunden

Date	May 3, 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	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Acting President 	4	VP General Counsel 
7	Acting Executive VP 	3	Director OMB 
6	SVP Subways 	2	Acting VP GCR 
5	VP Corp. Comm. 	1	Chief OP 

## Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the **Q** route in order to more closely match ridership demand on the Second Avenue line, which opened for service on January 1, 2017.

## Discussion

The schedule adjustments on the **Q** route 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 Fall 2017 Pick. These changes represent service adjustments during weekday morning and evening peak periods to more closely align Second Avenue line 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.

- One additional weekday southbound **Q** trip would be operated from 96 St-2 Av between 8 and 9 a.m., resulting in shorter average headways throughout the a.m. peak hour.
- One additional weekday northbound **Q** trip would be operated to 96 St-2 Av, between approximately 6:30 and 7:00 p.m. resulting in shorter average headways during the latter part of the p.m. peak period.


# Staff Summary

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. Following the opening of the new line, NYCT staff closely monitored Second Avenue line ridership to determine if the scheduled train frequency was commensurate with actual ridership levels and consistent with the Rapid Transit Loading Guidelines. Based on the observed a.m. peak hour and late p.m. peak period ridership volumes, an additional peak-direction trip during each of these time periods is warranted. By adding these trips, NYCT would shorten headways throughout these time periods, reducing customer wait times and lowering average ridership loads on all trains throughout each time period. This additional capacity would also bring average train loads to within guidelines.


## **Recommendation**

Implement routine  schedule adjustments.


## **Alternatives to the Proposal**

*Do nothing.* NYCT would not make normal  service adjustments to better meet customer demand.

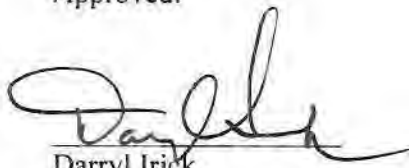
## **Budget Impact**

Implementation of the proposed routine  schedule changes would cost approximately \$0.6 million annually, which would be incorporated into the mid-year 2017 budget amendment and would be included in the 2018 budget.

## **Proposed Implementation Date**



 schedule changes would be implemented in November 2017.

Approved:

  
Darryl Irick  
Acting President

## Attachment 1--Fall 2017 Proposed B Division Service Changes

Route	Direction	Location	Day	Time	Current Scheduled # of Trains	Proposed Additional Trips	Fall 2017 Proposed Train Count	Current Scheduled Pass/Car	Proposed Pass/Car	Guideline Pass/Car	Current Volume/ Capacity (Scheduled)	Proposed V/C
<div> <div></div> <div>(1)</div> <div></div> </div>	SB	72 St	Weekday	08:15 - 09:14	10	1	11	131	119	125	1.05	0.95
	NB	Lexington Av/63 St	Weekday	18:30 - 18:59	3	1	4	115	86	120	0.96	0.72

Notes: 1. Southbound  train counts and average riders per car shown include one  train that currently operates via the Second Avenue line from 96 St-2 Av.

# Report



## **SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report**

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>March 2016</u>	<u>March 2017*</u>	<u>Difference</u>
Cash	2.1%	1.9%	(0.2%)
Single-Ride Ticket	0.7%	0.7%	0.0%
Bonus Pay-Per-Ride	39.1%	40.0%	0.8%
Non-Bonus Pay-Per-Ride	4.9%	4.4%	(0.5%)
7-Day Farecard	22.2%	21.5%	(0.6%)
30-Day Farecard	<u>30.9%</u>	<u>31.5%</u>	0.6%
Total	100.0%	100.0%	

\* Preliminary

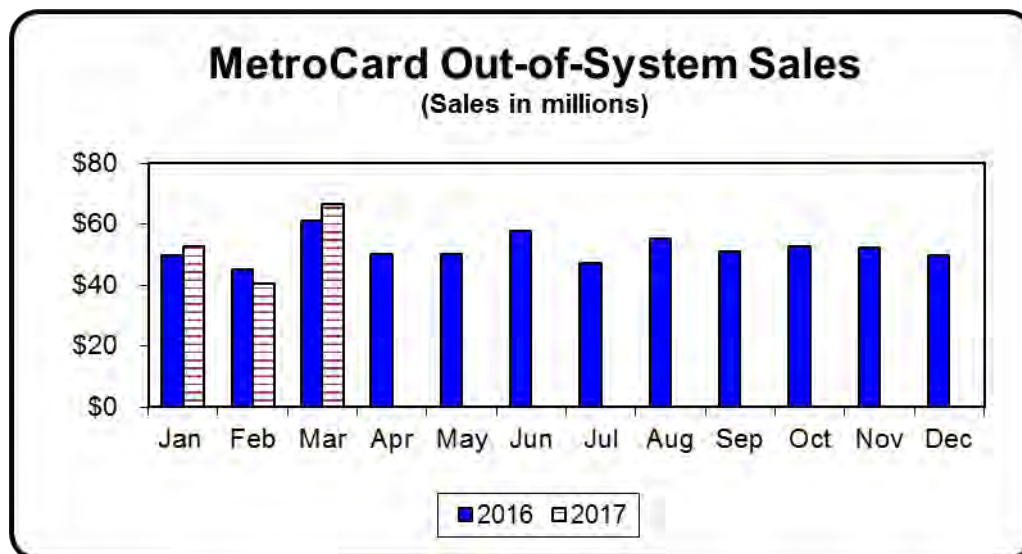
*Note: Percentages may not add due to rounding.*

### **Balance-Protection Program**

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in March 2017 was 5,389, a 13.02 percent decrease from the same period last year. The average value of a credit issued was \$72.70.

## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$66.5 million in March 2017, an 8.90 percent increase compared to March of 2016. Year to date sales totaled \$159.7 million, a 2.12 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,289 active out-of-system sales and distribution locations for MetroCards, generating \$29.7 million in sales revenue during March 2017.

### *Employer-based Sales of Pre-tax Transportation Benefits*

Sales of 237,565 MetroCards valued at approximately \$22.6 million were made in March 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$87.63. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 113,796 for March 2017, generating an additional \$13.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$85.6 million, an 11 percent increase when compared to last year.

## **Mobile Sales Program**

In March 2017, the Mobile Sales unit completed 187 site visits, of which 131 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$93,000 in revenue was generated. In March 2017, the Mobile Sales unit assisted and enabled 1,391 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support for the NYCT Senior Advisory Board (Manhattan).

### **Reduced-Fare Program**

During March 2017 enrollment in the Reduced-Fare Program increased by 6,733 new customers. The total number of customers in the program is 1,071,385. Seniors account for 886,160 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 185,225 customers. Of those, a total of 39,181 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 \$8.2 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In March 2017, the EasyPay Reduced Fare program enrollment totaled 166,242 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 30 trips per month, with an average monthly bill of \$15.

### **EasyPay Xpress Pay-Per-Ride Program**

In March 2017, the EasyPay Xpress PPR program enrollment totaled 103,159 accounts. During this month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$4.9 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$62.

### **EasyPay Xpress Unlimited Program**

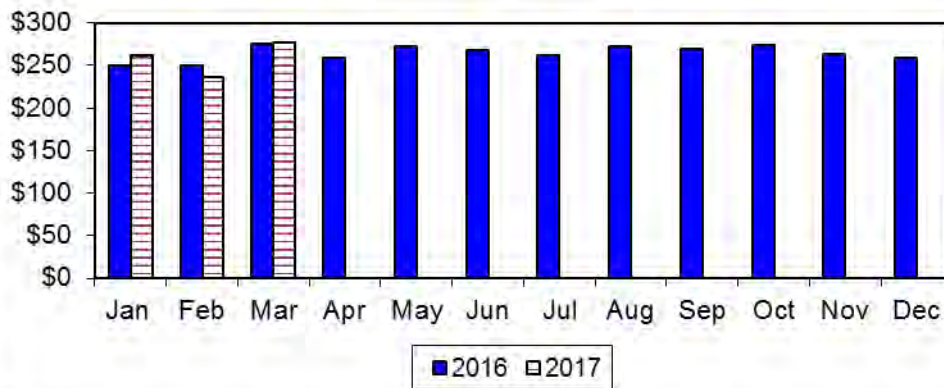
In March 2017, the EasyPay Xpress Unlimited program enrollment totaled 21,877 accounts. During this month, active Xpress Unlimited customers accounted for approximately 1,040,000 subway and local bus rides with \$2.2 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$121.00.

### **In-System Automated Sales**

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during March 2017 totaled \$276.6 million, on a base of 14.3 million customer transactions. This represents 2.9 percent decrease in vending machine transactions compared to the same period last year. During March 2017, MEMs accounted for 2,071,482 transactions resulting in \$57,350,204.30 in sales. Debit/credit card purchases accounted for 80.8 percent of total vending machine revenue, while cash purchases accounted for 19.2 percent. Debit/credit card transactions account for 58.3 percent of total vending machine transactions, while cash transactions account for 41.7 percent. The average credit sale was \$30.68, more than three times the average cash sale of \$8.89. The average debit sale was \$21.45.

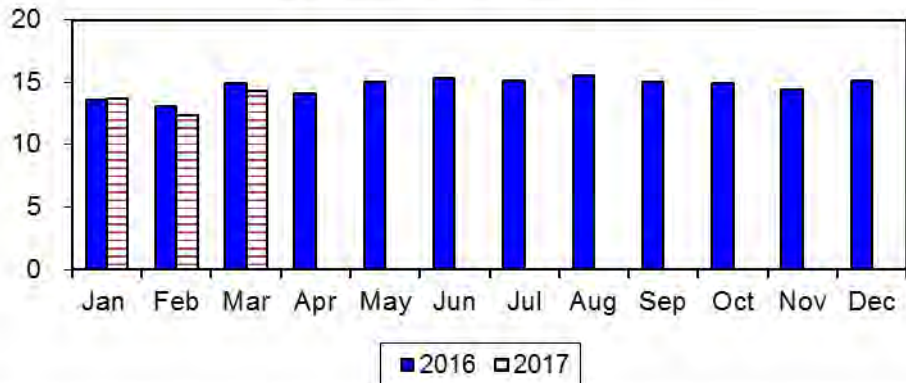
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)

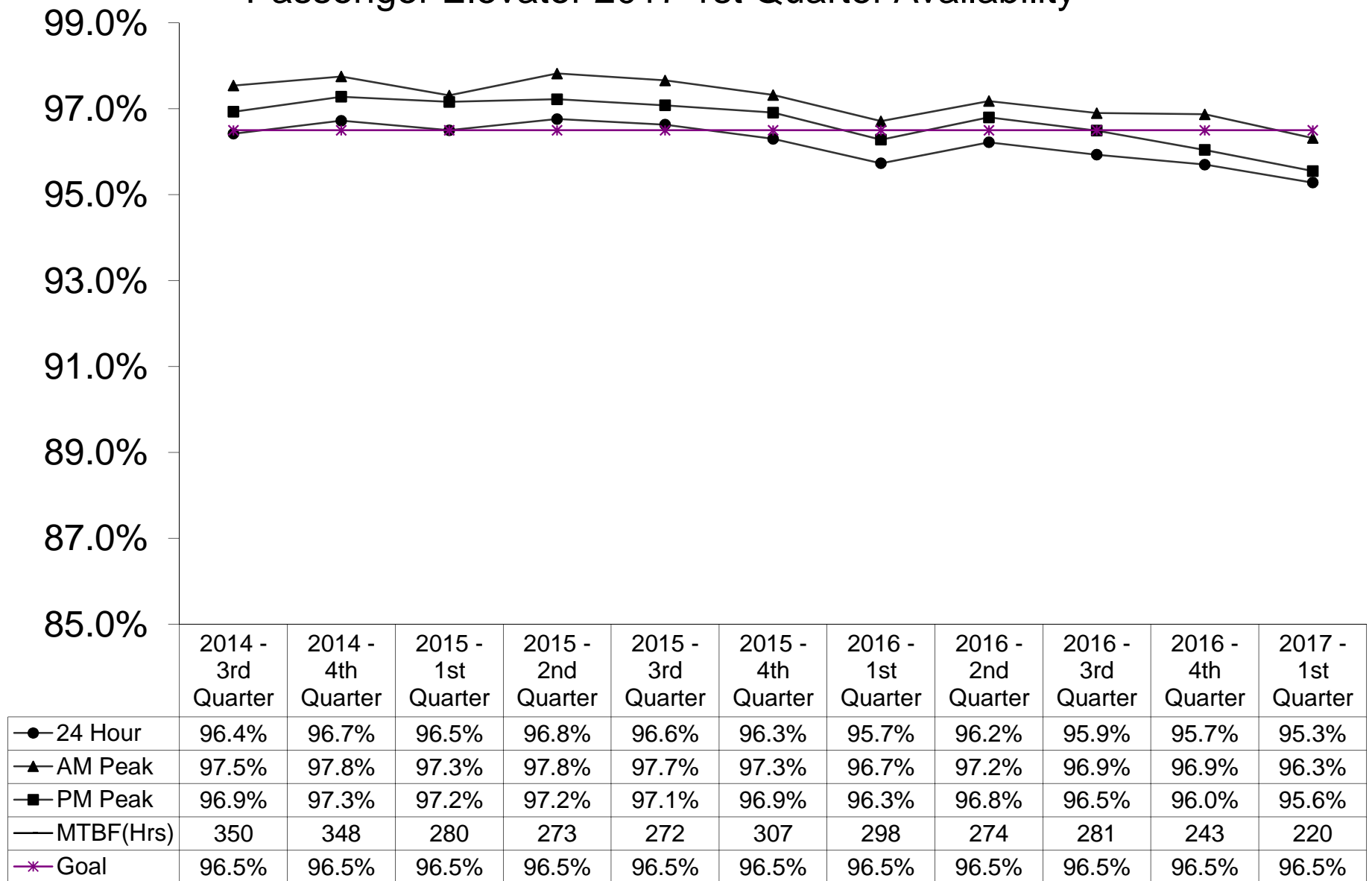


# **ELEVATOR AND ESCALATOR QUARTERLY REPORT**

**MTA / New York City Transit**

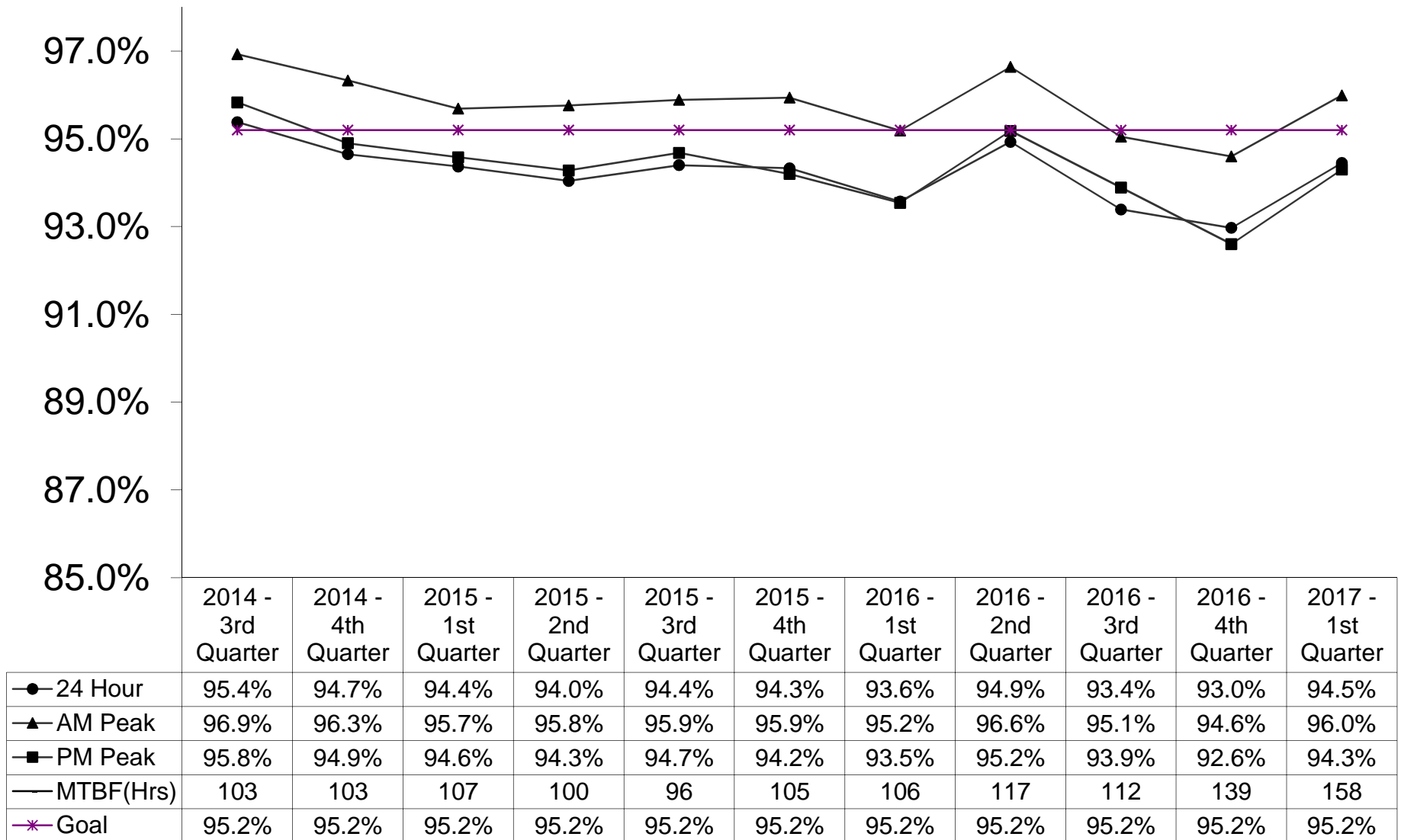
**First Quarter - 2017**

## Passenger Elevator 2017 1st Quarter Availability



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

## Escalator 2017 1st 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 First Quarter - 2017

### Elevator Performance

Borough	No. Units	Avg Age	2017 1st Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.3	95.6%	96.6%	95.5%	514	399	115	37
Brooklyn	54	11.2	95.9%	96.8%	95.9%	797	577	220	45
Manhattan	125	10.8	94.7%	96.0%	95.2%	2320	1608	712	142
Queens	32	9.1	96.3%	96.7%	96.7%	385	290	95	28
<b>System</b>	<b>243</b>	<b>9.8</b>	<b>95.3%</b>	<b>96.3%</b>	<b>95.6%</b>	<b>4016</b>	<b>2874</b>	<b>1142</b>	<b>252</b>

### Escalator Performance

Borough	No. Units	Avg Age	2017 1st Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	17.9	89.2%	91.4%	86.6%	352	301	51	0
Brooklyn	32	15.8	92.7%	94.9%	90.9%	1132	850	282	0
Manhattan	139	10.6	94.9%	96.4%	95.3%	4835	2655	2180	0
Queens	34	15.3	96.2%	97.2%	96.1%	738	519	219	0
<b>System</b>	<b>217</b>	<b>14.9</b>	<b>94.5%</b>	<b>96.0%</b>	<b>94.3%</b>	<b>7057</b>	<b>4325</b>	<b>2732</b>	<b>0</b>

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

**AM Peak:** 6 AM - 10 AM

**PM Peak:** 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2017											
	Borough:		Bronx								
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL132	15	161 St-Yankee Stadium ④	85.55%	86.60%	85.86%	96.20%	24	19	5	2
2	EL133	15	161 St-Yankee Stadium ④	87.36%	93.25%	81.83%	96.57%	43	38	5	0
3	EL128	0	Simpson St ② ⑤	88.64%	90.83%	83.03%	N/A	49	42	7	4
4	EL129	20	3 Av-149 St ② ⑤	91.76%	93.98%	94.08%	86.68%	23	16	7	4
5	EL130	20	3 Av-149 St ② ⑤	92.86%	94.56%	92.05%	85.46%	21	18	3	2
6	EL127	0	Simpson St ② ⑤	92.98%	96.09%	91.74%	N/A	23	18	5	4
7	EL131	15	161 St-Yankee Stadium ④ B D	93.99%	96.46%	94.52%	98.79%	32	26	6	0
8	EL195	2	Hunts Point Av ⑥	94.07%	96.97%	92.84%	98.43%	24	19	5	3
9	EL183	10	Gun Hill Rd ② ⑤	94.30%	94.39%	93.26%	91.34%	17	13	4	4
10	EL138	9	Pelham Pkwy ② ⑤	94.69%	94.63%	95.02%	97.32%	16	12	4	2
11	EL136	9	Pelham Pkwy ② ⑤	94.71%	96.99%	93.99%	82.75%	18	12	6	2
12	EL184	10	231 St ①	95.10%	95.04%	94.91%	84.42%	20	17	3	0
13	EL185	10	231 St ①	95.11%	96.83%	94.55%	97.90%	19	14	5	2
14	EL160	4	180 St ② ⑤	95.73%	96.90%	95.63%	98.49%	8	5	3	0
15	EL135	15	161 St-Yankee Stadium B D	95.74%	98.82%	97.07%	95.87%	24	21	3	0
16	EL192	9	233 St ② ⑤	96.25%	96.06%	96.92%	98.05%	18	16	2	1
17	EL187	11	Fordham Rd ④	96.45%	98.03%	96.02%	98.63%	12	10	2	1
18	EL182	10	Gun Hill Rd ② ⑤	96.53%	96.54%	97.08%	95.43%	9	7	2	1
19	EL189	2	Kingsbridge Rd B D	97.36%	96.81%	98.39%	95.61%	10	7	3	1
20	EL193	9	233 St ② ⑤	97.40%	97.97%	98.75%	98.46%	11	8	3	1
21	EL137	9	Pelham Pkwy ② ⑤	97.65%	98.73%	97.78%	96.69%	10	5	5	1
22	EL186	11	Fordham Rd ④	97.94%	96.69%	98.84%	97.50%	9	8	1	0
23	EL121	1	Pelham Bay Park ⑥	98.12%	97.37%	97.98%	N/A	7	5	2	2
24	EL191	2	Kingsbridge Rd B D	98.42%	97.61%	99.00%	99.59%	9	7	2	0
25	EL196	2	Hunts Point Av ⑥	98.45%	99.19%	98.17%	98.95%	9	6	3	0
26	EL190	2	Kingsbridge Rd B D	98.76%	98.01%	99.04%	99.89%	13	10	3	0
27	EL194	9	233 St ② ⑤	98.80%	99.08%	98.89%	95.83%	6	4	2	0
28	EL188	11	Fordham Rd ④	98.82%	98.08%	99.44%	98.96%	7	4	3	0
29	EL197	2	Hunts Point Av ⑥	98.94%	99.72%	98.03%	99.01%	10	8	2	0
30	EL122	1	Pelham Bay Park ⑥	99.17%	99.28%	100.00%	N/A	5	2	3	0
31	EL134	15	161 St-Yankee Stadium B D	99.23%	100.00%	100.00%	98.73%	5	1	4	0
32	EL159	4	180 St ② ⑤	99.48%	100.00%	100.00%	99.07%	3	1	2	0
	32	8.3	Elevator Subtotal:	95.6%	96.6%	95.5%	95.7%	514	399	115	37
1	ES120	27	Pelham Bay Park ⑥	60.66%	61.60%	60.52%	91.66%	11	8	3	0
2	ES105	11	Gun Hill Rd ② ⑤	69.33%	75.58%	61.71%	92.98%	44	38	6	0
3	ES113	15	161 St-Yankee Stadium ④	88.18%	90.19%	85.89%	97.04%	47	40	7	0
4	ES111	15	Parkchester ⑥	88.81%	91.35%	86.49%	80.61%	69	65	4	0
5	ES104	11	Gun Hill Rd ② ⑤	92.84%	96.09%	83.13%	95.41%	46	40	6	0
6	ES106	12	West Farms Sq-E Tremont Av ② ⑤	93.34%	97.29%	88.35%	94.76%	34	32	2	0
7	ES114	18	161 St-Yankee Stadium ④	94.22%	95.17%	95.26%	95.27%	17	10	7	0
8	ES123	20	Pelham Pkwy ② ⑤	95.19%	97.83%	94.79%	93.45%	18	14	4	0
9	ES122	20	Pelham Pkwy ② ⑤	95.50%	94.47%	95.71%	84.79%	16	12	4	0
10	ES121	27	Pelham Bay Park ⑥	96.81%	99.33%	92.08%	95.58%	26	25	1	0
11	ES108	24	Intervale Av ② ⑤	97.27%	99.63%	95.49%	86.49%	10	10	0	0
12	ES112	15	Norwood-205 St D	97.72%	98.36%	99.56%	82.20%	14	7	7	0
	12	17.9	Escalator Subtotal:	89.2%	91.4%	86.6%	90.9%	352	301	51	0
*Note the number of entrapments are included in the non scheduled outages count.											

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
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Elevator and Escalator											
Quarterly Performance By Borough											
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	Borough:		Manhattan								
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL443	0	Lexington Av-63 St <b>F Q</b>	63.56%	61.54%	65.67%	N/A	34	33	1	5
2	EL119	31	181 St <b>A</b>	63.91%	69.89%	57.30%	85.64%	35	31	4	2
3	EL120	31	190 St <b>A</b>	67.34%	74.33%	56.18%	79.59%	42	35	7	8
4	EL116	12	190 St <b>A</b>	71.53%	74.34%	68.63%	91.13%	31	26	5	14
5	EL330	4	Bleecker St <b>D F B M 6</b>	77.25%	77.46%	78.16%	99.27%	17	15	2	0
6	EL105	14	191 St <b>1</b>	82.34%	83.84%	82.53%	97.01%	19	15	4	0
7	EL279	7	59 St-Columbus Circle <b>A B C D 1</b>	86.40%	88.30%	85.61%	89.16%	22	19	3	4
8	EL108	17	181 St <b>1</b>	86.63%	87.66%	88.94%	81.32%	17	8	9	1
9	EL225	14	34 St-Penn Station <b>C E</b>	87.11%	88.54%	88.89%	95.16%	13	6	7	0
10	EL180	8	135 St <b>2 3</b>	87.28%	86.83%	88.91%	96.51%	17	13	4	0
11	EL107	17	181 St <b>1</b>	87.62%	92.75%	87.80%	83.28%	35	24	11	3
12	EL117	14	181 St <b>A</b>	88.37%	87.99%	88.69%	96.03%	55	52	3	0
13	EL402	27	Lexington Av-63 St <b>F Q</b>	88.44%	87.41%	91.51%	85.60%	19	15	4	0
14	EL113	19	168 St <b>1</b>	88.93%	92.94%	89.21%	95.58%	51	44	7	2
15	EL332	4	Bleecker St <b>D F B M 6</b>	89.12%	87.57%	90.41%	98.06%	17	10	7	3
16	EL440	0	Lexington Av-63 St <b>F Q</b>	89.57%	91.31%	90.78%	N/A	28	25	3	2
17	EL250	0	86 St <b>Q</b>	90.16%	91.09%	91.45%	N/A	33	20	13	7
18	EL142	11	125 St <b>A B C D</b>	90.49%	92.48%	87.76%	95.29%	26	22	4	8
19	EL115	15	190 St <b>A</b>	91.03%	91.19%	93.33%	95.09%	11	5	6	0
20	EL234	8	47-50 Sts-Rockefeller Center <b>B D F M</b>	91.53%	92.94%	90.52%	93.52%	16	12	4	2
21	EL217	16	14 St-Union Sq <b>L N Q R W</b>	91.80%	96.17%	89.04%	99.41%	47	40	7	0
22	EL123	27	175 St <b>A</b>	92.28%	91.29%	92.24%	94.26%	17	14	3	1
23	EL324	15	Canal St <b>6</b>	92.41%	95.27%	93.57%	96.99%	16	8	8	2
24	EL209	23	34 St-Herald Sq <b>B D F M</b>	92.47%	93.23%	93.36%	96.65%	21	16	5	0
25	EL281	7	57 St-7 Av <b>N Q R W</b>	92.75%	94.76%	94.68%	94.24%	37	32	5	2
26	EL277	7	59 St-Columbus Circle <b>A B C D 1</b>	93.21%	97.80%	90.55%	98.32%	48	43	5	1
27	EL104	13	191 St <b>1</b>	93.79%	95.91%	91.67%	0.00%	23	19	4	1
28	EL442	0	Lexington Av-63 St <b>F Q</b>	93.93%	94.41%	94.69%	N/A	22	18	4	4
29	EL230	13	Times Sq-42 St <b>N Q R W</b>	93.97%	95.24%	95.71%	94.47%	14	7	7	0
30	EL266	0	72 St <b>Q</b>	94.04%	98.81%	96.74%	N/A	40	24	16	4
31	EL143	11	125 St <b>A B C D</b>	94.07%	95.78%	93.81%	97.49%	16	12	4	1
32	EL111	19	168 St <b>1</b>	94.12%	96.57%	95.95%	96.51%	39	30	9	1
33	EL106	14	191 St <b>1</b>	94.15%	96.38%	94.31%	93.82%	29	24	5	3
34	EL201	16	51 St <b>6</b>	94.16%	93.92%	93.49%	98.66%	21	19	2	3
35	EL112	19	168 St <b>1</b>	94.21%	96.68%	94.20%	92.71%	38	31	7	1
36	EL719	3	Fulton St <b>A C J Z 2 3 4 5</b>	94.39%	95.16%	94.58%	94.66%	20	15	5	1
37	EL333	12	West 4 St <b>A B C D E F M</b>	94.47%	93.22%	94.45%	95.13%	12	9	3	0
38	EL215	17	34 St-Penn Station <b>2 3</b>	94.48%	97.41%	94.87%	98.41%	15	10	5	1
39	EL267	0	72 St <b>Q</b>	94.70%	97.12%	97.69%	N/A	41	26	15	1
40	EL214	13	34 St-Penn Station <b>1</b>	94.85%	97.29%	96.67%	97.66%	11	4	7	2
41	EL403	27	Roosevelt Island <b>F</b>	94.92%	97.64%	93.76%	98.24%	12	7	5	1
42	EL298	0	23 St <b>6</b>	95.08%	94.55%	95.99%	N/A	11	7	4	0
43	EL221	14	14 St/8 Av <b>A C E L</b>	95.10%	97.70%	96.57%	97.18%	25	19	6	2
44	EL204	26	Grand Central-42 St <b>4 5 6 7 S</b>	95.21%	96.42%	94.94%	97.91%	16	9	7	1
45	EL218	16	14 St-Union Sq <b>L</b>	95.39%	98.60%	95.90%	98.51%	15	9	6	0
46	EL109	17	181 St <b>1</b>	95.46%	96.96%	95.82%	96.92%	19	11	8	0
47	EL299	0	23 St <b>6</b>	95.60%	96.42%	95.42%	N/A	36	31	5	2
48	EL139	10	168 St <b>1 A C</b>	95.66%	95.63%	96.28%	96.81%	21	16	5	0
49	EL238	17	66 St-Lincoln Center <b>1</b>	95.68%	98.36%	95.50%	69.44%	13	9	4	0
50	EL148	17	Inwood-207 St <b>A</b>	95.73%	97.51%	96.84%	94.85%	19	14	5	3
51	EL233	10	Times Sq-42 St <b>1 2 3</b>	95.82%	99.56%	95.56%	99.40%	12	7	5	2

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

Elevator and Escalator											
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First Quarter - 2017											
	Borough:		Manhattan								
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
52	EL328	4	Bleecker St <b>D F B M 6</b>	95.97%	95.61%	94.86%	94.48%	22	20	2	1
53	EL118	12	181 St <b>A</b>	96.14%	97.27%	95.98%	98.52%	27	22	5	0
54	EL244	15	Grand Central-42 St <b>7</b>	96.18%	99.91%	98.44%	89.36%	56	6	50	1
55	EL441	0	Lexington Av-63 St <b>F Q</b>	96.19%	96.75%	96.79%	N/A	24	20	4	4
56	EL337	7	Chambers St <b>1 2 3</b>	96.28%	98.13%	98.68%	96.11%	29	23	6	0
57	EL228	14	34 St-Penn Station <b>C E</b>	96.41%	97.39%	94.41%	97.67%	17	16	1	2
58	EL125	0	125 St <b>4 5 6</b>	96.46%	97.38%	96.17%	100.00%	23	17	6	1
59	EL114	19	168 St <b>1</b>	96.47%	98.05%	96.15%	93.36%	32	27	5	1
60	EL181	8	135 St <b>2 3</b>	96.58%	98.15%	98.61%	97.71%	17	12	5	0
61	EL206	26	Grand Central-42 St <b>4 5 6</b>	96.62%	97.11%	98.59%	97.77%	17	11	6	0
62	EL149	17	Inwood-207 St <b>A</b>	96.64%	99.10%	97.82%	97.94%	16	13	3	7
63	EL205	26	Grand Central-42 St <b>4 5 6</b>	96.74%	96.92%	98.27%	98.74%	13	6	7	0
64	EL145	6	96 St <b>2 3 1</b>	96.77%	98.29%	96.52%	98.17%	19	12	7	0
65	EL144	11	125 St <b>A B C D</b>	96.84%	97.78%	97.13%	99.65%	12	9	3	1
66	EL202	16	51 St <b>6</b>	97.02%	97.86%	96.58%	97.07%	6	4	2	0
67	EL335	12	West 4 St <b>A B C D E F M</b>	97.06%	97.77%	98.61%	98.22%	15	8	7	0
68	EL732	9	Fulton St <b>2 3</b>	97.08%	97.86%	96.54%	97.21%	13	9	4	1
69	EL103	13	191 St <b>1</b>	97.10%	99.49%	96.76%	97.31%	18	11	7	0
70	EL338	7	Chambers St <b>1 2 3</b>	97.12%	99.93%	99.02%	97.69%	13	5	8	0
71	EL262	0	72 St <b>Q</b>	97.16%	100.00%	99.82%	N/A	30	15	15	0
72	EL265	0	72 St <b>Q</b>	97.19%	99.73%	99.05%	N/A	39	23	16	0
73	EL264	0	72 St <b>Q</b>	97.21%	100.00%	99.94%	N/A	26	12	14	0
74	EL331	4	Bleecker St <b>D F B M 6</b>	97.32%	98.89%	97.78%	98.04%	8	3	5	1
75	EL710	9	Bowling Green <b>4 5</b>	97.37%	99.38%	96.56%	95.40%	28	27	1	2
76	EL110	17	181 St <b>1</b>	97.41%	98.06%	98.26%	94.42%	13	4	9	0
77	EL140	10	168 St <b>A C</b>	97.43%	98.26%	97.74%	98.19%	11	8	3	2
78	EL223	14	14 St <b>A C E</b>	97.49%	98.76%	97.86%	96.85%	15	10	5	0
79	EL325	15	Canal St <b>6</b>	97.50%	98.89%	99.13%	97.31%	9	2	7	0
80	EL240	13	72 St <b>1 2 3</b>	97.54%	97.19%	98.93%	94.76%	13	9	4	0
81	EL232	10	Times Sq-42 St <b>1 2 3 7</b>	97.63%	98.89%	98.46%	99.00%	11	8	3	2
82	EL235	8	47-50 Sts-Rockefeller Center <b>B D F M</b>	97.64%	97.95%	97.81%	98.68%	18	14	4	1
83	EL178	3	Dyckman St <b>1</b>	97.65%	96.18%	99.39%	98.53%	15	10	5	2
84	EL721	3	Fulton St <b>A C J Z 2 3 4 5</b>	97.73%	98.89%	99.80%	97.52%	13	4	9	0
85	EL237	17	66 St-Lincoln Center <b>1</b>	97.74%	98.08%	98.47%	96.87%	12	10	2	2
86	EL336	7	Chambers St <b>1 2 3</b>	97.81%	98.28%	99.01%	98.49%	9	5	4	0
87	EL720	2	Fulton St <b>A C J Z 2 3 4 5</b>	97.82%	98.68%	97.90%	97.60%	15	10	5	0
88	EL146	6	96 St <b>2 3 1</b>	97.97%	98.88%	100.00%	96.50%	12	7	5	1
89	EL227	14	34 St-Penn Station <b>A</b>	97.98%	97.62%	98.52%	98.43%	9	6	3	0
90	EL212	23	34 St-Herald Sq <b>N Q R W</b>	97.99%	98.32%	100.00%	98.28%	12	5	7	0
91	EL723	3	Fulton St <b>2 3</b>	97.99%	99.92%	97.87%	97.46%	14	9	5	0
92	EL601	1	34 St-Hudson Yards <b>7</b>	98.10%	98.44%	97.23%	96.72%	11	7	4	0
93	EL245	12	Lexington Av-53 St <b>E M</b>	98.15%	99.54%	99.24%	96.70%	11	5	6	1
94	EL219	16	14 St-Union Sq <b>N Q R W</b>	98.16%	98.73%	98.82%	99.10%	9	5	4	1
95	EL124	27	175 St <b>A</b>	98.16%	99.81%	98.30%	89.34%	7	3	4	0
96	EL224	14	8 Av <b>L</b>	98.27%	98.65%	99.34%	97.24%	11	7	4	1
97	EL211	23	34 St-Herald Sq <b>N Q R W</b>	98.31%	99.68%	98.89%	98.34%	9	4	5	0
98	EL716	2	Fulton St <b>A C J Z 2 3 4 5</b>	98.42%	99.23%	98.61%	84.76%	7	3	4	0
99	EL216	13	34 St-Penn Station <b>1</b>	98.42%	99.47%	100.00%	99.22%	7	1	6	0
100	EL126	0	125 St <b>4 5 6</b>	98.48%	97.80%	99.41%	100.00%	12	9	3	2
101	EL722	3	Fulton St <b>J Z</b>	98.48%	99.27%	98.73%	97.45%	8	3	5	0
102	EL229	13	Times Sq-42 St <b>N Q R W</b>	98.49%	97.78%	100.00%	98.06%	6	2	4	0

**Elevator and Escalator**  
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Borough: Manhattan											
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
103	EL213	1	34 St-Herald Sq <b>B D F M N Q R W</b>	98.49%	99.24%	98.94%	95.76%	13	12	1	1
104	EL220	16	14 St-Union Sq <b>N Q R W</b>	98.57%	99.41%	99.42%	98.38%	7	4	3	0
105	EL222	14	14 St <b>A C E</b>	98.60%	99.45%	100.00%	98.61%	11	5	6	0
106	EL210	23	34 St-Herald Sq <b>B D F M</b>	98.61%	99.88%	100.00%	96.88%	7	1	6	0
107	EL248	0	96 St <b>Q</b>	98.65%	99.49%	98.03%	N/A	26	15	11	1
108	EL249	0	86 St <b>Q</b>	98.65%	99.81%	100.00%	N/A	29	15	14	0
109	EL226	14	34 St-Penn Station <b>C E</b>	98.79%	99.93%	99.45%	98.41%	10	5	5	0
110	EL602	1	34 St-Hudson Yards <b>7</b>	98.80%	99.84%	100.00%	90.73%	7	3	4	0
111	EL404	27	Roosevelt Island <b>F</b>	98.83%	100.00%	99.88%	96.35%	9	3	6	0
112	EL444	0	Lexington Av-63 St <b>F Q</b>	98.89%	98.45%	99.84%	N/A	12	10	2	1
113	EL600	1	34 St-Hudson Yards <b>7</b>	98.99%	100.00%	100.00%	99.03%	4		4	0
114	EL236	8	47-50 Sts-Rockefeller Center <b>B D F M</b>	99.01%	100.00%	99.41%	98.94%	7	4	3	0
115	EL280	7	59 St-Columbus Circle <b>A B C D 1</b>	99.05%	98.87%	98.83%	97.63%	14	12	2	0
116	EL239	13	72 St <b>1 2 3</b>	99.10%	100.00%	99.99%	98.32%	13	9	4	0
117	EL278	7	59 St-Columbus Circle <b>A B C D 1</b>	99.14%	99.16%	99.84%	95.88%	6	5	1	0
118	EL401	1	Lexington Av-63 St <b>F Q</b>	99.19%	99.63%	99.56%	98.26%	5	2	3	1
119	EL329	4	Bleecker St <b>D F B M 6</b>	99.28%	100.00%	98.19%	97.78%	5	4	1	0
120	EL334	12	West 4 St <b>A B C D E F M</b>	99.32%	100.00%	99.48%	98.10%	6	3	3	0
121	EL247	0	96 St <b>Q</b>	99.40%	99.44%	99.30%	N/A	18	11	7	0
122	EL711	9	Bowling Green <b>4 5</b>	99.41%	100.00%	99.31%	97.50%	5	3	2	0
123	EL603	1	34 St-Hudson Yards <b>7</b>	99.45%	100.00%	99.87%	93.41%	3		3	0
124	EL259	0	72 St <b>Q</b>	99.56%	99.93%	99.94%	N/A	17	9	8	0
125	EL141	10	168 St <b>A C</b>	99.68%	100.00%	100.00%	98.55%	3	2	1	0
	<b>125</b>	<b>10.8</b>	<b>Elevator Subtotal:</b>	<b>94.7%</b>	<b>96.0%</b>	<b>95.2%</b>	<b>94.9%</b>	<b>2320</b>	<b>1608</b>	<b>712</b>	<b>142</b>

**Elevator and Escalator**  
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Borough: Manhattan										
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages		
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled
1	ES202	0	96 St <b>Q</b>	29.06%	28.74%	28.87%	N/A	12	4	8
2	ES118	19	181 St <b>A</b>	50.26%	51.86%	51.33%	89.64%	25	24	1
3	ES103	21	125 St <b>1</b>	66.27%	68.32%	68.06%	90.84%	27	22	5
4	ES117	20	181 St <b>A</b>	74.75%	73.95%	76.19%	97.44%	30	24	6
5	ES328	17	Delancey St <b>F</b>	77.44%	76.79%	76.88%	70.53%	75	73	2
6	ES245	19	Lexington Av-53 St <b>E M</b>	77.88%	78.73%	80.24%	73.52%	24	18	6
7	ES102	15	125 St <b>1</b>	85.67%	87.31%	82.53%	88.53%	55	52	3
8	ES628	1	34 St-Hudson Yards <b>7</b>	87.41%	87.18%	88.81%	95.04%	9	5	4
9	ES211	19	59 St <b>4 5 6</b>	87.56%	92.18%	89.69%	97.16%	66	52	14
10	ES340	12	Bowling Green <b>4 5</b>	87.84%	87.96%	88.36%	97.33%	25	14	11
11	ES101	15	125 St <b>1</b>	88.48%	94.17%	83.81%	93.10%	61	58	3
12	ES205	15	Grand Central-42 St <b>7</b>	88.85%	89.18%	90.68%	97.04%	77	70	7
13	ES351	16	Whitehall St <b>R W</b>	89.33%	90.20%	90.62%	98.32%	45	36	9
14	ES413	20	Roosevelt Island <b>F</b>	90.45%	92.13%	92.48%	96.49%	18	15	3
15	ES334	3	Bowery <b>J Z</b>	91.44%	93.30%	91.87%	97.58%	19	12	7
16	ES232	10	34 St-Herald Sq <b>B D F M</b>	91.90%	95.46%	88.26%	91.18%	62	54	8
17	ES401	27	Lexington Av-63 St <b>F Q</b>	92.20%	94.44%	94.14%	96.88%	21	7	14
18	ES300	4	Bleecker St <b>D F B M 6</b>	92.25%	94.53%	89.52%	97.82%	34	28	6
19	ES240	17	5 Av-53 St <b>E M</b>	92.36%	99.58%	88.66%	92.96%	156	56	100
20	ES325	17	West 4 St <b>A B C D E F M</b>	93.54%	94.93%	93.21%	95.39%	35	30	5
21	ES342	12	Bowling Green <b>4 5</b>	93.55%	96.96%	91.22%	96.54%	33	25	8
22	ES233	9	34 St-Herald Sq <b>B D F M</b>	93.79%	96.68%	95.27%	95.06%	24	19	5
23	ES284	0	86 St <b>Q</b>	94.15%	94.30%	94.14%	N/A	29	23	6
24	ES343	13	Bowling Green <b>4 5</b>	94.29%	94.83%	93.99%	98.16%	22	16	6
25	ES624	1	34 St-Hudson Yards <b>7</b>	94.40%	97.93%	95.66%	96.38%	40	26	14
26	ES367	3	Fulton St <b>A C J Z 2 3 4 5</b>	94.46%	97.93%	94.38%	96.01%	41	28	13
27	ES238	17	7 Av <b>B D E</b>	94.55%	97.68%	93.91%	96.08%	59	54	5
28	ES364	2	Fulton St <b>4 5</b>	94.66%	96.76%	93.19%	72.45%	44	31	13
29	ES206	15	Grand Central-42 St <b>7</b>	94.66%	99.05%	94.55%	97.33%	132	23	109
30	ES311	15	Whitehall St <b>R W</b>	94.85%	97.39%	97.14%	94.84%	38	31	7
31	ES221	10	34 St-Herald Sq <b>B D F M N Q R W</b>	94.94%	96.89%	91.76%	94.64%	42	38	4
32	ES279	0	86 St <b>Q</b>	95.03%	95.76%	95.68%	N/A	26	12	14
33	ES301	17	Park Pl <b>2 3</b>	95.05%	94.66%	97.88%	97.07%	38	29	9
34	ES212	17	59 St <b>4 5 6</b>	95.06%	97.50%	97.32%	96.93%	32	22	10
35	ES249	13	Lexington Av-59 St <b>N R W</b>	95.13%	97.68%	95.46%	72.06%	40	33	7
36	ES621	1	34 St-Hudson Yards <b>7</b>	95.21%	97.78%	94.69%	93.41%	33	21	12
37	ES239	17	5 Av-53 St <b>E M</b>	95.27%	98.44%	96.86%	96.08%	29	20	9
38	ES368	3	Fulton St <b>A C J Z 2 3 4 5</b>	95.29%	97.51%	96.83%	97.10%	26	17	9
39	ES236	9	34 St-Herald Sq <b>B D F M</b>	95.30%	94.77%	96.55%	88.49%	27	21	6
40	ES230	10	34 St-Herald Sq <b>B D F M</b>	95.33%	99.52%	95.90%	94.90%	33	28	5
41	ES255	27	Grand Central-42 St <b>4 5 6 7 S</b>	95.47%	99.42%	95.79%	90.24%	136	32	104
42	ES282	0	86 St <b>Q</b>	95.48%	96.61%	95.90%	N/A	52	41	11
43	ES204	17	Grand Central-42 St <b>7</b>	95.51%	96.88%	94.25%	96.30%	138	30	108
44	ES208	16	Grand Central-42 St <b>7</b>	95.52%	99.97%	97.21%	96.39%	132	27	105
45	ES278	0	86 St <b>Q</b>	95.53%	98.19%	99.40%	N/A	43	15	28
46	ES403	27	Lexington Av-63 St <b>F Q</b>	95.57%	97.66%	94.91%	95.96%	23	10	13
47	ES215	20	Lexington Av-59 St <b>N Q R W</b>	95.64%	96.10%	95.36%	97.09%	31	28	3
48	ES213	17	59 St <b>4 5 6</b>	95.65%	97.59%	97.83%	85.92%	34	28	6
49	ES256	27	Grand Central-42 St <b>4 5 6 7 S</b>	95.68%	98.74%	96.94%	98.66%	23	10	13

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

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2017											
	Borough:		Manhattan								
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
50	ES209	15	Grand Central-42 St 7	95.77%	99.06%	95.96%	95.82%	31	18	13	0
51	ES623	1	34 St-Hudson Yards 7	95.84%	97.69%	95.69%	54.60%	27	13	14	0
52	ES218	11	Times Sq-42 St 7	95.88%	97.43%	98.59%	96.40%	29	22	7	0
53	ES214	18	59 St 4 5 6	95.88%	97.78%	98.04%	97.30%	40	30	10	0
54	ES235	9	34 St-Herald Sq B D F M	95.90%	96.51%	97.08%	95.47%	16	11	5	0
55	ES412	8	Roosevelt Island F	95.94%	97.13%	96.74%	98.23%	25	10	15	0
56	ES244	20	Lexington Av-53 St E M	96.00%	96.61%	96.20%	74.19%	140	30	110	0
57	ES414	9	Roosevelt Island F	96.01%	96.98%	91.74%	96.48%	36	34	2	0
58	ES216	10	Times Sq-42 St 7	96.01%	97.01%	96.54%	98.16%	22	18	4	0
59	ES231	10	34 St-Herald Sq B D F M	96.10%	99.39%	93.36%	96.18%	34	28	6	0
60	ES119	20	181 St A	96.39%	96.21%	98.18%	86.88%	22	16	6	0
61	ES458	0	Lexington Av-63 St F Q	96.43%	97.45%	97.31%	N/A	32	25	7	0
62	ES277	0	86 St Q	96.43%	99.54%	98.74%	N/A	103	10	93	0
63	ES217	10	Times Sq-42 St 7	96.55%	97.59%	99.06%	96.93%	30	23	7	0
64	ES237	17	7 Av B D E	96.61%	98.12%	96.96%	99.39%	26	13	13	0
65	ES246	19	Lexington Av-53 St E M	96.62%	98.77%	97.74%	96.86%	101	20	81	0
66	ES329	3	East Broadway F	96.65%	98.23%	99.33%	96.45%	16	8	8	0
67	ES411	9	Roosevelt Island F	96.68%	97.78%	94.42%	97.68%	28	27	1	0
68	ES296	0	72 St Q	96.78%	97.60%	97.10%	N/A	74	65	9	0
69	ES302	17	Park Pl 2 3	96.80%	99.65%	94.40%	97.69%	23	11	12	0
70	ES229	10	34 St-Herald Sq B D F M	96.80%	99.75%	97.20%	92.35%	26	22	4	0
71	ES243	20	Lexington Av-53 St E M	96.81%	98.55%	96.30%	93.43%	18	11	7	0
72	ES210	15	Grand Central-42 St 7	96.85%	99.05%	97.50%	95.90%	22	16	6	0
73	ES341	13	Bowling Green 4 5	96.89%	99.22%	96.46%	94.63%	25	18	7	0
74	ES207	16	Grand Central-42 St 7	96.89%	99.95%	99.49%	98.10%	117	12	105	0
75	ES345	21	Bowling Green 4 5	96.92%	97.82%	96.62%	93.20%	29	24	5	0
76	ES281	0	86 St Q	96.98%	97.56%	96.91%	N/A	33	18	15	0
77	ES338	13	Bowling Green 4 5	97.01%	99.47%	96.39%	96.47%	28	24	4	0
78	ES418	9	Roosevelt Island F	97.03%	99.30%	99.41%	97.77%	21	15	6	0
79	ES224	10	34 St-Herald Sq B D F M N Q R W	97.26%	97.96%	95.81%	96.88%	14	11	3	0
80	ES419	9	Roosevelt Island F	97.28%	98.89%	98.25%	98.38%	17	11	6	0
81	ES222	10	34 St-Herald Sq B D F M N Q R W	97.34%	97.28%	96.33%	97.84%	28	26	2	0
82	ES288	0	72 St Q	97.38%	98.36%	98.91%	N/A	21	13	8	0
83	ES223	10	34 St-Herald Sq B D F M N Q R W	97.38%	99.25%	98.89%	96.17%	18	13	5	0
84	ES115	16	145 St B D	97.40%	99.46%	98.88%	97.38%	15	13	2	0
85	ES312	3	Whitehall St R W	97.49%	100.00%	97.69%	98.57%	22	15	7	0
86	ES248	13	Lexington Av-59 St N R W	97.52%	98.33%	98.96%	97.88%	16	9	7	0
87	ES269	13	Lexington Av-53 St E M	97.52%	98.59%	96.01%	97.14%	29	24	5	0
88	ES626	1	34 St-Hudson Yards 7	97.53%	99.21%	98.21%	95.93%	24	13	11	0
89	ES276	0	86 St Q	97.61%	99.53%	99.81%	N/A	36	12	24	0
90	ES327	17	Delancey St F	97.62%	97.96%	97.66%	95.31%	25	24	1	0
91	ES272	0	96 St Q	97.66%	98.77%	98.26%	N/A	12	6	6	0
92	ES286	0	72 St Q	97.68%	99.55%	100.00%	N/A	14	4	10	0
93	ES326	17	West 4 St A B C D E F M	97.75%	98.73%	99.33%	94.53%	15	10	5	0
94	ES241	18	5 Av-53 St E M	97.76%	98.56%	98.96%	98.62%	15	9	6	0
95	ES116	15	145 St B D	97.89%	98.67%	98.14%	95.58%	11	9	2	0
96	ES402	27	Lexington Av-63 St F Q	97.90%	99.10%	99.50%	97.02%	19	7	12	0
97	ES234	9	34 St-Herald Sq B D F M	97.92%	99.37%	97.27%	97.83%	13	8	5	0
98	ES459	0	Lexington Av-63 St F Q	97.93%	98.71%	98.50%	N/A	17	13	4	0

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

Elevator and Escalator										
Quarterly Performance By Borough										
First Quarter - 2017										
	Borough:		Manhattan							
	Unit ID	Age	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages		
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled
99	ES294	0	72 St	97.95%	99.83%	99.21%	N/A	23	6	17
100	ES274	0	86 St	98.02%	98.56%	97.49%	N/A	85	16	69
101	ES242	18	5 Av-53 St	98.06%	99.84%	96.76%	98.48%	110	8	102
102	ES408	27	Lexington Av-63 St	98.26%	97.45%	99.56%	98.77%	16	14	2
103	ES295	0	72 St	98.36%	99.87%	99.63%	N/A	25	7	18
104	ES416	20	Roosevelt Island	98.38%	98.06%	99.51%	97.36%	10	8	2
105	ES336	13	Bowling Green	98.40%	99.51%	96.99%	94.43%	18	13	5
106	ES622	1	34 St-Hudson Yards	98.40%	100.00%	98.69%	39.20%	16	4	12
107	ES287	0	72 St	98.43%	99.71%	99.67%	N/A	36	13	23
108	ES289	0	72 St	98.46%	99.88%	98.72%	N/A	16	5	11
109	ES405	27	Lexington Av-63 St	98.47%	99.21%	99.24%	94.91%	20	17	3
110	ES404	27	Lexington Av-63 St	98.47%	99.57%	98.79%	96.18%	17	9	8
111	ES415	8	Roosevelt Island	98.54%	100.00%	99.36%	97.68%	22	4	18
112	ES625	1	34 St-Hudson Yards	98.55%	100.00%	100.00%	96.32%	9		9
113	ES339	13	Bowling Green	98.56%	99.31%	99.43%	96.73%	14	8	6
114	ES259	0	96 St	98.58%	99.47%	99.67%	N/A	44	28	16
115	ES417	8	Roosevelt Island	98.58%	99.47%	100.00%	98.28%	11	6	5
116	ES252	27	51 St	98.61%	99.94%	99.37%	98.53%	10	3	7
117	ES290	0	72 St	98.67%	99.36%	98.14%	N/A	51	40	11
118	ES337	13	Bowling Green	98.69%	98.23%	99.26%	97.79%	16	11	5
119	ES203	17	Grand Central-42 St	98.69%	99.88%	99.02%	98.06%	6	5	1
120	ES627	1	34 St-Hudson Yards	98.74%	99.63%	99.87%	93.20%	15	5	10
121	ES420	8	Roosevelt Island	98.75%	100.00%	99.23%	98.26%	9	4	5
122	ES283	0	86 St	98.79%	99.52%	99.62%	N/A	26	21	5
123	ES409	27	Lexington Av-63 St	98.83%	99.50%	100.00%	70.18%	10	4	6
124	ES291	0	72 St	98.86%	98.94%	99.87%	N/A	18	12	6
125	ES285	0	72 St	98.89%	99.17%	99.79%	N/A	15	12	3
126	ES297	0	86 St	98.94%	99.30%	98.45%	N/A	39	33	6
127	ES260	0	96 St	99.01%	99.91%	99.36%	N/A	25	15	10
128	ES270	0	96 St	99.02%	98.78%	99.36%	N/A	27	15	12
129	ES275	0	86 St	99.06%	99.89%	99.68%	N/A	29	11	18
130	ES406	27	Lexington Av-63 St	99.10%	99.70%	99.70%	96.26%	7	5	2
131	ES280	0	86 St	99.11%	99.68%	99.46%	N/A	85	10	75
132	ES247	0	96 St	99.12%	99.69%	99.90%	N/A	18	7	11
133	ES200	0	96 St	99.15%	99.11%	99.35%	N/A	19	10	9
134	ES410	27	Lexington Av-63 St	99.15%	99.64%	99.55%	67.63%	15	6	9
135	ES273	0	86 St	99.15%	100.00%	99.73%	N/A	16	6	10
136	ES629	1	34 St-Hudson Yards	99.17%	100.00%	99.78%	94.58%	8	3	5
137	ES271	0	96 St	99.23%	98.82%	99.96%	N/A	25	8	17
138	ES407	27	Lexington Av-63 St	99.47%	99.71%	99.09%	93.94%	6	4	2
139	ES220	0	96 St	99.58%	100.00%	99.76%	N/A	17	5	12
	139	10.6	Escalator Subtotal:	94.9%	96.4%	95.3%	93.3%	4835	2655	2180
*Note the number of entrapments are included in the non scheduled outage count.										

**Elevator and Escalator**  
**Quarterly Performance By Borough**  
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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL395	14	Flushing Av J M	80.27%	79.14%	79.55%	95.13%	8	7	1	2
2	EL309	15	Court St R	80.31%	83.37%	81.56%	98.11%	31	20	11	1
3	EL318	22	Borough Hall 2 3 4 5	88.02%	90.14%	86.39%	96.04%	28	20	8	1
4	EL320	18	Church Av 2 5	90.84%	92.95%	87.36%	93.12%	37	34	3	1
5	EL701	11	Coney Island-Stillwell Av D F N Q	90.95%	93.11%	87.31%	89.95%	21	20	1	0
6	EL396	9	Myrtle-Wyckoff Avs L M	92.00%	93.59%	91.26%	96.26%	15	10	5	4
7	EL312	16	Clark St 2 3	92.08%	93.33%	94.14%	99.47%	9	4	5	1
8	EL376	4	Bay Parkway D	93.61%	93.54%	90.65%	97.53%	30	26	4	0
9	EL308	15	Court St R	94.10%	96.78%	93.56%	93.39%	28	20	8	6
10	EL397	9	Myrtle-Wyckoff Avs L	94.17%	94.80%	95.90%	99.10%	12	9	3	0
11	EL311	16	Clark St 2 3	94.38%	96.20%	93.71%	95.34%	35	27	8	0
12	EL373	8	Church Av F G	95.21%	95.58%	94.84%	89.02%	11	9	2	1
13	EL393	14	Flushing Av J M	95.31%	94.74%	97.24%	96.01%	21	20	1	1
14	EL340	17	Franklin Av C S	95.49%	97.28%	95.56%	98.39%	15	11	4	2
15	EL301	12	Pacific St-Atlantic Av D N R	95.56%	96.20%	96.82%	96.64%	13	8	5	0
16	EL322	12	Crown Hts-Utica Av 3 4	95.75%	96.46%	96.11%	98.98%	13	12	1	1
17	EL321	18	Church Av 2 5	95.77%	97.43%	96.99%	98.32%	16	11	5	0
18	EL346	2	Utica Ave A C	95.78%	96.51%	96.72%	91.65%	26	22	4	1
19	EL310	16	Clark St 2 3	95.95%	98.87%	97.39%	97.18%	24	15	9	0
20	EL323	12	Crown Hts-Utica Av 3 4	96.02%	97.42%	94.81%	96.12%	21	16	5	0
21	EL317	22	Borough Hall 2 3 4 5	96.16%	96.57%	97.64%	97.89%	22	16	6	2
22	EL319	19	Brooklyn College-Flatbush Av 2 5	96.17%	97.27%	96.78%	96.69%	14	9	5	2
23	EL760	5	Kings Highway B Q	96.19%	98.74%	91.22%	97.48%	31	27	4	0
24	EL761	5	Kings Highway B Q	96.37%	97.38%	97.19%	99.40%	13	7	6	0
25	EL398	9	Myrtle-Wyckoff Avs M	96.43%	96.66%	96.71%	98.53%	17	16	1	2
26	EL392	12	Marcy Av J M Z	96.54%	97.19%	94.74%	99.12%	15	14	1	6
27	EL302	12	Pacific St-Atlantic Av D N R	96.65%	97.28%	97.69%	95.39%	11	6	5	0
28	EL304	12	Atlantic Av 2 3	96.70%	97.57%	97.36%	93.42%	7	3	4	0
29	EL708	6	Jay St A C F R	97.21%	98.69%	96.34%	98.47%	18	13	5	1
30	EL372	11	DeKalb Av B Q R	97.34%	97.89%	97.78%	98.65%	6	2	4	0
31	EL371	11	DeKalb Av B Q R	97.62%	98.97%	97.78%	98.38%	10	8	2	0
32	EL305	12	Atlantic Av 4 5	97.63%	99.69%	96.95%	96.87%	14	10	4	1
33	EL706	6	Jay St A C F R	97.72%	99.62%	97.77%	98.48%	15	10	5	1
34	EL375	8	Church Av F G	97.81%	99.19%	95.65%	98.21%	12	10	2	0
35	EL382	13	Prospect Park B Q S	97.82%	97.29%	98.14%	97.27%	10	7	3	0
36	EL344	2	Utica Ave A C	97.83%	96.74%	99.03%	96.98%	15	11	4	2
37	EL345	2	Utica Ave A C	98.06%	97.39%	99.64%	98.61%	12	7	5	0
38	EL374	8	Church Av F G	98.09%	98.89%	98.36%	98.05%	5	3	2	0
39	EL339	17	Franklin Av C S	98.19%	98.89%	98.99%	98.87%	7	4	3	1
40	EL707	6	Jay St A C F R	98.26%	99.41%	98.58%	97.16%	15	9	6	0
41	EL370	11	DeKalb Av B Q R	98.36%	99.12%	99.29%	81.15%	7	2	5	0
42	EL341	11	Euclid Av A C	98.41%	99.17%	98.92%	95.86%	8	6	2	0
43	EL383	13	Prospect Park B Q S	98.42%	98.66%	97.71%	97.82%	9	7	2	1
44	EL709	6	Jay St A C F R	98.43%	99.53%	99.84%	98.48%	9	4	5	0
45	EL702	11	Coney Island-Stillwell Av D F N Q	98.44%	97.93%	99.79%	94.88%	10	9	1	0

**Elevator and Escalator**  
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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
46	EL391	12	Marcy Av <b>J M Z</b>	98.47%	98.62%	97.65%	97.47%	9	8	1	1
47	EL306	12	Atlantic Av <b>2 3</b>	98.62%	99.63%	97.09%	98.40%	9	4	5	2
48	EL307	13	Atlantic Av <b>B Q</b>	98.68%	100.00%	100.00%	97.33%	8		8	0
49	EL394	14	Flushing Av <b>J M</b>	98.73%	98.59%	99.68%	97.68%	12	8	4	0
50	EL377	4	Bay Parkway <b>D</b>	98.74%	99.01%	100.00%	98.38%	6	1	5	0
51	EL378	4	Bay Parkway <b>D</b>	98.76%	98.76%	99.66%	98.54%	9	6	3	0
52	EL303	12	Pacific St-Atlantic Av <b>D N R</b>	98.85%	99.49%	97.92%	98.87%	7	5	2	0
53	EL342	11	Euclid Av <b>A C</b>	99.13%	100.00%	100.00%	97.67%	4	1	3	1
54	EL343	11	Euclid Av <b>A C</b>	99.23%	100.00%	100.00%	98.04%	7	3	4	0
	<b>54</b>	<b>11.2</b>	<b>Elevator Subtotal:</b>	<b>95.9%</b>	<b>96.8%</b>	<b>95.9%</b>	<b>96.7%</b>	<b>797</b>	<b>577</b>	<b>220</b>	<b>45</b>

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

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES346	14	Brighton Beach <b>B Q</b>	62.12%	67.05%	50.72%	89.56%	74	63	11	0
2	ES333	14	Myrtle-Wyckoff Aves <b>L M</b>	72.79%	77.35%	71.13%	87.43%	61	50	11	0
3	ES335	13	West 8 St-NY Aquarium <b>F Q</b>	86.21%	90.08%	74.96%	82.08%	71	70	1	0
4	ES347	20	Broadway Junction <b>A C J L Z</b>	87.10%	87.11%	87.56%	97.32%	40	37	3	0
5	ES348	18	Smith 9 St <b>F G</b>	89.97%	92.16%	87.23%	96.18%	38	34	4	0
6	ES356	6	Jay St <b>A C F R</b>	90.64%	89.71%	91.13%	96.15%	118	58	60	0
7	ES332	14	Myrtle-Wyckoff Aves <b>L M</b>	91.71%	96.92%	84.45%	87.20%	56	46	10	0
8	ES352	17	Franklin Av <b>S</b>	92.35%	95.04%	90.21%	95.73%	22	14	8	0
9	ES315	16	Smith 9 St <b>F G</b>	92.43%	94.44%	92.03%	97.63%	17	12	5	0
10	ES350	19	High St <b>A C</b>	92.56%	93.62%	93.71%	80.59%	38	33	5	0
11	ES320	19	Jay St <b>A C F</b>	92.75%	92.13%	91.36%	95.20%	34	31	3	0
12	ES323	18	High St <b>A C</b>	92.94%	93.38%	90.66%	98.19%	41	35	6	0
13	ES324	17	High St <b>A C</b>	93.03%	94.39%	92.77%	97.76%	35	26	9	0
14	ES357	6	Jay St <b>A C F R</b>	93.09%	98.28%	84.81%	95.76%	52	39	13	0
15	ES306	13	Court St <b>R</b>	94.16%	97.27%	91.89%	94.91%	33	22	11	0
16	ES321	18	High St <b>A C</b>	94.63%	97.52%	92.91%	95.34%	36	32	4	0
17	ES304	15	President St <b>2 5</b>	94.69%	99.24%	93.96%	90.62%	39	24	15	0
18	ES305	13	Court St <b>R</b>	95.43%	98.45%	95.06%	92.42%	26	20	6	0
19	ES331	21	Broadway Junction <b>A C J L Z</b>	95.53%	97.57%	93.15%	96.66%	30	24	6	0
20	ES309	16	DeKalb Av <b>B Q R</b>	95.80%	98.62%	94.36%	92.91%	26	21	5	0
21	ES303	13	Borough Hall <b>2 3 4 5</b>	95.83%	99.21%	95.48%	92.00%	32	19	13	0
22	ES330	20	Broadway Junction <b>A C J L Z</b>	95.95%	98.46%	96.33%	87.91%	36	30	6	0
23	ES316	16	Smith 9 St <b>F G</b>	96.07%	98.77%	94.88%	97.79%	24	18	6	0
24	ES322	18	High St <b>A C</b>	96.49%	98.59%	95.68%	95.58%	20	12	8	0
25	ES318	17	Jay St <b>A C F</b>	96.57%	97.63%	97.13%	94.88%	20	17	3	0
26	ES308	16	DeKalb Av <b>B Q R</b>	96.89%	98.16%	94.87%	96.49%	20	17	3	0
27	ES314	16	Smith 9 St <b>F G</b>	97.34%	98.82%	98.47%	79.59%	19	12	7	0
28	ES317	17	Jay St <b>A C F</b>	97.73%	97.41%	98.60%	97.99%	20	12	8	0
29	ES349	18	Smith 9 St <b>F G</b>	97.76%	100.00%	96.57%	89.70%	14	9	5	0
30	ES319	19	Jay St <b>A C F</b>	98.41%	99.09%	98.43%	96.30%	8	4	4	0
31	ES313	16	Smith 9 St <b>F G</b>	98.47%	98.89%	98.65%	98.24%	7	3	4	0
32	ES310	14	Atlantic Av <b>B Q</b>	98.91%	100.00%	98.89%	68.93%	25	6	19	0
	<b>32</b>	<b>15.8</b>	<b>Escalator Subtotal:</b>	<b>92.7%</b>	<b>94.9%</b>	<b>90.9%</b>	<b>92.3%</b>	<b>1132</b>	<b>850</b>	<b>282</b>	<b>0</b>
*Note the number of entrapments are included in the non scheduled outage count.											

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






Borough: Queens											
	Unit ID	Age (Yrs)	Station	2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	EL411	28	Sutphin Blvd-Archer Av-JFK <b>E J Z</b>	76.86%	78.09%	79.68%	95.72%	19	13	6	0
2	EL412	28	Jamaica Center <b>E J Z</b>	88.63%	88.44%	89.86%	96.75%	18	14	4	2
3	EL434	8	Kew Gardens-Union Tpke <b>E F</b>	90.60%	93.34%	91.59%	98.64%	32	29	3	0
4	EL430	11	Queens Plaza <b>E M R</b>	93.09%	91.92%	93.98%	99.51%	4	1	3	0
5	EL407	0	21 St-Queensbridge <b>F</b>	93.96%	93.40%	94.50%	98.67%	6	5	1	0
6	EL414	17	Flushing-Main St <b>7</b>	94.16%	92.98%	97.68%	96.43%	23	18	5	4
7	EL428	11	Queens Plaza <b>E M R</b>	94.31%	96.46%	94.75%	98.89%	28	25	3	6
8	EL498	5	Mott Avenue <b>A</b>	94.73%	95.24%	94.58%	98.37%	19	15	4	0
9	EL420	11	74 St-Broadway <b>7</b>	95.63%	97.17%	96.22%	97.49%	17	13	4	0
10	EL405	0	21 St-Queensbridge <b>F</b>	96.00%	94.83%	95.60%	96.28%	20	17	3	4
11	EL421	11	Jackson Hts-Roosevelt Av <b>E F M R</b>	96.06%	98.81%	97.78%	89.76%	18	14	4	0
12	EL425	10	Junction Blvd <b>7</b>	96.75%	94.77%	95.06%	90.40%	17	15	2	2
13	EL431	11	Jamaica-179 St <b>F</b>	96.97%	98.05%	97.62%	98.34%	14	11	3	0
14	EL427	10	Junction Blvd <b>7</b>	97.04%	97.09%	95.51%	93.83%	19	14	5	3
15	EL437	2	Forest Hills <b>E F M R</b>	98.19%	98.24%	98.89%	93.69%	7	4	3	0
16	EL432	11	Jamaica-179 St <b>F</b>	98.30%	97.56%	98.42%	98.80%	12	8	4	2
17	EL439	2	Forest Hills <b>E F M R</b>	98.31%	99.86%	97.17%	99.26%	8	5	3	1
18	EL406	0	21 St-Queensbridge <b>F</b>	98.49%	99.22%	98.68%	95.63%	10	8	2	1
19	EL438	2	Forest Hills <b>E F M R</b>	98.54%	99.31%	97.91%	99.12%	15	13	2	0
20	EL433	11	Jamaica-179 St <b>F</b>	98.58%	97.46%	100.00%	97.77%	9	6	3	0
21	EL426	10	Junction Blvd <b>7</b>	98.69%	98.45%	99.54%	96.36%	9	7	2	1
22	EL408	0	Jamaica-Van Wyck <b>E</b>	98.80%	98.19%	99.81%	97.69%	4	2	2	0
23	EL436	8	Kew Gardens-Union Tpke <b>E F</b>	98.80%	99.03%	99.97%	98.97%	9	8	1	0
24	EL423	11	74 St-Broadway <b>7</b>	98.94%	100.00%	99.24%	98.95%	5	2	3	0
25	EL497	5	Mott Avenue <b>A</b>	98.96%	99.61%	99.51%	98.19%	6	2	4	0
26	EL413	28	Jamaica Center <b>E J Z</b>	99.01%	98.03%	99.35%	94.48%	11	9	2	0
27	EL429	11	Queens Plaza <b>E M R</b>	99.07%	100.00%	100.00%	99.13%	4		4	0
28	EL447	5	CitiCorp/Court Square <b>7 E G</b>	99.11%	99.93%	97.05%	97.86%	8	5	3	1
29	EL446	5	CitiCorp/Court Square <b>7 E G</b>	99.24%	100.00%	99.74%	99.11%	6	4	2	1
30	EL409	0	Jamaica-Van Wyck <b>E</b>	99.32%	100.00%	97.48%	97.76%	3	1	2	0
31	EL422	11	Jackson Hts-Roosevelt Av <b>E F M R</b>	99.52%	100.00%	100.00%	98.20%	2		2	0
32	EL435	8	Kew Gardens-Union Tpke <b>E F</b>	99.73%	100.00%	99.46%	98.68%	3	2	1	0
	<b>32</b>	<b>9.1</b>	<b>Elevator Subtotal:</b>	<b>96.3%</b>	<b>96.7%</b>	<b>96.7%</b>	<b>97.2%</b>	<b>385</b>	<b>290</b>	<b>95</b>	<b>28</b>

Elevator and Escalator											
Quarterly Performance By Borough											
First Quarter - 2017											
	Borough:		Queens								
		Age		2017 1st Quarter Availability			2016 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES448	17	Woodside-61 St 7	69.58%	70.66%	69.62%	96.16%	46	40	6	0
2	ES450	17	74 St-Broadway 7	92.00%	91.94%	92.58%	92.23%	73	64	9	0
3	ES456	18	Flushing-Main St 7	93.46%	97.78%	86.75%	95.57%	46	25	21	0
4	ES449	17	74 St-Broadway 7	93.66%	97.38%	83.36%	96.67%	49	46	3	0
5	ES455	18	Flushing-Main St 7	94.14%	98.89%	93.15%	95.08%	52	21	31	0
6	ES424	27	21 St-Queensbridge F	94.44%	95.16%	94.63%	97.50%	21	15	6	0
7	ES457	18	Flushing-Main St 7	94.66%	96.37%	95.85%	91.62%	26	15	11	0
8	ES451	19	74 St-Broadway 7	94.85%	96.88%	97.28%	96.31%	27	10	17	0
9	ES434	28	Sutphin Blvd-Archer Av-JFK E J Z	96.22%	96.26%	96.71%	98.17%	9	8	1	0
10	ES439	9	Jamaica Center E J Z	96.59%	96.34%	95.06%	95.62%	26	23	3	0
11	ES428	8	Jamaica-Van Wyck E	97.00%	97.83%	96.38%	96.88%	14	7	7	0
12	ES421	27	21 St-Queensbridge F	97.09%	99.38%	97.29%	96.40%	22	17	5	0
13	ES440	7	Jamaica Center E J Z	97.20%	97.33%	97.84%	95.97%	15	11	4	0
14	ES453	1	74 St-Broadway 7	97.25%	97.27%	96.85%	97.21%	31	22	9	0
15	ES446	7	Jamaica Center E J Z	97.37%	97.67%	97.50%	98.26%	21	19	2	0
16	ES438	8	Jamaica Center E J Z	97.43%	98.79%	99.25%	97.11%	22	16	6	0
17	ES431	8	Jamaica-Van Wyck E	97.47%	95.90%	98.75%	96.12%	17	11	6	0
18	ES423	27	21 St-Queensbridge F	97.47%	99.97%	98.85%	95.84%	16	9	7	0
19	ES444	8	Jamaica Center E J Z	97.48%	96.82%	97.99%	97.45%	14	11	3	0
20	ES422	27	21 St-Queensbridge F	97.49%	97.81%	98.47%	97.35%	21	16	5	0
21	ES429	8	Jamaica-Van Wyck E	97.78%	99.72%	96.24%	98.17%	14	10	4	0
22	ES436	28	Sutphin Blvd-Archer Av-JFK E J Z	98.01%	99.04%	99.50%	97.75%	20	13	7	0
23	ES441	9	Jamaica Center E J Z	98.01%	99.19%	97.68%	93.29%	11	6	5	0
24	ES445	7	Jamaica Center E J Z	98.02%	99.15%	98.27%	97.28%	14	11	3	0
25	ES452	1	74 St-Broadway 7	98.11%	99.22%	97.73%	98.22%	15	7	8	0
26	ES447	9	Jamaica Center E J Z	98.14%	97.25%	97.96%	96.47%	18	17	1	0
27	ES437	28	Sutphin Blvd-Archer Av-JFK E J Z	98.21%	99.81%	100.00%	95.57%	14	8	6	0
28	ES430	8	Jamaica-Van Wyck E	98.44%	98.01%	99.97%	95.24%	10	4	6	0
29	ES435	28	Sutphin Blvd-Archer Av-JFK E J Z	98.45%	99.79%	99.18%	95.82%	14	13	1	0
30	ES427	8	Jamaica-Van Wyck E	98.94%	98.61%	98.32%	98.80%	11	9	2	0
31	ES425	27	21 St-Queensbridge F	98.99%	99.39%	99.39%	98.00%	8	5	3	0
32	ES442	9	Jamaica Center E J Z	99.13%	99.19%	100.00%	96.45%	5	2	3	0
33	ES443	8	Jamaica Center E J Z	99.14%	99.45%	99.71%	98.46%	7	3	4	0
34	ES426	27	21 St-Queensbridge F	99.19%	99.28%	98.86%	97.42%	9	5	4	0
	34	15.3	Escalator Subtotal:	96.2%	97.2%	96.1%	96.5%	738	519	219	0
*Note the number of entrapments are included in the non scheduled outage count.											

2017 1ST QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>BROOKLYN</b>			
EL395	Flushing Av <b>J M</b>	80.27%	This elevator was out of service from 3/15/2017 to 4/1/2017 for the replacement of the car rail, valve body, and piston seals. The elevator was tested and returned to service.
EL309	Court St <b>R</b>	80.31%	This elevator was out of service from 12/27/2016 to 1/6/2017 for the replacement of the safety governor. A job specific properly calibrated governor was ordered from the manufacturer and installed; the elevator was tested and returned to service. The elevator was out of service from 2/17/17 to 2/20/17 for problems with car guide shoes. The car guide shoes were adjusted; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
<b>MANHATTAN</b>			
EL443	Lexington Av-63 St <b>F Q</b>	63.56%	This newly installed elevator has a high rate of failure. The MTACC has been in contact with the contractor to make warranty repairs. The contractor is scheduled to make these repairs during third week of April to improve the reliability. In addition, this elevator was out of service from 1/29/2017 to 2/15/2017 for broken brake housing. The contractor replaced the brake housing under the warranty.
EL119	181 St <b>A</b>	63.91%	This elevator was out of service from 1/5/17 to 1/6/17, and from 1/17/17 to 1/28/17 due to defective selector. The selector was repaired; the elevator was tested and returned to service. The elevator was out of service from 3/1/17 to 3/12/17 due to defective car safety pawl device. The car safety pawl device was repaired; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL120	190 St <b>A</b>	67.34%	This elevator was out of service from 2/1/17 to 2/14/17 due to worn out brake pads and hoist motor brake drum. These items were repaired by a vendor; the elevator was tested and returned to service. The elevator was out of service from 3/11/17 to 3/13/17 due to selector leveling issues. The leveling issues were corrected; the elevator was tested and returned to service. The elevator had numerous short term outages in the quarter due to failures of the antiquated control system. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL116	190 St <b>A</b>	71.53%	This elevator had a defective hoist motor brake unit which caused multiple elevator entrapments in the quarter. The elevator was removed from service from 3/8/17 to 3/18/17 to repair the defective hoist motor brake unit. The brake unit was repaired; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2017 1ST QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
EL330	Bleecker St <b>D F B M 6</b>	77.25%	This elevator was out of service from 1/1/2017 to 1/12/2017 for defective governor and hoist rope sheave. The governor was repaired and the sheave was replaced; the elevator was tested and returned to service. The elevator was out of service from 1/17/2017 to 1/20/2017 to replace the car guide rollers and shoes. The rollers and shoes were replaced; the elevator was tested and returned to service. The elevator was out of service from 1/30/2017 to 2/2/2017 to replace the hoist ropes. The ropes were replaced; the elevator was tested and returned to service.
EL105	191 St <b>1</b>	82.34%	This elevator was out from 1/17/17 to 1/20/17 due to defective wiring on the drive circuit and defective brake relays. The wiring and the brake relays were repaired; the elevator was tested and returned to service. The elevator was out of service from 1/22/17 to 1/25/17 due to a defective car call circuit board. The board was replaced; the elevator was tested and returned to service. The elevator was out of service from 2/1/17 to 2/3/17 due to a defective selector leveling unit. The selector leveling unit was repaired; the elevator was tested and returned to service. The elevator was out of service from 2/24/17 to 3/1/17 due to a defective door operator board. The door operator board was replaced; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2017 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
<b>BRONX</b>			
ES105	Gun Hill Rd 2 5	69.33%	This escalator was out of service from 1/18/17 to 1/27/17 due to work to replace worn brakes. The brakes were replaced and the step band locking device was also repaired; the escalator was tested and returned to service. The escalator was out of service from 2/22/17 to 3/5/17 due to a leaking gear case. The gear case was removed and sent to a vendor for repairs. The repairs were made and the gear case was installed; the escalator was tested and returned to service.
ES120	Pelham Bay Park 6	60.66%	This escalator was out of service from 2/1/14 to 2/14/17 due to a defective left hand handrail traction wheel and brake cylinders. These items were repaired; the escalator was tested and returned to service. The escalator was out of service from 3/14/17 to 3/27/17 due to a defective control board microprocessor, handrail and step band sensors. The items were repaired; the escalator was tested and returned to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
<b>BROOKLYN</b>			
ES333	Myrtle-Wyckoff Aves L M	72.79%	This escalator was out of service from 1/17/2017 to 1/25/2017 due to a damaged handrail drive system. The handrail drive system was repaired and the rollers, drive sheave bands and guides were also replaced.
ES346	Brighton Beach B C	62.12%	This escalator was out of service from 1/28/2017 to 2/13/2017 for corroded step chain, various safety switches and handrail rollers due to its proximity to the beach. The step chain was saturated in oil and all links were freed up. The corroded switches and handrail rollers were all replaced. The escalator was tested and returned to service.
<b>MANHATTAN</b>			
ES103	125 St 1	66.27%	This escalator has operated at 64.29 % due to a step chain replacement. The escalator was out from 1/12/17 to 2/7/17. The steps and step chain were replaced; the escalator was tested and returned to service
ES117	181 St A	74.75%	This escalator was out of service from 12/23/16 to 1/20/17 due to a defective landing plate and worn tracks. The defective landing plate was sent to a vendor for repairs and various tracks at the lower landing were replaced and adjusted; the escalator was tested and returned to service. This escalator is scheduled for replacement in the 2015-2019 Capital Program.
ES118	181 St A	50.26%	This escalator was out of service from 2/16/17 to 3/28/17 due to refurbishment of the worn head shaft. The head shaft had to be sent to a vendor for repairs. The head shaft was repaired and installed; the escalator was tested and returned to service. The escalator is scheduled for replacement in the 2015-2019 Capital Program.

2017 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES202	96 St 	29.06%	This escalator was out of service from 1/19/17 to 3/23/17 due to damage caused by accidental activation of the fire sprinkler system which flooded the equipment. This escalator is maintained by Kone, one of the contractors maintaining E&E equipment on Second Avenue Subway. After negotiations between Kone and MTACC, this escalator was repaired, tested and returned to service.
ES245	Lexington Av-53 St  	77.88%	This escalator was out of service from 1/29/17 to 2/16/17 due to defective step carriage assembly. The step carriage assembly was repaired; the escalator was tested and returned to service. The escalator is scheduled for replacement in the 2015-2019 Capital Program.
ES328	Delancey St 	77.44%	This escalator was out of service form 1/27/17 to 2/2/2017 due to a defective matrix brake. The brake was replaced; the escalator was tested and returned to service. The escalator was out of service from 2/17/2017 to 2/19/2017 for a planned repair to replace the main drive chain on this machine. The escalator also has had multiple shutdowns for a fault that is not registering on the logs and the escalator will start when we turn it on. We continue to troubleshoot this problem including a performing a review of the PLC and related circuitry to correct this ongoing issue
<b>QUEENS</b>			
ES448	Woodside-61 St 	69.58%	This escalator was out of service from 11/20/2016 to 1/19/2017 due to a major overhaul. The escalator's main drive sprocket was removed and sent to a vendor for complete overhaul. All steps and the step chain were also replaced; the escalator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BRONX</b>			
EL121	Pelham Bay Park ⑥	2	The entrapment that occurred on 2/1/17 was the result of metal debris in the door tracks that prevented the doors from operating correctly. The debris was removed and the lower landing interlock was also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/16/17 was the result of the doors not opening correctly. The fault could not be duplicated; the elevator was tested and returned to service.
EL127	Simpson St ② ⑤	4	The entrapment that occurred on 1/4/17 was the result of the lower landing hoist way door contacts not making correctly. The hoist way door contact interlock actuator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/9/17 was the result of the rear door operator belt coming off. The belt was reinstalled and the door operator pulley was adjusted and tightened; the elevator was tested and returned to service. The entrapment that occurred on 1/12/17 was the result of the lower landing door restrictor not operating correctly. The car door restrictor was adjusted and the fireman service phase 1 key switch was repaired; the elevator was tested and returned to service. The entrapment that occurred on 2/9/17 was due to ice buildup in the door sill that prevented the doors from opening. The ice was removed; the elevator was tested and returned to service.
EL128	Simpson St ② ⑤	4	The entrapments that occurred on 1/23/17, 2/5/17 and 2/9/17 were the result of the door operator not working correctly. The door operator belt and operating cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/17/17 was the result of a defective slow down switch at the top landing. The slow down switch wiring were tightened; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL129	3 Av-149 St ②⑤	4	The entrapment that occurred on 2/1/17 was the result of the doors not opening at the lower landing. The door operation was inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 2/6/17 was the result of a defective rail guide roller. The rail guide roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/23/17 was the result of loose wires in the glass safety switches. The wires were secured; the elevator was tested and returned to service. The entrapment that occurred on 3/10/17 was the result of debris in the door tracks as well as a loose relating cable for the two speed door. The debris was removed and the cable was adjusted; the elevator was tested and returned to service.
EL130	3 Av-149 St ②⑤	2	The entrapment that occurred on 1/7/17 was the result of snow and ice on the door track. The snow and ice were removed; the elevator was tested and returned to service. The entrapment that occurred on 2/9/17 was the result of snow on the door tracks and the doors coming off the tracks. The snow was removed, the door was installed and adjusted and the alarm bell was repaired; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	2	The entrapment that occurred on 2/15/17 was the result of debris in the door tracks and a loose escape hatch door. The debris was removed and the escape hatch door was secured; the elevator was tested and returned to service. The entrapment that occurred on 2/20/17 was the result of the elevator power loss. Various relays were cleaned and the selector unit guide shoes were replaced; the elevator was tested and returned to service.
EL136	Pelham Pkwy ②⑤	2	The entrapments that occurred on 1/10/17 and 2/27/17 were the result of blown fuses on the door operator due to debris in the door tracks. The debris was removed and the fuses were replaced; the elevator was tested and returned to service
EL137	Pelham Pkwy ②⑤	1	The entrapment that occurred on 3/16/17 was the result of plastic at the lower landing that prevented the doors from opening. The plastic was removed and the gate switch was also cleaned; the elevator was tested and returned to service.
EL138	Pelham Pkwy ②⑤	2	The cause of entrapment that occurred on 3/3/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/8/17 was the result of a blown fuse on the door operator. The fuse was replaced; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL182	Gun Hill Rd ② ⑤	1	The entrapment that occurred on 3/10/17 was the result of a loose wire in the elevator motor soft starter unit. The wire was secured; the elevator was tested and returned to service
EL183	Gun Hill Rd ② ⑤	4	The entrapment that occurred on 1/7/17 was the result of snow buildup at the top landing door sill. The snow was removed; the elevator was tested and returned to service. The entrapment that occurred on 2/9/17 was the result of a lower landing gate switch not operating correctly. The car gate switch was repaired; the elevator was tested and returned to service. The entrapment that occurred on 3/2/17 was the result of the hoist way release rollers not engaged correctly with the car door clutch. The hoist way release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/25/17 was the result of a defective valve body microprocessor board. The board was replaced and the valve body was adjusted; the elevator was tested and returned to service.
EL185	231 St ①	2	The entrapment that occurred on 2/17/17 was the result of defective leveling relays. The leveling relays were replaced and the lower landing car door clutch was also adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/2/17 could not be determined. The elevator was tested and returned to service.
EL187	Fordham Rd ④	1	The entrapment that occurred on 3/3/17 was the result of a defective upper landing door keeper. The upper landing door keeper was replaced and the car door restrictor was also adjusted; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ⑧ ⑨	1	The entrapment that occurred on 2/16/17 was the result of the top landing door locks not making correctly. The interlocks were inspected and the defect could not be duplicated; the elevator was tested and returned to service
EL192	233 St ② ⑤	1	The entrapment that occurred on 1/7/17 was the result of snow buildup at the top landing sill. The snow was removed; the elevator was tested and returned to service.
EL193	233 St ② ⑤	1	The entrapment that occurred on 3/3/17 was the result of the door operator chain and belt needing adjustment. The door operator chain and belt were adjusted; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL195	Hunts Point Av 6	3	The entrapment that occurred on 1/8/17 was the result of snow and ice buildup at the top landing door sill. The snow and ice was removed; the elevator was tested and returned to service. The entrapment that occurred on 1/12/17 was the result of food and debris stuck in the door sill. The food and debris were removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/17/17 could not be determined. The elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>BROOKLYN</b>			
EL305	Atlantic Av 4 5	1	The entrapment occurred on 3/5/2017 was the result of a bent door clutch vain. The clutch vain was straightened and properly adjusted; the elevator was tested and returned to service.
EL306	Atlantic Av 2 3	2	The entrapment that occurred on 1/26/2017 was the result of a defective up direction car call button. The car up call button was repaired; the elevator was tested and returned to service. The entrapment that occurred on 3/13/2017 was the result of defective upper landing release rollers. The release rollers were replaced; the elevator was tested and returned to service
EL308	Court St R	6	The entrapment that occurred on 1/3/2017 was the result of a dirty safety edge. The safety edge was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/5/2017 was the result of multiple relay failures. Relays LFR, RUN, RD, SSNP, AP, BKP1, BKP2, SNP2, RLX, SAF, & SAFB2 were replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/20/2017 was the result of a misadjusted tachometer wheel and a misaligned release roller assembly at the lower landing. Both items were properly adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/23/2017 was the result of a loose wire on the motor brush rigging. The wire was secured; the elevator was tested and returned to service. The entrapment that occurred on 1/17/2017 was the result of worn hoist motor brushes and a loose wire on the hoist motor. The brushes were replaced and the wire was secured; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL309	Court St R	1	The entrapment that occurred on 1/18/2017 was the result of the upper landing door interlocks not making contact intermittently. The contacts were cleaned; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL312	Clark St 2 3	1	The entrapment that occurred on 2/5/2017 was the result of a defective RB4, HCRB4 board and a wiring issue on the start circuit. Both boards were replaced and the wiring issue was corrected; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL317	Borough Hall 2 3 4 5	2	The entrapment that occurred on 1/25/2017 was the result of a misaligned upper landing release rollers assembly. The assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/29/2017 was the result of a clutch release roller alignment issue and out of sequence door operator cams. The alignment of the clutch and release rollers and the cam sequence were corrected; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL318	Borough Hall 2 3 4 5	1	The entrapment that occurred on 1/8/2017 was the result of a broken wire on the door open relay. The wire was repaired; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL319	Brooklyn College-Flatbush Av 2 5	2	The entrapment that occurred on 1/9/2017 was the result of dirty contacts on the door operator cams and a slack door operator drive chain. The contacts were cleaned and the chain tension was corrected; the elevator was tested and returned to service. The entrapment that occurred on 1/13/2017 was the result of a misaligned upper landing car door gate switch. The switch was adjusted; the elevator was tested and returned to service.
EL320	Church Av 2 5	1	The entrapment that occurred on 3/12/2017 was the result of dirty hatch door interlock contacts on the upper landing and dirty door saddles. Both items were cleaned; the elevator was tested and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 3/14/2017 was the result of water dripping on the lower landing interlock. The interlock was cleaned; the elevator was tested and returned to service.
EL339	Franklin Av C S	1	The entrapment that occurred on 1/17/2017 was the result of a misaligned upper landing hatch door interlock and blown F7 and F2AC fuses. The fuses were replaced and the door interlock was adjusted; the elevator was tested and returned to service.
EL340	Franklin Av C S	2	The entrapment that occurred on 2/17/2017 was the result of a loose hoist way door gib. The gib was re-secured; the elevator was tested and returned to service. The entrapment that occurred on 3/10/2017 was the result of a blown F2CCL fuse. The fuse was replaced; the elevator was tested and returned to service.
EL342	Euclid Av A C	1	The entrapment that occurred on 1/8/2017 was the result of a broken door operator belt. The belt was replaced; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL344	Utica Ave <b>A C</b>	2	The entrapment that occurred on 2/14/17 was the result of an unintended movement fault that engaged the emergency brake. The controller was reset and as a precaution all door saddles, interlock contacts and gate contacts were cleaned. The elevator was tested and returned to service. The entrapment that occurred on 3/31/2017 was the result of a blown F4 fuse for the brakes. The fuse was replaced; the elevator was tested and returned to service.
EL346	Utica Ave <b>A C</b>	1	The entrapment that occurred on 3/15/17 was the result of a loose wire on the "H" relay. The wire was secured; the elevator was tested and returned to service.
EL373	Church Av <b>F G</b>	1	The entrapment that occurred on 2/20/2017 was the result of a misaligned release roller. The release roller was adjusted to engage clutch properly the elevator was tested and returned to service.
EL383	Prospect Park <b>B Q S</b>	1	The entrapment that occurred on 2/25/2017 was the result of dirty interlock contacts on the upper level. The contacts were cleaned; the elevator was tested and returned to service.
EL391	Marcy Av <b>J M Z</b>	1	The entrapment that occurred on 1/6/2017 was a result of a misadjusted bottom door lock. The lock was adjusted; the elevator was tested and returned to service.
EL392	Marcy Av <b>J M Z</b>	6	The cause of the entrapment that occurred on 1/9/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 1/15/2017 was the result in debris found in car door track. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 1/19/2017 was the result of worn car and hatch door hanger rollers. The rollers were replaced and the doors were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/27/2017 was the result of misaligned lower landing release roller assembly. The release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/9/2017 was the result of debris in car door saddle. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 2/25/2017 was the result of worn lower landing release roller. The roller was replaced; the elevator was tested and returned to service.
EL393	Flushing Av <b>J M</b>	1	The entrapment that occurred on 2/12/2017 was the result of misaligned lower landing release rollers. The rollers were adjusted; the elevator was tested and returned to service

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL395	Flushing Av <b>J M</b>	2	The entrapment that occurred on 1/7/2017 was the result of snow build up preventing doors from closing properly. The snow was cleared; the elevator was tested and returned to service. The entrapment that occurred on 1/25/2017 was the result of several relays with burnt contacts (LU, LD, D1, D2, U1, U2). The relays were replaced; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs <b>L M</b>	4	The entrapment occurred on 1/9/2017 was the result of a misaligned lower landing release roller assembly. The assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/8/2017 was the result of a broken release roller at the upper landing. The release roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/28/2017 was the result of a defective PLC power supply. The power supply was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/8/2017 was the result of loose upper landing release rollers. The rollers were secured; the elevator was tested and returned to service.
EL398	Myrtle-Wyckoff Avs <b>M</b>	2	The entrapment that occurred on 1/30/2017 was the result of misaligned release rollers at upper and lower landing. The rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/17/2017 was the result of the lower landing release rollers being out of adjustment. The rollers were adjusted; the elevator was tested and returned to service.
EL706	Jay St <b>A C F R</b>	1	The entrapment that occurred on 2/13/2017 as the result of a power failure in station. Con- Edison restored power; the elevator was tested and returned to service.
EL708	Jay St <b>A C F R</b>	1	The cause of the entrapment that occurred on 1/12/2017 could not be determined. The elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>MANHATTAN</b>			
EL104	191 St ①	1	The cause of the entrapment that occurred on 2/16/17 could not be determined. The elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL106	191 St ①	3	The cause of the entrapment that occurred on 1/13/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 1/23/17 was the result of the elevator not responding to elevator car calls. The car call board identified as "HC1" was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/23/17 was the result of a drive fault. The fault was reset, the selector tape reader was cleaned and a loose selector magnet was secured; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL107	181 St ①	3	The entrapment that occurred on 1/5/17 was the result of the overload tripping and a blown fuse identified as "FTLB". The overload was reset and the fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/11/17 was the result of defective drive relays identified as "R and Run". The relays and a blown FLTB fuse were replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/31/17 was the result of worn brake bearings and brake pads. The bearings and brake pads were replaced and adjusted. The Normal power relays identified as "SSN1 and SSN2" were also replaced; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL108	181 St ①	1	The cause of the entrapment that occurred on 1/18/17 could not be determined. The elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL111	168 St ①	1	The entrapment that occurred on 1/13/17 was the result of a defective in car stop switch. The stop switch was repaired; the elevator was tested and returned to service.
EL112	168 St ①	1	The entrapment that occurred on 2/12/17 was the result of a defective car gate switch. The car gate switch was replaced; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL113	168 St ①	2	<p>The entrapment that occurred on 1/27/17 was the result of a defective tachometer wheel. The tachometer wheel was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/1/17 was the result of a defective hoist motor brush holder. The hoist motor brush holder and brushes were replaced and adjusted; the elevator was tested and returned to service.</p> <p>This elevator is scheduled for replacement in the 2015-2019 Capital Program.</p>
EL114	168 St ①	1	<p>The entrapment that occurred on 2/10/17 was the result of a power failure in the electrical distribution room. The 1600 amp main breaker was reset; the elevator was tested and returned to service.</p> <p>This elevator is scheduled for replacement in the 2015-2019 Capital Program.</p>

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL116	190 St <b>A</b>	14	<p>The cause of the entrapment that occurred on 1/7/17 could not be determined. The elevator was tested and returned to service. The two entrapments that occurred on 1/12/17 and 1/12/17 were the result of a hoist motor drive fault. The fault was reset. Various relays on the drive board were replaced and adjustments were made to the car and hatch door components; the elevator was tested and returned to service. The two entrapments that occurred on 1/24/17 and 1/25/27 were the result of the motor limit timer being activated due to the brakes not operating correctly. The brake pin was properly secured, the top interlock was also adjusted and the brake relays were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/31/17 was the result of defective drive board relays and a defective car door restrictor that did not allow car gate switch to engage correctly. The drive board relays were replaced and the car door restrictor was repaired; the elevator was tested and returned to service. The two entrapments that occurred on 2/1/17 and 2/2/17 were the result of the drive not working correctly due to a defective "M" drive relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/3/17 was the result of the right side brakes binding causing the elevator hoist motor drive to not work correctly. The right side brake was removed and repaired, a loose connection was secured on the drive circuit; the elevator was tested and returned to service. The entrapment that occurred on 2/16/17 was the result of the motor limit timer activating due to the right side brakes not lifting correctly. The right side brakes were disassembled and the brake piston sleeve was repaired. The brakes were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/18/17 was the result of the brakes not lifting correctly. The brakes were adjusted, the brake switch was replaced, the car door restrictor was replaced, also several selector slow down and leveling magnets were replaced; the elevator was tested and returned to service. The three entrapments that occurred on 3/1/17, 3/3/17 and 3/8/17 were due to the motor limit timer being activated as a result of the brakes not lifting correctly. The brakes were disassembled and worn linkages of the brakes were sent to a vendor for repairs. The selector slow down and leveling magnets were inspected and defective ones were replaced. The brake linkages were installed and brakes were adjusted, the tach motor was replaced; the elevator was tested and returned to service.</p> <p>This elevator is scheduled for replacement in the 2015-2019 Capital Program.</p>

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL119	181 St <b>A</b>	2	The two entrapments that occurred on 3/6/17 and 3/8/17 were the result of the car pawl safety device being activated. The rail guide rollers were replaced and the car pawl safety device was adjusted; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL120	190 St <b>A</b>	8	The entrapment that occurred on 1/10/17 was the result of the elevator not running at contract speed. The PM 2 relay for the selector speed and leveling unit was replaced, the contacts for the door circuit were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/12/17 was the result of the elevator not running at contract speed. The selector unit for speed and leveling was reset, the contacts for the hoist motor fields were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/20/17 could not be determined. The controller was reset and various contacts to the call circuit were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 2/23/17 was the result of the doors not opening at the lower landing. The door open relay contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/1/17 could not be determined. The contacts for the call circuit were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/8/17 was the result of the elevator not running at contract speed. The speed relays were cleaned as well as the door open relays and hoist motor field relays; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/9/17 could not be determined. The door open relay contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/26/17 was the result of defective down relays identified as "D" and "DX". The "D" and "DX" relay contacts were cleaned and adjusted; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL123	175 St <b>A</b>	1	The entrapment that occurred on 3/13/17 was the result of the valve body not operating correctly. The valve body was adjusted, the interlocks were also cleaned; the elevator was tested and returned to service.
EL125	125 St <b>4 5 6</b>	1	The entrapment that occurred on 2/16/17 was the result debris on the door tracks that prevented the doors from operating correctly. Paper and debris were removed from the door sill; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL126	125 St 4 5 6	2	The entrapment that occurred on 1/25/17 was the result of an umbrella preventing the doors from opening. The umbrella was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/20/17 could not be determined. The elevator was tested and returned to service.
EL140	168 St A C	2	The entrapment that occurred on 2/7/17 was the result of the doors not operating correctly. The doors were inspected and the door reopening device was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/9/17 was the result of the door not operating correctly. The hoist way door interlocks and sills were cleaned; the elevator was tested and returned to service.
EL142	125 St A B C D	8	The entrapment that occurred on 1/5/17 was the result of the door operator not working correctly. The door operator cams were adjusted and the eccentric rollers on the car doors were also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/7/17 was the result of snow buildup at the upper landing. The snow was removed; the elevator was tested and returned to service. The two entrapments that occurred on 1/11/17 and 1/12/17 were the result of the doors not working correctly. The door tensioning device, release rollers and relating cable were replaced, the lower level hatch door tracks were secured and the doors were adjusted, the hanger rollers were replaced on all the doors; the elevator was tested and returned to service. The entrapment that occurred on 1/21/17 was the result of the hoist way door interlocks not working correctly. The top and bottom landing hoist way door interlocks were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/6/17 was the result of the motor pump unit belt needing adjusting. The pump motor belt was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/9/17 was the result of a defective door operator board that did not allow the doors to operate correctly. The door operator board was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/16/17 was the result of a blown fuse on the door operator. The fuse was replaced; the elevator was tested and returned to service.
EL143	125 St A B C D	1	The entrapment that occurred on 3/15/17 was the result of the doors not operating correctly. The doors were inspected and the fault could not be duplicated; The elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL144	125 St <b>A B C D</b>	1	The entrapment that occurred on 3/2/17 was the result of the top of car safety curtain not working correctly. The top of car safety curtain was aligned, the top door clutch and door limit sensors were adjusted; the elevator was tested and returned to service.
EL146	96 St <b>2 3 1</b>	1	The entrapment that occurred on 3/7/17 was the result of the elevator doors not working correctly. The lower landing hatch door interlocks were cleaned and adjusted; the elevator was tested and returned to service.
EL148	Inwood-207 St <b>A</b>	3	The entrapment that occurred on 1/3/17 was the result of the top of car escape hatch not secured correctly. The top of car escape hatch was secured and the car door restrictor was repaired; the elevator was tested and returned to service. The entrapment that occurred on 1/4/17 was the result of the car not reaching the top landing. The fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 1/9/17 was the result of debris in the door sill. The debris was cleaned; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL149	Inwood-207 St <b>A</b>	7	The three entrapments that occurred on 2/2/17, 2/21/17 and 2/24/17 were the result of the lower landing doors not working correctly. The lower landing hoist way interlocks and release rollers were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/25/17 was the result of the car door zone restrictor device not working correctly. The car door zone restrictor device was also adjusted; the elevator was tested and returned to service. The three entrapments that occurred on 3/6/17, 3/7/17 and 3/11/17 were the result of the lower landing interlock not working correctly. The interlock was adjusted; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL178	Dyckman St <b>1</b>	2	The entrapment that occurred on 2/2/17 was the result of the doors not operating correctly. The car gate switch contacts and door sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 2/6/17 was the result of the top door lock not closing correctly. The interlock contacts and door sills were cleaned; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL201	51 St ⑥	3	The two entrapments that occurred on 1/22/17 and 1/25/17 were the result of a defective in car inspection switch that worked intermittently. The in-car inspection switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/1/17 was the result of the doors not operating correctly. The hoist way door relating cable was replaced and adjusted; the elevator was tested and returned to service.
EL204	Grand Central-42 St ④⑤⑥⑦⑧	1	The entrapment that occurred on 1/8/17 was the result of defective slowdown shaft way switches. The switches were replaced and adjusted; the elevator was tested and returned to service.
EL213	34 St-Herald Sq ②③④⑤⑥⑦⑧⑨⑩	1	The entrapment that occurred on 1/6/17 was the result of debris in the door tracks. The debris (plastic bags) was removed from the door tracks; the elevator was tested and returned to service.
EL214	34 St-Penn Station ①	2	The entrapment that occurred on 1/28/17 was the result of debris in the door tracks. The debris (plastic bags) was removed from the door tracks; the elevator was tested and returned to service. The entrapment that occurred on 3/9/17 was the result of the door not operating correctly. A few car and hanger rollers were replaced, the door tensioning device was adjusted; the elevator was tested and returned to service.
EL215	34 St-Penn Station ②③	1	The entrapment that occurred on 2/24/17 was the result of doors not opening. The door open and door close relays were replaced; the elevator was tested and returned to service.
EL219	14 St-Union Sq ④⑤⑥	1	The entrapment that occurred on 3/23/17 was the result of debris stuck in the door tracks. The debris (sheet metal screw) was removed; the elevator was tested and returned to service.
EL221	14 St/8 Av ①②③④	2	The two entrapments that occurred on 1/11/17 and 1/11/17 were the result of the doors not operating correctly. The hanger rollers were replaced on the hatch doors and the car door clutch was adjusted; the elevator was tested and returned to service.
EL224	8 Av ①	1	The cause of the entrapment that occurred on 1/24/17 could not be determined. The door operator was inspected and minor adjustments were made; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL228	34 St-Penn Station <b>C E</b>	2	The entrapment that occurred on 1/15/17 was the result of the car door clutch not working correctly. The car door clutch was replaced and adjusted. The top and bottom landing hatch door release rollers were also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/2/17 was the result of the valve body not working correctly. The valve body screens were cleaned; the elevator was tested and returned to service.
EL232	Times Sq-42 St <b>1 2 3 7</b>	2	The entrapment that occurred on 2/19/17 was the result of the hatch door release rollers out of adjustment. The hatch door release rollers at the top landing were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/17/17 was the result of the doors not operating correctly at the upper landing. The door close tensioning device was replaced and the release rollers were adjusted; the elevator was tested and returned to service
EL233	Times Sq-42 St <b>1 2 3</b>	2	The entrapment that occurred 1/15/17 was the result of a defective door operator belt. The door operator belt was replaced and adjusted, the door restrictor was adjusted and the H and D relays on the control board were replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/25/17 was the result of the doors not working correctly. The car gate switch was replaced, the door stop roller was replaced, the door restrictor was adjusted; the elevator was tested and returned to service.
EL234	47-50 Sts-Rockefeller Center <b>B D F M</b>	2	The entrapment that occurred on 1/20/17 was the result of a defective valve body. The valve body was replaced and adjusted, the oil was also replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/25/17 was the result of debris in the door tracks that prevented the doors from operating correctly. The debris (coffee cup) was removed; the elevator was tested and returned to service.
EL235	47-50 Sts-Rockefeller Center <b>B D F M</b>	1	The entrapment that occurred on 1/31/17 was the result of doors not working correctly at the lower landing. The car gate switch and hatch door interlock contacts were cleaned; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center <b>1</b>	2	The entrapment that occurred on 1/2/17 was the result of the doors not operating correctly. The car gate switch and hatch door interlock contacts were cleaned, the door reopening device was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/2/217 was the result of the car not leveling correctly. The selector leveling unit guide shoes were replaced and the interlocks were cleaned; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St 7	1	The entrapment that occurred on 3/10/17 was the result of the door restrictor not working correctly and the elevator motor starter not working. The door restrictor was repaired and a blown fuse on the elevator motor starter was replaced; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL245	Lexington Av-53 St E M	1	The entrapment that occurred on 2/19/17 was the result of debris stuck in the lower landing hatch doors. The debris (plastic cup) was removed from the hatch door sill at the lower landing; the elevator was tested and returned to service.
EL248	96 St Q	1	The entrapment that occurred on 3/20/17 was the result of debris stuck in the door tracks. The debris (wood chips) was removed from the door tracks; the elevator was tested and returned to service.
EL250	86 St Q	7	The entrapment that occurred on 1/6/17 was the result of brake malfunction. The brakes were adjusted; the elevator was tested and return to service. The entrapment that occurred on 1/23/17 was the result of an unsecured glass panel switch. The switch was secured; the elevator was tested and return to service. The entrapment that occurred on 1/27/17 was the result of power loss. A surge suppressor was replaced; the elevator was tested and return to service. The entrapment that occurred on 1/28/17 was the result of a drive fault. The drive fault was reset the elevator was tested and return to service. The entrapment that occurred on 2/7/17 was the result of brake malfunction. The bracket for micro switch attached to the brakes was tightened; the elevator was tested and return to service. The entrapment that occurred on 3/2/17 was the result of defective electromechanical switch on the emergency access hoistway door. The switch was replaced the elevator was tested and return to service. The entrapment that occurred on 3/10/17 was the result of drive fault. The drive unit was replaced; the elevator was tested and return to service.
EL266	72 St Q	4	The entrapment that occurred on 1/6/17 was the result of accidental activation of brake by a technician. The elevator was tested and return to service. The entrapment that occurred on 1/10/17 was the result of brake malfunction. The brake fault was reset; the elevator was tested and return to service. The entrapment that occurred on 1/30/17 was the result of a relay failure. The relay was replaced; the elevator was tested and return to service. The entrapment that occurred on 2/13/17 was the result of brake malfunction. The brakes were checked and tested OK; the elevator was tested and return to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL267	72 St <b>Q</b>	1	The entrapment that occurred on 2/9/17 was the result of debris stuck in the door tracks. The debris was removed; the elevator was tested and return to service.
EL277	59 St-Columbus Circle <b>A B C D 1</b>	1	The cause of the entrapment that occurred on 2/3/17 could not be determined; the elevator was tested and returned to service.
EL279	59 St-Columbus Circle <b>A B C D 1</b>	4	The entrapment that occurred on 1/17/17 was the result of the car safety plank switch activating. The car safety plank switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 3/9/17 was the result of the slack cable switch activating. The piston hoist ropes were shortened, the pump unit and oil was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/10/17 was the result of customer interference. While the elevator was being tested a customer removed the barricade and entered the elevator. The elevator was tested and returned to service. The entrapment that occurred on 3/17/17 was the result of the slack cable switch being activated. The slack cable switch was reset and metal burrs were filed from the rails, The hanger rollers were also adjusted on the doors; the elevator was tested and returned to service.
EL281	57 St-7 Av <b>N Q R</b>	2	The entrapment that occurred on 1/6/17 was the result of the door not working correctly at the lower landing. The hatch door release rollers and car door clutch were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/26/17 was the result of the car gate switch not working correctly. The car gate switch was replaced and the valve body screen was also cleaned; the elevator was tested and returned to service.
EL299	23 St <b>6</b>	2	The cause of the entrapment that occurred on 2/9/17 was the result of snow in the door sill. The snow was cleared; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/20/17 was the result of the doors not closing correctly. The fault was cleared and could not be duplicated; the elevator was tested and returned to service.
EL324	Canal St <b>6</b>	2	The entrapment that occurred on 1/13/2017 was the result of a defective PX relay and misaligned car guide rollers. The relay was replaced, the car guide shoes under the car were adjusted, and the steadying plate on top of the car was re-secured; the elevator was tested and returned to service. The entrapment that occurred on 1/15/2017 was the result of worn lower landing hatch door hanger rollers. The hanger rollers were replaced, all door components readjusted; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL328	Bleecker St <b>D F B M 6</b>	1	The entrapment that occurred on 2/22/2017 was the result of car doors not fully closing. The doors were adjusted to fully close; the elevator was tested and returned to service.
EL331	Bleecker St <b>D F B M 6</b>	1	The entrapment that occurred on 1/4/2017 was the result of worn car guide shoes/rollers that were causing the car safety jaws to grab rails. All shoes/rollers were replaced; the elevator was tested and returned to service.
EL332	Bleecker St <b>D F B M 6</b>	3	The entrapment that occurred on 3/16/17 was the result of the governor/plank switch tripping. The switches were reset; the elevator was tested and returned to service. The entrapment that occurred on 3/17/2017 was the result of overloaded elevator (thirteen customers in the car); as a result, the pressure switch and rupture valve tripped. In addition the UX and UC relays were found to be defective. The relays were replaced, the pressure and rupture valve switches were reset; the elevator was tested with weight carts and returned to service. The entrapment that occurred on 3/25/2017 was the result of damaged normal limit switch and access switch at the lower landing. The switches were replaced, upper limit switches were adjusted, a weight test was performed; the elevator was tested and returned to service.
EL401	Lexington Av-63 St <b>F Q</b>	1	The entrapment that occurred on 2/17/2017 was the result of rear gate switch bypass switch failure. The door gate switch made up when CTA shook the door. TEMM's inspected elevator found no contributing defects. The elevator was tested and returned to service.
EL403	Roosevelt Island <b>F</b>	1	The entrapment that occurred on 2/18/2017 was the result of a misaligned door clutch bayonet and worn release rollers. The bayonet was adjusted and the release rollers were replaced; the elevator was tested and returned to service.
EL440	Lexington Av-63 St <b>F Q</b>	2	The entrapment that occurred on 2/16/2017 was the result of elevator getting lost in the shaft. The floor counts were reprogrammed; the elevator was tested and returned to service. The entrapment that occurred on 2/26/2017 was the result of a misaligned lower landing interlock and release rollers. Both items were adjusted; the elevator was tested and returned to service.  The newly installed elevators at this station have high rate of failure. The MTACC has been in contact with the contractor to make additional repairs. The contractor is scheduled to make these repairs during third week of April to improve the reliability.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL441	Lexington Av-63 St <b>F</b> <b>Q</b>	4	<p>The entrapment that occurred on 2/16/2017 was the result of broken selector tape guide shoes. The tape guide shoes were replaced and selector tape was put back in the selector unit; the elevator was tested and returned to service. The cause of the entrapments that occurred on 3/14/17 and 3/28/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/31/2017 was caused by multiple issues. All the tape guides on IP8300 were replaced, and a number of adjustments were made; the elevator was tested and returned to service.</p> <p>The newly installed elevators at this station have high rate of failure. The MTACC has been in contact with the contractor to make additional repairs. The contractor is scheduled to make these repairs during third week of April to improve the reliability.</p>
EL442	Lexington Av-63 St <b>F</b> <b>Q</b>	4	<p>The cause of the entrapment that occurred on 1/14/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 1/17/2017 was the result of a loose wire on the pit ladder circuit. The wire was secured; the elevator was tested and returned to service. The entrapment that occurred on 2/10/2017 was the result a loose door operator stop roller. The stop roller was secured, and as a precaution all door saddles were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/27/2017 could not be determined. The elevator was tested and returned to service.</p> <p>The newly installed elevators at this station have high rate of failure. The MTACC has been in contact with the contractor to make additional repairs. The contractor is scheduled to make these repairs during third week of April to improve the reliability.</p>

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL443	Lexington Av-63 St <b>F Q</b>	5	<p>The entrapment that occurred on 1/18/2017 was the result of misaligned interlock and release rollers at the lower landing and defective counter weight guide rollers. The interlocks and release rollers were adjusted, the counter weight rollers were replaced and the brake was re-adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/25/2017 as a result of the misaligned door restrictor. The restrictor was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/24/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/6/2017 due to defective PLC Module # 2. The PLC Module 2 was replaced under warranty by contractor; the elevator was tested and returned to service. The entrapment that occurred on 3/22/2017 was a result of the misaligned upper door release roller. The roller was adjusted; the elevator was tested and returned to service.</p> <p>The newly installed elevators at this station have high rate of failure. The MTACC has been in contact with the contractor to make additional repairs. The contractor is scheduled to make these repairs during third week of April to improve the reliability.</p>
EL444	Lexington Av-63 St <b>F Q</b>	1	The cause of the entrapment that occurred on 1/8/2017 could not be determined. The elevator was tested and returned to service.
EL710	Bowling Green <b>4 5</b>	2	The cause of the entrapment that occurred on 1/10/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 1/25/2017 was the result of a loose door operator belt. The belt was adjusted; the elevator was tested and returned to service.
EL719	Fulton St <b>A C J Z 2 3 4 5</b>	1	The entrapment that occurred on 1/16/2017 was the result of debris in the lower landing saddles. The debris was cleaned up; the elevator was tested and returned to service.
EL732	Fulton St <b>2 3</b>	1	The cause of the entrapment that occurred on 1/4/2017 could not be determined. The elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
<b>QUEENS</b>			
EL405	21 St-Queensbridge ❸	4	The entrapment that occurred on 2/3/2017 was the result of a misaligned door restrictor and debris under door saddle. The restrictor was adjusted and the debris was cleaned up; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/13/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 2/15/2017 was the result of debris in door sills. The debris was cleaned up; the elevator was tested and returned to service. The entrapment that occurred on 3/2/2017 was the result of a misaligned upper landing door restrictor. The restrictor was adjusted, elevator tested, and returned to service.
EL406	21 St-Queensbridge ❸	1	The cause of the entrapment that occurred on 3/2/2017 could not be determined. The elevator was tested and returned to service.
EL412	Jamaica Center ❸❹❺	2	The entrapment that occurred on 1/25/2017 was the result of the doors not opening at the upper landing due to a defective smoke head putting machine on fire recall. The smoke head was replaced, the door operator relays were replaced, and the door timing was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/1/2017 was the result of misaligned door release rod. The rod was adjusted; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL414	Flushing-Main St ❷	4	The entrapment 1/18/2017 was the result of a defective lower landing hatch door release roller. The roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/23/2017 was the result of the lower landing hoist way doors dragging on the saddle and water dripping on the door lock. The water was cleaned up and the door track was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/15/2017 was the result of ice buildup on upper landing door sills. The ice was cleaned up; the elevator was tested and returned to service. The entrapment that occurred on 3/20/2017 was the result of debris (shoe sole) in the upper landing hoist way doors. The debris was cleaned up; the elevator was tested and returned to service.
EL425	Junction Blvd ❷	2	The cause of the entrapment that occurred on 2/14/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 2/20/2017 was the result of paper wedged between the hoist way and car door. The paper was removed; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL426	Junction Blvd 7	1	The entrapment that occurred on 3/4/2017 was the result of the upper landing hoist way doors dragging. The doors and interlock were adjusted; the elevator was tested and returned to service.
EL427	Junction Blvd 7	3	The entrapment that occurred on 1/7/2017 was the result of two blown fuses. The fuses were replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/11/2017 was the result of paper towels wedged in the upper landing door tracks. The towels were removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/23/2017 could not be determined. The elevator was tested and returned to service.
EL428	Queens Plaza E M R	6	The entrapment that occurred on 1/7/2017 was the result of lower landing slow speed door dragging and relating cable bracket loose. The door was adjusted, the relating cable was secured, and the spirator was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/12/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/2/2017 was the result of leaves in upper landing door saddle and an upper landing broken release roller. The leaves were removed and the broken roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/16/2017 was the result of salt and ice buildup on street level doors. The ice/salt was cleared up; the elevator was tested and returned to service. The cause of the entrapment that occurred on 3/29/2017 and 3/30/2017 could not be determined. The elevator was tested and returned to service.
EL432	Jamaica-179 St F	2	The cause of the entrapment that occurred on 2/3/2017 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/27/17 was the result of a loose car door hangar roller. The roller was secured and the door restrictor damaged by FDNY was repaired. The elevator was tested and returned to service.
EL439	Forest Hills E F M R	1	The entrapment that occurred on 2/26/2017 was the result of misadjusted car guide rollers. The guide rollers and release rollers were adjusted; the elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 3/15/2017 was the result of Station Dept. overloading elevator with salt tripping the rupture valve. The valve was reset; the elevator was tested and returned to service.

2017 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL447	CitiCorp/Court Square 7EG	1	The entrapment that occurred on 2/13/2017 was the result of a bolt missing on the door operator mounting bracket. The bolt was replaced and all saddles were cleaned; the elevator was tested and returned to service.

2017 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (01/01/17 to 03/31/17)	# of Tours OOO
EL200X	EL200X	34 St - Herald Square	6th Avenue	270	5
EL203X	EL203X	Lexington Av - 53 St	Queens Blvd	270	142
EL207X	EL207X	50 Street	8th Avenue	270	1
EL208X	EL208X	50 Street	8th Avenue	270	16
EL231X	EL231X	Times Square - 42 St	Broadway/7th Ave	270	0
EL268X	EL268X	49th Street (Uptown)	Broadway	270	1
EL276X	EL276X	59 St - Columbus Circle	8th Avenue	270	3
EL279X	NEW	28th Street Park Avenue	Lexington Avenue	270	18
EL287X	Elev # TE46	42nd St - Bryant Park	6th Avenue	270	0
EL288X	Elev # ELP6	42nd St - Port Authority Bus Terminal	8th Avenue	270	0
EL289X	Elev # ELP7	42nd St - Port Authority Bus Terminal	8th Avenue	270	3
EL290X	Lift	42nd St - Port Authority Bus Terminal	8th Avenue	270	38
EL291X	Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	270	105
EL294X	NEW	42nd Street - Bryant Park	6th Avenue	270	5
EL295X	NEW	42nd Street - Bryant Park	6th Avenue	270	36
EL300X	EL300X	Atlantic Avenue	LIRR	270	1
EL327X	NEW	Jay Street Metrotech	4th Avenue	270	7
EL415X	EL415X	61 St - Woodside	Flushing	270	0
EL416X	EL416X	61 St - Woodside	Flushing	270	58
EL417X	EL417X	61 St - Woodside	Flushing	270	1
EL418X	EL418X	61 St - Woodside	Flushing	270	0
EL419X	EL419X	61 St - Woodside	Flushing	270	0
EL445X	EL445X	Court Square	Flushing	270	20
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	270	0
EL449X	EL449X	Sutphin Blvd - Archer Av JFK	ARC	270	0
EL450X	EL450X	Sutphin Blvd - Archer Av JFK	ARC	270	0
EL490X	Elec # EL1	Howard Beach - JFK Airport	Rockaway	270	0
EL491X	EL2	Howard Beach - JFK Airport	Rockaway	270	3
EL492X	EL300X	Howard Beach - JFK Airport	Rockaway	270	2
EL493X	EL4	Howard Beach - JFK Airport	Rockaway	270	0
EL494X	EL5	Howard Beach - JFK Airport	Rockaway	270	0
EL495X	EL6	Howard Beach - JFK Airport	Rockaway	270	0

2017 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (01/01/17 to 03/31/17)	# of Tours OOO
EL700X	NEW	ATLANTIC AVE/BARCLAY CTR	FLATBUSH	270	48
EL717X		FULTON ST		270	3
EL718X		FULTON ST		270	0
EL726X		FULTON ST		270	0
EL727X		FULTON ST		270	5
EL728X	NEW	FULTON ST	Nassau Loop BMT	270	0
EL729X		FULTON ST		270	2
EL733X	NEW	FULTON STREET	LEX AVENUE	270	0
EL737X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	270	0
ES250X	ES250X	59 St - Columbus Circle	8th Avenue	270	107
ES251X	ES251X	59 St - Columbus Circle	8th Avenue	270	93
ES253X	ES253X	Lexington Av - 53 St	Queens Blvd	270	175
ES254X	ES254X	Lexington Av - 53 St	Queens Blvd	270	38
ES257X	ES257X	14 St - Union Square	Lexington Avenue	270	237
ES258X	ES258X	14 St - Union Square	Lexington Avenue	270	118
ES261X	ES261X	Times Square - 42 St	Broadway / 7th Avenue	270	32
ES262X	ES262X	Times Square - 42 St	Broadway / 7th Avenue	270	17
ES263X	ES263X	50 Street	8th Avenue	270	1
ES264X	ES264X	50 Street	8th Avenue	270	14
ES265X	ES002X	Court Square	Crosstown	270	22
ES266X	ES001X	Court Square	Crosstown	270	57
ES267X	ES267X	Times Square - 42 St	Broadway / 7th Avenue	270	8
ES268X	ES268X	Times Square - 42 St	Broadway / 7th Avenue	270	5
ES358X	NEW	ATLANTIC AVE/BARCLAY CTR		270	24
ES359X	NEW	ATLANTIC AVE/BARCLAY CTR		270	5
ES360X		Fulton Street		270	93
ES361X		Fulton Street		270	3
ES362X		Fulton Street		270	2
ES363X		Fulton Street		270	60
ES365X		Fulton Street		270	2
ES366X		Fulton Street		270	41
ES376X	ES376X	Fulton St	Nassau Loop BMT	270	3

2017 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (01/01/17 to 03/31/17)	# of Tours 000
ES377X	ES377X	Fulton St	Nassau Loop BMT	270	7
ES378X	ES378X	Wall St	Clark Street	270	0
ES379X	ES379X	Wall St	Clark Street	270	2
ES380X	Number listed)	Cortlandt St	Broadway	270	1
ES383X		FULTON ST		270	37
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	270	2
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	270	2
ES461X	ES461X	Court Square	Flushing	270	39
ES462X	ES462X	Court Square	Flushing	270	31
ES496X	ES1	Howard Beach - JFK Airport	Rockaway	270	3
ES497X	ES2	Howard Beach - JFK Airport	Rockaway	270	0
ES498X	ES3	Howard Beach - JFK Airport	Rockaway	270	36
ES499X	ES4	Howard Beach - JFK Airport	Rockaway	270	1
ES600X	ES1708X	Lexington Av - 53 St	Queens Blvd	270	0
ES606X	Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	270	14
ES607X	Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	270	34
ES608X	Number listed)	Grand Central - 42nd St	Lexington	270	0
ES609X	Number listed)	Grand Central - 42nd St	Lexington	270	0
ES610X	Number listed)	Grand Central - 42nd St	Lexington	270	0
83		GRAND TOTALS		22,410	1,889



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

## **STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FIRST QUARTER 2017**

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

- Summonses issued in the first quarter decreased by 5.31% (from 38,724 in 2016 to 36,669 in 2017).
- TAB received 42,170 payments in 2017, a 65.72% increase from the 25,446 received in 2016. Direct payments increased by 8.24% (21,989 to 23,800) over the first quarter of 2016; payments received from state tax refunds increased from 3,457 to 18,370.
- Overall total revenue for the first quarter totaled \$4,105,903, a 62.67% increase from the 2016 first quarter revenue of \$2,523,999. Receipts from direct payments increased by 12.27% to \$2,317,814 in 2017 as compared to \$2,064,480 in the first quarter of 2016. The \$3,402,658 in first quarter receipts from state tax refunds relating to outstanding judgments from prior years, represented a 625.58% increase from first quarter state tax refunds of \$468,958 in 2016. Increase in Statewide Offset Program (SWOP) is due to a special project initiated in Fall of 2016 to recoup unpaid summonses.
- Expenses decreased by 22.77% (\$1,625,010 compared to \$1,254,919) from the first quarter of 2016.
- TAB revenue exceeded expenses by \$2,850,984 compared to \$898,989 for the first 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**  
**FIRST QUARTER 2017**

INDICATOR	1st QTR	1st QTR	ANNUAL TOTALS	
	2017	2016	Y-T-D 2017	Y-T-D 2016
ISSUANCE DATA				
Violations Issued	36,669	38,724	36,669	38,724
PAYMENT DATA				
Number of Payments	42,170	25,446	42,170	25,446
Regular	23,800	21,989	23,800	21,989
State Tax Refund	18,370	3,457	18,370	3,457
Amount Paid	\$5,720,471	\$2,533,438	\$5,720,471	\$2,533,438
Regular	\$2,317,814	\$2,064,480	\$2,317,814	\$2,064,480
State Tax Refund	\$3,402,658	\$468,958	\$3,402,658	\$468,958
Average Payment	\$135.65	\$99.56	\$135.65	\$99.56
Yield per NOV	\$156.00	\$65.42	\$156.00	\$65.42
REVENUE/EXPENSE DATA				
Revenue	\$4,105,903	\$2,523,999	\$4,105,903	\$2,523,999
Expenses	\$1,254,919	\$1,625,010	\$1,254,919	\$1,625,010
ADJUDICATIONS				
Total Cases Adjudicated	6,014	6,124	6,014	6,124
Admin Dismissals	832	533	832	533
Hearings	5,182	5,591	5,182	5,591

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.

Metropolitan Transportation Authority

# New York City Transit Workforce

As of March 31, 2017



# EEO First Quarter 2017 Executive Summary

- ❑ NYCT overall workforce is currently comprised of 50,549 employees; of which 9,186 (18%) are Females,\* 38,826 (77%) are Minorities and 535 (1.06%) are Veterans.\*
- ❑ The percentage of Females in the workforce remained constant compared to the representation of Females in first quarter 2016.
- ❑ The overall composition of NYCT workforce changed by 1% as it relates to Race and Ethnicity since first quarter 2016.
- ❑ NYCT hired 1,247 employees; of which 323 (26%) were Females, 1048 (84%) were Minorities and 22 (2%) were Veterans.
- ❑ NYCT handled a total of 282 EEO complaints; of which 155 were internal and 127 were external.
- ❑ NYCT handled a total of 170 Title VI complaints.

\*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



# EEO First Quarter 2017 Executive Summary

The table below is a snapshot as of March 31, 2017 of NYCT numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	7,859	1,319	17%	2523	32%	5336	68%	2,906	37%	988	13%	1,130	14%	24	0%	2	2%	286	4%	90	1%
Professionals	2,745	983	36%	800	30%	1945	71%	855	31%	268	10%	729	27%	4	0%	0	0%	89	3%	18	1%
Technicians	286	139	49%	66	23%	220	77%	140	49%	31	11%	40	14%	1	0%	0	0%	8	3%	3	1%
Protective Services	345	78	23%	50	14%	295	86%	198	57%	66	19%	25	7%	0	0%	1	0%	5	1%	5	1%
Paraprofessionals	55	30	55%	8	15%	47	85%	27	49%	13	24%	5	9%	0	0%	0	0%	2	4%	0	0%
Administrative Support	4,309	1,839	43%	478	11%	3831	89%	2,315	54%	620	14%	789	18%	10	0%	4	0%	93	2%	26	1%
Skilled Craft	14,793	878	6%	4896	33%	9897	67%	5,610	38%	1,825	12%	2,098	14%	28	0%	6	0%	330	2%	189	1%
Service Maintenance	20,157	3,920	19%	2902	14%	17255	86%	11,451	57%	4,391	22%	992	5%	26	0%	8	0%	387	2%	204	1%
<b>Total</b>	50,549	9,186	18%	11,723	23%	38,826	77%	23,502	46%	8,202	16%	5,808	11%	93	0%	21	0%	1,200	2%	535	1.1%

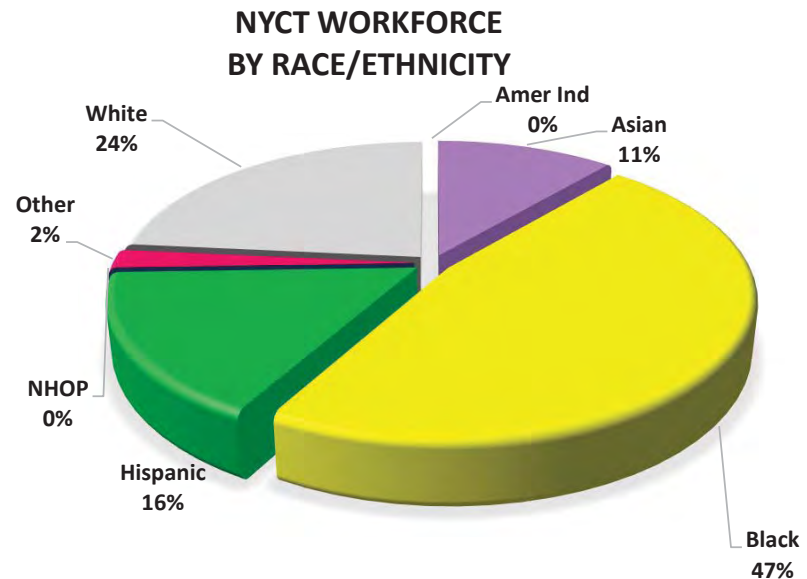
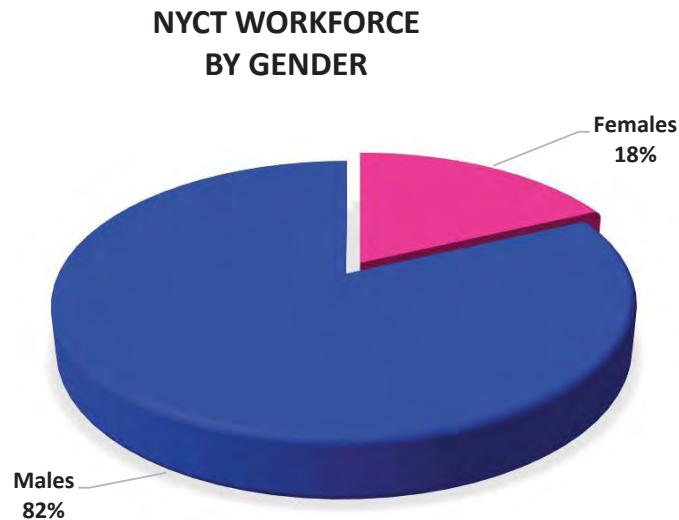
<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

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

Note: All percentages have been rounded up to the nearest whole number.



# NYCT Workforce as of March 31, 2017

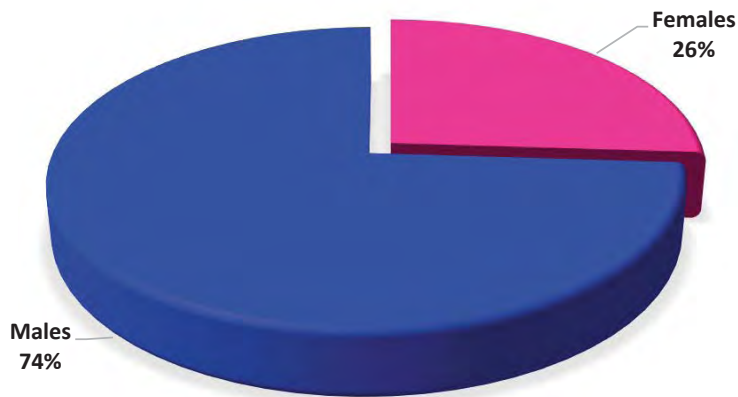


- ❑ NYCT workforce consist of 50,549 employees.  
18% Females, 77% Minorities and 1% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities did not change as it relates to Race and Ethnicity since the prior quarter.

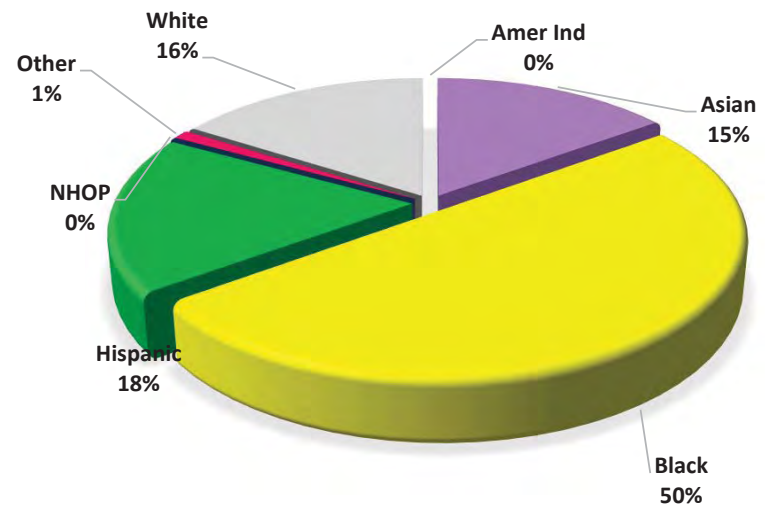


# NYCT Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to March 31, 2017

**NYCT NEW HIRES  
BY GENDER**



**NYCT NEW HIRES  
BY RACE/ETHNICITY**

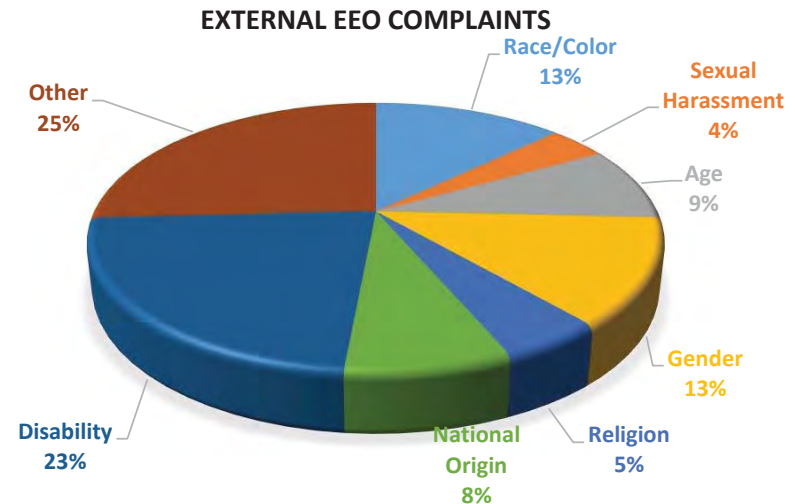
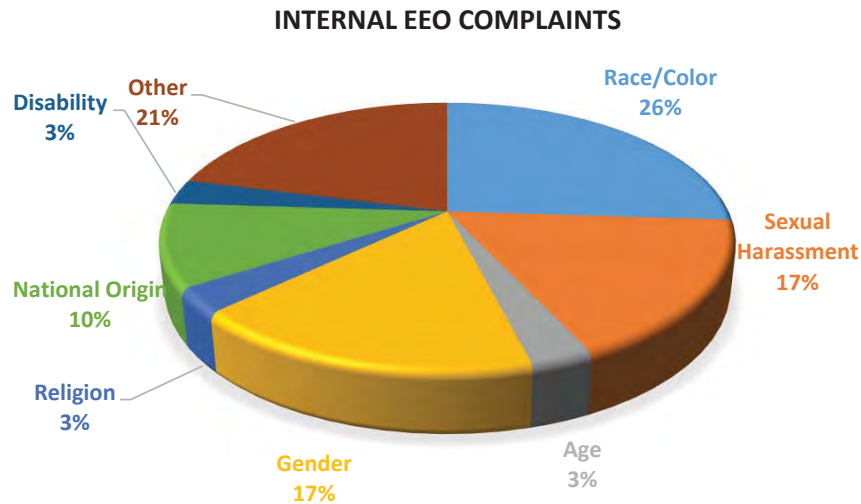


NYCT hired 1,247 Employees and 22 Veterans

- ❑ 26 % Females of which 1% were Veterans.
- ❑ 84 % Minorities of which 2% were Veterans.
- ❑ 2% Veterans overall were hired.



# NYCT Internal/External EEO Complaints January 1, 2017 to March 31, 2017



NYCT handled 282 EEO complaints, citing 487 separate allegations.

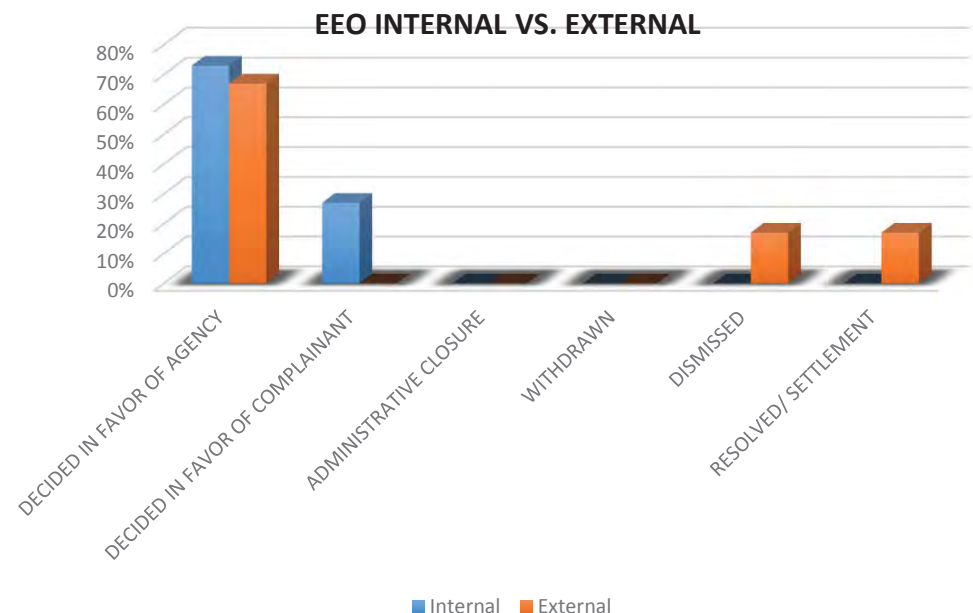
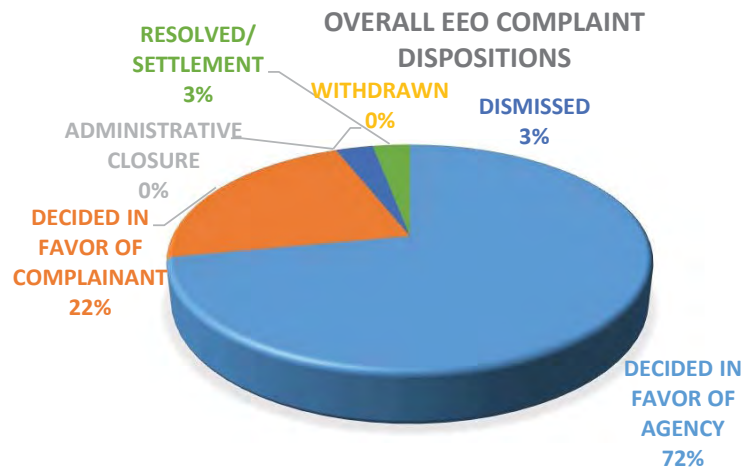
- ❑ 155 filed Internal
- ❑ 127 filed External
- ❑ The most frequently cited bases Internally was Race/Color and Externally was Disability.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.  
 "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

## NYCT

### EEO Internal/External Discrimination Complaint Dispositions January 1, 2017 to March 31, 2017

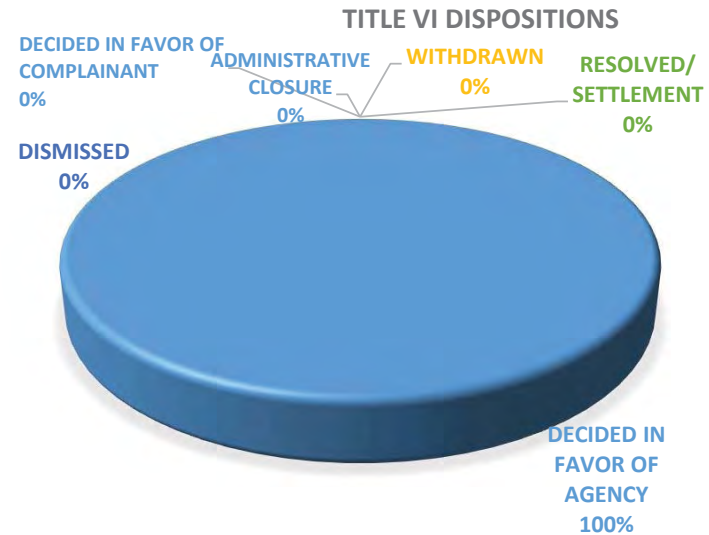
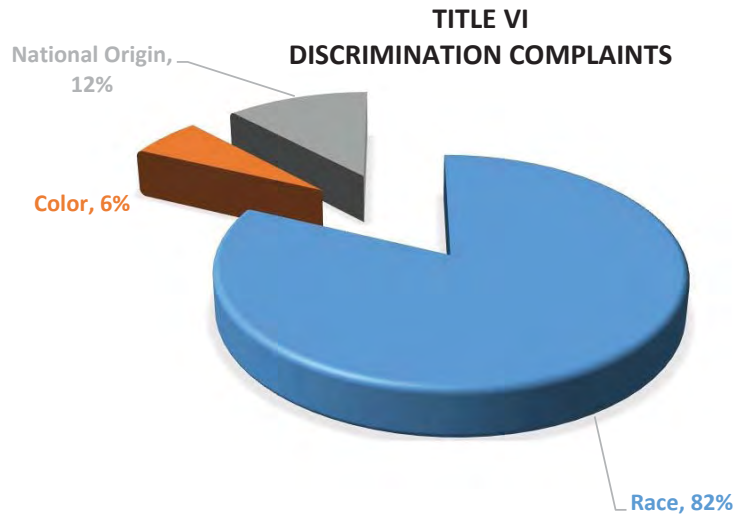


NYCT handled 282 EEO complaints, citing 487 separate allegations.

- ❑ 72% decided in Favor of the Agency.
- ❑ 22% decided in Favor of the Complainant.
- ❑ 3% were Dismissed
- ❑ 3% were Resolved/Settlement



# NYCT Title VI Discrimination Complaints and Dispositions January 1, 2017 to March 31, 2017



NYCT handled 170 Title VI Complaints, citing 173 separate allegations.

- ❑ 100% decided in Favor of the Agency
- ❑ 0% decided in Favor of the Complainant
- ❑ 0% were Administrative Closures



# Metropolitan Transportation Authority

## MTA Bus Company Workforce As of March 31, 2017

May 22, 2017



## EEO First Quarter 2017 Executive Summary

- ❑ MTA Bus Company overall workforce is currently comprised of 4,121 employees; of which 523 (13%) are Females,\* 3,145 (76%) are Minorities and 36 (1%) are Veterans.\*
- ❑ The percentage of Females in the workforce has remained constant compared to the representation of Females in the first quarter of 2016.
- ❑ The overall composition of MTA Bus Company workforce changed by 4% as it relates to Race and Ethnicity as compared to the first quarter of 2016.
- ❑ MTA Bus Company hired 271 employees; of which 49 (18%) were Females, 243 (90%) were Minorities and 3 (1%) were Veterans.
- ❑ MTA Bus Company handled a total of 12 EEO complaints; of which 10 were internal and 2 were external.
- ❑ MTA Bus Company handled a total of 15 Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



## EEO First Quarter 2017 Executive Summary

The table below is a snapshot as of March 31, 2017 of MTA Bus Company numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	614	70	11%	255	42%	359	58%	196	32%	87	14%	55	9%	1	0%	0	0%	20	3%	11	2%
Professionals	91	40	44%	26	29%	65	71%	26	29%	16	18%	17	19%	0	0%	0	0%	6	7%	2	2%
Technicians	21	12	57%	13	62%	8	38%	2	10%	3	14%	2	10%	0	0%	0	0%	1	5%	0	0%
Protective Services	6	2	33%	1	17%	5	83%	3	50%	1	17%	0	0%	0	0%	0	0%	1	17%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	--	0	0%
Administrative Support	109	45	41%	38	35%	71	65%	37	34%	15	14%	9	8%	0	0%	0	0%	10	9%	0	0%
Skilled Craft	619	3	0%	202	33%	417	67%	201	32%	91	15%	79	13%	1	0%	9	1%	36	6%	7	1%
Service Maintenance	2,661	351	13%	441	17%	2220	83%	1,393	52%	574	22%	169	6%	7	0%	5	0%	72	3%	16	1%
<b>Total</b>	<b>4,121</b>	<b>523</b>	<b>13%</b>	<b>976</b>	<b>24%</b>	<b>3,145</b>	<b>76%</b>	<b>1,858</b>	<b>45%</b>	<b>787</b>	<b>19%</b>	<b>331</b>	<b>8%</b>	<b>9</b>	<b>0%</b>	<b>14</b>	<b>0%</b>	<b>146</b>	<b>4%</b>	<b>36</b>	<b>1%</b>

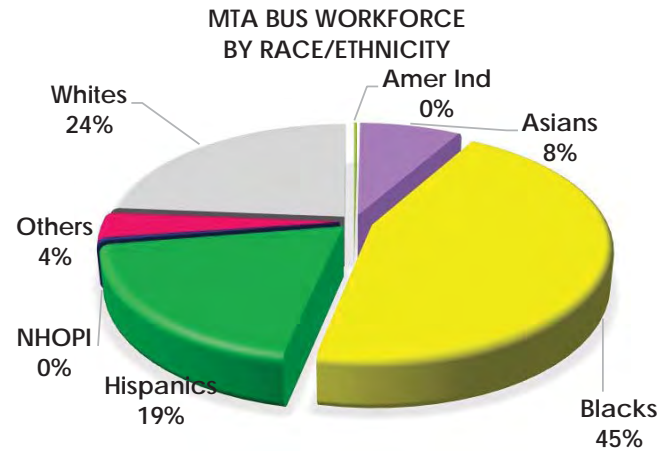
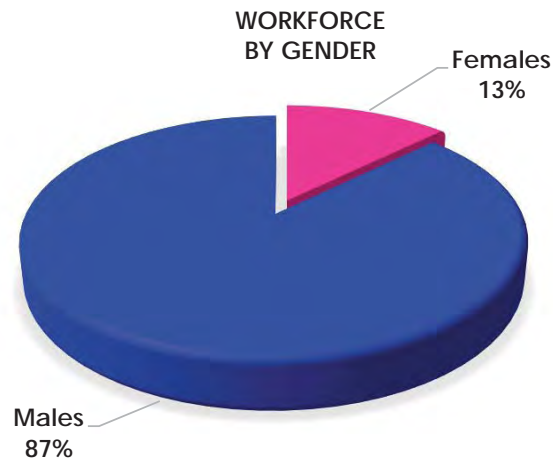
<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

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



Note: All percentages have been rounded up to the nearest whole number.

## MTA Bus Workforce as of March 31, 2017

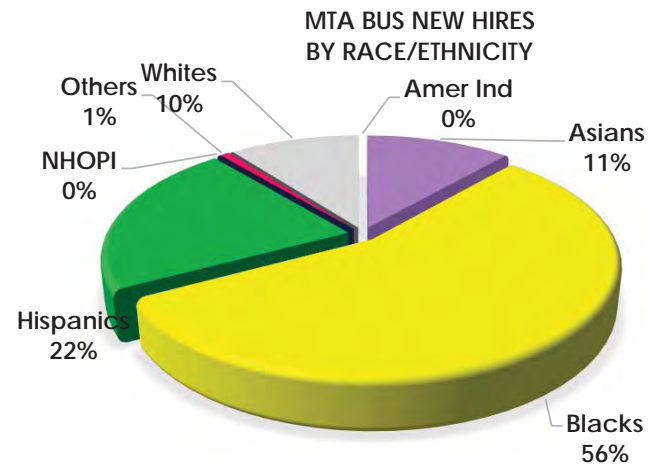
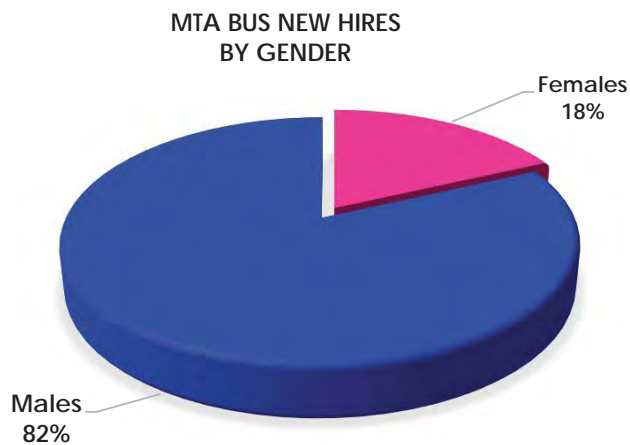


MTA Bus Company workforce consists of 4,121 employees

- 13% Females, 76% Minorities and 1% Veterans.
- The percentage of Females employed has remained constant since the prior quarter.
- The percentage of Minorities has increased by 1% as it relates to Race and Ethnicity since the prior quarter.



## MTA Bus New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to March 31, 2017



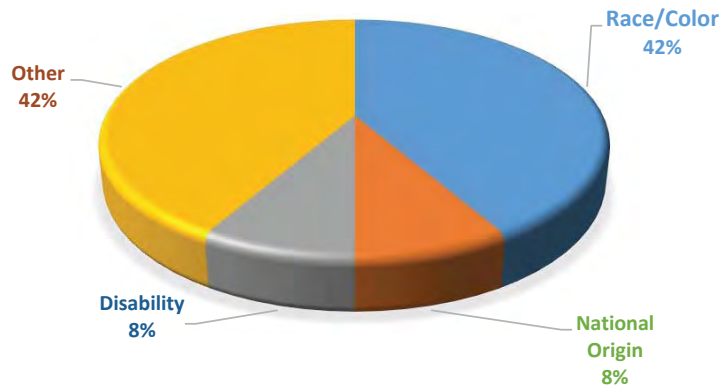
MTA Bus hired 271 Employees and 3 Veterans

- 18% Females of which 0% were Veterans.
- 90% Minorities of which 1% were Veterans.
- 1% Veterans overall were hired.

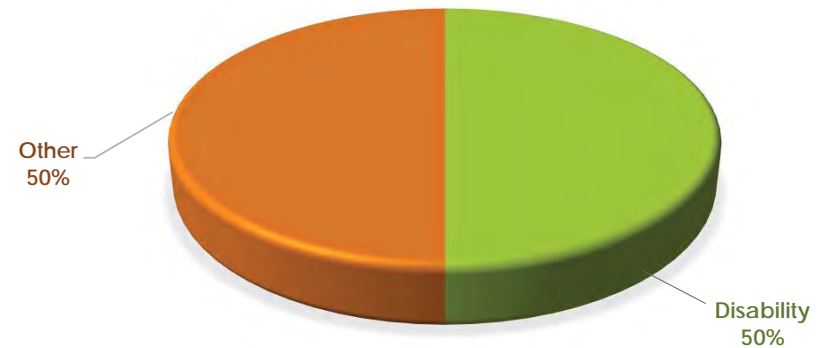


## MTA Bus Internal/External EEO Complaints January 1, 2017 to March 31, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTA Bus handled 12 EEO complaints, citing 14 separate allegations

- 10 filed Internal
- 2 filed External
- The most frequently cited bases were Race/Color and Disability

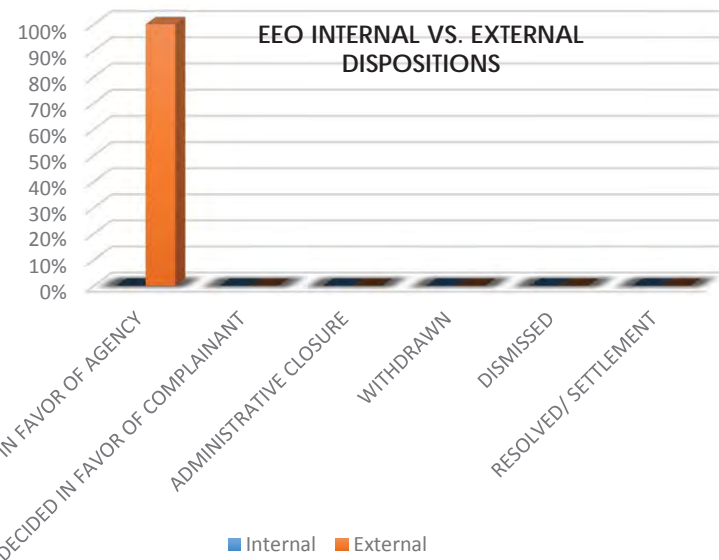


These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.

## MTA Bus EEO Internal/External Discrimination Complaint Dispositions January 1, 2017 to March 31, 2017

OVERALL EEO COMPLAINT  
DISPOSITIONS



MTA Bus handled 12 Title EEO complaints, citing 14 separate allegations

- 100% decided in Favor of the Agency.
- 0% decided in Favor of the Complainant.
- 0% were Administrative Closures.

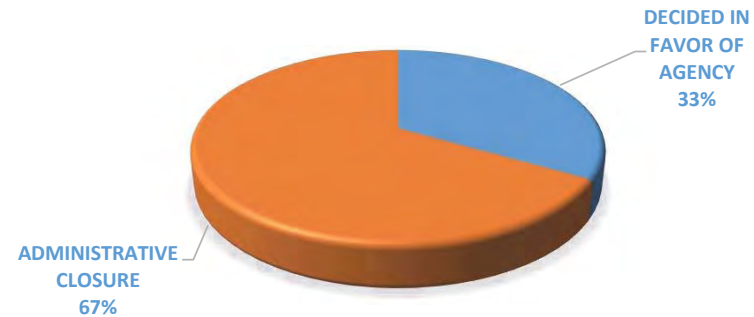


## MTA Bus Title VI Discrimination Complaints and Dispositions January 1, 2017 to March 31, 2017

TITLE VI  
DISCRIMINATION COMPLAINTS



TITLE VI  
DISPOSITIONS



MTA Bus handled 15 Title VI Complaints

- 33% decided in favor of the Agency
- 0% decided in favor of Complainant
- 67% were Administrative Closures



## **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 - May 2017

data thru April 2017; \$s in million

	Budget	Expenditures
Construction	\$ 136.6	\$ 45.6
Design/CPS	5.0	3.7
Construction Management	16.8	3.4
<b>Total</b>	<b>\$ 158.4</b>	<b>\$ 52.7</b>

	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 <i>Judlau Contracting, Inc.</i>	117.7	103.1	14.6	42.1	Apr-2015	Feb-2018	Dec-2018

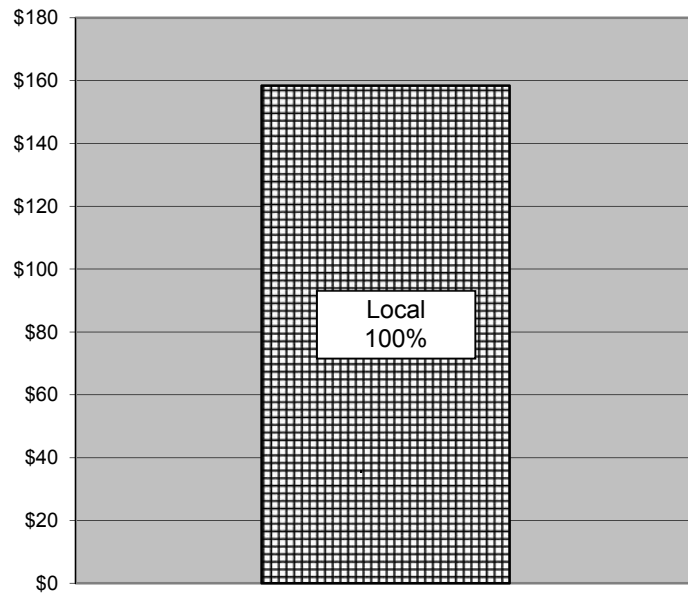
# Cortlandt Street No. 1 Line Station Reconstruction Status

Report to the Transit Committee - May 2017

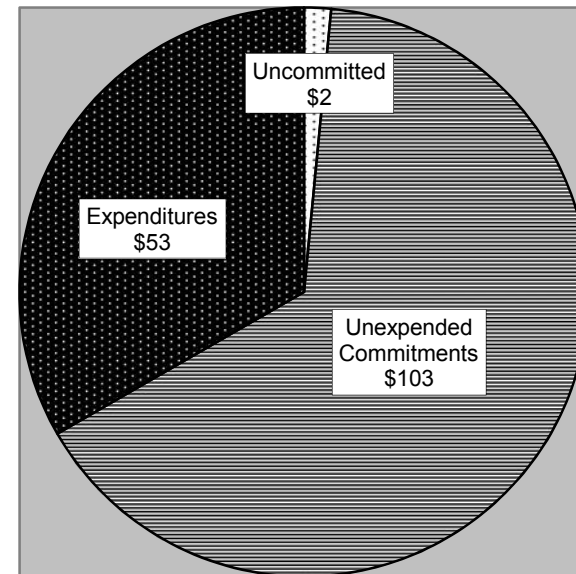
data thru April 2017

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 158	\$ 158	\$ 156	\$ 2	\$ 53

Project Budget: \$158 Million



Commitments and Expenditures (\$ in Millions)



## Cortlandt St. No. 1 Station Reconstruction Annual Cumulative Profile of Lost Time Injury Rates

