



Transit and Bus Committee Meeting November 2019

Committee Members

S. Feinberg, Committee Chair

A. Albert

N. Brown

R. Glucksman

D. Jones

L. Lacewell

R. Linn

S. Metzger

H. Mihaltses

R. Mujica

J. Samuelsen

L. Schwartz

V. Vanterpool



The final plan for the Bronx Bus Network Redesign was released on October 22. The Redesign is the culmination of meeting with more than 800 people at our open house events, the distribution of thousands of brochures throughout the borough via our street teams and nearly 2,500 pieces of feedback through survey responses, web comments, phone calls, Twitter, and mail. The final plan proposes two new local routes and one new express route, increased service frequency on nine corridors where multiple bus routes share streets, improved crosstown connections, balanced stop spacing and streamlined circuitous routes for 675,000 customers throughout the Bronx.

New York City Transit and Bus Committee Meeting

2 Broadway, 20th Floor

New York, NY 10004

Tuesday, 11/12/2019

10:00 AM - 1:00 PM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

Summary of Actions - Page 4

3. APPROVAL OF MINUTES – OCTOBER 21, 2019

Committee Meeting Minutes - Page 5

4. COMMITTEE WORK PLAN

Committee Work Plan - Page 16

5. PRESIDENT'S REPORT

a. Customer Service Report

i. President's Commentary

To be available in Exhibit Book

ii. Subway Report

Draft to be available in Exhibit Book

iii. NYCT, MTA Bus Report

Draft to be available in Exhibit Book

iv. Paratransit Report

Paratransit Report - Page 24

v. Accessibility Update

To be available in Exhibit Book

vi. Strategy and Customer Experience Report

Draft to be available in Exhibit Book

b. Safety Report

Draft to be available in Exhibit Book

c. Crime Report

Crime Report - Page 38

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

Partial data to be presented at Committee meeting

e. Capital Program Status Report

Draft to be available in Exhibit Book

6. PROCUREMENTS

Procurement Cover, Staff Summary & Resolution - Page 51

a. Non-Competitive (none)

b. Competitive

NYCT Competitive Action - Page 56

c. Ratifications

NYCT Ratifications - Page 59

MTACC Ratification - Page 62

7. ACTION ITEMS

a. Adoption of Station Closure Notification Policy

Adoption of Station Closure Notification Policy - Page 64

8. SERVICE CHANGE

a. Subway Schedule Changes, B Division, Effective April 2020

Subway B Division Schedule Changes - Page 69

9. STANDARD FOLLOW UP REPORTS

a. MetroCard Report

MetroCard Report - Page 72

b. Transit Adjudication Bureau Report, 3rd Quarter 2019

Transit Adjudication Bureau Report, 3rd Qtr 2019 - Page 77

c. Elevator & Escalator Report, 3rd Quarter 2019

Elevator Escalator Report, 3rd Qtr 2019 - Page 80

10. REVIEW OF NYCT AND MTA BUS COMMITTEE CHARTER

NYCTA Committee Charter - Page 112

11. EXECUTIVE OFFICE CONTACT INFORMATION

Contact Information - Page 116

New York City Transit and MTA Bus
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY FOR November 2019

<u>Responsible Department</u>	<u>Vendor Name</u>	<u>Total Amount</u>	<u>Summary of action (2 bullet points)</u>
Operations Planning	n/a		Spring 2019 Subway Schedule Changes, B Division <ul style="list-style-type: none"> • Semi-annual schedule adjustments • Adjustments to M service to accommodate long-term construction and maintenance work in Queens.
Strategy and Customer Experience	n/a		Adoption of Station Closure Notification Policy <ul style="list-style-type: none"> • As per State law, NYCT is to adopt a policy to provide the public with advance notice before closing a subway station for 60 days or more. • Written notice to elected officials and community boards is required 45 days in advance and notice to public required at least 30 days in advance.
Procurement and Supply Chain	Citnalta-TAP, Joint Venture	\$38,844,000	Design and construction of accessibility upgrades at 170th Street Station - Jerome Avenue Line.
Procurement and Supply Chain	Paul J. Scariano, Inc.	\$2,824,000	Pilot project to design and install protective netting under NYCT elevated structures.
Procurement and Supply Chain	FOS Development Corp.	\$12,547,973	Pilot project to design and install protective netting under NYCT elevated structures.
Procurement and Supply Chain	MLJ Contracting Corp.	\$4,900,000	Replacement of one elevator and the construction of a new elevator machine room at Grand Central Station.

Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
October 21, 2019

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

The following Members were present:

Hon. Sarah Feinberg, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. Rhonda Herman
Hon. David Jones
Hon. Linda Lacewell
Hon. Robert Linn
Hon. Haeda Mihaltses
Hon. Robert Mujica
Hon. Lawrence Schwartz
Hon. Veronica Vanterpool

Also present were:

Andy Byford, President
Joel Andrews, Vice President, EEO and Diversity
Craig Cipriano, Acting President, MTA Bus Company/Senior Vice President, NYCT
Department of Buses
Michael Cosgrove, Vice President, Paratransit
Edward Delatorre, Chief, NYPD Transit Bureau
Robert Diehl, Senior Vice President, Safety and Security Department
Alex Elegudin, Senior Advisor for Systemwide Accessibility
David Farber, Acting General Counsel
Gwen Harleston, Deputy Director of Compliance, MTA Bus
Janno Lieber, MTA Chief Development Officer, President, MTA Capital Construction
Patricia Lodge, Vice President, Human Resources
Frank Jezycki, Executive Vice President and Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Judith McClain, Acting Chief, Operations Planning
Sarah Meyer, Senior Vice President and Chief Customer Officer, Strategy and
Customer Experience
Jaibala Patel, Chief Financial Officer, Office of Management and Budget
Stephen Plochochi, Senior Vice President, Procurement & Supply Chain

Deborah Prato, Senior Vice President, Chief People Officer
Patrick Warren, Chief Safety Officer
Alok Saha, Acting Senior Vice President, Capital Program Management

I. Public Speakers

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

II. Opening Remarks

Chair Feinberg opened the meeting by highlighting the success of the 14th Street Busway, noting that as a resident of the neighborhood she has seen the quality of life improvements first-hand. Chair Feinberg congratulated Mr. Cipriano for commencing the use of outward-facing bus cameras to enforce bus lane violations. Member Glucksman stated that he was pleased with his experience riding on the 14th Street Busway. He noted bus operators' comments that at 7:00 P.M., when agents are no longer present, enforcement is less effective. Chair Feinberg expressed that it was helpful to be advised of this concern. Mr. Cipriano advised that the M14 will be one of the next bus routes to use automated bus enforcement cameras that would assist with bus lane violations on the 14th Street Busway. Chair Feinberg also welcomed back Ms. Meyer from leave.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the September 23, 2019 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company.

There were no changes to the Work Plan.

IV. Agenda Items

President Byford delivered the President's Report.

Member Albert noted the impressiveness of the statistics cited by President Byford. He highlighted the thirty percent reduction in Additional Train Time as a result of increased train speeds and trains departing the stations more quickly. President Byford stated that the improvements are due to the Subway Action Plan, which reduced major incidents, as well as the operational discipline and the focus on basics from the Save Safe Seconds campaign, for which he credited Ms. Librera and her team.

A. Customer Service Operations Report

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

Chair Feinberg asked for clarification on escalator sensitivity settings that may result in stoppages. Ms. Librera explained that each escalator has comb plates at the top and bottom that trigger a stoppage based on a set pound per inch. Ms. Librera stated that NYCT is reviewing the sensitivity settings to identify where a stoppage may result from a small amount of pressure and is recalibrating where needed to reduce unnecessary stoppages. When a stoppage is triggered, an escalator remains out of service until a maintainer performs a full inspection that may require escalator maintainers to travel to the station. Chair Feinberg inquired about the average response time when an escalator is out of service. Ms. Librera stated that the response time varies based on the location, the time of day, and the day of the week and agreed to provide Chair Feinberg with the average response time. In addition, Ms. Librera advised that NYCT assigns maintainers throughout the system to locations where there is heavy-use, where elevators or escalators have been historically problematic, and where there is a particular reliance on escalators for station flow. Member Albert asked whether an electronic notification is sent to NYCT when an elevator or escalator goes out of service. Ms. Librera confirmed that NYCT has a remote monitoring system, called LiftNet, that provides notifications of outages on machines with remote monitoring capabilities. For machines without remote monitoring, NYCT performs regular inspections to ensure a quick response time. Member Albert asked whether machines that are not currently connected to the remote monitoring system will be connected. Ms. Librera stated that NYCT is exploring different technologies and applications to advance those efforts.

Member Vanterpool asked whether NYCT was still operating under the emergency order in light of the steady progress reported over many months. Mr. Plochochi advised that the emergency order was recently renewed. Member Vanterpool noted that she was uncertain of the reason for the renewal. Additionally, Member Vanterpool inquired about progress made toward the Subway Action Plan goal of adding specialized teams, such as for track or emergency car response, and noted that the metrics for that goal were less clear than metrics for other goals. Ms. Librera responded that NYCT has kept specialized teams staffed and is tracking the time to respond to and clear incidents compared to prior response times without those resources in place. She stated that the targeted response time continues to decrease to ensure constant improvement. Ms. Librera further noted that she would assess whether additional metrics could be added.

Member Glucksman stated that he received a complaint that both elevators and escalators at Grand Central Station were out of service at the same time. Mr. Lieber advised that one elevator at Grand Central Station recently went out of service and requires a significant overhaul that will be performed on a quasi-emergency basis. Additionally, the escalator outages are for work on the mezzanine that is being brought into a more coherent sequence with other work. Increased communications regarding available alternate routes have been effective and the station, which is used by four-hundred thousand riders per day, is closely monitored with NYCT. Chair Feinberg asked for additional details as she was not aware that there was a simultaneous outage of elevators and escalators. Ms. Librera indicated that wayfinders are stationed in the fare control area that is most affected by the outage and that stair work in that area was

performed on an accelerated basis to provide additional circulation options. Ms. Librera also noted the extensive signage in the station and information available on the digital platforms. Additionally, Ms. Librera discussed with Mr. Elegudin potentially adding floor decals at Grand Central Station that were recently installed at the Jay Street-Metrotech Accessible Station Lab. Mr. Elegudin stated that the elevators to the 4 5 6 trains and the elevator connecting to the street level at Lexington Avenue and 42nd Street remain in service. The elevators that are currently out of services are those that connect to the street level at Park Avenue and 42nd Street and serve the 7 platform, which are among the oldest in the system. Mr. Elegudin noted the importance of proper communication to the ridership about which elevators are operational.

Craig Cipriano, Acting President, MTA Bus Company Senior Vice President, NYCT Department of Buses, delivered the Buses and Paratransit Report.

Chair Feinberg asked why a vehicle parked or idling in the bus lane would only be ticketed after five minutes. Mr. Cipriano advised that the five-minute time frame is based on existing City of New York policy that allows vehicles to pick up and drop off passengers. At Chair Feinberg's request, Mr. Cipriano agreed to provide additional information. Member Mihaltses asked about the amount of the fine for a violation. Mr. Cipriano stated that it was a fifty-dollar fine for the first violation that increases up to two-hundred and fifty dollars for the fifth violation within one year. Member Mihaltses noted that the fifty-dollar fine for a violation seemed low compared to fines for other driving or parking violations. Mr. Cipriano advised that the violation amounts were recently legislated. Chair Feinberg agreed with Member Mihaltses that the fine was low and should be increased.

Chair Feinberg asked about the use of data captured by the bus lane enforcement cameras and whether the data indicates the number of violations issued to City, State, MTA, and NYPD vehicles. Mr. Cipriano responded that work with the vendor is underway regarding more detailed data reporting.

Chair Feinberg indicated there is a long-standing policy that NYPD vehicles in a bus lane are not issued tickets because they may be responding to emergencies, but commented that this policy could be revisited based on future data obtained. She stated that, at a minimum, the data could be provided to NYPD and other agencies to understand the number of agency vehicles parked in bus lanes.

Member Schwartz asked Mr. Cipriano whether statistics were available on major violators of bus lanes rules such as trucks, taxis, and Uber or Lyft vehicles. Member Schwartz emphasized the importance of creating a deterrent to vehicles committing multiple violations and suggested that the Taxi and Limousine Commission could rescind a medallion or license to drive for a ride-sharing service in such instances. Member Schwartz also questioned whether a change in the law was required to implement progressive discipline beyond fines, such as towing or confiscation, to serve as a deterrent for those committing repeated violations such as delivery vehicles. He

stated that fines alone were unlikely to be effective because delivery companies consider the fines a cost of doing business. Mr. Cipriano noted that during the two weeks that the cameras had been in use, approximately 2,400 violations had been recorded. Looking ahead, Mr. Cipriano advised that the vendor has been engaged to provide reports containing additional intelligent data, such as the type of vehicle, time of day and the location, to ensure the data's availability for enforcement and changes in legislation if needed. Member Schwartz suggested that another deterrent would be to treat a bus lane violation as a moving violation, which would impact the cost of insurance and add points to a driver's license. Member Schwartz further noted the need to explore a myriad of ways for more effective enforcement and culture change. Member Lacewell stated that in at least one European city, a driver may not drop-off a passenger in a bus lane. President Byford agreed, noting that if a driver stops in a London "red route," there is a huge fine and progressive discipline. President Byford stated that NYCT has taken all available actions for now within the existing legislation, but additional enforcement mechanisms may be needed, including a mechanism to ensure that for-hire drivers do not pass the costs of violations to customers.

Member Jones asked about discussions with major delivery companies, such as FedEx and UPS, that demand individual drivers do whatever is necessary to meet their delivery schedules. He suggested the possibility of large fines for a delivery company or the use of progressive discipline. Chair Feinberg advised that the City of New York allows FedEx and UPS to combine their tickets on a quarterly basis and then negotiate payment with the City, rather than paying the ticketed amount in full. She noted that some City employees were surprised by the arrangement and expressed interest in modifying this practice. Chair Feinberg stated the City's practice was comparable to the Federal Rail Administration's practice to negotiate annual payments with the railroads instead of requiring payment for the entire amount fined.

Member Linn emphasized that the specificity of bus violation data will be tremendously useful to determine the type of behavior causing the issues and asked when data would be shared with the Committee to focus its efforts. Mr. Cipriano advised that he does not yet have a target date, but had recently spoken with the vendor about providing more intelligent reporting and would advance the conversation rapidly in light of the discussion at the Committee Meeting.

Member Vanterpool stated she was thrilled to serve as a Committee Member at a time where buses have received significant priority in discussions and efforts, particularly given her history in the advocacy community. She praised the public education campaign associated with enforcement of bus lane violations, including a video on Twitter that was well-received by the public. Member Vanterpool further noted that the New York Legislature has been a solid partner on this issue and emphasized the importance of keeping members of the legislature informed, particularly the legislation's sponsors Assemblywoman Rozic and Senator Gounardes. Doing so would allow NYCT to document the success of the legislation from its onset, which would be helpful when the legislation is due for reauthorization. Member Albert agreed with Member Schwartz that without sufficiently impactful fines and the potential loss of vehicles, companies will

consider the fines a cost of doing business and simply pay the fines rather than change their behaviors. Accordingly, Member Albert advocated for stronger and escalating measures for violations.

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

At Member Glucksman's request, Mr. Elegudin agreed that his elevator presentation will be posted for viewing on the website. Member Albert asked whether NYCT currently has the geography, geometry and subsurface strata information for the seventy stations that will be made accessible. Mr. Elegudin responded that NYCT has studies that include subsurface information and placement of utilities. Of the seventy stations, Mr. Elegudin stated that approximately ten to fifteen stations will have challenging real property or utility-related critical issues. Mr. Elegudin advised that as a result, those stations will be handled differently. Mr. Elegudin stated NYCT will perform additional testing to ensure that the contracting community has the best available information for the construction.

Member Vanterpool thanked Mr. Elegudin for detailing the accessibility features installed at the Jay Street-Metrotech Accessible Station Lab and asked if there is a schedule to roll out similar measures in other stations. Mr. Elegudin advised that, at present, NYCT is in the study phase so a schedule is not currently in place, but NYCT is developing a plan to incorporate accessibility measures into future and existing stations while assessing potential costs and how the features survive in the pilot location. He stated that President Byford supports the goal of expanding accessibility features to other stations, which first requires study and testing at the Jay Street-Metrotech Station.

Member Linn stated that NYCT needs to be prepared to shape the public narratives involving the unique challenges associated with elevator installation in NYCT's transit system. Member Linn emphasized, for instance, that the public needs to be aware that the billions of dollars allocated for accessibility are not exclusively for new elevator equipment, but also to address other aspects of making stations accessible. Member Linn stated that other transit agencies constructing brand-new systems and stations do not face similar challenges and reiterated the importance of conveying this information to the public. Member Linn also encouraged NYCT to develop a plan to reduce the costs for elevator installation at these stations.

Member Jones asked whether platform screen doors are being explored for highly crowded stations. President Byford explained that it is possible to retrofit an old system like NYCT with platform screen doors, as those installed in Hong Kong. However, the system in Hong Kong was built in 1976 with straight, modern platforms and generally one type of railing stock. In comparison, NYCT's platforms, which are significantly older, would not necessarily support the weight of platform screen doors and would require significant platform rebuilds that would cost billions of dollars. President Byford emphasized the imperative to spend available money on re-signaling the subway and accessibility measures.

Mr. Lieber stated he is reexamining the estimated costs for station accessibility as part of the Capital Program Implementation Plan. Citing the cost of \$5.3 million to install three elevators at Floral Park as part of the LIRR Third Track Project, Mr. Lieber noted he does not treat the estimated cost of sixty million dollars or more per station for elevators as a set number. Mr. Lieber emphasized that he is prioritizing ways to do the work at a lower cost and President Byford agreed.

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

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

Regarding slips, trips, and falls, Member Schwartz asked whether there are certain locations or stations that account for a majority of incidents, whether incidents are primarily weather related, and whether any locations should be targeted. Mr. Diehl advised that slips, trips, and falls occur across the system and there is no information showing a correlation between any specific area and these incidents. He stated that NYCT does focus its attention on the top twenty-five stations where incidents occur. Member Schwartz inquired about the causes of incidents at these stations. Mr. Diehl advised that the causes are various and agreed to provide a breakdown. Member Schwartz stated he was considering whether additional measures could be taken to prevent potential lawsuits. Member Albert asked what measures are taken at stations that are known to have heavy or moderate flooding that will freeze as the weather turns colder. Mr. Diehl stated that these stations are reviewed on a seasonal basis. President Byford added that all employee and customer incidents are tracked so that NYCT has data on the locations. When bad weather is forecasted, NYCT will take additional precautions, such as staffing additional personnel, at certain stations.

President Byford stated that where clusters of incidents have occurred, NYCT has run education campaigns including, for example, posting signage to discourage riders from running. NYCT has also used staggered fencing to prevent riders from running down a platform. Member Linn noted that a root cause analysis, particularly as to the time of day incidents occur, and an education campaign to slow riders down would be very helpful. He surmised that as train arrival times become more certain, riders may be less likely to dash down the stairs to make the train. President Byford advised that such measures are in place and agreed with Member Linn that as train service improves, riders will be less likely to run down the stairs, stick a foot in the door, or hold the doors open because they'll know that another train will arrive shortly.

Chief Delatorre, NYPD Transit Bureau, delivered the Crime Report.

Member Lacewell asked Chief Delatorre to address the statistics showing three rapes in 2019 compared to zero rapes in 2018, whether any arrests have been made, and to share any insight on trends or conditions that may account for the rise. Chief Delatorre

advised there were arrests on two cases thus far and there does not appear to be a pattern. He stated that additional details on the investigation would need to be provided by the Special Victims Squad. Chair Feinberg asked where these instances occurred. Chief Delatorre stated that one case was an attempted rape on January 17th at Atlantic Avenue on the 4 line at 1:15 a.m.; one case was a rape on May 28th at West 4th Street Station at 3:40 a.m.; and one case was a rape on September 29th at 86th Street Station on the West Side at 12:30 a.m. Chair Feinberg noted that the challenge of the crime statistics is that they lead to different conclusions about system safety, because they show some crime as decreasing while other crimes, such as grand larceny, robbery and assault, are increasing. She emphasized her alarm about rapes occurring in NYCT's stations and trains. Chair Feinberg noted that conversations about specific instances of rape must not be discussed publicly to avoid potential violations of privacy. Chair Feinberg emphasized the importance of monitoring crime in the transit system with a continued focus on recidivism, groping, robberies and sexual assaults.

Noting the recent public debate regarding the need for five hundred additional police officers in the transit system, Chair Feinberg stated the additional officers will help keep the system safe and secure, ensure that riders are not made to feel uncomfortable or subject to criminal behavior, and respond to fare evasion issues. Chair Feinberg noted she, like Member Lacewell, was also sickened by the rape crime statistics. Member Lacewell concurred and stated that she understood discussions on rape cases must take place behind the scenes but it is important to know that such discussions are occurring. Member Lacewell emphasized that because rape is an underreported category, even an increase from zero to three reported cases is concerning. Chief Delatorre noted that any rape or sexual assault is one too many and the Transit Bureau has undertaken many types of initiatives in response, like using cameras and waking up passengers to be aware of their surroundings and other measures which are not discussed publicly. Because the statistics from the prior year were so low, any ebb or flow in crime will stand out. As arrests are made, the number of crimes again decreases. Chief Delatorre stated that when recidivist offenders make bail, an increase in crimes, particularly sexual offenses, is seen. He stated that the police officers are well-trained to handle repeat offenders, but many such offenders have learned how to evade police officers. Chief Delatorre remarked that proposals to exclude serial offenders from the transit system will assist in achieving lower crime statistics.

Member Schwartz requested that Chair Feinberg call a meeting to discuss the expansion of cameras in the subway system. While noting his full support of the proposed Capital Plan, Member Schwartz stated that it is unclear whether the plan contains adequate funding to install the necessary type and number of cameras to ensure the safety of workers and riders. Member Schwartz stated that NYCT currently uses two different types of cameras and expressed that one type of camera should be able to provide full functionality. He further noted that the majority of cameras were installed after 9/11 to prevent terrorism but not necessarily to focus on every day incidents. He also noted that in the last year, fifty-three thousand requests were made to retrieve recorded video local data and responding to those questions involves a tremendous amount of staff time. Member Schwartz remarked that questions regarding

the number of cameras needed, the type of cameras, and locations for installation require input from law enforcement, technical experts and operational experts. Member Schwartz noted that the proposed Capital Plan could be amended at a later date if additional funding was required for cameras and also that other sources of funding could be explored with stakeholders. Even with a significant police presence, the transit system is operational 24/7 and police officers cannot be present at all times in all locations, which is why cameras are needed to serve as a deterrent and effective law enforcement tool.

Member Linn stated that a number of important issues, including criminal recidivism, safety and homelessness, have been under discussion. However, he noted that he has not yet received information showing that the cost of one hundred million dollars or more per year for additional police officers in the transit system is the best and most efficient use of those funds, particularly given that police are a high user of overtime and that thirty-five thousand NYPD officers and a 911 system are already in place for the transit system. Member Linn asked for additional information about this allocation of resources. Member Linn recalled a story told at a prior Committee Meeting in which a subway worker reported that they were unable to get assistance to deal with an offender on a train. Member Linn noted this situation likely could have been better handled with a 911 system for an immediate response. He stated that data should drive the decisions about the best incident response—whether with cameras, personnel, or a combination—and expressed support for a conversation to ask questions and receive additional information to determine a path forward.

B. Financial Reports

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

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

Member Albert asked how many R179 vehicles are in service and if approximately twenty vehicles will be delivered monthly going forward. Ms. Librera responded that there are 278 vehicles on the property though not all of those vehicles are in service. As vehicles are received, they are tested, commissioned, and placed into service. Member Albert inquired if the monthly statistics for car breakdowns reflect the removal of R32s as R179 vehicles arrive. Ms. Librera stated that the monthly statistics for Mean Distance Between Failures are based on the total revenue miles run by the fleet and that as the R32s are used less, they have fewer revenue miles and fewer opportunities for failure. She said that is essentially accounted for in the numerator and denominator on the R32 fleet. In response to a question from Member Glucksman, Ms. Librera confirmed that R32s are being retired ahead of the R42s.

C. Procurements

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the procurement package representing NYCT procurements, comprised of eight actions totaling an estimated \$249 million in expenditures. Mr. Plochochi highlighted four procurement actions: two express bus procurements that were conducted as one solicitation; and the ratifications of two contract awards for the purchase of CBTC equipment on the R179 and R211 fleets made under declaration of an Immediate Operating Need.

With respect to the Prevost Car Contract, Member Vanterpool asked for clarification of a note regarding an associated inventory of unique parts. She also asked about the designation “over-the-road” bus. Mr. Plochochi explained that each time a new bus fleet is received, NYCT meets with maintenance staff to determine what materials they need to maintain the product. The bus model may change from one year to the next as a result of products upgrade or new equipment, which results in different inventory needs. He stated that NYCT tries to minimize those changes to control the inventory footprint. Mr. Plochochi explained that an over-the-road is an express bus, which is typically longer and built with a different interior and a more comfortable ride as compared to the rest of the fleet.

Member Albert asked Mr. Plochochi to confirm that, as to CBTC, the difference between the R179s and the R211s is that the former will be retrofitted with CBTC equipment while the latter would be delivered with the CBTC equipment already installed. Mr. Plochochi agreed and added that the R211s will be the first cars where the car builder will receive equipment procured by NYCT and will install and test it at the car builder’s facility prior to delivery to NYCT. In response to a question from Member Albert, Mr. Plochochi confirmed that R179 cars would be taken out of service to perform the CBTC retrofitting. Member Albert asked about the anticipated duration that R179s would be out of service. Mr. Plochochi agreed to provide this information.

Member Vanterpool asked what triggered the State Comptroller to review the Global Contact Services Contract. Mr. Plochochi advised that the State Comptroller does not provide an explanation when requesting to review contracts, but the trigger may have been related to the interest shown in the contract at the Committee and Board Meetings. Member Vanterpool asked about the stated justification for ratification of the Halmar International Contract award that it was to minimize inconvenience to passengers, given that this is always a priority. Mr. Plochochi explained that during the review of that contract, opportunities arose to re-sequence the work that would save approximately six months and mitigate the impact on riders. Mr. Plochochi stated that the overall coordination of contracts will be a continued focus.

A motion was duly made and seconded to approve this competitive procurement, which required a majority vote (Schedules B, C, D, H and K in the Agenda). The procurement was approved with all votes in favor.

V. Environmental Findings Statement for the Jamaica Bus Depot

A motion was duly made and seconded to adopt the Findings Statement pursuant to the requirements of the State Environmental Quality Review Act, which was approved with all votes in favor.

VI. Special Reports and Action Items

President Byford noted the standard follow-up reports in the Committee Book, which includes the Monthly MetroCard Report and the Quarterly Customer Satisfaction Report. President Byford advised that there were no outstanding action items.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Jessica Goldstein', with a stylized flourish at the end.

Jessica Goldstein



2019 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
 NYCT Committee Work Plan
 Operations Performance Summary Presentation
 (including Financial/Ridership, Capital Program
 Status, Crime & Safety)
 Procurements
 MetroCard Report
 Service Changes (if any)
 Tariff Changes (if any)
 Capital Budget Modifications (if any)
 Action Items (if any)

Responsibility

Committee Chair & Members
 Committee Chair & Members
 NYCT President &
 MTA Bus Co. President

 Materiel
 AFC Program Mgmt & Sales
 Operations Planning
 Management & Budget
 Capital Planning & Budget
 As Listed

II. SPECIFIC AGENDA ITEMS

November 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019
 Transit Adjudication Bureau Report, 3rd Qtr, 2019
 Charter for Transit Committee

Responsibility

Subways
 Law
 Law

December 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023
 SIR 2020 Adopted Budget/Financial Plan 2020-2023
 MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023
 NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2019
 Transit Recidivism Report, 3rd Qtr, 2019
 Fare Evasion Report, 3rd Qtr, 2019

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

January 2020

Approval of 2020 NYCT Committee Work Plan
 Quarterly Customer Satisfaction Report, 4th Qtr, 2019

Committee Chair & Members
 Strategy & Customer Experience

February 2020

Preliminary Review of NYCT 2019 Operating Results
 Preliminary Review of SIR 2019 Operating Results
 Preliminary Review of MTA Bus 2019 Operating Results
 NYCT Adopted Budget/Financial Plan 2020-2023
 SIR Adopted Budget/Financial Plan 2020-2023
 MTA Bus Adopted Budget/Financial Plan 2020-2023
 ADA Compliance Report
 Elevator & Escalator Service Report, 4th Qtr, 2019
 Transit Adjudication Bureau Report, 4th Qtr, 2019
 NYCT & MTA Bus EEO & Diversity Report, 2019 Yr End Rpt

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2020

Transit Recidivism Report, 4th Qtr, 2019

Fare Evasion Report, 4th Qtr, 2019

Law

Management & Budget

April 2020

Final Review of NYCT 2019 Operating Results

Final Review of SIR 2019 Operating Results

Final Review of MTA Bus 2019 Operating Results

Quarterly Customer Satisfaction Report, 1st Qtr, 2019

Management & Budget

Management & Budget

Management & Budget

Strategy & Customer Experience

May 2020

Transit Adjudication Bureau Report, 1st Qtr, 2020

Elevator & Escalator Service Report, 1st Qtr, 2020

Law

Subways

June 2020

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020

Transit Recidivism Report, 1st Qtr, 2020

Fare Evasion Report, 1st Qtr, 2020

EEO & Human Resources

Law

Management & Budget

July 2020

Quarterly Customer Satisfaction Report, 2nd Qtr 2019

Strategy & Customer Experience

August 2020

No Meetings Held

September 2020

Public comment/Committee review of budget

2020 NYCT Mid-Year Forecast Monthly Allocation

2020 SIR Mid-Year Forecast Monthly Allocation

2020 MTA Bus Mid-Year Forecast Monthly Allocation

2021 Preliminary NYCT Budget

2021 Preliminary SIR Budget

2021 Preliminary MTA Bus Budget

Elevator & Escalator Service Report, 2nd Qtr, 2020

Transit Adjudication Bureau Report, 2nd Qtr, 2020

Transit Recidivism Report, 2nd Qtr, 2020

Fare Evasion Report, 2nd Qtr, 2020

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Management & Budget

Subways

Law

Law

Management & Budget

EEO & Human Resources

October 2020

Public Comment/Committee review of budget

Customer Satisfaction Report, 3rd Qtr 2020

2021 Preliminary NYCT Budget

2021 Preliminary SIR Budget

2021 Preliminary MTA Bus Budget

Strategy & Customer Experience

Management & Budget

Management & Budget

Management & Budget



2019 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYCT Work Plan

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

Operations Performance Summary

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

Procurements

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019

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

Transit Adjudication Bureau Report, 3rd Qtr, 2019

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

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.

DECEMBER 2019

NYCT 2020 Adopted Budget/Financial Plan 2020-2023

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

SIR 2020 Adopted Budget/Financial Plan 2020-2023

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

MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023

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

EEO & Diversity Report, 3rd Qtr, 2019

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

Transit Recidivism Report, 3rd Qtr, 2019

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

Fare Evasion Report, 3rd Qtr, 2019

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

II. SPECIFIC AGENDA ITEMS (con't)

JANUARY 2020

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2020 and will be asked to approve its use for the year.

Quarterly Customer Satisfaction Report, 4th Qtr 2019

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

FEBRUARY 2020

Preliminary Review of NYCT's 2019 Operating Results

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

Preliminary Review of SIR 2019 Operating Results

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

Preliminary Review of MTA Bus 2019 Operating Results

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

Adopted Budget/Financial Plan 2020-2023

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

SIR Adopted Budget/Financial Plan 2020-2023

NYCT will present SIR's revised 2020-2023 Financial Plan. This plan will reflect the

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

MTA Bus Adopted Budget/Financial Plan 2020-2023

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

ADA Compliance Report

The annual update to the NYCT Committee on the status of compliance with the

Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Elevator & Escalator Service Report, 4th Qtr, 2019

II. SPECIFIC AGENDA ITEMS (con't)

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

Transit Adjudication Bureau Report, 4th Qtr, 2019

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

EEO & Diversity Report- 2019 Year-End Report

A detailed year-end 2018 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2020

Transit Recidivism Report, 4th Qtr, 2019

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

Fare Evasion Report, 4th Qtr, 2019

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

APRIL 2020

Final Review of NYCT 2019 Operating Results

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

Final Review of SIR 2019 Operating Results

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

Final Review of MTA Bus 2019 Operating Results

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

Quarterly Customer Satisfaction Report, 1st Qtr 2020

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

MAY 2020

Transit Adjudication Bureau Report, 1st Qtr, 2020

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report, 1st Qtr, 2020

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

JUNE 2020

EEO & Diversity Report, 1st Qtr, 2020

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

Transit Recidivism Report, 1st Qtr, 2020

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

Fare Evasion Report, 1st Qtr, 2020

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

JULY 2020

Quarterly Customer Satisfaction Report, 2nd Qtr 2020

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

AUGUST 2020

No Meetings Held

SEPTEMBER 2020

2020 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2021 NYCT Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

2021 SIR Preliminary Budget

II. SPECIFIC AGENDA ITEMS (con't)

Public comments will be accepted on the 2021 Preliminary Budget.

2021 MTA Bus Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

Elevator & Escalator Service Report, 2nd Qtr, 2020

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

Transit Adjudication Bureau Report, 2nd Qtr, 2020

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

Fare Evasion Report, 2nd Qtr, 2020

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

EEO & Diversity Report, 2nd Qtr, 2020

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

Transit Recidivism Report, 2nd Qtr, 2020

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

OCTOBER 2019

2020 NYCT Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

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

2020 MTA Bus Preliminary Budget

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

Customer Service Report: Paratransit

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Paratransit officially launched enhanced Broker service on Staten Island beginning November 1. Among other benefits, the enhanced broker service allows customers the option to book trips using the MY AAR trip planner on the MYmta app, provides door-to-door service, and increases the capacity for wheelchair accessible trips.

November 2019 Highlights: Paratransit

This month we bring good news to Staten Island residents! We have officially launched enhanced Broker service and began taking reservations as of the first of this month. This service allows customers the option to book and manage trips using the MY AAR trip planner on the MYmta app. Other benefits of this service include specialized paratransit accessibility training for drivers, FTA drug and alcohol testing of drivers, door-to-door service and capacity to provide wheelchair accessible vehicles (WAVs). This service will allow us to improve our travel communications with customers, including electronic trip confirmations, pre-trip texts, robo-calls informing customers about their trip, and importantly vehicle tracking through GPS. Making Paratransit more responsive is part of New York City Transit's Fast Forward plan to become an accessible system by providing faster, reliable and friendly service to all Access-A-Ride customers.

Paratransit also had a great opportunity to share ideas, insights, experiences and network with other public transportation agencies during the 2019 American Public Transportation Association (APTA) TRANSform Conference in October. We supported a technical tour for over 20 Paratransit officials from across the nation. The tour provided an operational overview of the Access-A-Ride Call, Command and Operations Center in Long Island City and a site tour to view the operations of one of the dedicated carrier facilities.

Craig Cipriano

Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: September 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	660,036	596,985	+10.6%	656,452	560,139	+17.2%
	Total Ridership	874,643	827,838	+5.7%	891,149	781,924	+14.0%
On-Time Performance	Pick-up Primary 30 Minute	95.0%	96.0%	-1.0%	96.0%	95.0%	+1.1%
	Pick-up Primary 15 Minute	85.0%	87.0%	-2.3%	87.0%	86.0%	+1.2%
	Pick-up Broker 30 Minute	95.0%	91.0%	+4.4%	95.0%	91.0%	+4.4%
	Pick-up Broker 15 Minute	85.0%	77.0%	+10.4%	84.0%	79.0%	+6.3%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)	48.0%	40.0%	+20.0%	46.0%	N/A	N/A
	Appointment OTP Trips Primary - Early	42.0%	52.0%	-19.2%	23.0%	N/A	N/A
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)	35.0%	34.0%	+2.9%	35.0%	N/A	N/A
	Appointment OTP Trips Broker - Early	55.0%	47.0%	+17.0%	27.0%	N/A	N/A
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	79.0%	79.0%	0.0%	78.0%	73.0%	+6.9%
	Average Actual Trip Duration in Minutes	39	43	-9.3%	41	44	-6.8%
	Max Ride Time Performance Primary	97.0%	98.0%	-1.0%	98.0%	N/A	N/A
	Max Ride Time Performance Broker	98.0%	96.0%	+2.1%	98.0%	N/A	N/A
Customer Experience	Frequent Rider Experience Primary	73.0%	71.0%	+2.8%	74.0%	N/A	N/A
	Frequent Rider Experience Broker	70.0%	62.0%	+12.9%	69.0%	N/A	N/A
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	1.66	1.92	-13.5%	1.62	2.08	-22.1%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.86	3.37	-74.5%	1.53	3.27	-53.2%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	3.3	2.5	+32.0%	2.8	3.1	-9.7%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	2.5	1.4	+78.6%	1.9	1.4	+35.7%
Call Center	Percent of Calls Answered	94.0%	98.0%	-4.1%	96.0%	96.0%	0.0%
	Average Call Answer Speed in Seconds	87	25	+248.0%	59	41	+43.9%
Eligibility	Total Registrants	159,358	151,182	+5.4%	155,682	149,099	+4.4%

Note: 1) The percentage comparisons are the percentage change instead of the percentage point change.
 2) Trip data and resulting metrics are preliminary and subject to adjustments.

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Ridership by Provider Type

Total Trips is the count of trips provided to registered Access-A-Ride clients in a given month. Total Ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride branded vehicles, operated by contractors. They provide service in vehicles ranging from lift and ramp-equipped vans to sedans.
- 2) **Brokers** provide for-hire vehicles (FHVs), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHVs and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHVs, or yellow or green taxis for customers that Access-A-Ride authorized for customer reimbursement.
- 5) **All Others** are mostly services provided by local car services or livery providers in Staten Island, otherwise known as the Voucher Program.

On-Time Performance for Primary and Broker Providers

Pick-up OTP compares actual to promised pick-up time. It is measured on both 15-minute and 30-minute windows. Access-A-Ride's goal is that no less than 94% of all trips arrive at the pick-up location no more than 30 minutes after the promised time, and that no less than 85% of all trips arrive at the pick-up location no more than 15 minutes after the promised time.

Drop-off OTP compares actual to customer-requested drop-off time for trips scheduled with an appointment time. Such trips comprise about half of Access-A-Ride's service plan. An on-time trip is one that arrives at the drop-off location no more than 30 minutes early, and no later than the appointment time.

Provider No-Shows Per 1,000 Scheduled Trips for Primary and Broker Providers

The Provider No-Show rate measures the frequency with which primary providers do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided. For broker providers, customers can call for replacement service after 15 minutes.

Ride Time Performance for Primary and Broker Providers

Ride Time measures customer trip duration in three different ways:

Actual vs Scheduled presents travel time variance.

Average Travel Time presents the average actual trip duration by trip distance category.

Max Ride Time Performance presents the percentage of trips performed within Access-A-Ride's established max ride time standards.

0 up to 3 miles: max ride time is 50 minutes
>3 up to 6 miles: max ride time is 65 minutes
>6 up to 9 miles: max ride time is 95 minutes
>9 up to 12 miles: max ride time is 115 minutes
>12 up to 14 miles: max ride time is 135 minutes
>14 miles: max ride time is 155 minutes

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Customer Experience

Customer Experience measures trip results against multiple standards. Trip experience is counted as positive if all of the following standards are met:

- **Pick-up OTP:** actual pick-up time is 30 minutes or less past the promise time.
- **Drop-off OTP:** for trips scheduled with a specific drop-off time, drop-off is no more than 30 minutes early and no later than the requested time.
- **Max Ride Time:** actual trip duration is within max ride time standards established by Access-A-Ride.
- **Provider No-Show:** trip does not result in a provider no-show.

Customer Complaints Per 1,000 Completed Trips

Customers can comment on Access-A-Ride service quality by phone, writing, and website. The number of complaints is measured as a rate per 1,000 completed trips.

Transportation Service Quality measures service delivery, which covers complaints about no-shows, lateness, long ride durations, drivers and vehicles. Access-A-Ride's goal is 3.0 or fewer Transportation Service Quality complaints per 1,000 trips.

Non-Transportation Service Quality measures complaints about the reservation process, eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints. Access-A-Ride's goal is 1.0 or fewer Non-Transportation Service Quality complaints per 1,000 trips.

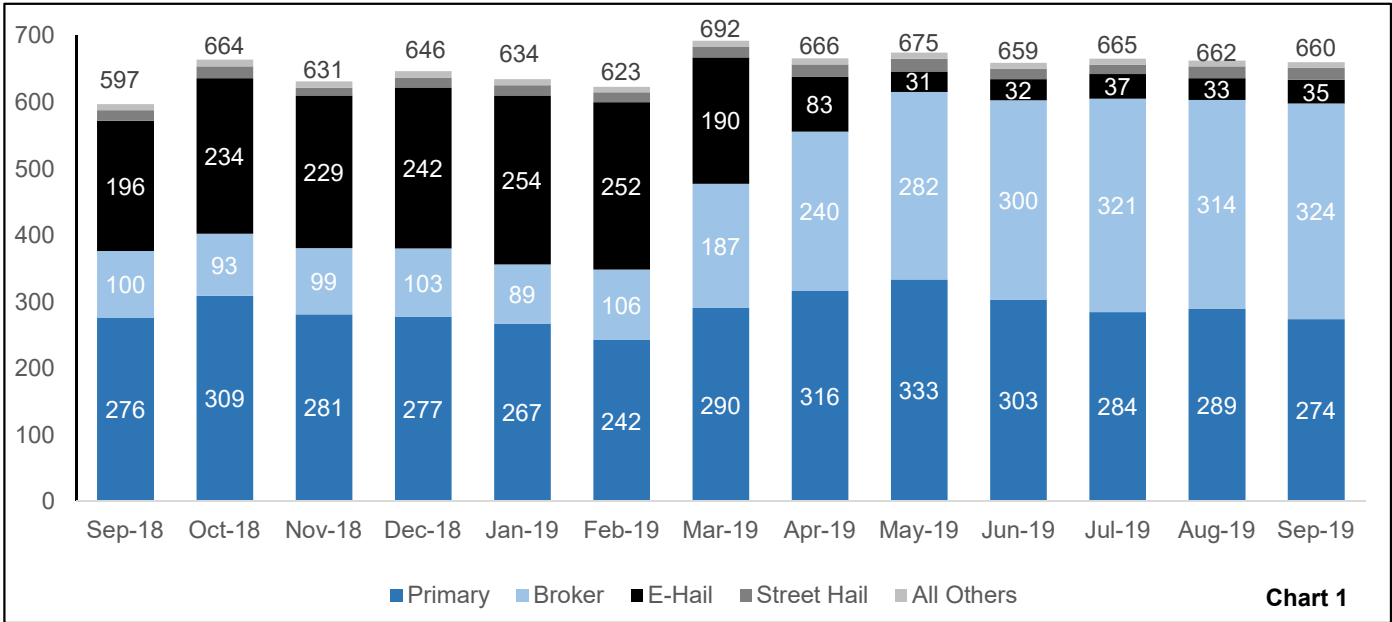
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

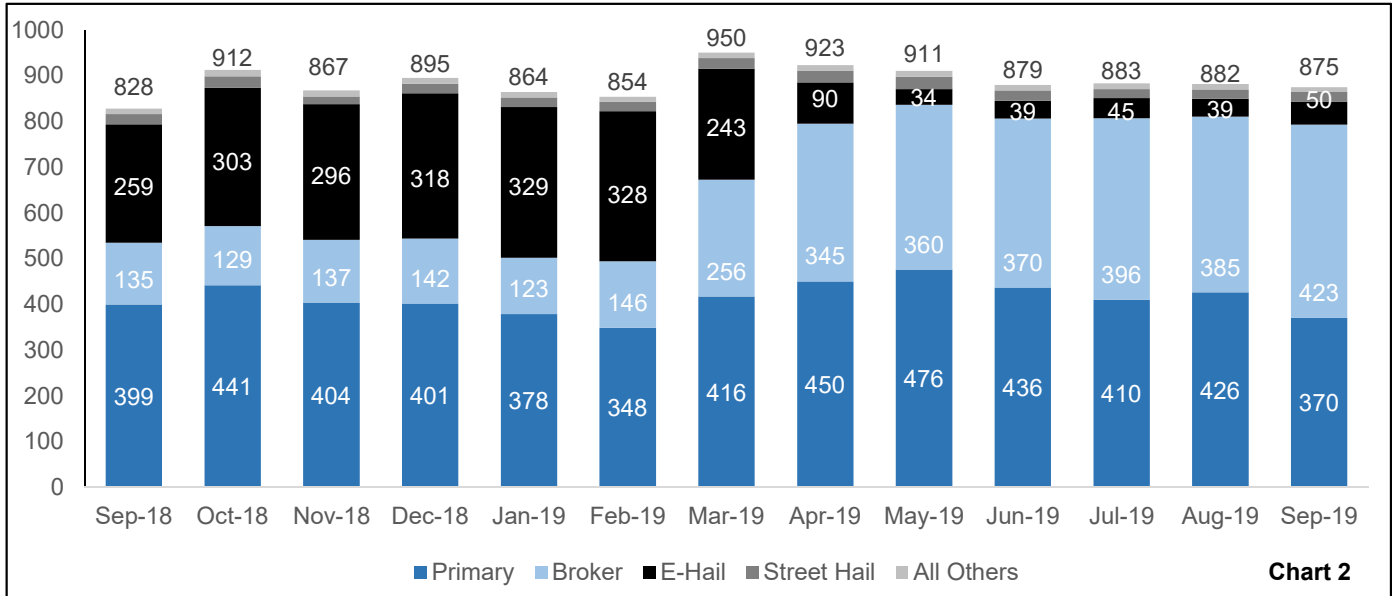
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

The goal for percent of calls answered is 95% and the goal for average answer speed is 60 seconds.

Total Trips



Total Ridership



Total Trips Discussion

- Total Trips in September 2019 decreased by 2K (or 0.3%) when compared to August 2019, and increased by 63K (or 10.6%) when compared to September 2018.

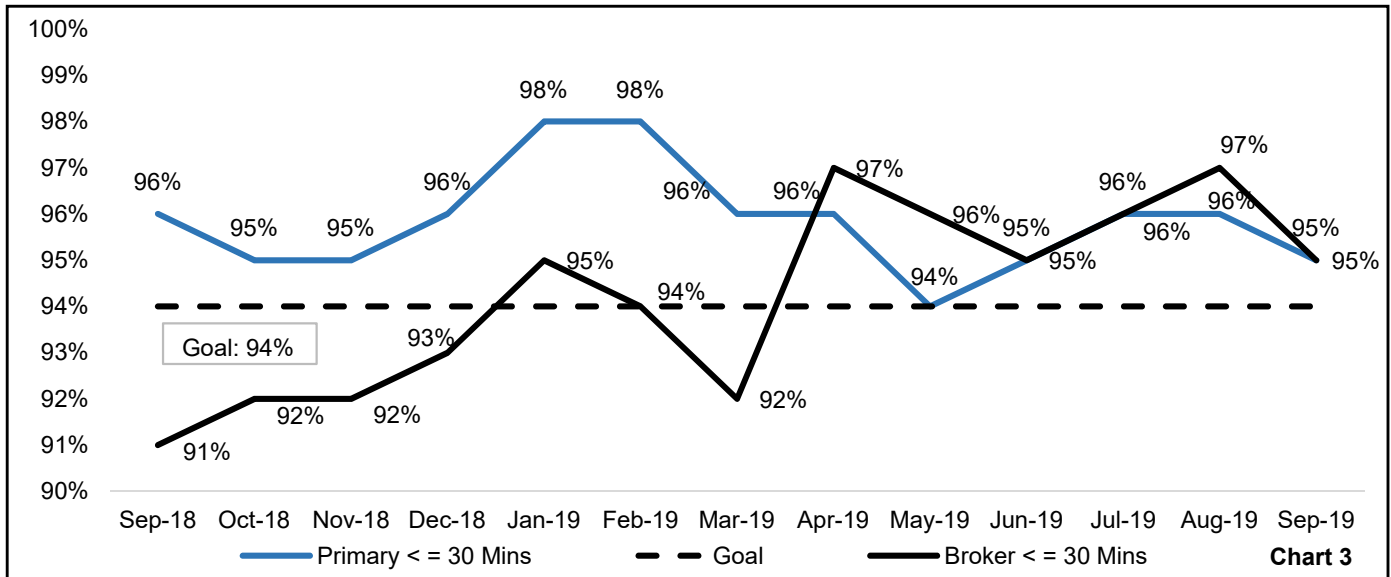
Total Ridership Discussion

- Total Ridership in September 2019 decreased by 7K (or 0.8%) when compared to August 2019, and increased by 47K (or 5.7%) when compared to September 2018.

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

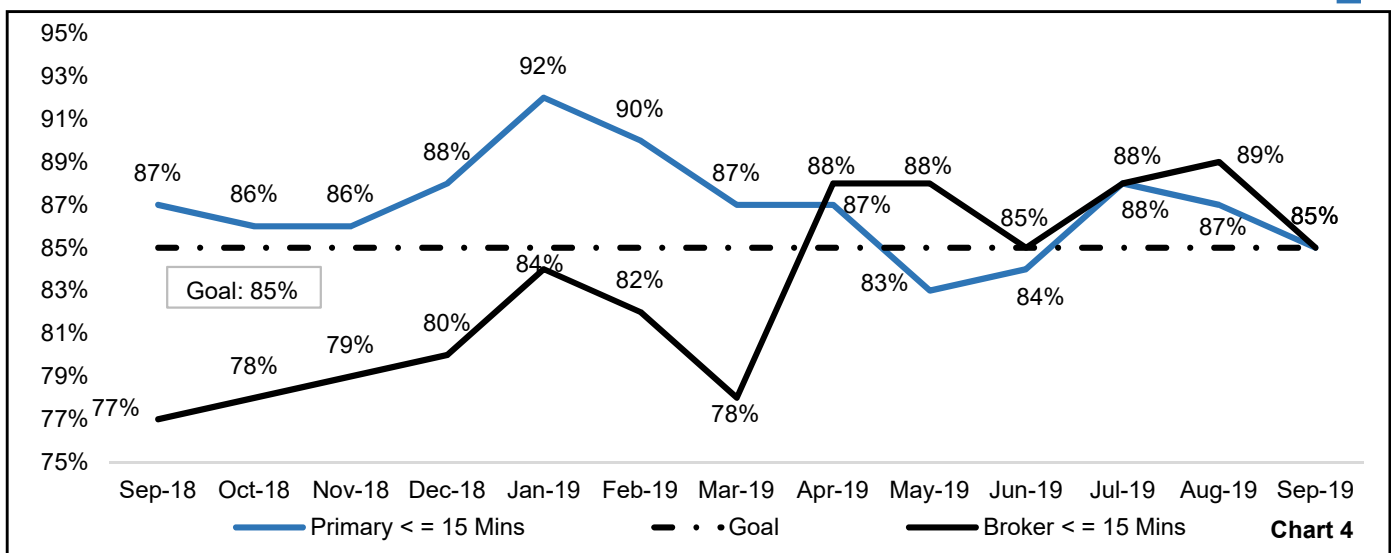
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



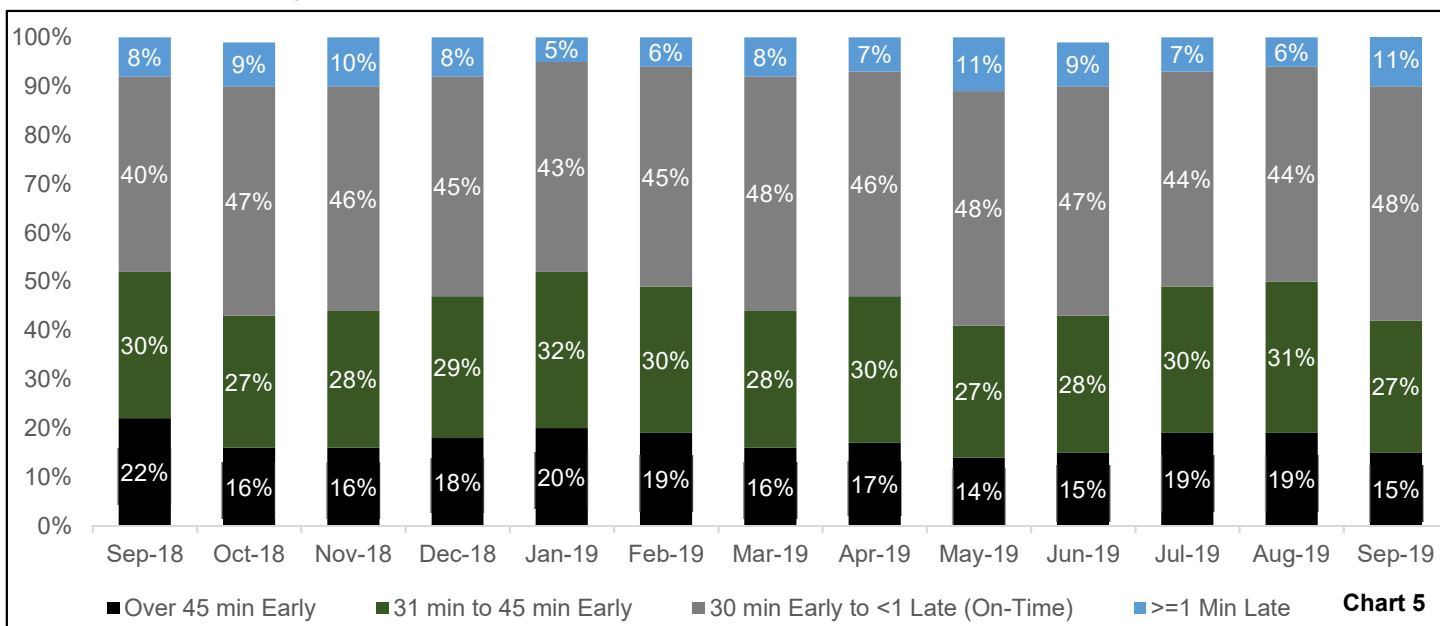
<= 30 Minutes Pick Up On-Time Performance Discussion

- September 2019 Primary 30 minute P/U, OTP result of 95% decreased at a rate of 1% when compared to August 2019 and September 2018.
- September 2019 Broker 30 minute P/U, OTP result of 95% indicates a rate decrease of 2.1% when compared to August 2019 and improved at a rate of 4.4% when compared to September 2018.

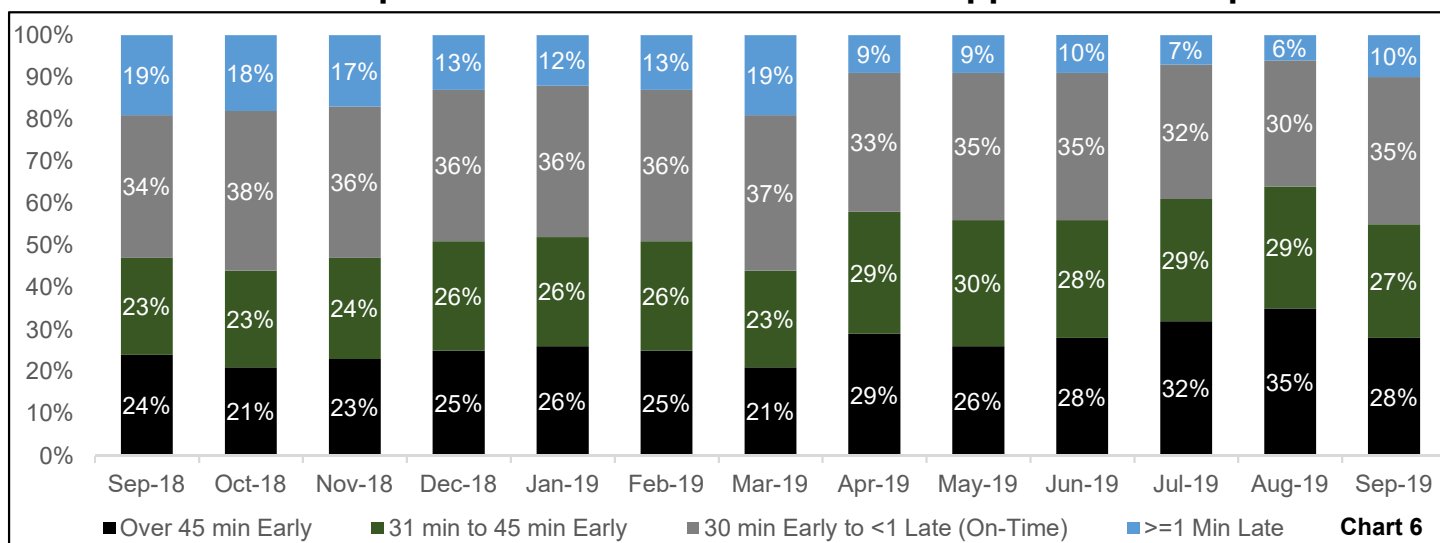
<= 15 Minutes Pick Up On-Time Performance Discussion

- September 2019 Primary 15 minute P/U, OTP result of 85% indicates a rate decrease of 2.3% when compared to August 2019 and September 2018.
- September 2019 Broker 15 minute P/U, OTP result of 85% indicates a rate decrease of 4.5% when compared to August 2019, and improved at a rate of 10.4% when compared to September 2018.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips



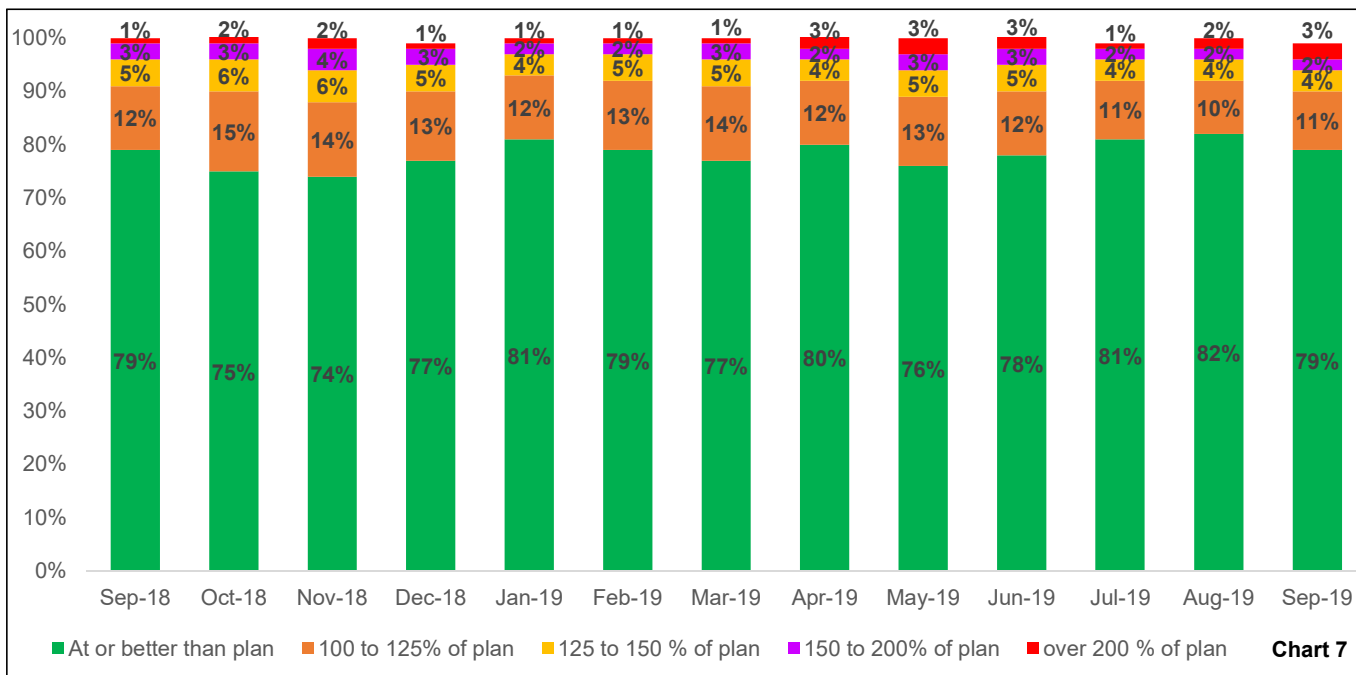
Primary Drop Off On-Time Performance On Appointment Trips Discussion

- In the month of September, 48% of appointment trips arrived on time. Arrival times improved at a rate of 9.1% when compared to the previous month, and improved at a rate of 20% when compared to the same period last year.

Broker Drop Off On-Time Performance On Appointment Trips Discussion

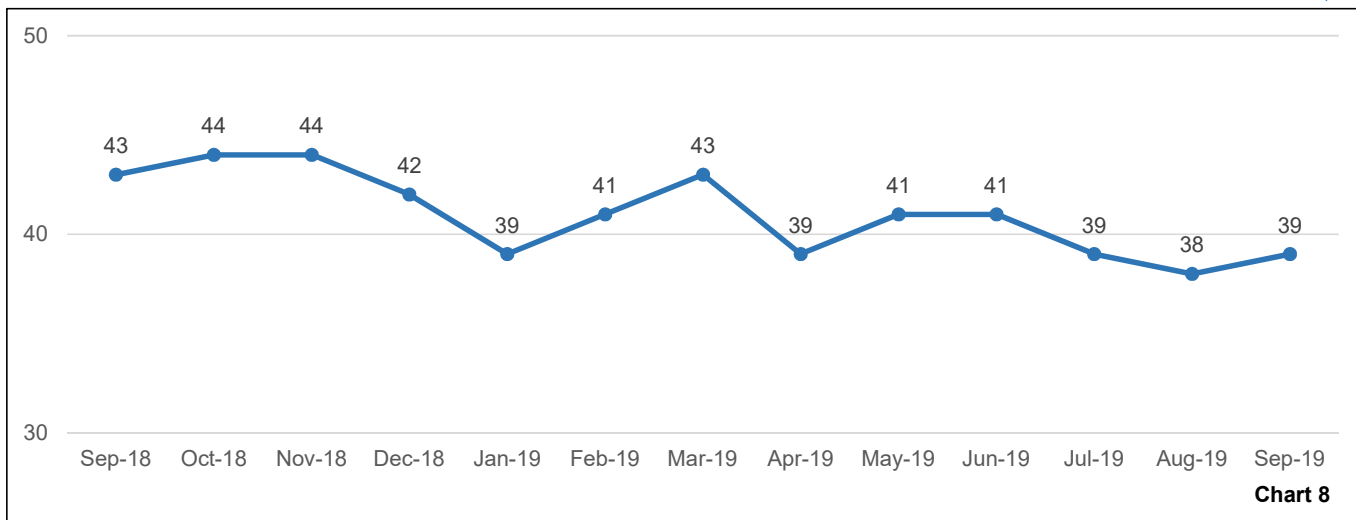
- In the month of September, 35% of appointment trips arrived on time. Arrival times improved at a rate of 16.7% when compared to the previous month and improved at a rate of 2.9% when compared to the same period last year.

Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



Average Actual Trip Duration in Minutes

Desired trend



Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration Discussion

- 79% of trips in September 2019 performed within the scheduled time or better declined at a rate of 3.7% when compared to August 2019, and remained flat when compared to September 2018.

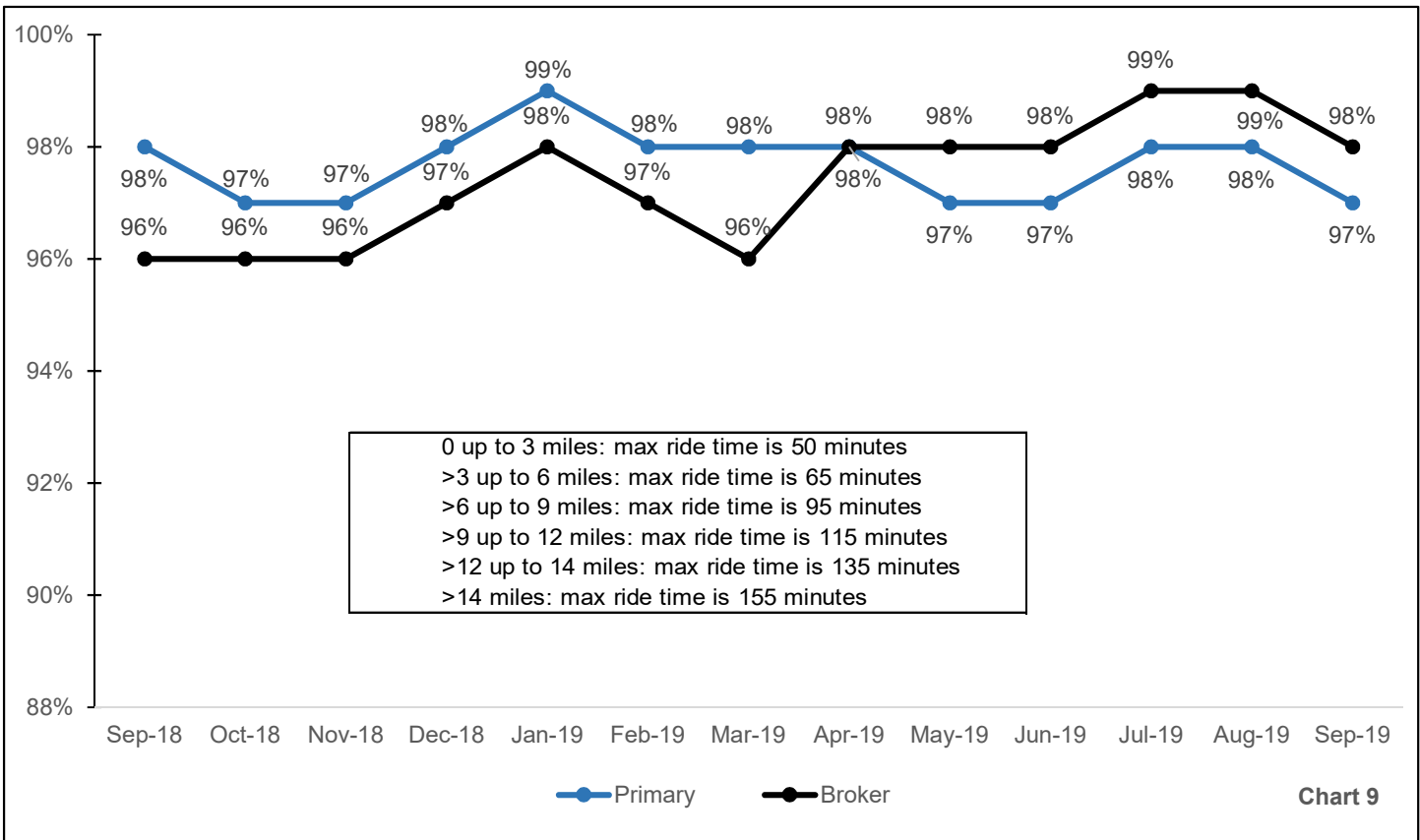
Average Actual Trip Duration in Minutes Discussion

- September 2019 average travel time for all categories increased by 1 minute (or 2.6%) when compared to August 2019, and improved by 4 minutes (or 9.3%) when compared to September 2018.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance


Desired trend 

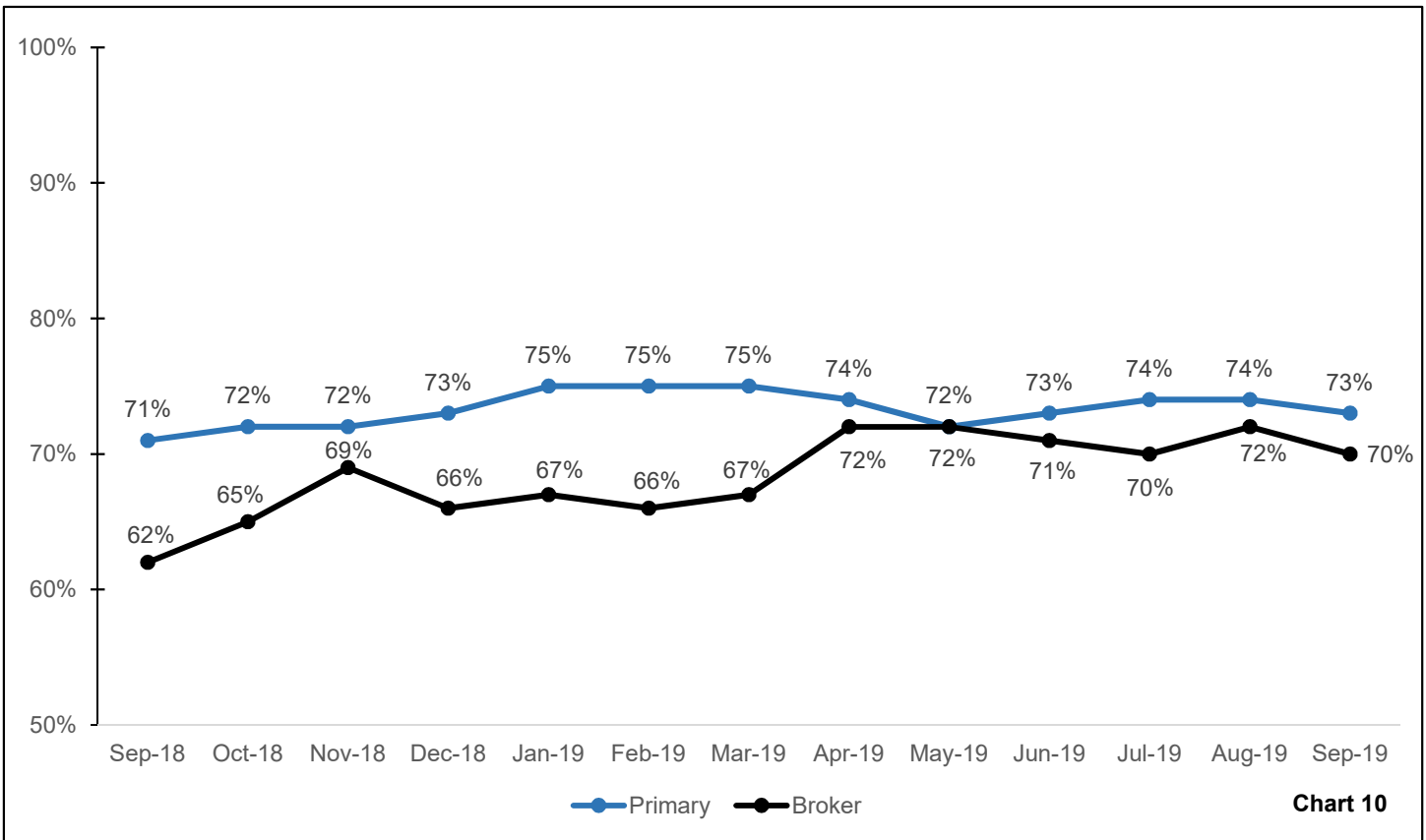


Max Ride Time Performance Discussion

- In the month of September, 97% of Primary trips were completed within the Max Ride Time parameters. Performance declined at a rate of 1% when compared to August 2019 and September 2018.
- In the month of September, 98% of Broker trips were completed within the Max Ride Time parameters. Performance declined at a rate of 1% when compared to August 2019, and improved at a rate of 2.1% when compared to the same month last year.

Customer Experience Performance

Desired trend 

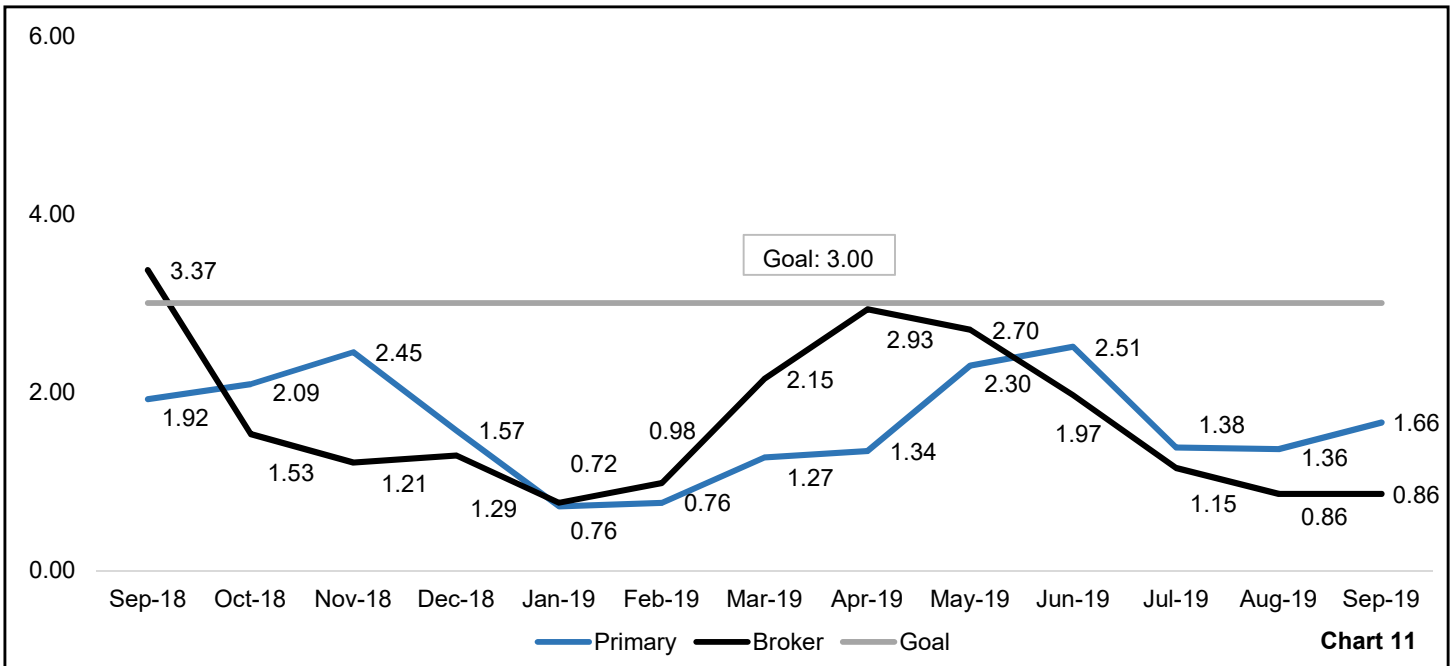


Customer Experience Performance Discussion

- In the month of September, 73% of the Primary carrier trips completed resulted in a positive customer experience. This declined at a rate of 1.4% when compared to the previous month, and a rate improvement of 2.8% when compared to the same period last year.
- In the month of September, 70% of the Broker trips completed resulted in a positive customer experience. This declined at a rate of 2.8% when compared to the previous month, and a rate improvement of 12.9% when compared to the same period last year.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

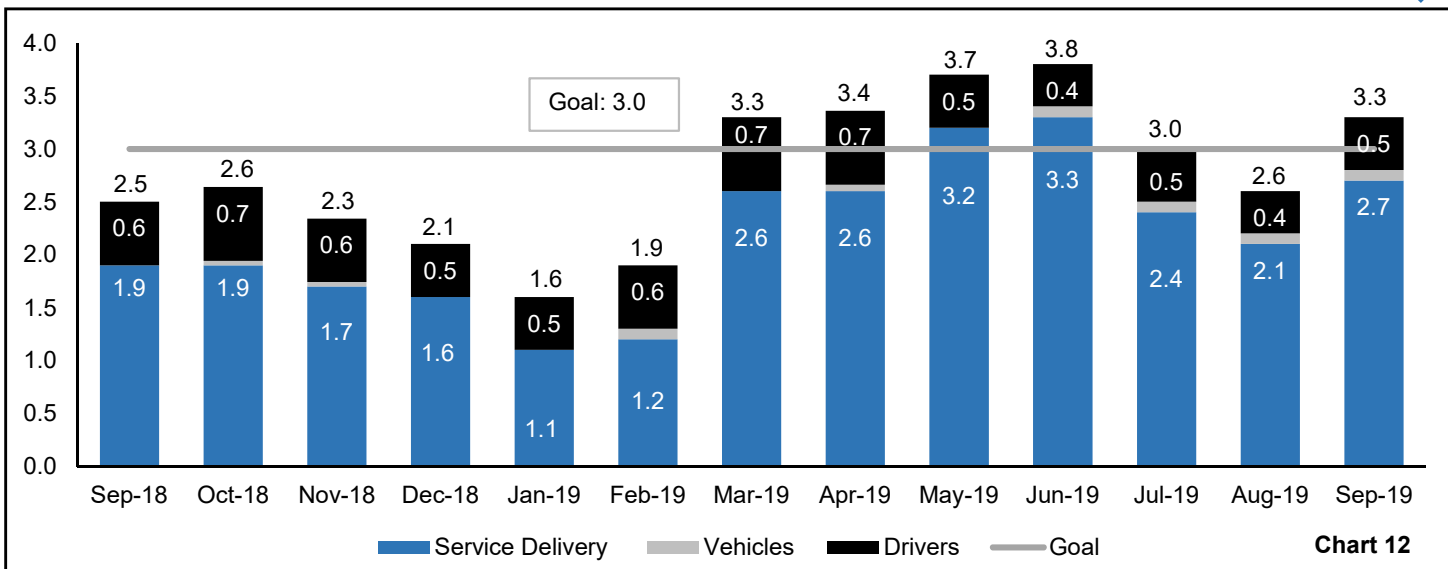


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows declined by 0.3 per 1,000 trips (or 22.1%) in September 2019 when compared to August 2019, and improved by 0.26 per 1,000 trips (or 13.5%) in September 2019 when compared to the same month last year.
- Broker No-Shows remained flat at 0.86 in September 2019 when compared to August 2019, and improved by 2.51 per 1,000 trips (or 74.5%) in September 2019 when compared to the same month last year.

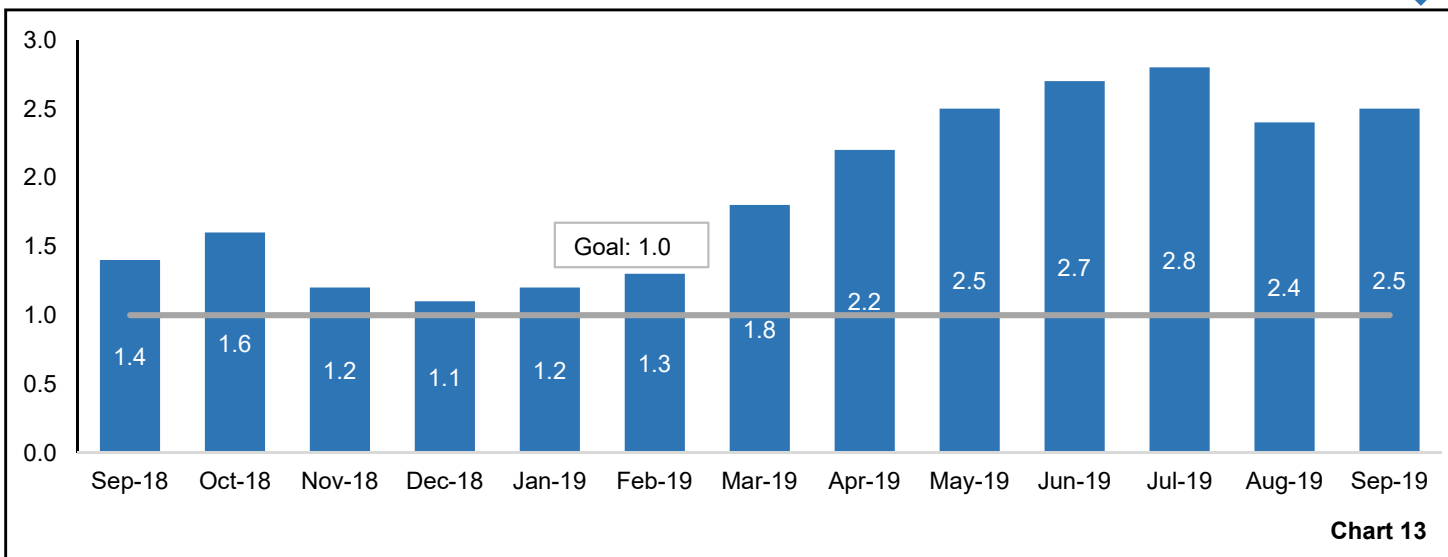
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend



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

Desired trend



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

- The total Passenger Complaints related to Transportation Service increased by 0.7 per 1,000 trips (or 26.9%) in September 2019 when compared to August 2019 and increased by 0.8 per 1,000 trips (or 32%) when compared to September 2018.

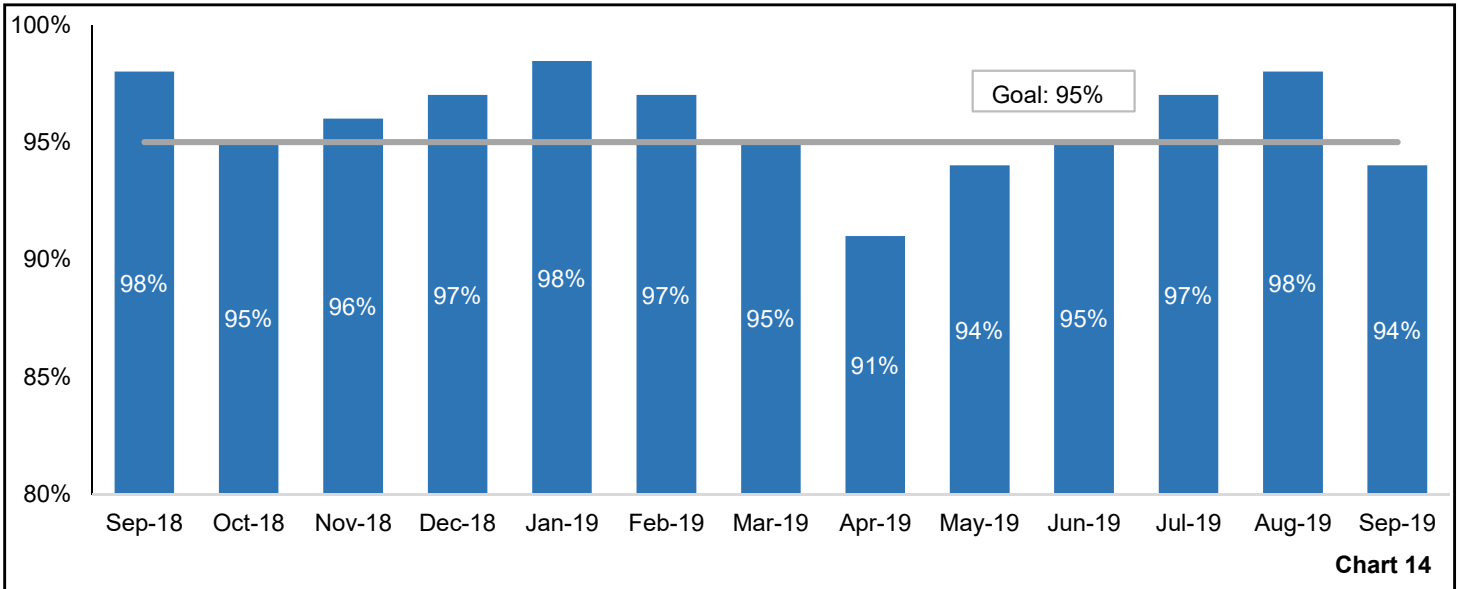
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service increased by 0.1 per 1,000 trips (or 4.2%) in September 2019 when compared to August 2019 and increased by 1.1 per 1,000 trips (or 78.6%) when compared to September 2018.


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

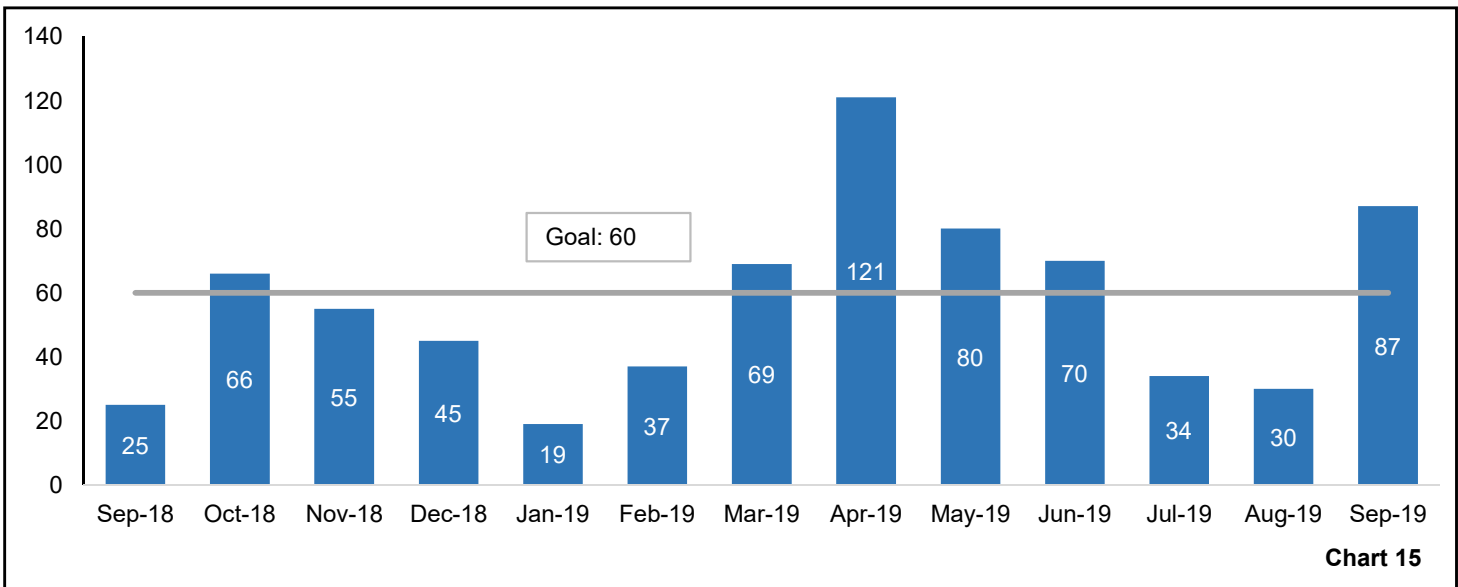
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in September 2019 declined at a rate of 4.1% when compared to August 2019 and September 2018.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in September 2019 increased by 57 seconds (or 190%) when compared to August 2019 and increased by 62 seconds (or 248%) when compared to September 2018.

Note: The increase in Call Answer Speed and decrease in the Percent of Calls Answered were primarily the result of an increase in outbound call activity related to customers calling to find out about their trip status. The increase in trip inquiries can be attributable to events such as parades (Labor Day and African American), school openings, United Nations activity (September 24th – 30th), and US Tennis Open.



November 2019 Crime Report

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



CRIME STATISTICS OCTOBER

	2019	2018	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	1	-1	-100.0%
ROBBERY	42	47	-5	-10.6%
GL	134	162	-28	-17.3%
FELASSAULT	26	33	-7	-21.2%
BURGLARY	0	3	-3	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>203</u>	<u>246</u>	<u>-43</u>	<u>-17.5%</u>

During October, the daily Robbery average decreased from 1.5 to 1.4

During October, the daily Major Felony average decreased from 7.9 to 6.5

CRIME STATISTICS JANUARY THRU OCTOBER

	2019	2018	Diff	% Change
MURDER	3	1	2	200.0%
RAPE	3	1	2	200.0%
ROBBERY	428	393	35	8.9%
GL	1257	1351	-94	-7.0%
FELASSAULT	282	288	-6	-2.1%
BURGLARY	5	11	-6	-54.5%
<u>TOTAL MAJOR FELONIES</u>	<u>1978</u>	<u>2045</u>	<u>-67</u>	<u>-3.3%</u>

Year to date the daily Robbery average increased from 1.3 to 1.4

Year to date the daily Major Felony average decreased from 6.7 to 6.5

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



OCTOBER ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	858	980	-122	-12.4%
TOS Arrests	223	349	-126	-36.1%
Total Summons	8412	7055	1357	19.2%
TOS TABs	6680	5406	1274	23.6%
TOS C-Summ	220	247	-27	-10.9%

JANUARY THRU OCTOBER ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	9038	11889	-2851	-24.0%
TOS Arrests	2794	5235	-2441	-46.6%
Total Summons	80009	58078	21931	37.8%
TOS TABs	63334	41450	21884	52.8%
TOS C-Summ	2204	1364	840	61.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-OCTOBER																						
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Murder	4	1	5	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1	1	1	0	1	3
Rape	1	13	1	5	1	0	3	2	3	3	1	2	1	1	3	8	5	5	1	0	6	1	3
Robbery	1898	1555	1376	1161	1002	1049	955	897	960	831	657	636	572	605	643	680	509	351	422	399	377	391	428
Assault	397	363	345	305	227	238	208	228	181	155	174	150	134	162	166	165	164	176	206	253	272	284	282
Burglary	26	14	8	10	38	13	7	5	1	5	2	5	1	2	8	23	30	17	17	15	24	11	5
GL	2964	2143	1996	2105	1885	1803	1455	1547	1514	1233	1065	1090	940	1001	1255	1405	1411	1301	1373	1339	1336	1339	1257
TOTAL MAJOR FELONIES	5290	4089	3731	3587	3155	3104	2631	2682	2663	2229	1903	1885	1649	1772	2076	2281	2120	1851	2020	2007	2015	2027	1978
Major Fel Per Day	17.40	13.45	12.27	11.80	10.38	10.21	8.65	8.82	8.76	7.33	6.26	6.20	5.42	5.83	6.83	7.50	6.97	6.09	6.64	6.58	6.63	6.67	6.51

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 11/3/2019)**

Motivation:

Motivation	2019	2018	Diff	% Change
ASIAN	0	1	-1	-100%
BLACK	8	6	2	33%
ETHNIC	0	1	-1	-100%
GENDER	3	0	3	***.*
HISPANIC	1	3	-2	-67%
MUSLIM	2	6	-4	-67%
OTHER	4	1	3	300%
SEMITIC	42	19	23	121%
SEXUAL ORIENTATION	5	3	2	67%
WHITE	3	4	-1	-25%
Grand Total	68	44	24	55%

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	15	5	10	200%
Aggravated Harassment 2	3	4	-1	-25%
Assault 2	4	2	2	100%
Assault 3	4	2	2	100%
Criminal Impersonation 1	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	36	22	14	64%
Grand Larceny 4	1	1	0	0%
Harassment 2	1	1	0	0%

Menacing 2	1	1	0	0%
Public Lewdness	0	1	-1	-100%
Reckless Endangerment 2	0	1	-1	-100%
Robbery 2	0	2	-2	-100%
Robbery 3	0	1	-1	-100%
Grand Total	68	44	24	55%

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	3	1	2	200%
		SEXUAL ORIENTATION	2	0	2	*** .*
		WHITE	1	0	1	*** .*
	TD 01 Total		6	1	5	500%
	TD 02	BLACK	1	0	1	*** .*
		MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	*** .*
		SEMITIC	4	1	3	300%
		WHITE	0	1	-1	-100%
	TD 02 Total		6	3	3	100%
	TD 03	BLACK	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
		MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	*** .*
		SEMITIC	3	2	1	50%
		WHITE	1	0	1	*** .*
	TD 03 Total		5	5	0	0%
	TD 04	BLACK	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
		MUSLIM	1	0	1	*** .*
	SEMITIC	1	2	-1	-50%	
TD 04 Total		2	4	-2	-50%	
Bronx	TD 03	OTHER	0	1	-1	-100%
	TD 03 Total		0	1	-1	-100%

	TD 11	BLACK	1	0	1	***. *
		ETHNIC	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
		MUSLIM	0	1	-1	-100%
	TD 11 Total		1	3	-2	-67%
	TD 12	BLACK	0	1	-1	-100%
		HISPANIC	1	0	1	***. *
		SEMITIC	2	0	2	***. *
		WHITE	1	0	1	***. *
	TD 12 Total		4	1	3	300%
Kings	TD 30	BLACK	3	1	2	200%
		GENDER	1	0	1	***. *
		MUSLIM	1	0	1	***. *
		SEMITIC	6	0	6	***. *
		SEXUAL ORIENTATION	2	0	2	***. *
		WHITE	0	1	-1	-100%
	TD 30 Total		13	2	11	550%
	TD 32	BLACK	1	1	0	0%
		GENDER	1	0	1	***. *
		SEMITIC	3	0	3	***. *
		SEXUAL ORIENTATION	1	2	-1	-50%
	TD 32 Total		6	3	3	100%
	TD 33	MUSLIM	0	1	-1	-100%
		OTHER	2	0	2	***. *
		SEMITIC	6	3	3	100%
		SEXUAL ORIENTATION	0	1	-1	-100%
		WHITE	0	1	-1	-100%
	TD 33 Total		8	6	2	33%
	TD 34	ASIAN	0	1	-1	-100%
		BLACK	0	1	-1	-100%
	MUSLIM	0	1	-1	-100%	
	SEMITIC	6	9	-3	-33%	
TD 34 Total		6	12	-6	-50%	
(blank)	BLACK	1	0	1	***. *	
(blank) Total		1	0	1	***. *	
Queens	TD 20	BLACK	1	0	1	***. *

	GENDER	1	0	1	***.*
	MUSLIM	0	1	-1	-100%
	SEMITIC	6	0	6	***.*
	WHITE	0	1	-1	-100%
TD 20 Total		8	2	6	300%
TD 33	SEMITIC	1	1	0	0%
TD 33 Total		1	1	0	0%
(blank)	SEMITIC	1	0	1	***.*
(blank) Total		1	0	1	***.*
Grand Total		68	44	24	55%

Transit District by County & Crime by Pct:

County	Crime Name	Pct.	2019	2018	Diff	% Change
New York	Aggravated Harassment 1	1	1	0	1	***.*
		6	0	1	-1	-100%
		13	0	1	-1	-100%
		19	0	1	-1	-100%
		20	1	0	1	***.*
		28	1	0	1	***.*
		33	1	0	1	***.*
	Aggravated Harassment 1 Total		4	3	1	33%
	Aggravated Harassment 2	5	0	1	-1	-100%
		6	1	0	1	***.*
		14	1	0	1	***.*
		18	0	1	-1	-100%
		33	1	0	1	***.*
	Aggravated Harassment 2 Total		3	2	1	50%
	Assault 2	5	1	0	1	***.*
		13	0	1	-1	-100%
		18	1	0	1	***.*
	Assault 2 Total		2	1	1	100%
	Assault 3	24	1	0	1	***.*

	Assault 3 Total		1	0	1	***.*	
	Criminal Mischief 3	5	1	0	1	***.*	
	Criminal Mischief 3 Total		1	0	1	***.*	
	Criminal Mischief 4	1	2	0	2	***.*	
		6	1	0	1	***.*	
		14	2	0	2	***.*	
		19	1	0	1	***.*	
		20	1	0	1	***.*	
		24	0	1	-1	-100%	
		32	0	1	-1	-100%	
		33	1	2	-1	-50%	
		34	0	1	-1	-100%	
	Criminal Mischief 4 Total		8	5	3	60%	
	Grand Larceny 4	10	0	1	-1	-100%	
	Grand Larceny 4 Total		0	1	-1	-100%	
	Robbery 2	25	0	1	-1	-100%	
	Robbery 2 Total		0	1	-1	-100%	
Bronx	Assault 2	49	1	0	1	***.*	
	Assault 2 Total		1	0	1	***.*	
	Criminal Mischief 4	40	1	0	1	***.*	
		41	1	0	1	***.*	
		44	0	1	-1	-100%	
		45	1	0	1	***.*	
		48	1	0	1	***.*	
		49	0	1	-1	-100%	
		50	0	1	-1	-100%	
		Criminal Mischief 4 Total		4	3	1	33%
		Reckless Endangerment 2	52	0	1	-1	-100%

	Reckless Endangerment 2 Total		0	1	-1	-100%	
	Robbery 3	44	0	1	-1	-100%	
	Robbery 3 Total		0	1	-1	-100%	
Kings	Aggravated Harassment 1	60	2	1	1	100%	
		61	1	0	1	***.*	
		62	1	0	1	***.*	
		72	1	0	1	***.*	
		73	1	0	1	***.*	
		78	2	0	2	***.*	
		84	2	0	2	***.*	
		90	0	1	-1	-100%	
		Aggravated Harassment 1 Total		10	2	8	400%
		Aggravated Harassment 2	75	0	1	-1	-100%
			88	0	1	-1	-100%
		Aggravated Harassment 2 Total		0	2	-2	-100%
		Assault 2	81	0	1	-1	-100%
			84	1	0	1	***.*
		Assault 2 Total		1	1	0	0%
		Assault 3	66	0	1	-1	-100%
			79	1	1	0	0%
			84	2	0	2	***.*
		Assault 3 Total		3	2	1	50%
		Criminal Mischief 3	75	1	0	1	***.*
			90	1	0	1	***.*
		Criminal Mischief 3 Total		2	0	2	***.*
		Criminal Mischief 4	60	1	5	-4	-80%
			61	0	1	-1	-100%
			66	0	2	-2	-100%
			70	2	1	1	100%

		72	3	0	3	***.*
		73	2	0	2	***.*
		75	2	0	2	***.*
		76	1	0	1	***.*
		78	0	1	-1	-100%
		79	1	0	1	***.*
		81	0	1	-1	-100%
		83	1	1	0	0%
		84	2	0	2	***.*
		88	0	1	-1	-100%
		94	1	0	1	***.*
	Criminal Mischief 4 Total		16	13	3	23%
	Grand Larceny 4	81	1	0	1	***.*
	Grand Larceny 4 Total		1	0	1	***.*
	Harassment 2	60	0	1	-1	-100%
		78	1	0	1	***.*
	Harassment 2 Total		1	1	0	0%
	Menacing 2	83	0	1	-1	-100%
	Menacing 2 Total		0	1	-1	-100%
	Public Lewdness	62	0	1	-1	-100%
	Public Lewdness Total		0	1	-1	-100%
Queens	Aggravated Harassment 1	108	1	0	1	***.*
	Aggravated Harassment 1 Total		1	0	1	***.*
	Criminal Impersonation 1	110	0	1	-1	-100%
	Criminal Impersonation 1 Total		0	1	-1	-100%
	Criminal Mischief 4	104	1	1	0	0%

	108	2	0	2	***.*
	109	2	0	2	***.*
	110	1	0	1	***.*
	112	2	0	2	***.*
Criminal Mischief 4 Total		8	1	7	700%
Menacing 2	112	1	0	1	***.*
Menacing 2 Total		1	0	1	***.*
Robbery 2	112	0	1	-1	-100%
Robbery 2 Total		0	1	-1	-100%
Grand Total		68	44	24	55%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

October 2019 vs. 2018

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

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	3	2	67%
Felony Assault	2	2	0	0%
Burglary	3	0	3	100%
Grand Larceny	1	5	-4	-80%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	10	1	10%

Procurement & Supply Chain

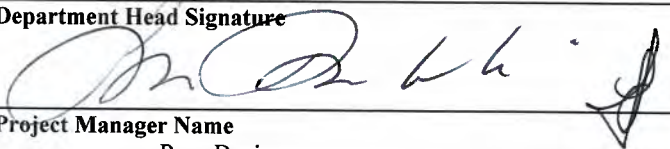
Steve Plochochi, Senior Vice President



Pictured above is a new all-electric bus to run on what are becoming the green streets of New York. Currently at Michael J. Quill Depot, the bus is one of ultimately 15 to be delivered by January 2020. The first of these electric buses will run on the 14 St route, which serves 30,000 riders daily.

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$59.1M.

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement & Supply Chain – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	11//12/19			
2	Board	11/14/19			

November 4, 2019			
Department Law and Procurement			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
X	Capital Prog. Management		Pres. MTA Bus/SVP DOB
X	Law	X	Subways
X	Diversity/Civil Rights		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

NYC Transit proposes to award Noncompetitive procurements in the following categories: NONE

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

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

NYC Transit proposes to award Competitive procurements in the following categories:		
<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 38.8 M
	SUBTOTAL	1 \$ 38.8 M
MTA Capital Construction proposes to award Competitive procurements in the following categories: NONE		
MTA Bus Company proposes to award Competitive procurements in the following categories: NONE		
MTA Bus Company proposes to award Ratifications in the following categories: NONE		
MTA Capital Construction proposes to award Ratifications in the following categories:		
<u>Schedules Requiring Two-Thirds Vote:</u>		
Schedule D: Ratification of Completed Procurement Actions	1	\$ 4.9 M
	SUBTOTAL	1 \$ 4.9 M
NYC Transit proposes to award Ratifications in the following categories:		
<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 15.4 M
	SUBTOTAL	2 \$ 15.4 M
	TOTAL	4 \$ 59.1 M
COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.		
BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.		
RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)		

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

NOVEMBER 2019


LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|---------------------|--------------------------------------|
| 1. Citnalta-TAP, JV | \$38,844,000 | <u>Staff Summary Attached</u> |
| Two Proposals – 25.5-month contract | | |
| Contract# A-37150F | | |
| Design and construction of accessibility upgrades at 170th Street Station – Jerome Avenue Line (Design-Build). | | |

Staff Summary

Item Number 1			
Department, Department Head Name: Procurement & Supply Chain, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Material	6 X	Subways
2 X	Law	7	President
3 X	CFO		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Citnalta-TAP, JV	Contract No. A-37150F
Description Design and Construction of Accessibility Upgrades at 170th Street Station on the Jerome Avenue Line in the Borough of the Bronx (Design-Build)	
Total Amount \$38,844,000	
Contract Term (including Options, if any) 25.5 months	
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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To obtain approval of the Board to award a contract for the design and construction of accessibility upgrades at the 170th Street Station on the Jerome Avenue Line in the borough of the Bronx to Citnalta-TAP, JV (“CTJV”) in the amount of \$38,844,000 and a duration of 25.5 months.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$80,000 to be paid to each unsuccessful proposer whose proposal is responsive to the Request for Proposal (“RFP”) requirements. Accordingly, permission is also requested to pay a total stipend of \$80,000.

Discussion

An Authorizing Resolution requesting the use of a two-step competitive RFP procurement process was approved by the Board to award multiple design/build contracts for the design and construction of Americans with Disabilities Act (“ADA”) improvements, including the installation of elevators in stations. A request for letters of interest and qualification packages was advertised, resulting in the submission of fourteen responses. The Step 1 qualification packages were evaluated against preestablished selection criteria addressing relevant experience, general responsibility, financial resources, and safety record. The following six teams were selected because of their favorable, relevant experience on design-build projects, ADA improvements, NYC Transit and other MTA agency projects: Citnalta-TAP, Joint Venture (“CTJV”); ECCO III Enterprises, Inc. (“ECCO III”); Halmar International, LLC (“Halmar”); John P. Picone (“Picone”); Skanska USA Civil Northeast, Inc. (“Skanska”); and Tully Construction Co., Inc. (“Tully”). Only these pre-qualified teams are eligible to propose on RFPs in Step 2.

Pursuant to the Authorizing Resolution, NYC Transit issued a Step 2 RFP to the six pre-qualified teams. This project introduces elevators to this station for the first time. The ADA improvements will include full vertical accessibility through the installation of one new street-to-mezzanine elevator and two new mezzanine-to-platform elevators; reconfiguration of station stairs from three existing street-to-mezzanine stairs to two rehabilitated/reconstructed street-to-mezzanine stairs and two new street-to-platform stairs with new platform level control areas; as well as other required improvements to architectural, structural, mechanical, and electrical components. Additionally, in order to emphasize schedule as a critical component of this ADA project, the contract includes an early completion incentive for reductions to the project duration as well as liquidated damages for extended durations resulting from contractor delays.

In response to the RFP, two proposals were received: CTJV – \$38,999,000 and ECCO III – \$51,587,000. The in-house estimate is \$39,947,030. Tully elected not to propose due to existing commitments. Halmar, Picone, and Skanska elected not to propose, citing excessive risk associated with terms and conditions contained in the contract.

Both proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing the proposers’ design and construction approach; overall project schedule; project management, safety, and quality control/quality assurance plans; team experience; current record of performance; qualifications and coordination of subcontractors; other relevant matters; and diversity practices. After technical factors, the overall project cost was considered. Supporting the SC evaluation was a subcommittee comprised of members from the Design Team and Consultant Construction Management Team.

The SC reviewed the technical proposals, observed the oral presentations, and subsequently reviewed the price proposals submitted by each proposer. The SC and subcommittee also reviewed design alternatives associated with the construction of a temporary staircase (ECCO III), which was determined to be feasible, and an alternative approach to elevator configuration (CTJV) that was ultimately not pursued. After review and consideration of both proposals, the SC recommended that both CTJV and ECCO III be invited for negotiations.

Both CTJV and ECCO III submitted a strong technical proposal that adhered to all project requirements. Each offered skilled design and construction teams with significant NYC Transit Design-Build experience that included station work through the Enhanced Station Initiative Program.

CTJV proposed a schedule reduction of two months for a total project duration of 26 months.

ECCO III offered a schedule reduction of 2.5 months for a total project duration of 25.5 months.

Negotiations were conducted with both firms and included discussions of project schedule and overall cost, including pricing assumptions. At the conclusion of negotiations, both firms submitted their Best and Final Offer (“BAFO”). CTJV’s BAFO was \$38,844,000, which represented a reduction of \$155,000 (0.4 percent) from its initial proposal. With the acceptance of ECCO III’s design alternative, ECCO III’s BAFO was \$51,256,300, which represented a reduction of \$330,700 (0.6 percent) from its initial proposal.

Upon review of the BAFOs, the SC recommended CTJV for award, determining that its proposal offered the best overall value to NYC Transit based on the selection criteria. CTJV’s BAFO of \$38,844,000 is \$1,103,030 or 2.8 percent less than the in-house estimate and considered fair and reasonable. ECCO III’s BAFO of \$51,256,300 is \$12,412,300 (32 percent) higher than the BAFO submitted by CTJV and \$11,309,270 (28 percent) higher than the in-house estimate. The SC determined that any benefits resulting from ECCO III’s technical proposal, including minor schedule savings, were outweighed by their cost proposal, which was determined to be outside of the competitive range and not considered fair and reasonable in comparison to CTJV’s cost proposal and the in-house estimate. CTJV subsequently offered an additional schedule reduction of two weeks for a total reduction of 2.5 months, revising the project duration to 25.5 months.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB. Award will not be made until the Department of Diversity and Civil Rights’ approval is obtained. CTJV has achieved the M/W/DBE goals on previous MTA contracts.

Capital Program Reporting

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

Impact on Funding

This project is funded by the MTA Capital Program. This contract will not be awarded until funding is in place and a WAR Certificate is received.

Alternatives

Perform the work using in-house personnel. Not recommended as in-house forces do not have the resources to perform the scope of this project.

Recommendation

That the Board approve the award of a contract for the design and construction of accessibility upgrades at the 170th Street Station on the Jerome Avenue Line in the borough of the Bronx to CTJV in the amount of \$38,844,000 and a duration of 25.5 months.

NOVEMBER 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
 (Staff Summaries required for items estimated to be greater than \$1,000,000.)

Paul J. Scariano, Inc.	\$15,371,973 (Aggregate)	<u>Staff Summary Attached</u>
FOS Development Corp.		
1. Contract# C-33859-1	\$2,824,000	↓
2. Contract# C-33859-2	\$12,547,973	↓
Immediate Operating Need		
<p>The procurement of a pilot project to design and install protective measures (netting) under NYC Transit's elevated structures.</p>		

Item Number: 1-2

Vendor Names (Locations) Paul J. Scariano, Inc. (New Rochelle, New York) FOS Development Corp. (Woodside, New York)	Contract Numbers C-33859-1 (PJS) C-33859-2 (FOS)	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Design and Installation of a Debris Protection System at Six New York City Elevated Structural Locations	Total Amount: \$15,371,973 PJS: \$2,824,000 FOS: \$12,547,973 (\$2,117,973 + \$10,430,000)	
Contract Terms (including Options, if any) PJS: 4 Months FOS: 4 Months + 4 Months (additional locations)	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha	
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:		

Discussion:

It is requested that the Board ratify the contract awards made pursuant to the declaration of an Immediate Operating Need (“ION”) requested by NYC Transit Department of Subways (“DOS”) and approved by the VP, Materiel, for procurement of a Pilot Project to Install Protective Measures Under NYC Transit Elevated Structures.

Contract C-33859-1 was awarded to Paul J. Scariano, Inc. (“PJS”) on July 11, 2019, for the Design, Inspection, and Maintenance of a Debris Protection System below the 125th Street elevated station on the 1 line and below the elevated structure south of 39th Avenue on the Astoria line, in the amount of \$2,824,000.

Contract C-33859-2 was awarded to FOS Development Corp. (“FOS”) on July 5, 2019, for the Design, Inspection, and Maintenance of a Debris Protection System below the 61st Street – Woodside elevated station on the 7 line and below the elevated structure north of 111th Street on the Jamaica line, in the amount of \$2,117,973. Contract C-33859-2 was subsequently amended on October 17, 2019, to include installation of the Debris Protection System below the 167th Street elevated station on the Jerome line and below the 231st Street elevated station on the Broadway line, in the additional amount of \$10,430,000. Pricing in both contracts includes one year of maintenance as part of the base cost and one additional option year of maintenance, to include repair/replacement of components of the debris protection system.

NYC Transit is currently inspecting all elevated structures and removing materials that have the potential to loosen and fall. In addition, as NYC Transit evaluates long-term comprehensive capital program solutions, it was determined that, as an interim measure, it would also evaluate the viability of temporary protection systems, such as netting, under elevated structures.

This pilot was initiated to retain one or more contractors for the design, installation, and maintenance of debris protection systems at four elevated locations. The protection systems are comprised of a mesh net configuration and removable fastening system to be installed in no greater than 10 x 50-foot segments. The netting systems will prevent concrete spalls, corroded steel, wood, bolts, rivets, brackets, pipes, retainer clips, ties, and other miscellaneous objects that measure as small as 3/4 inches in diameter from falling through the elevated structures and onto the surface below. The systems will be designed to allow for a disconnection and reconnection of the netting, which will allow for routine inspection, maintenance, and repairs.

The following four elevated structures were initially identified for installation of debris protection systems:

- below the 125th Street elevated station on the 1 line, for an approximate length of 600 feet;
- below the elevated structure south of 39th Avenue on the N/W line, for an approximate length of 550 feet;
- below the 61st Street Woodside elevated station on the 7 line, for an approximate length of 550 feet; and
- below the elevated structure north of 111th Street on the J/Z line, for an approximate length of 450 feet.

In April 2019, NYC Transit conducted an outreach to identify potential netting installation contractors and netting manufacturers/suppliers. Invitations were extended to all firms to tour the four locations. Five firms attended the site tour.

Schedule K: Ratification of Completed Procurement Actions



The declaration of an ION was initially made in response to a request by the Chief Engineering Officer, Maintenance of Way (“MOW”) Engineering, Department of Subways. Pursuant to the ION, an informal Request for Proposal (“RFP”) was issued to the five interested firms. Technical and price proposals, for all four locations, were received from FOS (\$4,741,005), PJS (\$6,279,400) and Can USA, Inc. (\$584,600). The in-house estimate for all four locations was \$6,333,000.

The Selection Committee (“SC”) comprised of NYC Transit Procurement, Capital Program Management, and MOW evaluated the technical and price proposals. The SC evaluated each proposer based on their previous experience, proposed schedule, approach to the work, and other technical matters.

FOS and PJS were identified as best meeting or exceeding the project requirements outlined in the RFP. Both firms were recommended for negotiations. Can USA, while a netting company, submitted a proposal that did not address all project requirements in terms of general conditions and overall project management. With two viable proposers, the opportunity existed to consider multiple awards to mobilize at multiple locations simultaneously and test multiple approaches. Accordingly, NYC Transit decided to group the locations into two packages:

Package A (a total of 1,150 feet)

- below the 125th Street elevated station on the 1 line; and
- below the elevated structure south of 39th Avenue on the N/W line.

Package B (a total of 1,000 feet)

- below the 61st Street Woodside elevated station on the 7 line; and
- below the elevated structure north of 111th Street on the J/Z line.

Negotiations were conducted with both firms, culminating in the receipt of revised pricing. Both proposals were found to be fair and reasonable in comparison to the estimate.

	<u>FOS</u>	<u>PJS</u>
Package A	\$2,319,120	\$2,824,000
Package B	\$2,117,973	\$2,937,000

***Bold** indicates the recommended award.

Both companies were deemed technically competent and capable of performing the work, although the SC unanimously deemed the technical proposal from FOS to be stronger. After consideration of each proposed BAFO, the SC unanimously determined that the split award strategy represented the best value to NYC Transit and afforded the opportunity to evaluate multiple debris protection systems.

Both contracts were awarded in early July 2019, and installation at the four locations was completed earlier than required by the contracts. DOS has determined the installations by both contractors to be successful and will continue to evaluate both systems through several seasons.

In September 2019, DOS identified two additional critical locations for the installation of the debris protection system and amended the ION memo so that these additional locations could be addressed as expeditiously as possible. These additional locations will also provide an opportunity to evaluate the performance of the debris protection system on longer continuous runs of the elevated structure. The additional locations include:

- below the 167th Street elevated station on the 4 line, for an approximate length of 4,250 feet; and
- below the 231st Street elevated station on the 1 line, for an approximate length of 3,250 feet.

Considering that both PJS and FOS successfully demonstrated their ability to install acceptable netting systems, pursuant to the amended ION memo, an informal RFP was issued to both firms, requesting pricing for each additional location. Initial price proposals, for both locations, were received from PJS (\$13,525,000) and FOS (\$13,964,094). The in-house estimate for both locations is \$11,068,000.

Negotiations were conducted with both firms, and revised pricing was received from FOS in the total amount of \$10,430,000 and from PJS in the total amount of \$12,995,000. FOS was selected for award based on having provided the lowest competitive price, which is also considered fair and reasonable in relation to the estimate. Taking advantage of lessons learned from their previous two locations, FOS will install netting on more than seven times the length of elevated structure within the same timeframe as its previous two locations. In addition, FOS’s revised pricing represents a 34 percent reduction in its cost per linear foot of structure.

In connection with a previous contract awarded to PJS, PJS 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 and Chief Executive Officer in consultation with the MTA General Counsel in January 2016. No new SAI has been found relating to PJS and PJS has been found to be responsible.

NOVEMBER 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---|--------------------|--------------------------------------|
| 1. MLJ Contracting Corp. | \$4,900,000 | <u>Staff Summary Attached</u> |
| Contract# E-34040 | | |
| Immediate Operating Need | | |
| Replacement of one elevator at the Grand Central – 42nd Street Station, Flushing Line, in the Borough of Manhattan. | | |

Schedule D: Ratification of Completed Procurement Actions
Item Number: 1

Vendor Name (Location) MLJ Contracting Corp (Whitestone, New York)	Contract Number E-34040	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Replacement of One Elevator at the Grand Central – 42nd Street Station, Flushing Line, in the Borough of Manhattan	Total Amount: \$4,900,000	
Contract Terms (including Options, if any) 7 months	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Noncompetitive		

Discussion:

It is requested that the Board ratify the contract award, effective October 3, 2019, pursuant to the declaration of an Immediate Operating Need (“ION”) requested by NYC Transit Department of Subways (“DOS”) and approved by the VP, Materiel, for the replacement of one hydraulic elevator (“elevator 244”) and the construction of a new elevator machine room at the Grand Central – 42nd Street Station, Flushing line (IRT), in the borough of Manhattan to MLJ Contracting Corp. (“MLJ”) in the amount of \$4,900,000 with a contract term of seven months and a Substantial Completion date of April 30, 2020.

In August 2019, elevator 244 experienced a failure that resulted in damage to its critical components such as the cab, elevator platform, and hydraulic piston. Repairing the elevator was determined to be impractical considering (1) the extent of the damage; (2) the fact that the elevator is approaching the end of its useful life, and (3) the elevator was already scheduled for replacement in 2020.

The work to be performed under this contract includes (1) forensic demolition of elevator’s cab, platform and vertical travel system; (2) demolition of elevator cab enclosures at the platform and mezzanine levels; (3) waterproofing of the shaft; and (4) installation of updated vertical travel system, elevator platform, elevator cab, elevator cab enclosures at the platform, and mezzanine levels and equipment in mechanical rooms.

Given that this elevator provides the only means of access to the 7 train platform for ADA passengers at the Grand Central – 42nd Street station, DOS requested the declaration of an ION in order for all work be accelerated and begin as soon as possible. NYC Transit determined that the most expeditious way to accomplish the elevator replacement without adding to the contractor presence and customer inconvenience at Grand Central Station was to take advantage of the two competent contractors already performing work at the complex.

Pursuant to the ION, both Halmar International, LLC (“Halmar”) and MLJ were informally solicited for proposals, as both firms were performing work at Grand Central Station. Halmar opted not to propose, electing to focus on its recently accelerated contract for the replacement of two escalators, stairs, and elevator at Grand Central Station. MLJ readily agreed to perform the work, under an extremely accelerated schedule, proposing to utilize the qualified elevator installer that was already present at Grand Central Station, and with whom they have an existing relationship on another ADA elevator project at the Chambers Street station for NYC Transit.

MLJ submitted its proposal in the amount of \$5,303,749. The revised in-house estimate is \$4,794,561. Negotiations resulted in the agreed-upon lump-sum price of \$4,900,000, which has been determined to be fair and reasonable. Savings of \$403,749 were achieved.

STATE-MANDATED STATION CLOSURE NOTIFICATION

Sarah Meyer, SVP Strategy & Customer Experience and Chief Customer Officer

Issue

Chapter 224 of the Laws of 2019, signed by the Governor on August 30, 2019, amended NYS Public Authorities Law (NYS PAL), Section 1205 (5) to add subdivision (b) that mandates the New York City Transit Authority (“NYC Transit”) to adopt a policy that ensures “adequate communication...to impacted stakeholders” whenever there is a planned complete closure of a passenger station for repairs or renovations, and where such station will be out of service for a period of 60 days or more. Such policy is to be adopted by the MTA Board within 90 days of the effective date of Chapter 224.

Recommendation

It is recommended that the MTA adopts and formalizes existing policies to ensure full compliance with NYS PAL Section 1205 (5)(b) as hereinafter summarized.

Upon adoption by the MTA Board, it shall be NYC Transit’s policy to:

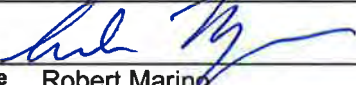
- Review its station repair and renovation schedules to identify planned complete closures of a subway station that will remove it from service for a period of 60 days or more; and in such cases where such closures are identified, NYC Transit’s shall provide notice as follows:
 - At least 45 days prior to the planned full-closure, written notice shall be given to impacted stakeholders such as elected representatives, NYS Senate and Assembly representatives, and to the community board whose district contains a station subject to a planned complete closure, or is contiguous to a district that contains a station subject to a planned complete closure on the same subway line. The notice to each community board shall include an option to request, on a date convenient to them, a presentation by NYC Transit to provide closure-related information prior to the closure and allow public comment.
 - At least 30 days prior to the planned full-closure, notice shall be given to the public by posting relevant information in affected stations and on NYC Transit website and social media accounts about the planned closure, service alternatives, and how the public may submit comments to NYC Transit.

Budget Impact

This action will have only a nominal cost.


Proposed Implementation Date

The chapter amendment to the NYS PAL requires that a station closure notification policy be in place by November 30.

Subject	State-Mandated Station Closure Notification
Department	Strategy and Customer Experience
Department Head Name	Sarah Meyer, SVP and Chief Customer Officer
Department Head Signature	
Project Manager Name	Robert Marino

Date	November 12, 2019
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Board				

Internal Approvals			
Order	Approval	Order	Approval
7 	President	3 X	SVP, Subways
6 X	VP Gen. Counsel	2 X	Chief, OP
5 X	SVP CPM	1 X	Acting VP GCR
4 X	Chief Cust. Officer		

Purpose

The purpose of this staff summary is to request the MTA Board to adopt a policy that requires NYC Transit to inform elected officials, community boards, customers, and other stakeholders whenever there is a planned full-time closure of a subway station to facilitate station repairs and renovations and when the station will be out of service for 60 days or longer. A recent amendment to the NYS PAL Section 1205, mandates a 45 day notice to elected officials and community boards prior to the planned closure of a station, as well as 30 day notice to the public, except when the full station closure is required to ensure public health, safety, and welfare after the occurrence of unforeseen circumstances.

Discussion

Effective August 30, 2019, Section 1205 of NYS PAL was amended to add notice requirements in the event of complete closures of NYC Transit “passenger stations.”¹ The new subdivision, (5)(b), mandates MTA to adopt a policy that ensures adequate communications whenever an NYC Transit passenger station is fully closed for 60 days or more in order to facilitate planned repairs or renovations to the station. The notice requirements of PAL Section 1205 (5)(b) do not apply to emergency station closures or station closures that are planned to last for fewer than 60 days.

The chapter amendment specifies that “adequate communication” giving notice of such planned full station closures be given to elected representatives, NYS Senate and Assembly representatives, and community boards representing the affected districts, at least 45 days prior to commencing the full station closure, and to the public at least 30 days prior to commencing the full station closure.

¹ The underlying Sponsor Memo dated January 21, 2019, states the purpose of the chapter amendment was to clarify notice requirements “prior to subway station closures.” As a result, NYC Transit has concluded that “passenger stations” refers only to stations relating to subway service, not bus service.

NYS PAL Section 1205 (5)(b) provides specific requirements for the notice to community boards and the public, included in the proposed policy statement. As a result, upon adoption by the MTA Board, NYC Transit's written notice policy to a community board will include the option for the community board to request a presentation by the agency regarding the planned full station closure. Upon request from a community board, at a date convenient to them, NYC Transit must present information concerning the closure and related service alternatives prior to such closure, and allow for public comment on the information presented.

Pursuant to the subject NYS PAL chapter amendment, NYC Transit must also provide notice to the public at least 30 days in advance of a planned full-station closure by posting notice in the passenger stations scheduled for closure, and on NYC Transit's website and social media accounts that provide details on the planned closure, service alternatives, and directions to how the public can offer comments to the agency on such information.

Recommendation

It is recommended that the MTA adopt a policy that fully complies with NYS PAL Section 1205 (5)(b), as amended by Chapter 224 of the Laws of 2019 adopted on August 30, 2019, requiring:

- Written notice be provided at least 45 days prior to the planned full-closure of any passenger station for 60 days or more to impacted stakeholders including elected representatives and community boards, and that such notice to community boards will offer the option of a presentation by NYC Transit on the station closure and travel alternatives, and provide an opportunity for public comment at a time convenient to the community board(s) prior to the station closure.
- Written notice to the public via notice posted in stations slated for closure, as well as notice posted on the MTA website and on social media, at least 30 days in advance of any planned full-station closure for 60 days or more. Such notice will provide details on the planned closure, service alternatives, and directions as to how the public can offer comments to the agency on the station closure and travel alternatives.

Alternatives

None. Taking no action would render the agency non-compliant with the NYS PAL Section 1205 (5)(b).

Budget Impact

This action will have a nominal cost impact, as the notifications to elected representatives, community boards and the public will be provided through existing channels of communication and standard posterung procedures.

Implementation Date

The chapter amendment went into effect immediately, and therefore applies to any subway station closures that occur no sooner than 90 days after the effected date, which is November 28, 2019. The MTA is required to adopt its compliant policy by that same date.



Service Changes: B Division Subway Schedule Changes Effective April 2020

Judith McClain, Chief, Operations Planning

Service Issue

NYCT is proposing to adjust **M** service to accommodate long-term construction and maintenance work in Queens.

The following schedule changes will be implemented on this line:

- Weekdays, **M** service will be rerouted to Essex Street instead of Forest Hills-71 Av to accommodate long-term construction and maintenance work along the Queens Boulevard Line.
- The evening schedule change reflects a commonly implemented reroute to accommodate critical work; during the **L** Tunnel Project, as well as prior to the start of the **L** Project, the **M** has not routinely (>80% of weekdays) operated along the Queens Boulevard Line weekday evenings because of CBTC and other construction and maintenance work.
- Customers traveling between the Myrtle Av **M** line and the 6 Av Line can transfer between the **M** and **F** line at Delancey St-Essex St. Some customers may prefer other travel options, such as the **L** (transfer to/from the **M** at Myrtle-Wyckoff Avs). Customers on Queens Boulevard can take the **E F R** as alternatives to the **M**, and customers on 6 Av can take the **F**.

Recommendation

Implement schedule adjustments for the **M** route on weekdays to accommodate long-term construction and maintenance work in Queens.

Budget Impact

Implementation of the proposed **M** schedule change would save approximately \$0.2 million annually in the operating budget and avoid capital supplemental service costs of approximately \$0.7 million annually.

Proposed Implementation Date

The **M** schedule change would be implemented in April 2020 and would continue through the end of the CBTC projects along the Queens Boulevard, 8 Av and 6 Av Lines.

Note: Simultaneous with this service change, the completion of the phase of the **L** Tunnel project requiring overnight and weekend single-track operation will permit restoration of full **L** service overnights and on weekends and the return to prior levels of overnight and weekend service on the **G** and **M** routes.

Staff Summary



Subject	NYCT COMMITTEE STAFF SUMMARY: Subway Schedule Changes Effective April 2020
Department	Operations Planning
Department Head Name	Judith McClain
Department Head Signature	
Project Manager Name	Glenn Lunden

Date	October 30, 2019
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the **M** route. Adjustments are warranted on the **M** to accommodate long-term construction and maintenance work in Queens.

Discussion

M service in the evenings will be adjusted to accommodate long-term Communications-Based Train Control (CBTC) and other construction and maintenance along the Queens Boulevard Line.

Service Plan

NYCT routinely evaluates ridership levels and changes service levels, when feasible. NYCT also routinely evaluates the impact of capital construction and ongoing maintenance work on train operations and adjusts schedules to accommodate this necessary work. The proposed changes in schedule are based on these evaluations.

Basic information about these schedule adjustments is below:

- Weekdays, 15 evening roundtrips after 8:30pm southbound and 10:00pm northbound will be rerouted to Essex Street instead of Forest Hills-71 Av to accommodate CBTC and other long-term construction and maintenance work along the Queens Boulevard Line.
- The evening schedule change reflects a commonly implemented reroute to accommodate critical work; during the **L** Tunnel Project, as well as prior to the start of the **L** Project, the **M** has not routinely (>80% of weekdays) operated along the Queens Boulevard Line weekday evenings because of CBTC and other construction and maintenance work.

Staff Summary

- Customers traveling between the Myrtle Av **M** line and the 6 Av Line can transfer between the **M** and **F** lines at Delancey St-Essex St. Some customers may prefer other travel options, such as the **L** (transfer to/from the **M** at Myrtle-Wyckoff Avs). Customers on Queens Boulevard can take the **E F R** as alternatives to the **M**, and customers on 6 Av can take the **F**.

Recommendation

Implement schedule adjustments on the **M** route to accommodate CBTC and other long-term maintenance and capital projects.

Alternatives

This service change is required to allow capital work to continue. Implementing this service via supplemental schedules rather than our base schedule will increase operating costs and require additional capital costs to support the capital work along the Queens Boulevard line.

Budget Impact

Implementation of the proposed **M** schedule change would save approximately \$0.2 million annually in the operating budget and avoid capital supplemental service costs of approximately \$0.7 million annually.

Implementation Date

The **M** schedule change would be implemented in April 2020 and would continue through the end of the CBTC projects along the Queens Boulevard, 8 Av and 6 Av Lines.

Note: Simultaneous with this service change, the completion of the phase of the **L** Tunnel project requiring overnight and weekend single-track operation will permit restoration of full **L** service overnights and on weekends and the return to prior levels of overnight and weekend service on the **G** and **M** routes.

Standard Follow-Up Reports: November 2019 MetroCard Report



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

Alan F. Putre

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

MetroCard Market Share

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

<u>Fare Media</u>	<u>Sept. 2018</u>	<u>Sept. 2019*</u>	<u>Difference</u>
Cash	2.0%	1.9%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	(0.0%)
Bonus Pay-Per-Ride	40.9%	0.0%	(40.9%)
Non-Bonus Pay-Per-Ride	4.5%	45.9%	41.4%
<i>MetroCard Non-Bonus Pay-Per Ride</i>	4.5%	45.5%	41.0%
<i>OMNY</i>	0.0%	0.4%	0.4%
7-Day Farecard	22.2%	22.0%	(0.2%)
30-Day Farecard	<u>29.5%</u>	<u>29.4%</u>	(0.1%)
Total	100.0%	100.0%	

* Preliminary

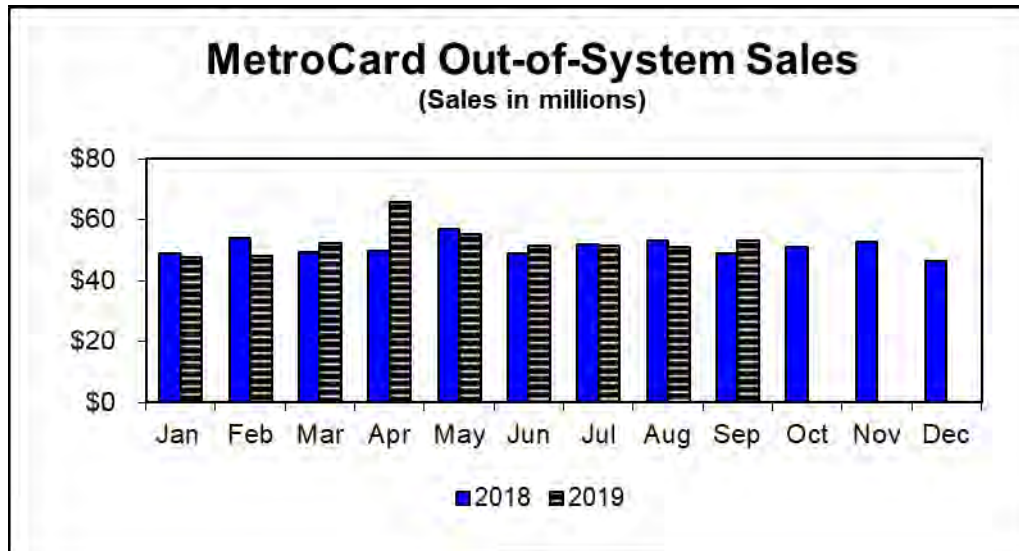
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in September 2019 was 3,456 a 1.14 percent increase from the same period last year. The average value of a credit issued was \$77.73.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$53.1 million in September 2019, an 8.8 percent increase compared to September of 2018. Year to date sales totaled \$475.6 million, a 3.1 percent increase compared to the same period last year.



Retail Sales

There were 3,867 active out-of-system sales and distribution locations for MetroCards, generating \$21.1 million in sales revenue during September 2019.

Employer-based Sales of Pre-tax Transportation Benefits

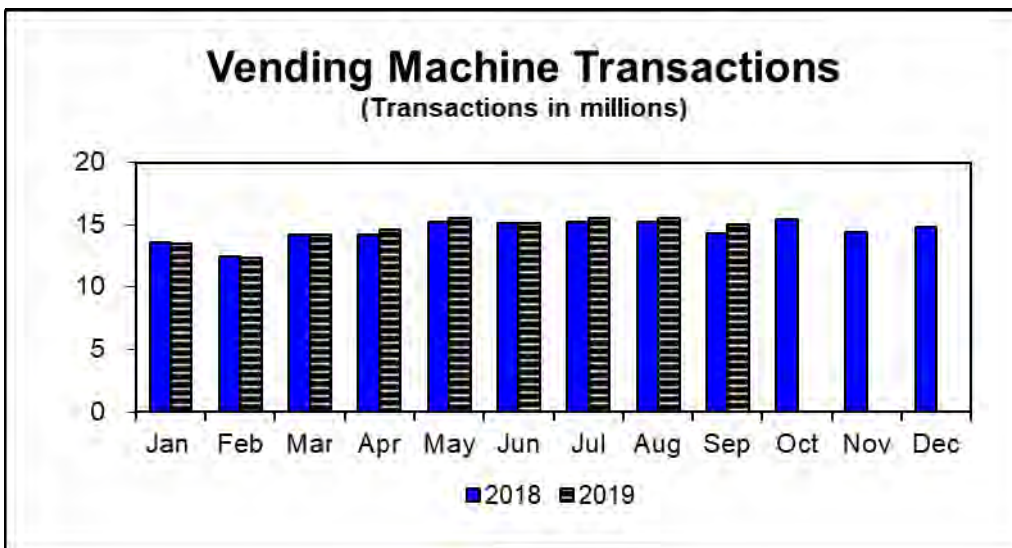
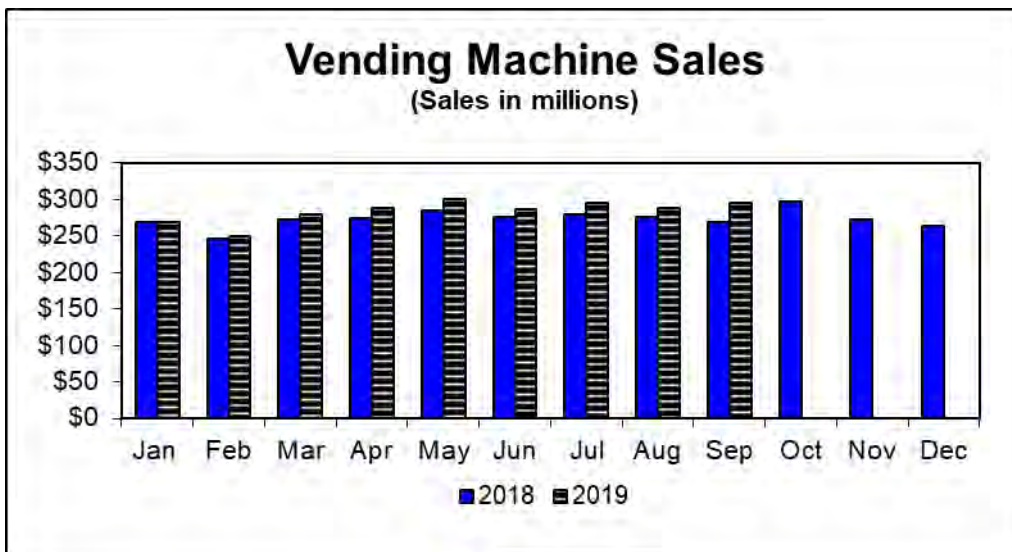
Sales of 144,570 MetroCards valued at approximately \$14.4 million were made in September 2019 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$99.42. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 122,522 for September 2019, generating an additional \$15.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$256 million, a 5.12 percent increase when compared to last year.

Mobile Sales Program

In September 2019, the Mobile Sales unit completed 200 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$93,394 in revenue was generated. In September 2019, the Mobile Sales unit assisted and enabled 2,357 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at Circle of Sister's Annual Resource Event in the Jacob Javits Convention Center (NY, NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during September 2019 totaled \$294.2 million, on a base of 15.0 million customer transactions. This represents 1.4 percent increase in vending machine transactions compared to the same period last year. During September 2019, MEMs accounted for 2,540,477 transactions resulting in \$68,755,087.75 in sales. Debit/credit card purchases accounted for 83.6 percent of total vending machine revenue, while cash purchases accounted for 16.4 percent. Debit/credit card transactions account for 64 percent of total vending machine transactions, while cash transactions account for 36 percent. The average credit sale was \$29.24, more than three times the average cash sale of \$8.88. The average debit sale was \$20.01.



Reduced-Fare Program

During September 2019, enrollment in the Reduced-Fare Program increased by 5,920 new customers. The total number of customers in the program is 1,231,329. Seniors account for 1,031,841 or 85 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 15 percent or 199,488 customers. Of those, a total of 41,227 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 \$9.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In September 2019, the EasyPay Reduced Fare program enrollment totaled 189,835 accounts. During the month, active EasyPay customers accounted for approximately 2.6 million subway and bus rides with \$2.8 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In September 2019, enrollment in the EasyPay Xpress PPR program totaled 131,335 accounts. During that month, active Xpress PPR customers accounted for approximately 2.2 million subway, express bus and local bus rides with \$6.1 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$61.

EasyPay Xpress Unlimited Program

In September 2019, enrollment in the EasyPay Xpress Unlimited program totaled 26,828 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.2 million subway and local bus rides with \$2.7 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$127.00.



Standard Follow-Up Report: Transit Adjudication Bureau, 3rd Quarter 2019

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

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

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

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

David Farber

Acting Vice President and General Counsel
NYC Transit Law Department

Transit Adjudication Bureau, Third Quarter 2019

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

- TAB violations issued in the third quarter of 2019 (Q3 2019) increased by 20.2%, from 34,360 in 2018 to 41,300 in 2019, continuing the year-to-date trend (31.1%).
- TAB received 23,534 payments in Q3 2019, a 23.7% increase from the 19,024 received in Q3 2018. Direct payments increased by 21.1% (from 18,257 to 22,118) compared to the third quarter of 2018. The number of third quarter payments received from state tax refunds increased from 767 in 2018 to 1,416 in 2019.
- Total revenue for Q3 2019 was 35.9% higher than in 2018 (\$2,539,454 versus \$1,868,910). Receipts from direct payments in Q3 2019 increased by 24.5% (\$2,104,957 compared to \$1,690,893 in 2018). Receipts from state tax refunds for Q3 2019 relating to outstanding judgments from prior years totaled \$217,609 representing a 122.5% increase from Q3 2018 state tax refund receipts of \$97,804.
- TAB revenue for Q3 2019 exceeded expenses by \$1,288,779. This compared to a margin of \$397,757 for Q3 2018. Third quarter expenses decreased by 15.0% relative to 2018 (\$1,250,675 compared to \$1,471,153).

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
Third Quarter 2019**

Indicator	ANNUAL TOTALS			
	3rd Qtr 2019	3rd Qtr 2018	Y-T-D 2019	Y-T-D 2018
Issuance Data				
Violations Issued	41,300	34,360	125,767	95,902
Payment Data				
Number of Payments	23,534	19,024	93,429	71,599
Regular	22,118	18,257	69,223	56,141
State Tax Refund	1,416	767	24,206	15,458
Amount Paid	\$2,322,566	\$1,788,697	\$10,526,948	\$7,512,129
Regular	\$2,104,957	\$1,690,893	\$6,540,578	\$5,257,267
State Tax Refund	\$217,609	\$97,804	\$3,986,370	\$2,254,862
Average Payment	\$98.69	\$94.02	\$112.67	\$104.92
Yield per NOV	\$56.24	\$52.06	\$83.70	\$78.33
Revenue/Expense Data				
Revenue	\$2,539,454	\$1,868,910	\$10,661,071	\$7,501,413
Expenses	\$1,250,675	\$1,471,153	\$3,615,023	\$4,212,207
Adjudications				
Total Cases Adjudicated	4,905	4,532	16,313	14,640

Standard Follow-up Report: Elevator & Escalator Quarterly Report, 3rd Quarter 2019

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

Highlight of Activities

- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages and using contractor resources to supplement in-house efforts.
- During the quarter, a special campaign of safety inspections required elevators to be removed from service for several days. While these inspections had a short-term impact on availability, they identified and corrected issues that could affect long-term reliability.
- Escalator availability began to rebound after declines over the past three quarters related to special inspections and major repair campaigns. This improvement is due in part to a new preventative maintenance schedule that ensures all equipment is visited at least monthly. In addition, escalator comb stops are being modified to reduce shut downs due to false alarms.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168 St, 181 St and 191 St on the 1 line, and 181 and 190 St on the A line. Performance on these elevators increased to 94.5% in Q3 2019 compared to 93.7% in Q3 2018 and 89.8% in Q4 2017 before the contract began. Four elevators at 168 St on the 1 line are currently being replaced and are expected to return to customer service in January 2020. Three elevators at 181 St on the A line are currently being replaced and are scheduled to return to customer service in August 2020.
- Recruitment efforts continue for Elevator and Escalator mechanics and specialist positions. Two job fairs were held on October 15th and 17th, 2019; 75 candidates attended, 11 passed the interview and were instructed to report to the Employment Center. In addition, 40 Transit Electrical Helpers were hired in July 2019 to provide support to the E&E team. An additional 12 Transit Electrical Helpers started in October 2019 and an additional eight Transit Electrical Helpers will start in November 2019.
- NYCT's Elevator & Escalator team includes 30 apprentices working through a three-year labor-management apprenticeship program. Fourteen (14) apprentices from the first group have graduated and were appointed as provisional Elevator and Escalator maintainers; those who pass the NYCT Elevator and Escalator promotional exam will be eligible for permanent positions. Eight additional apprentices started in Q3 2019.
- The MTA is continuing its outreach to the parties responsible for third-party elevators to improve monitoring of performance and to expedite repairs.

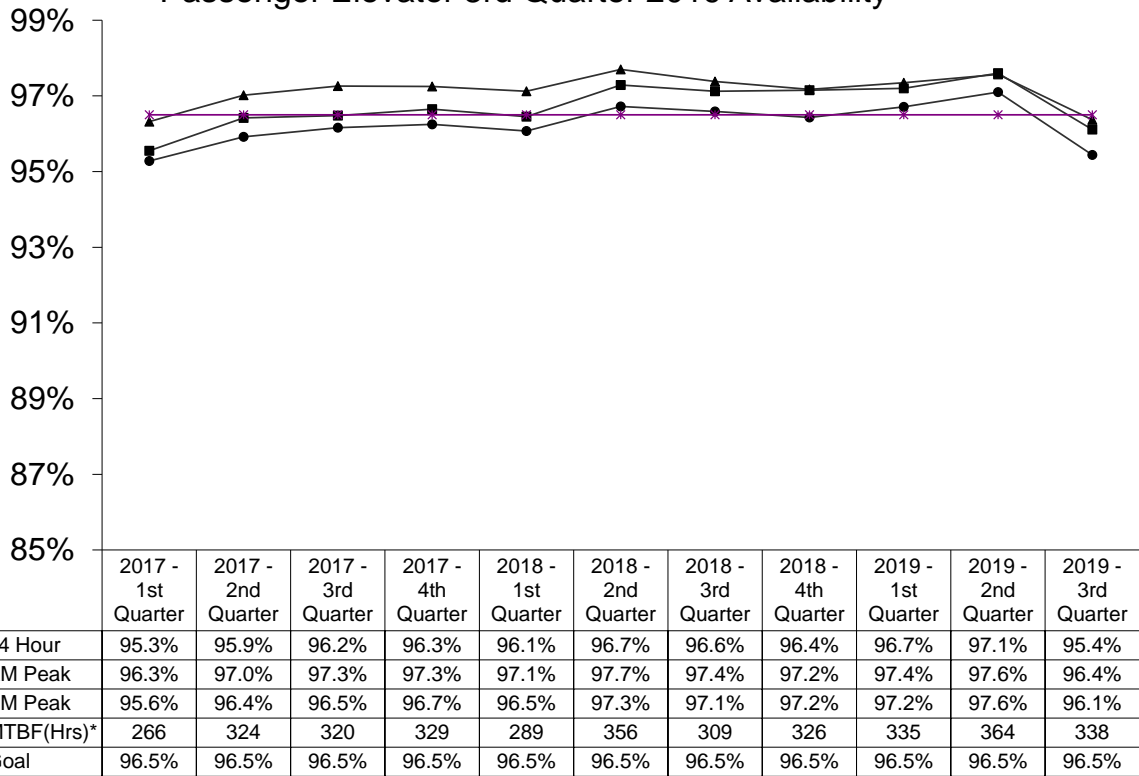
Elevator and Escalator Performance in Q3 2019

- Overall elevator and escalator performance decreased in Q3 2019 compared to Q3 2018, and were below the 96.5% quarterly goal for elevators and 95.2% quarterly goal for escalators.
- Elevator availability decreased to 95.4% compared to 96.6% in Q3 2018, primarily due to special safety inspections that required certain elevators to be removed from service for several days, as well as an extended outage affecting one elevator at Grand Central. The elevator at Grand Central is now being replaced under the capital program.
 - Elevator AM peak availability declined in this quarter year-over-year, to 96.4% from 97.4% in Q3 2018. Elevator PM peak availability decreased to 96.1% compared to 97.1% in Q3 2018. Although planned work is scheduled for overnight hours whenever possible, the continuous outages for inspections affected daytime availability as well.
- Escalator availability decreased to 88.2% in Q3 2019 compared to 94.1% during the same period last year, primarily due to increased major campaigns, safety checks and repairs that took several escalators out of service for extended periods of time.
 - Escalator AM peak availability decreased to 90.5% in Q3 2019 compared to 95.8% in Q3 2018. Escalator PM peak availability decreased to 88.3% in Q3 2019 compared to 94.5% in Q3 2018.
 - Escalator availability improved compared to Q2 2019, and we expect to see further improvements as the new monthly preventative maintenance schedule and comb stop modifications reduce unplanned outages.

Sally Librera

Senior Vice President, Department of Subways

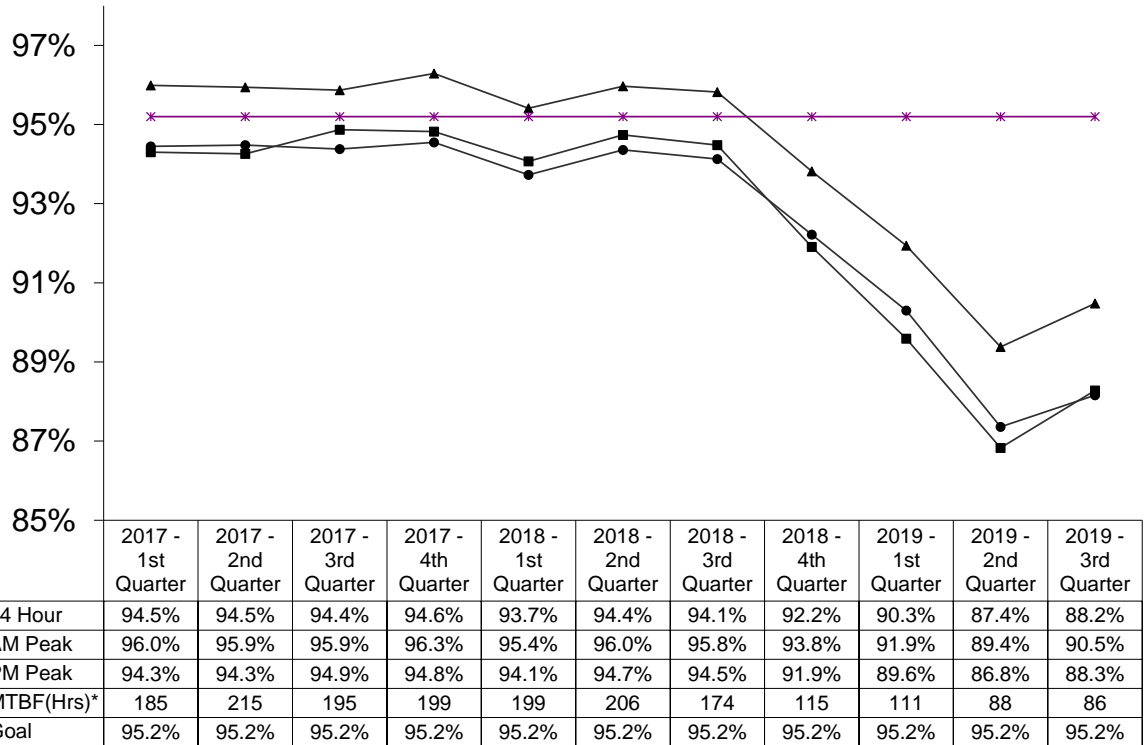
Passenger Elevator 3rd Quarter 2019 Availability



* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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 3rd Quarter 2019 Availability



* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

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 3rd Quarter 2019

Elevator Performance

Borough	No. Units	Avg Age	3rd Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	10.5	96.2%	97.0%	96.8%	426	242	184	33
Brooklyn	58	12.8	96.0%	97.2%	96.5%	812	449	363	45
Manhattan	131	11.7	94.8%	95.7%	95.4%	1944	1153	791	122
Queens	35	10.6	96.4%	97.0%	97.4%	429	228	201	23
System	256	11.4	95.4%	96.4%	96.1%	3611	2072	1539	223

Escalator Performance

Borough	No. Units	Avg Age	3rd Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	20.4	78.3%	81.0%	76.8%	547	461	86	0
Brooklyn	30	18.2	87.3%	90.0%	87.1%	1646	1312	334	0
Manhattan	154	11.9	89.0%	91.4%	89.4%	7406	5092	2314	0
Queens	34	17.9	88.6%	90.2%	88.5%	1402	1154	248	0
System	230	17.1	88.2%	90.5%	88.3%	11001	8019	2982	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator											
Quarterly Performance By Borough											
3rd Quarter 2019											
Borough:		Bronx		3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr			24 Hr	Total	Non * Scheduled	Scheduled		
	(Yrs)		Peak	AM	PM						
1	EL132	17	161 St-Yankee Stadium 4	83.83%	86.38%	83.55%	86.88%	45	41	4	9
2	EL195	4	Hunts Point Av 6	86.87%	87.52%	85.75%	97.14%	14	10	4	0
3	EL197	4	Hunts Point Av 6	90.19%	94.39%	89.77%	98.43%	49	41	8	4
4	EL194	12	233 St 2 5	94.02%	92.23%	93.90%	95.95%	19	10	9	2
5	EL131	17	161 St-Yankee Stadium 4 B D	94.30%	93.18%	96.96%	94.25%	17	6	11	0
6	EL183	12	Gun Hill Rd 2 5	94.34%	95.65%	94.77%	97.89%	12	8	4	2
7	EL133	17	161 St-Yankee Stadium 4	95.11%	95.07%	97.16%	96.85%	13	8	5	2
8	EL129	22	3 Av-149 St 2 5	95.27%	95.19%	96.90%	95.64%	14	3	11	1
9	EL184	12	231 St 1	95.52%	96.68%	92.84%	95.50%	17	8	9	2
10	EL134	17	161 St-Yankee Stadium B D	95.72%	95.92%	97.15%	99.51%	8	1	7	0
11	EL196	4	Hunts Point Av 6	96.03%	97.83%	95.73%	97.95%	10	7	3	0
12	EL192	12	233 St 2 5	96.15%	96.21%	96.04%	94.81%	16	12	4	4
13	EL127	3	Simpson St 2 5	96.47%	98.91%	96.32%	97.68%	15	10	5	1
14	EL128	3	Simpson St 2 5	96.58%	97.04%	97.71%	96.55%	17	12	5	3
15	EL188	13	Fordham Rd 4	96.79%	94.41%	99.23%	97.46%	14	3	11	0
16	EL186	13	Fordham Rd 4	97.09%	96.77%	99.43%	97.08%	11	3	8	0
17	EL122	3	Pelham Bay Park 6	97.47%	98.91%	97.87%	98.53%	9	4	5	1
18	EL121	3	Pelham Bay Park 6	97.90%	99.74%	97.92%	98.97%	13	7	6	1
19	EL182	12	Gun Hill Rd 2 5	98.01%	98.39%	99.25%	97.33%	9	2	7	0
20	EL160	7	180 St 2 5	98.01%	98.78%	98.22%	96.02%	10	6	4	0
21	EL137	11	Pelham Pkwy 2 5	98.07%	99.37%	98.38%	97.69%	12	6	6	0
22	EL193	12	233 St 2 5	98.16%	99.99%	99.86%	99.48%	10	6	4	0
23	EL185	12	231 St 1	98.16%	100%	97.94%	95.47%	7	3	4	1
24	EL191	4	Kingsbridge Rd B D	98.25%	98.91%	98.80%	99.62%	6	3	3	0
25	EL135	17	161 St-Yankee Stadium B D	98.46%	98.69%	98.91%	98.80%	7	1	6	0
26	EL136	11	Pelham Pkwy 2 5	98.74%	99.31%	100%	93.77%	7	3	4	0
27	EL190	4	Kingsbridge Rd B D	98.80%	100%	99.52%	99.63%	11	7	4	0
28	EL189	4	Kingsbridge Rd B D	98.94%	100%	100%	98.30%	9	5	4	0
29	EL159	7	180 St 2 5	99.01%	100%	99.38%	99.32%	5	2	3	0
30	EL130	22	3 Av-149 St 2 5	99.06%	99.91%	100%	97.49%	7	1	6	0
31	EL138	11	Pelham Pkwy 2 5	99.09%	99.62%	99.39%	98.77%	9	2	7	0
32	EL187	13	Fordham Rd 4	99.13%	99.50%	100%	98.76%	4	1	3	0
	32	10.5	Elevator Subtotal:	96.2%	97.0%	96.8%	97.1%	426	242	184	33
1	ES123	22	Pelham Pkwy 2 5	31.29%	35.15%	30.28%	94.81%	28	24	4	0
2	ES120	30	Pelham Bay Park 6	45.74%	47.21%	43.99%	59.25%	12	7	5	0
3	ES113	17	161 St-Yankee Stadium 4	68.12%	69.50%	67.05%	86.87%	100	83	17	0
4	ES104	13	Gun Hill Rd 2 5	71.83%	78.39%	65.96%	83.92%	63	60	3	0
5	ES114	20	161 St-Yankee Stadium 4	77.34%	79.13%	74.99%	91.24%	57	46	11	0
6	ES105	13	Gun Hill Rd 2 5	86.85%	92.39%	84.14%	95.72%	57	49	8	0
7	ES111	18	Parkchester 6	88.11%	89.57%	86.36%	97.92%	46	35	11	0
8	ES108	27	Intervale Av 2 5	89.50%	94.28%	84.39%	95.46%	36	31	5	0
9	ES106	14	West Farms Sq-E Tremont Av 2 5	89.81%	93.40%	92.34%	93.74%	85	79	6	0
10	ES122	23	Pelham Pkwy 2 5	95.91%	95.84%	96.57%	80.37%	28	25	3	0
11	ES121	30	Pelham Bay Park 6	96.28%	96.96%	95.64%	99.08%	18	13	5	0
12	ES112	18	Norwood-205 St D	98.23%	99.70%	99.59%	97.84%	17	9	8	0
	12	20.4	Escalator Subtotal:	78.3%	81.0%	76.8%	89.7%	547	461	86	0

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

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

	Borough:		Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
	Unit ID	Age		24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
1	EL244**	17	Grand Central-42 St 7	46.83%	47.68%	46.83%	95.09%	6	4	2	1	
2	EL104	15	191 St 1	67.80%	69.43%	68.21%	87.65%	14	8	6	6	
3	EL402	29	Lexington Av-63 St FQ	69.70%	70.06%	69.76%	95.07%	20	13	7	0	
4	EL277	9	59 St-Columbus Circle ABCD1	77.23%	80.44%	74.24%	82.71%	47	39	8	5	
5	EL404	29	Roosevelt Island F	79.57%	80.39%	79.97%	98.10%	15	5	10	0	
6	EL245	14	Lexington Av-53 St EM	81.33%	83.62%	77.61%	93.36%	29	19	10	4	
7	EL602	4	34 St-Hudson Yards 7	82.29%	83.04%	83.10%	90.49%	19	10	9	0	
8	EL180	11	135 St 23	83.89%	87.97%	82.63%	97.07%	22	16	6	2	
9	EL224	17	8 Av L	85.48%	85.31%	87.14%	95.40%	19	10	9	3	
10	EL401	4	Lexington Av-63 St FQ	86.03%	86.73%	87.63%	98.91%	20	12	8	5	
11	EL601	4	34 St-Hudson Yards 7	86.41%	85.71%	87.75%	96.17%	36	28	8	2	
12	EL228	17	34 St-Penn Station CE	86.61%	88.39%	87.04%	99.04%	28	22	6	2	
13	EL332	7	Bleecker St DFBM6	87.99%	88.75%	87.95%	98.53%	14	4	10	1	
14	EL210	25	34 St-Herald Sq BDFM	88.20%	87.12%	91.05%	97.10%	14	3	11	0	
15	EL148	19	Inwood-207 St A	88.65%	92.96%	94.78%	98.55%	40	25	15	0	
16	EL328	7	Bleecker St DFBM6	89.49%	90.25%	89.45%	98.52%	18	12	6	1	
17	EL118**	14	181 St A	89.51%	93.38%	85.28%	95.41%	15	7	8	1	
18	EL119**	34	181 St A	90.24%	92.51%	88.85%	97.34%	14	9	5	0	
19	EL403	29	Roosevelt Island F	90.51%	91.68%	91.26%	98.65%	11	5	6	0	
20	EL141	12	168 St AC	91.37%	92.39%	92.23%	98.85%	6	1	5	0	
21	EL230	16	Times Sq-42 St NQRW	91.44%	92.91%	91.11%	98.71%	17	12	5	0	
22	EL116	14	190 St A	91.47%	92.37%	91.93%	98.67%	13	7	6	1	
23	EL335	14	West 4 St ABCDEFM	91.65%	91.77%	93.48%	90.65%	18	11	7	2	
24	EL710	12	Bowling Green 45	91.91%	92.80%	92.05%	97.98%	58	48	10	0	
25	EL145	8	96 St 231	91.99%	90.04%	94.75%	97.51%	27	12	15	2	
26	EL204**	29	Grand Central-42 St 4567S	92.05%	92.89%	92.47%	98.67%	11	5	6	3	
27	EL223	17	14 St ACE	92.12%	92.32%	93.20%	99.03%	9	5	4	1	
28	EL214	15	34 St-Penn Station 1	92.18%	92.39%	93.48%	96.69%	7	3	4	0	
29	EL330	7	Bleecker St DFBM6	93.15%	95.34%	92.79%	97.30%	19	13	6	0	
30	EL723	5	Fulton St 23	93.32%	94.10%	93.88%	95.24%	8	2	6	0	
31	EL211	25	34 St-Herald Sq NQRW	93.33%	92.63%	95.27%	98.02%	20	4	16	1	
32	EL232	13	Times Sq-42 St 1237	93.53%	94.45%	93.93%	95.07%	13	10	3	2	
33	EL721	5	Fulton St ACJZ2345	93.70%	96.48%	95.70%	99.17%	37	31	6	0	
34	EL440	2	Lexington Av-63 St FQ	93.71%	95.08%	93.94%	98.71%	27	16	11	2	
35	EL281	10	57 St-7 Av NQRW	93.84%	94.75%	95.54%	97.18%	21	17	4	1	
36	EL278	9	59 St-Columbus Circle ABCD1	94.14%	95.46%	94.70%	93.29%	24	16	8	2	
37	EL722	5	Fulton St JZ	94.15%	97.33%	91.54%	97.28%	50	41	9	0	
38	EL209	25	34 St-Herald Sq BDFM	94.31%	95.65%	93.57%	96.37%	10	6	4	2	
39	EL215	19	34 St-Penn Station 23	95.08%	95.45%	96.63%	99.12%	14	7	7	0	
40	EL233	13	Times Sq-42 St 123	95.10%	96.74%	94.02%	98.14%	13	10	3	1	
41	EL334	14	West 4 St ABCDEFM	95.14%	96.97%	94.22%	99.32%	14	6	8	1	
42	EL110	19	181 St 1	95.18%	96.35%	96.97%	95.42%	19	8	11	2	
43	EL213	3	34 St-Herald Sq BDFMNRW	95.21%	97.13%	96.23%	98.64%	19	15	4	3	
44	EL181	11	135 St 23	95.22%	96.18%	95.81%	99.02%	11	5	6	0	

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

	Borough:		Manhattan	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments
	Unit ID	Age	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
45	EL229	16	Times Sq-42 St NQRW	95.29%	94.79%	97.13%	98.07%	15	9	6	2
46	EL333	14	West 4 St ABCDEFGHI M	95.34%	96.30%	96.47%	98.20%	15	10	5	2
47	EL731	2	South Ferry 1	95.37%	97.13%	93.37%	84.55%	15	10	5	5
48	EL298	2	23 St 6	95.52%	94.89%	98.37%	99.29%	19	11	8	3
49	EL329	7	Bleecker St DFB M 6	95.55%	96.68%	96.74%	96.01%	11	3	8	0
50	EL220	19	14 St-Union Sq NQRW	95.76%	94.72%	98.64%	97.24%	19	6	13	1
51	EL205	29	Grand Central-42 St 456	95.85%	94.47%	98.91%	98.47%	18	5	13	0
52	EL273	0	86 St 456	95.99%	96.78%	95.59%	N/A	16	14	2	3
53	EL441	2	Lexington Av-63 St FQ	96.09%	97.64%	95.10%	98.23%	18	9	9	0
54	EL103	15	191 St 1	96.19%	97.27%	96.09%	98.94%	15	10	5	0
55	EL265	2	72 St Q	96.25%	99.07%	96.40%	98.79%	11	6	5	3
56	EL108	19	181 St 1	96.35%	98.10%	97.07%	81.73%	32	25	7	3
57	EL331	7	Bleecker St DFB M 6	96.43%	97.50%	97.67%	89.90%	11	5	6	0
58	EL117**	16	181 St A	96.43%	99.39%	98.36%	82.85%	10	3	7	0
59	EL296	0	Grand Central-42 St 4567S	96.50%	97.70%	98.41%	N/A	11	9	2	3
60	EL126	2	125 St 456	96.52%	100%	95.25%	99.21%	15	12	3	0
61	EL236	10	47-50 Sts-Rockefeller Center BDFM	96.58%	97.24%	97.20%	99.11%	7	5	2	0
62	EL107	19	181 St 1	96.62%	98.91%	97.92%	98.14%	17	11	6	0
63	EL212	25	34 St-Herald Sq NQRW	96.63%	96.62%	97.71%	97.65%	11	7	4	2
64	EL226	17	34 St-Penn Station CE	96.65%	94.44%	99.89%	98.85%	12	2	10	1
65	EL442	2	Lexington Av-63 St FQ	96.66%	96.23%	95.97%	96.39%	19	11	8	2
66	EL720	5	Fulton St ACJZ2345	96.69%	99.24%	96.91%	93.71%	20	13	7	2
67	EL201	1	51 St 6	96.71%	97.83%	96.19%	99.09%	17	13	4	0
68	EL142	13	125 St ABCD	96.96%	95.92%	98.24%	91.43%	17	10	7	3
69	EL225	17	34 St-Penn Station CE	97.04%	97.21%	97.23%	96.50%	9	4	5	1
70	EL730	2	South Ferry 1	97.05%	99.67%	95.41%	99.53%	16	10	6	1
71	EL109	19	181 St 1	97.17%	97.36%	98.54%	94.36%	24	14	10	0
72	EL115	18	190 St A	97.30%	98.83%	98.75%	98.28%	27	20	7	0
73	EL279	9	59 St-Columbus Circle ABCD1	97.32%	97.83%	96.90%	99.69%	7	3	4	0
74	EL443	2	Lexington Av-63 St FQ	97.32%	98.91%	98.49%	98.42%	16	7	9	0
75	EL732	12	Fulton St 23	97.41%	96.49%	98.91%	97.42%	16	9	7	1
76	EL218	19	14 St-Union Sq L	97.43%	99.23%	98.04%	84.08%	10	3	7	1
77	EL235	10	47-50 Sts-Rockefeller Center BDFM	97.46%	98.28%	98.12%	97.04%	5	2	3	1
78	EL146	8	96 St 231	97.48%	96.57%	99.48%	87.66%	20	14	6	0
79	EL105	16	191 St 1	97.49%	97.38%	97.76%	97.28%	13	9	4	1
80	EL237	19	66 St-Lincoln Center 1	97.49%	97.83%	98.29%	97.13%	8	4	4	1
81	EL106	16	191 St 1	97.50%	98.12%	97.15%	90.53%	22	17	5	9
82	EL325	18	Canal St 6	97.62%	99.14%	96.96%	97.57%	12	7	5	1
83	EL123	29	175 St A	97.72%	98.48%	98.91%	98.36%	9	3	6	0
84	EL227	17	34 St-Penn Station A	97.76%	99.40%	97.32%	98.49%	15	7	8	0
85	EL217	19	14 St-Union Sq LNQRW	97.85%	98.79%	99.05%	98.11%	11	5	6	1
86	EL206	29	Grand Central-42 St 456	97.87%	98.76%	98.47%	92.34%	13	7	6	2
87	EL234	10	47-50 Sts-Rockefeller Center BDFM	97.88%	99.73%	98.91%	99.09%	21	14	7	1

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

	Borough:		Manhattan								
	Unit ID	Age (Yrs)	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrap ments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
88	EL124	29	175 St A	97.97%	97.70%	99.16%	99.25%	8	3	5	1
89	EL248	2	96 St Q	98.00%	99.49%	98.93%	95.60%	13	9	4	0
90	EL262	2	72 St Q	98.05%	99.54%	99.02%	98.46%	13	8	5	0
91	EL202	1	51 St 6	98.07%	99.20%	99.18%	98.23%	9	5	4	0
92	EL144	13	125 St A B C D	98.07%	99.82%	97.91%	98.83%	9	3	6	0
93	EL326	1	World Trade Center E	98.10%	98.77%	99.04%	99.55%	12	9	3	0
94	EL120	34	190 St A	98.16%	99.80%	96.11%	85.36%	40	36	4	0
95	EL314	2	Brooklyn Bridge 4 5 6	98.17%	100%	98.76%	96.93%	10	5	5	0
96	EL719	5	Fulton St A C J Z 2 3 4 5	98.31%	98.32%	98.89%	95.56%	14	10	4	1
97	EL603	4	34 St-Hudson Yards 7	98.36%	98.29%	100%	98.43%	15	10	5	0
98	EL259	2	72 St Q	98.43%	99.63%	100%	98.35%	12	6	6	0
99	EL216	15	34 St-Penn Station 1	98.46%	98.74%	100%	96.21%	7	1	6	0
100	EL324	18	Canal St 6	98.48%	99.72%	99.08%	93.92%	10	5	5	0
101	EL221	17	14 St/8 Av A C E L	98.51%	99.04%	100%	93.28%	9	4	5	0
102	EL266	2	72 St Q	98.51%	100%	99.09%	87.94%	8	0	8	0
103	EL250	2	86 St Q	98.52%	99.56%	99.55%	98.35%	11	6	5	2
104	EL267	2	72 St Q	98.52%	100%	100%	99.54%	11	3	8	0
105	EL125	2	125 St 4 5 6	98.54%	99.52%	100%	98.43%	17	13	4	0
106	EL280	9	59 St-Columbus Circle A B C D 1	98.57%	99.51%	98.92%	94.64%	12	9	3	0
107	EL713	1	Cortlandt St 1	98.58%	98.91%	99.47%	99.94%	8	4	4	1
108	EL299	2	23 St 6	98.61%	99.90%	97.86%	99.35%	10	5	5	0
109	EL711	12	Bowling Green 4 5	98.71%	99.63%	99.78%	99.37%	11	8	3	1
110	EL264	2	72 St Q	98.74%	99.76%	99.78%	98.79%	9	3	6	0
111	EL239	15	72 St 1 2 3	98.75%	98.63%	100%	99.30%	7	2	5	0
112	EL338	10	Chambers St 1 2 3	98.85%	100%	100%	99.00%	7	3	4	0
113	EL178	5	Dyckman St 1	98.87%	100%	99.38%	94.51%	11	6	5	0
114	EL139	12	168 St 1 A C	98.88%	99.33%	100%	90.36%	12	10	2	0
115	EL444	2	Lexington Av-63 St F Q	98.98%	99.78%	99.94%	99.03%	11	6	5	0
116	EL149	19	Inwood-207 St A	98.99%	99.80%	100%	98.84%	6	0	6	0
117	EL336	10	Chambers St 1 2 3	98.99%	100%	100%	98.25%	6	2	4	0
118	EL316	2	Brooklyn Bridge 4 5 6	99.00%	100%	100%	97.98%	6		6	0
119	EL143	13	125 St A B C D	99.01%	99.39%	99.59%	97.57%	7	1	6	0
120	EL315	2	Brooklyn Bridge 4 5 6	99.05%	100%	100%	98.96%	7	1	6	0
121	EL140	12	168 St A C	99.06%	98.93%	100%	95.63%	5	0	5	0
122	EL716	4	Fulton St A C J Z 2 3 4 5	99.11%	100%	99.48%	97.62%	6	3	3	0
123	EL337	10	Chambers St 1 2 3	99.11%	100%	100%	98.29%	4		4	0
124	EL240	15	72 St 1 2 3	99.13%	100%	100%	98.60%	4		4	0
125	EL712	1	Cortlandt St 1	99.13%	100%	100%	99.36%	6	2	4	0
126	EL222	17	14 St A C E	99.15%	100%	100%	99.45%	5	1	4	0
127	EL247	2	96 St Q	99.16%	99.61%	99.76%	99.51%	5	3	2	0
128	EL600	4	34 St-Hudson Yards 7	99.17%	99.91%	99.91%	98.95%	6	4	2	1
129	EL238	19	66 St-Lincoln Center 1	99.20%	99.89%	99.73%	93.77%	7	2	5	0
130	EL219	19	14 St-Union Sq N O R W	99.29%	100%	99.99%	91.62%	4	1	3	0
131	EL249	2	86 St Q	99.55%	100%	100%	96.95%	3	1	2	0
	131	11.7	Elevator Subtotal:	94.8%	95.7%	95.4%	96.3%	1944	1153	791	122
1	ES413	23	Roosevelt Island F	6.77%	6.52%	7.61%	93.67%	1		1	0

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Manhattan									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
2	ES245	22	Lexington Av-53 St E M	32.64%	32.88%	32.40%	94.47%	30	20	10	0
3	ES249	16	Lexington Av-59 St N R W	49.97%	55.12%	45.63%	90.04%	74	67	7	0
4	ES256**	30	Grand Central-42 St 4 5 6 7 S	60.12%	70.07%	61.04%	73.28%	138	130	8	0
5	ES217	13	Times Sq-42 St 7	61.27%	64.80%	63.44%	87.07%	104	92	12	0
6	ES230	12	34 St-Herald Sq B D F M	62.48%	64.28%	62.94%	90.16%	48	38	10	0
7	ES627	4	34 St-Hudson Yards 7	64.29%	69.79%	60.17%	97.28%	47	33	14	0
8	ES221	12	34 St-Herald Sq B D F M N Q R W	64.75%	68.88%	61.02%	95.31%	75	64	11	0
9	ES222	12	34 St-Herald Sq B D F M N Q R W	65.25%	62.94%	65.61%	97.18%	45	38	7	0
10	ES116	17	145 St B D	71.72%	76.67%	69.93%	91.60%	63	57	6	0
11	ES300	7	Bleecker St D F B M G	72.71%	73.32%	70.54%	85.00%	64	54	10	0
12	ES252	30	51 St 6	77.03%	79.87%	76.77%	88.69%	43	38	5	0
13	ES411	11	Roosevelt Island F	78.35%	81.03%	75.18%	95.40%	109	98	11	0
14	ES216	13	Times Sq-42 St 7	78.99%	81.03%	80.12%	81.01%	54	43	11	0
15	ES244	23	Lexington Av-53 St E M	79.29%	87.43%	79.81%	84.31%	135	101	34	0
16	ES207	19	Grand Central-42 St 7	81.79%	84.27%	85.28%	61.87%	74	42	32	0
17	ES414	11	Roosevelt Island F	81.88%	86.88%	74.41%	93.95%	118	109	9	0
18	ES214	21	59 St 4 5 6	81.89%	83.66%	83.38%	85.35%	21	7	14	0
19	ES277	2	86 St Q	82.01%	83.98%	83.92%	91.74%	122	65	57	0
20	ES208	19	Grand Central-42 St 7	82.18%	94.29%	81.58%	82.28%	124	86	38	0
21	ES371	2	South Ferry 1	82.45%	85.15%	79.63%	98.76%	25	14	11	0
22	ES218	13	Times Sq-42 St 7	82.50%	78.99%	86.99%	89.25%	87	80	7	0
23	ES269	15	Lexington Av-53 St E M	82.57%	95.33%	83.60%	83.71%	118	94	24	0
24	ES206	18	Grand Central-42 St 7	82.78%	81.12%	86.59%	98.08%	123	110	13	0
25	ES325	20	West 4 St A B C D E F M	82.82%	83.11%	81.28%	91.12%	57	50	7	0
26	ES232	12	34 St-Herald Sq B D F M	83.71%	90.17%	81.85%	96.08%	60	51	9	0
27	ES419	11	Roosevelt Island F	83.93%	82.62%	87.88%	96.94%	92	82	10	0
28	ES248	16	Lexington Av-59 St N R W	84.62%	88.67%	82.44%	96.03%	68	58	10	0
29	ES403	30	Lexington Av-63 St F Q	84.66%	88.96%	83.80%	88.73%	84	64	20	0
30	ES200	2	96 St Q	84.75%	85.64%	85.05%	96.30%	14	5	9	0
31	ES102	17	125 St 1	84.98%	89.74%	80.52%	90.98%	54	48	6	0
32	ES204	20	Grand Central-42 St 7	85.25%	91.41%	76.15%	95.03%	117	88	29	0
33	ES374	2	South Ferry 1	85.35%	88.04%	87.32%	98.63%	27	11	16	0
34	ES229	12	34 St-Herald Sq B D F M	85.54%	86.87%	86.44%	95.70%	48	40	8	0
35	ES237	20	7 Av B D E	85.56%	84.69%	88.06%	97.01%	68	59	9	0
36	ES212	20	59 St 4 5 6	85.88%	88.95%	91.11%	96.02%	44	30	14	0
37	ES103	23	125 St 1	86.05%	90.63%	85.59%	90.66%	46	38	8	0
38	ES259	2	96 St Q	86.09%	89.36%	89.74%	92.90%	77	50	27	0
39	ES213	20	59 St 4 5 6	86.41%	89.62%	89.97%	94.73%	77	63	14	0
40	ES351	19	Whitehall St R W	86.43%	89.84%	84.04%	97.75%	107	94	13	0
41	ES409	30	Lexington Av-63 St F Q	86.58%	92.18%	82.66%	97.13%	88	71	17	0
42	ES238	20	7 Av B D E	86.70%	87.93%	87.12%	94.38%	41	29	12	0
43	ES288	2	72 St Q	87.12%	88.70%	91.11%	94.62%	71	48	23	0
44	ES329	5	East Broadway F	87.74%	89.04%	85.40%	96.62%	21	14	7	0
45	ES119	22	181 St A	87.94%	88.28%	91.36%	92.70%	45	31	14	0

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Manhattan									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
46	ES286	2	72 St Q	88.03%	89.95%	88.47%	93.71%	71	42	29	0
47	ES117	23	181 St A	88.26%	91.65%	90.31%	95.61%	79	58	21	0
48	ES621	4	34 St-Hudson Yards 7	88.26%	95.60%	84.39%	96.09%	55	38	17	0
49	ES297	2	86 St Q	88.39%	92.28%	83.55%	97.50%	60	50	10	0
50	ES203	20	Grand Central-42 St 7	88.51%	87.83%	90.72%	97.26%	22	16	6	0
51	ES239	20	5 Av-53 St E M	88.51%	93.49%	86.98%	91.19%	65	51	14	0
52	ES283	2	86 St Q	88.82%	91.35%	88.24%	98.49%	25	11	14	0
53	ES635	1	34 St-Hudson Yards 7	88.94%	93.15%	93.01%	88.36%	45	20	25	0
54	ES276	2	86 St Q	89.45%	87.68%	92.76%	95.12%	58	36	22	0
55	ES285	2	72 St Q	89.78%	92.94%	93.53%	97.12%	43	21	22	0
56	ES312	6	Whitehall St R W	89.89%	91.35%	90.40%	97.33%	22	11	11	0
57	ES406	30	Lexington Av-63 St F Q	90.00%	93.57%	91.12%	94.67%	102	50	52	0
58	ES342	14	Bowling Green 4 5	90.07%	93.99%	85.60%	96.35%	53	45	8	0
59	ES115	18	145 St B D	90.25%	94.88%	88.69%	96.61%	51	46	5	0
60	ES118	22	181 St A	90.39%	93.64%	94.59%	95.95%	62	33	29	0
61	ES101	17	125 St 1	90.53%	95.91%	89.90%	86.67%	53	47	6	0
62	ES632	1	34 St-Hudson Yards 7	90.64%	91.45%	87.48%	91.99%	54	46	8	0
63	ES233	11	34 St-Herald Sq B D F M	90.77%	90.91%	92.42%	92.42%	24	19	5	0
64	ES215	22	Lexington Av-59 St N Q R W	90.79%	91.21%	92.36%	92.85%	28	17	11	0
65	ES364	4	Fulton St 4 5	90.93%	90.41%	92.67%	91.74%	46	38	8	0
66	ES209	17	Grand Central-42 St 7	91.17%	94.98%	92.21%	88.20%	74	53	21	0
67	ES626	4	34 St-Hudson Yards 7	91.22%	95.65%	90.24%	96.81%	35	22	13	0
68	ES287	2	72 St Q	91.41%	93.19%	94.22%	96.22%	45	20	25	0
69	ES289	2	72 St Q	91.47%	92.88%	92.76%	93.89%	38	20	18	0
70	ES622	4	34 St-Hudson Yards 7	91.50%	96.25%	92.58%	97.25%	48	33	15	0
71	ES294	2	72 St Q	91.82%	88.95%	95.09%	94.23%	41	31	10	0
72	ES375	2	South Ferry 1	91.94%	95.52%	93.08%	97.30%	49	34	15	0
73	ES234	11	34 St-Herald Sq B D F M	91.98%	95.35%	91.77%	68.39%	50	46	4	0
74	ES231	12	34 St-Herald Sq B D F M	92.19%	95.15%	93.47%	93.76%	50	40	10	0
75	ES458	2	Lexington Av-63 St F Q	92.23%	94.33%	93.74%	97.19%	64	22	42	0
76	ES343	16	Bowling Green 4 5	92.36%	94.51%	89.32%	96.72%	64	52	12	0
77	ES623	4	34 St-Hudson Yards 7	92.41%	95.64%	89.73%	96.53%	57	38	19	0
78	ES416	23	Roosevelt Island F	92.66%	93.46%	93.55%	98.82%	15	7	8	0
79	ES243	23	Lexington Av-53 St E M	92.76%	94.74%	92.08%	93.34%	69	43	26	0
80	ES339	15	Bowling Green 4 5	92.80%	94.15%	93.28%	94.11%	24	17	7	0
81	ES405	30	Lexington Av-63 St F Q	92.90%	93.72%	90.49%	96.41%	78	59	19	0
82	ES326	20	West 4 St A B C D E F M	92.98%	94.39%	92.68%	96.68%	46	40	6	0
83	ES240	20	5 Av-53 St E M	93.02%	97.43%	91.82%	95.31%	68	36	32	0
84	ES246	22	Lexington Av-53 St E M	93.15%	95.83%	91.62%	93.82%	64	45	19	0
85	ES629	4	34 St-Hudson Yards 7	93.21%	95.71%	94.39%	98.38%	44	11	33	0
86	ES417	11	Roosevelt Island F	93.34%	96.44%	93.14%	97.54%	39	32	7	0
87	ES284	2	86 St Q	93.47%	95.60%	91.11%	98.70%	34	23	11	0
88	ES633	1	34 St-Hudson Yards 7	93.51%	93.37%	95.05%	96.46%	39	29	10	0
89	ES291	2	72 St Q	93.76%	95.25%	94.89%	98.83%	17	9	8	0

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Manhattan									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
90	ES210	17	Grand Central-42 St 7	93.81%	96.15%	95.59%	92.96%	54	38	16	0
91	ES255**	30	Grand Central-42 St 4 5 6 7 S	93.81%	96.26%	93.68%	98.29%	25	20	5	0
92	ES631	1	34 St-Hudson Yards 7	93.82%	94.28%	97.01%	98.80%	24	11	13	0
93	ES290	2	72 St Q	93.87%	95.71%	94.43%	96.05%	22	16	6	0
94	ES260	2	96 St Q	93.89%	98.29%	97.27%	87.90%	60	18	42	0
95	ES634	1	34 St-Hudson Yards 7	94.00%	96.98%	94.38%	98.77%	35	18	17	0
96	ES282	2	86 St Q	94.05%	94.95%	94.18%	95.63%	34	17	17	0
97	ES624	4	34 St-Hudson Yards 7	94.12%	96.51%	94.42%	96.12%	27	13	14	0
98	ES410	30	Lexington Av-63 St F Q	94.17%	96.74%	97.83%	96.07%	58	3	55	0
99	ES211	21	59 St 4 5 6	94.19%	96.90%	96.07%	96.85%	25	14	11	0
100	ES407	30	Lexington Av-63 St F Q	94.33%	99.42%	90.73%	96.83%	75	57	18	0
101	ES459	2	Lexington Av-63 St F Q	94.41%	94.54%	96.83%	97.90%	35	16	19	0
102	ES278	2	86 St Q	94.46%	97.83%	93.29%	97.94%	27	18	9	0
103	ES281	2	86 St Q	94.49%	96.31%	93.20%	97.89%	24	17	7	0
104	ES341	15	Bowling Green 4 5	94.50%	97.64%	93.02%	96.31%	46	40	6	0
105	ES241	21	5 Av-53 St E M	94.71%	94.96%	94.29%	97.06%	32	27	5	0
106	ES247	2	96 St Q	94.71%	98.49%	93.52%	94.74%	43	19	24	0
107	ES338	15	Bowling Green 4 5	94.74%	97.28%	90.34%	97.40%	49	41	8	0
108	ES328	20	Delancey St F	94.76%	95.64%	94.43%	94.43%	36	30	6	0
109	ES272	2	96 St Q	94.86%	96.48%	96.72%	96.02%	38	10	28	0
110	ES296	2	72 St Q	94.87%	96.82%	95.23%	97.30%	37	25	12	0
111	ES223	12	34 St-Herald Sq B D F M N Q R W	94.88%	95.74%	97.83%	93.89%	31	26	5	0
112	ES236	11	34 St-Herald Sq B D F M	94.90%	96.76%	97.01%	97.17%	19	12	7	0
113	ES235	11	34 St-Herald Sq B D F M	94.93%	97.15%	95.49%	94.41%	24	19	5	0
114	ES224	12	34 St-Herald Sq B D F M N Q R W	95.00%	94.98%	98.89%	95.56%	26	18	8	0
115	ES336	16	Bowling Green 4 5	95.01%	99.62%	93.54%	93.33%	45	34	11	0
116	ES205	18	Grand Central-42 St 7	95.20%	99.65%	93.85%	99.00%	39	30	9	0
117	ES295	2	72 St Q	95.28%	96.48%	97.07%	91.41%	54	26	28	0
118	ES367	5	Fulton St A C J Z 2 3 4 5	95.35%	96.69%	94.53%	96.41%	33	25	8	0
119	ES636	1	34 St-Hudson Yards 7	95.53%	96.10%	96.38%	94.13%	22	15	7	0
120	ES274	2	86 St Q	95.54%	98.18%	97.86%	97.50%	41	23	18	0
121	ES368	5	Fulton St A C J Z 2 3 4 5	95.67%	95.12%	95.32%	98.85%	31	24	7	0
122	ES630	1	34 St-Hudson Yards 7	95.74%	95.89%	98.49%	93.40%	26	16	10	0
123	ES370	2	South Ferry 1	95.76%	97.54%	94.87%	96.69%	45	38	7	0
124	ES625	4	34 St-Hudson Yards 7	95.80%	96.67%	97.12%	98.23%	24	13	11	0
125	ES372	2	South Ferry 1	96.08%	98.04%	96.97%	99.40%	17	10	7	0
126	ES242	21	5 Av-53 St E M	96.21%	98.20%	94.08%	98.92%	45	23	22	0
127	ES404	30	Lexington Av-63 St F Q	96.31%	96.72%	98.91%	96.09%	16	5	11	0
128	ES270	2	96 St Q	96.34%	99.03%	98.44%	90.26%	44	10	34	0
129	ES271	2	96 St Q	96.61%	98.47%	97.58%	91.38%	62	18	44	0
130	ES311	18	Whitehall St R W	96.64%	98.26%	96.33%	92.13%	31	25	6	0
131	ES327	20	Delancey St F	96.70%	99.49%	96.95%	96.99%	35	28	7	0
132	ES345	24	Bowling Green 4 5	96.75%	97.25%	98.23%	97.35%	41	32	9	0
133	ES373	2	South Ferry 1	96.84%	99.04%	98.07%	98.83%	29	12	17	0

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Manhattan									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
134	ES412	10	Roosevelt Island F	96.92%	99.11%	96.91%	98.84%	24	17	7	0
135	ES369	2	South Ferry 1	97.00%	99.58%	97.89%	95.82%	33	23	10	0
136	ES302	20	Park Pl 2 3	97.06%	99.46%	96.88%	97.02%	20	13	7	0
137	ES334	5	Bowery J Z	97.07%	99.48%	98.70%	92.11%	28	14	14	0
138	ES408	30	Lexington Av-63 St F Q	97.14%	98.58%	99.78%	97.51%	35	10	25	0
139	ES415	10	Roosevelt Island F	97.22%	97.92%	98.41%	98.07%	25	18	7	0
140	ES337	16	Bowling Green 4 5	97.34%	99.56%	97.40%	98.29%	22	11	11	0
141	ES401	30	Lexington Av-63 St F Q	97.36%	97.80%	100%	95.50%	19	3	16	0
142	ES280	2	86 St Q	97.37%	98.88%	97.37%	96.81%	70	13	57	0
143	ES628	4	34 St-Hudson Yards 7	97.44%	100%	98.98%	97.70%	22	9	13	0
144	ES220	2	96 St Q	97.48%	100%	98.85%	94.44%	24	5	19	0
145	ES402	30	Lexington Av-63 St F Q	97.74%	99.98%	98.93%	97.59%	21	5	16	0
146	ES340	14	Bowling Green 4 5	97.76%	99.82%	97.68%	98.70%	21	9	12	0
147	ES353	1	Cortlandt St 1	97.81%	100%	100%	99.95%	20	2	18	0
148	ES275	2	86 St Q	97.87%	99.10%	100%	97.21%	16	4	12	0
149	ES202	2	96 St Q	97.87%	99.55%	99.83%	93.63%	29	3	26	0
150	ES273	2	86 St Q	97.89%	98.66%	99.68%	91.35%	22	5	17	0
151	ES420	11	Roosevelt Island F	98.20%	99.91%	100%	97.79%	9	2	7	0
152	ES279	2	86 St Q	98.21%	99.63%	99.89%	94.15%	19	5	14	0
153	ES418	11	Roosevelt Island F	98.55%	100%	99.44%	98.81%	15	8	7	0
154	ES301	20	Park Pl 2 3	98.65%	99.93%	99.99%	96.72%	8	2	6	0
154	11.9		Escalator Subtotal:	89.0%	91.4%	89.4%	94.3%	7406	5092	2314	0
*Note the number of entrapments are included in the non scheduled outage count.											
** Removed from service for replacement during third quarter of 2019											

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled		Scheduled
1	EL701	13	Coney Island-Stillwell Av D F N Q	78.55%	79.81%	77.81%	98.04%	10	2	8	0
2	EL319	22	Brooklyn College-Flatbush Av 2 5	84.59%	89.55%	85.44%	97.11%	43	27	16	0
3	EL311	19	Clark St 2 3	86.09%	88.66%	84.45%	86.97%	33	26	7	0
4	EL312	19	Clark St 2 3	86.34%	89.49%	86.18%	98.79%	30	15	15	8
5	EL308	18	Court St R	86.77%	87.23%	87.98%	98.81%	10	3	7	0
6	EL318	24	Borough Hall 2 3 4 5	90.10%	92.33%	92.34%	95.40%	18	7	11	0
7	EL383	16	Prospect Park B C S	90.85%	91.37%	90.95%	99.02%	12	8	4	1
8	EL341	13	Euclid Av A C	91.08%	92.34%	92.18%	97.91%	25	17	8	0
9	EL309	18	Court St R	91.24%	92.98%	93.38%	98.83%	15	5	10	0
10	EL706	9	Jay St A C F R	92.42%	95.05%	92.44%	98.35%	44	37	7	1
11	EL307	15	Atlantic Av B C	95.48%	95.39%	97.12%	98.60%	17	10	7	2
12	EL397	11	Myrtle-Wyckoff Avs L	95.81%	98.99%	93.77%	97.83%	20	16	4	4
13	EL708	9	Jay St A C F R	95.90%	97.19%	95.04%	91.06%	22	17	5	0
14	EL339	19	Franklin Av C S	95.91%	97.71%	95.61%	98.20%	9	5	4	1
15	EL310	19	Clark St 2 3	95.94%	98.08%	96.60%	73.82%	24	16	8	0
16	EL376	7	Bay Parkway D	95.96%	96.08%	95.37%	94.84%	33	24	9	0
17	EL344	5	Utica Av A C	95.96%	97.38%	96.47%	91.56%	22	15	7	3
18	EL340	19	Franklin Av C S	96.09%	96.35%	96.71%	98.94%	14	7	7	1
19	EL382	16	Prospect Park B C S	96.21%	97.96%	96.35%	98.48%	13	7	6	0
20	EL740**	0	New Utrecht Av D N	96.30%	96.59%	96.11%	N/A	10	3	7	0
21	EL707	9	Jay St A C F R	96.30%	96.74%	97.77%	97.92%	8	2	6	0
22	EL741**	0	New Utrecht Av D N	96.57%	97.60%	96.62%	N/A	15	6	9	1
23	EL320	21	Church Av 2 5	96.88%	98.91%	96.74%	94.28%	13	5	8	0
24	EL709	8	Jay St A C F R	97.05%	98.77%	96.48%	98.28%	10	6	4	0
25	EL761	7	Kings Highway B C	97.08%	98.13%	97.83%	99.06%	15	9	6	0
26	EL321	21	Church Av 2 5	97.18%	100%	98.01%	93.83%	16	7	9	0
27	EL345	5	Utica Av A C	97.19%	97.83%	98.91%	98.00%	8	2	6	0
28	EL394	16	Flushing Av J M	97.22%	98.04%	98.90%	97.26%	23	18	5	2
29	EL323	14	Crown Hts-Utica Av 3 4	97.53%	98.91%	97.24%	97.56%	14	9	5	4
30	EL398	11	Myrtle-Wyckoff Avs M	97.78%	98.49%	99.54%	95.87%	10	4	6	1
31	EL739**	0	New Utrecht Av D N	97.84%	97.27%	99.03%	N/A	12	1	11	0
32	EL306	15	Atlantic Av 2 3	97.87%	100%	97.59%	99.13%	17	11	6	5
33	EL346	5	Utica Av A C	97.88%	100%	99.43%	98.63%	11	8	3	1
34	EL393	16	Flushing Av J M	97.89%	99.46%	98.18%	98.30%	14	8	6	0
35	EL396	11	Myrtle-Wyckoff Avs L M	97.91%	99.46%	98.91%	98.39%	15	7	8	3
36	EL302	15	Pacific St-Atlantic Av D N R	98.08%	99.62%	97.33%	97.12%	11	7	4	0
37	EL760	7	Kings Highway B C	98.09%	98.91%	97.71%	96.44%	12	7	5	0
38	EL391	14	Marcy Av J M Z	98.15%	97.19%	99.73%	94.06%	12	3	9	0
39	EL371	14	DeKalb Av B C R	98.26%	98.75%	99.27%	99.49%	12	8	4	0
40	EL738**	0	New Utrecht Av D N	98.27%	98.64%	99.29%	N/A	16	5	11	0
41	EL301	15	Pacific St-Atlantic Av D N R	98.31%	99.75%	98.91%	94.79%	9	2	7	1
42	EL374	11	Church Av F G	98.32%	98.91%	100%	98.44%	10	3	7	0
43	EL372	14	DeKalb Av B C R	98.48%	100%	97.44%	95.23%	10	7	3	0
44	EL342	13	Euclid Av A C	98.49%	98.91%	99.59%	94.29%	9	5	4	0
45	EL305	15	Atlantic Av 4 5	98.50%	99.91%	98.91%	99.36%	4	1	3	0
46	EL395	16	Flushing Av J M	98.55%	98.76%	99.05%	99.26%	7	3	4	1

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Brooklyn									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
47	EL373	11	Church Av (F G)	98.58%	99.98%	99.32%	99.09%	10	7	3	0
48	EL702	13	Coney Island-Stillwell Av (D F N Q)	98.72%	100%	97.83%	91.84%	7	3	4	1
49	EL322	14	Crown Hts-Utica Av (3 4)	98.73%	100%	98.40%	98.84%	7	4	3	1
50	EL370	14	DeKalb Av (B C R)	98.82%	100%	100%	98.31%	8	4	4	0
51	EL377	7	Bay Parkway (D)	98.86%	99.30%	100%	98.99%	7	3	4	0
52	EL343	13	Euclid Av (A C)	98.90%	100%	100%	86.40%	5	1	4	1
53	EL392	14	Marcy Av (J M Z)	98.91%	99.82%	100%	97.00%	6	0	6	0
54	EL317	24	Borough Hall (2 3 4 5)	99.01%	100%	100%	98.19%	4		4	0
55	EL304	15	Atlantic Av (2 3)	99.07%	100%	100%	98.71%	7	3	4	1
56	EL375	11	Church Av (F G)	99.13%	99.93%	100%	99.01%	5	2	3	1
57	EL303	15	Pacific St-Atlantic Av (D N R)	99.15%	100%	100%	96.29%	5	1	4	0
58	EL378	7	Bay Parkway (D)	99.19%	100%	100%	98.34%	4		4	0
	58	12.8	Elevator Subtotal:	96.0%	97.2%	96.5%	96.5%	812	449	363	45
1	ES349	20	Smith 9 St (F G)	49.96%	53.11%	50.63%	98.20%	69	58	11	0
2	ES314	19	Smith 9 St (F G)	64.50%	68.57%	61.94%	90.52%	110	100	10	0
3	ES348	20	Smith 9 St (F G)	80.42%	82.32%	81.91%	98.51%	60	48	12	0
4	ES350	22	High St (A C)	81.28%	82.31%	81.10%	89.84%	21	14	7	0
5	ES333	16	Myrtle-Wyckoff Avs (L M)	82.62%	85.16%	81.89%	92.85%	38	30	8	0
6	ES308	19	DeKalb Av (B C R)	82.73%	85.01%	81.96%	93.89%	39	32	7	0
7	ES306	16	Court St (R)	82.87%	89.05%	80.42%	97.17%	64	57	7	0
8	ES335	16	West 8 St-NY Aquarium (F C)	83.56%	88.42%	81.48%	94.37%	76	43	33	0
9	ES323	21	High St (A C)	84.74%	82.74%	83.61%	92.95%	80	72	8	0
10	ES317	19	Jay St (A C F)	85.58%	87.10%	85.21%	93.09%	46	39	7	0
11	ES330	22	Broadway Junction (A C J L Z)	85.67%	91.59%	84.69%	96.90%	109	97	12	0
12	ES347	23	Broadway Junction (A C J L Z)	87.18%	89.65%	88.01%	84.64%	68	57	11	0
13	ES318	19	Jay St (A C F)	87.75%	89.22%	88.80%	92.45%	21	12	9	0
14	ES304	17	President St (2 5)	88.55%	92.60%	90.99%	92.92%	59	49	10	0
15	ES321	21	High St (A C)	89.30%	94.57%	87.51%	94.09%	48	39	9	0
16	ES356	8	Jay St (A C F R)	89.98%	86.81%	95.26%	94.38%	149	108	41	0
17	ES346	17	Brighton Beach (B Q)	89.98%	94.10%	89.66%	92.92%	48	40	8	0
18	ES331	24	Broadway Junction (A C J L Z)	90.03%	92.76%	90.35%	75.22%	57	48	9	0
19	ES303	16	Borough Hall (2 3 4 5)	90.56%	94.34%	89.52%	96.99%	47	40	7	0
20	ES310	17	Atlantic Av (B Q)	90.78%	92.24%	92.29%	98.37%	41	33	8	0
21	ES316	19	Smith 9 St (F G)	91.31%	93.80%	86.43%	97.01%	68	56	12	0
22	ES352	19	Franklin Av (S)	91.95%	99.24%	89.42%	92.68%	61	35	26	0
23	ES305	16	Court St (R)	93.94%	95.14%	92.49%	95.66%	40	34	6	0
24	ES332	16	Myrtle-Wyckoff Avs (L M)	94.44%	98.84%	96.02%	88.53%	41	31	10	0
25	ES357	8	Jay St (A C F R)	94.59%	95.58%	95.91%	96.23%	41	33	8	0
26	ES324	19	High St (A C)	95.44%	98.56%	95.36%	94.55%	43	34	9	0
27	ES322	21	High St (A C)	96.58%	97.42%	97.78%	93.19%	32	23	9	0
28	ES313	19	Smith 9 St (F G)	96.78%	99.49%	94.96%	93.13%	28	23	5	0
29	ES309	19	DeKalb Av (B C R)	97.36%	99.84%	97.75%	88.79%	25	16	9	0
30	ES315	19	Smith 9 St (F G)	98.31%	100%	99.05%	95.53%	17	11	6	0
	30	18.2	Escalator Subtotal:	87.3%	90.0%	87.1%	93.5%	1646	1312	334	0
*Note the number of entrapments are included in the non scheduled outage count.											
** Placed into service during third quarter of 2019											

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Borough:		Queens									
Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled		
1	EL463	1	Ozone Park-Lefferts Boulevard A	75.64%	76.88%	73.60%	97.49%	13	5	8	0
2	EL420	13	74 St-Broadway 7	90.50%	91.55%	93.62%	97.85%	27	14	13	6
3	EL412	30	Jamaica Center E J Z	92.27%	92.70%	92.45%	94.85%	15	10	5	1
4	EL425	12	Junction Blvd 7	94.24%	92.94%	96.11%	92.61%	30	17	13	4
5	EL439	5	Forest Hills E F M R	94.29%	95.65%	95.61%	96.20%	10	6	4	0
6	EL462	1	Ozone Park-Lefferts Boulevard A	94.31%	93.66%	96.95%	97.92%	21	15	6	2
7	EL423	13	74 St-Broadway 7	94.50%	94.47%	96.50%	99.19%	16	4	12	1
8	EL426	12	Junction Blvd 7	95.26%	94.74%	96.56%	98.13%	19	12	7	0
9	EL427	12	Junction Blvd 7	95.34%	93.92%	97.65%	98.48%	12	3	9	1
10	EL434	11	Kew Gardens-Union Tpke E F	95.82%	93.42%	98.64%	98.67%	29	13	16	1
11	EL421	13	Jackson Hts-Roosevelt Av E F M R	96.74%	98.67%	97.60%	98.81%	22	13	9	3
12	EL408	2	Jamaica-Van Wyck E	97.14%	98.91%	100%	98.85%	19	14	5	0
13	EL437	5	Forest Hills E F M R	97.27%	99.23%	97.83%	94.80%	12	9	3	0
14	EL405	2	21 St-Queensbridge F	97.28%	98.97%	98.72%	96.20%	14	10	4	0
15	EL413	30	Jamaica Center E J Z	97.31%	98.47%	98.21%	93.81%	20	15	5	0
16	EL438	5	Forest Hills E F M R	97.36%	97.83%	98.73%	98.94%	7	4	3	0
17	EL431	14	Jamaica-179 St F	97.55%	98.14%	98.77%	98.89%	11	4	7	3
18	EL411	30	Sutphin Blvd-Archer Av-JFK E J Z	97.74%	98.02%	98.44%	96.90%	10	6	4	0
19	EL430	13	Queens Plaza E M R	97.76%	98.32%	98.41%	93.01%	13	7	6	0
20	EL498	7	Mott Av A	97.91%	98.91%	97.49%	89.35%	10	7	3	0
21	EL428	13	Queens Plaza E M R	97.92%	98.14%	97.60%	99.01%	14	7	7	0
22	EL432	14	Jamaica-179 St F	97.93%	98.41%	96.60%	98.55%	12	8	4	0
23	EL406	2	21 St-Queensbridge F	97.95%	98.60%	98.91%	98.75%	6	1	5	0
24	EL429	13	Queens Plaza E M R	97.99%	98.30%	98.91%	98.80%	4	1	3	0
25	EL424	2	Briarwood E F	98.32%	97.94%	99.72%	98.66%	6	3	3	0
26	EL433	14	Jamaica-179 St F	98.51%	99.38%	97.64%	96.96%	7	4	3	0
27	EL407	2	21 St-Queensbridge F	98.59%	100%	100%	99.25%	8	3	5	0
28	EL422	13	Jackson Hts-Roosevelt Av E F M R	98.70%	98.91%	100%	99.56%	6	2	4	0
29	EL435	11	Kew Gardens-Union Tpke E F	98.78%	100%	99.72%	99.45%	6	3	3	0
30	EL414	19	Flushing-Main St 7	99.02%	100%	100%	92.31%	5		5	0
31	EL436	11	Kew Gardens-Union Tpke E F	99.13%	100%	100%	99.49%	5	1	4	0
32	EL497	7	Mott Av A	99.17%	99.96%	100%	98.71%	5		5	0
33	EL409	2	Jamaica-Van Wyck E	99.17%	100%	100%	98.98%	5	1	4	1
34	EL447	8	CitiCorp/Court Square 7 E G	99.31%	100%	100%	98.94%	5	3	2	0
35	EL446	8	CitiCorp/Court Square 7 E G	99.44%	100%	100%	99.42%	5	3	2	0
35	10.6		Elevator Subtotal:	96.4%	97.0%	97.4%	97.4%	429	228	201	23

**Elevator and Escalator
Quarterly Performance By Borough
3rd Quarter 2019**

Elevator and Escalator											
Quarterly Performance By Borough											
3rd Quarter 2019											
Borough: Queens											
	Unit ID	Age	Station	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non * Scheduled	
1	ES427	10	Jamaica-Van Wyck E	61.65%	64.17%	59.17%	92.60%	74	68	6	0
2	ES451	21	74 St-Broadway 7	67.28%	70.73%	66.94%	91.69%	55	40	15	0
3	ES425	30	21 St-Queensbridge F	73.40%	73.19%	68.63%	98.35%	75	69	6	0
4	ES457	20	Flushing-Main St 7	75.21%	78.50%	72.35%	91.29%	70	57	13	0
5	ES448	19	Woodside-61 St 7	76.89%	80.02%	77.39%	98.29%	30	13	17	0
6	ES447	11	Jamaica Center E J Z	77.57%	82.84%	78.98%	94.32%	78	67	11	0
7	ES421	30	21 St-Queensbridge F	81.62%	81.02%	81.85%	96.08%	33	28	5	0
8	ES455	20	Flushing-Main St 7	81.98%	83.70%	78.53%	95.35%	47	38	9	0
9	ES449	20	74 St-Broadway 7	83.98%	85.36%	83.15%	93.52%	39	31	8	0
10	ES450	20	74 St-Broadway 7	84.49%	82.99%	87.83%	93.19%	76	67	9	0
11	ES436	30	Sutphin Blvd-Archer Av-JFK E J Z	87.58%	89.39%	87.82%	97.50%	17	10	7	0
12	ES446	10	Jamaica Center E J Z	87.69%	92.34%	89.19%	96.60%	95	86	9	0
13	ES426	30	21 St-Queensbridge F	88.73%	91.50%	88.59%	99.34%	42	38	4	0
14	ES441	11	Jamaica Center E J Z	89.97%	87.65%	90.77%	97.94%	64	57	7	0
15	ES430	11	Jamaica-Van Wyck E	90.12%	92.49%	91.22%	96.02%	13	6	7	0
16	ES444	11	Jamaica Center E J Z	92.02%	92.82%	93.73%	98.13%	58	54	4	0
17	ES439	11	Jamaica Center E J Z	92.45%	94.11%	96.45%	95.64%	42	35	7	0
18	ES422	30	21 St-Queensbridge F	93.46%	95.57%	92.26%	96.16%	46	42	4	0
19	ES452	4	74 St-Broadway 7	93.58%	97.36%	91.91%	96.98%	32	22	10	0
20	ES438	11	Jamaica Center E J Z	93.67%	97.28%	92.44%	93.85%	46	41	5	0
21	ES431	11	Jamaica-Van Wyck E	93.69%	94.18%	93.35%	91.81%	31	25	6	0
22	ES443	11	Jamaica Center E J Z	93.76%	92.85%	94.82%	98.34%	31	25	6	0
23	ES429	10	Jamaica-Van Wyck E	93.83%	96.04%	93.00%	96.23%	20	15	5	0
24	ES428	10	Jamaica-Van Wyck E	94.26%	96.53%	92.98%	96.56%	25	17	8	0
25	ES456	20	Flushing-Main St 7	94.33%	93.57%	94.98%	79.43%	41	27	14	0
26	ES440	10	Jamaica Center E J Z	94.70%	95.91%	94.44%	97.01%	22	17	5	0
27	ES437	30	Sutphin Blvd-Archer Av-JFK E J Z	95.06%	96.55%	95.15%	96.27%	31	28	3	0
28	ES453	4	74 St-Broadway 7	95.66%	98.14%	96.84%	95.51%	33	28	5	0
29	ES435	30	Sutphin Blvd-Archer Av-JFK E J Z	95.81%	97.96%	96.67%	98.08%	31	25	6	0
30	ES434	30	Sutphin Blvd-Archer Av-JFK E J Z	96.51%	97.27%	97.52%	98.25%	24	21	3	0
31	ES445	10	Jamaica Center E J Z	96.79%	99.28%	94.84%	96.51%	24	20	4	0
32	ES423	30	21 St-Queensbridge F	97.59%	97.10%	98.10%	98.38%	28	20	8	0
33	ES442	11	Jamaica Center E J Z	97.90%	98.26%	99.05%	97.26%	17	9	8	0
34	ES424	30	21 St-Queensbridge F	98.29%	100%	98.23%	92.34%	12	8	4	0
34	17.9		Escalator Subtotal:	88.6%	90.2%	88.5%	95.4%	1402	1154	248	0
*Note the number of entrapments are included in the non scheduled outage count.											

Quarterly Performance of Elevators and Escalators Maintained By Third Parties

3rd Quarter 2019

	Unit ID	Station	Owner	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability
				24 Hr	AM	PM	24 Hr
					Peak	Peak	
1	EL23X	World Trade Center E	Port Authority	46.73%	47.42%	47.80%	N/A
2	EL700X	Atlantic Av-Barclays Ctr 2345BQ	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	57.06%	57.89%	58.37%	45.92%
3	EL290X	42 St - Port Authority Bus Terminal ACE	Tishman Asset Corporation c/o the Intercontinental Hotel	69.98%	68.80%	68.37%	49.42%
4	EL279X	28 St 6	Park and 28th Street Condominium	77.08%	78.72%	74.89%	99.58%
5	EL747X	Hoyt Street-Schermerhorn Street ACE	Hoyt & Horn, 210 Livingston Street	84.32%	84.75%	84.36%	N/A
6	EL490X	Howard Beach A	Port Authority	85.92%	85.26%	85.85%	100%
7	EL492X	Howard Beach A	Port Authority	89.58%	88.99%	90.25%	98.01%
8	EL18X	Cortlandt St RW	Port Authority	90.78%	90.56%	95.20%	N/A
9	EL200X	34 St - Herald Sq BDFMNQRW	PATH	92.73%	92.56%	92.53%	84.82%
10	EL34X	34 St - Penn 123	LIRR	93.17%	93.48%	92.53%	99.33%
11	EL493X	Howard Beach A	Port Authority	93.68%	95.08%	92.99%	99.46%
12	EL494X	Howard Beach A	Port Authority	93.93%	93.12%	94.85%	100%
13	EL231X	Times Sq - 42 St NQRSW1237	Boston Properties	93.94%	93.12%	95.73%	91.38%
14	EL450X	Sutphin Blvd - Archer Av - JFK Airport EJZ	Port Authority	95.18%	94.53%	94.67%	93.76%
15	EL445X	Court Square G7	Perennially Green c/o Citicorp	95.27%	95.24%	93.90%	79.69%
16	EL495X	Howard Beach A	Port Authority	95.33%	95.60%	94.97%	100%
17	EL491X	Howard Beach A	Port Authority	95.43%	95.72%	94.57%	99.08%
18	EL287X	42 St - Bryant Park BDFM	The Durst Organization	95.80%	96.85%	93.17%	96.84%
19	EL291X	42 St - Port Authority Bus Terminal ACE	Tishman Asset Corporation c/o the Intercontinental Hotel	96.54%	95.65%	97.15%	99.58%
20	EL17X	Cortlandt St RW	Port Authority	96.69%	96.06%	96.73%	N/A
21	EL448X	Sutphin Blvd - Archer Av - JFK Airport EJZ	Port Authority	96.93%	96.74%	96.74%	98.11%
22	EL327X	Jay St - MetroTech ACFR	Avalon Willoughby West LLC	97.31%	95.65%	97.82%	86.68%
23	EL417X	61 St - Woodside 7	LIRR	97.33%	96.74%	98.25%	99.48%
24	EL13X	WTC Cortlandt St 1	Port Authority	97.52%	96.40%	97.83%	N/A
25	EL294X	42 St - Bryant Park BDFM	3 BP Property Owner LLC	97.55%	97.44%	97.42%	96.28%
26	EL449X	Sutphin Blvd - Archer Av - JFK Airport EJZ	Port Authority	97.64%	97.83%	96.59%	95.29%
27	EL489X	Aqueduct Racetrack A	Genting New York LLC	97.93%	98.14%	97.83%	90.40%
28	EL16X	Cortlandt St RW	Port Authority	97.94%	98.91%	97.38%	N/A
29	EL14X	Cortlandt St RW	Port Authority	98.34%	98.48%	99.66%	N/A
30	EL12X	WTC Cortlandt St 1	Port Authority	98.46%	98.05%	99.41%	N/A
31	EL300X	Atlantic Av-Barclays Ctr 2345BQ	LIRR	98.80%	98.91%	98.04%	99.79%
32	EL726X	Cortlandt St RW	Westfield Management	99.01%	98.91%	100%	99.20%
33	EL416X	61 St - Woodside 7	LIRR	99.23%	99.68%	98.91%	99.27%
34	EL717X	Fulton St ACJZ2345	Westfield Management	99.28%	98.91%	98.93%	99.64%
35	EL295X	42 St - Bryant Park BDFM	Hines Incorporated/Bank of China	99.43%	98.91%	100%	96.83%
36	EL276X	59 St - Columbus Cir 1ABCDD	Columbus Centre LLC, c/o The Related Companies	99.44%	98.91%	100%	94.82%
37	EL22X	Cortlandt St RW	Port Authority	99.48%	100%	99.73%	N/A
38	EL203X	Lexington Av / 53 St EM	BP 599 Lexington Avenue LLC, c/o Boston Properties	99.53%	98.91%	100%	100%
39	EL415X	61 St - Woodside 7	LIRR	99.60%	100%	99.80%	99.46%
40	EL208X	50 St CE	WWP Office, LLC c/o RXR Realty	99.62%	100%	98.91%	99.26%
41	EL728X	Fulton St 45	Westfield Management	99.63%	100%	98.91%	99.38%
42	EL729X	Fulton St 45	Westfield Management	99.65%	99.53%	100%	95.91%
43	EL11X	WTC Cortlandt St 1	Port Authority	99.68%	100%	100%	N/A
44	EL207X	50 St CE	WWP Office, LLC c/o RXR Realty	99.69%	98.91%	100%	91.04%
45	EL737X	Atlantic Av-Barclays Ctr 2345BQ	LIRR	99.98%	100%	100%	99.23%
46	EL268X	49 St NQRW	Barclays	100%	100%	100%	99.29%
47	EL288X	42 St - Port Authority Bus Terminal ACE	Port Authority	100%	100%	100%	100%
48	EL289X	42 St - Port Authority Bus Terminal ACE	Port Authority	100%	100%	100%	100%
49	EL418X	61 St - Woodside 7	LIRR	100%	100%	100%	99.69%
50	EL419X	61 St - Woodside 7	LIRR	100%	100%	100%	99.50%
51	EL718X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	99.77%
52	EL727X	Cortlandt St RW	Westfield Management	100%	100%	100%	99.69%
53	EL733X	Fulton St ACJZ2345	Westfield Management	100%	100%	100%	100%

Quarterly Performance of Elevators and Escalators Maintained By Third Parties

3rd Quarter 2019

	Unit ID	Station	Owner	3rd Quarter 2019 Availability			3rd Quarter 2018 Availability
				24 Hr	AM Peak	PM Peak	24 Hr
	* Data provided by LIRR						
1	ES254X	Lexington Av / 53 St E M	885 Third Holding LLC	0.00%	0.00%	0.00%	46.31%
2	ES610X	42 St - Grand Central 4 5 6 7 S	SL Green	23.32%	25.75%	16.30%	99.58%
3	ES499X	Howard Beach A	Port Authority	53.45%	53.26%	53.26%	82.64%
4	ES265X	Court Square G 7	Perennially Green c/o Citicorp	68.94%	71.38%	68.27%	73.78%
5	ES607X	42 St - Port Authority Bus Terminal A C E	SJP Properties	70.41%	61.32%	78.94%	83.34%
6	ES257X	14 St - Union Sq L N Q R W	Zeckendorf Towers	81.44%	81.83%	79.23%	78.96%
7	ES606X	42 St - Port Authority Bus Terminal A C E	SJP Properties	82.31%	80.36%	83.28%	91.19%
8	ES498X	Howard Beach A	Port Authority	83.73%	82.61%	85.69%	68.07%
9	ES258X	14 St - Union Sq L N Q R W	Zeckendorf Towers	84.01%	86.57%	78.79%	70.14%
10	ES266X	Court Square G 7	Perennially Green c/o Citicorp	84.10%	81.91%	83.75%	80.78%
11	ES461X	Court Square G 7	Perennially Green c/o Citicorp	86.61%	83.26%	89.36%	81.06%
12	ES359X	Atlantic Av-Barclays Ctr 2 3 4 5 B D	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	90.16%	93.64%	85.82%	94.78%
13	ES358X	Atlantic Av-Barclays Ctr 2 3 4 5 B D	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	90.19%	89.76%	89.93%	78.12%
14	ES462X	Court Square G 7	Perennially Green c/o Citicorp	90.78%	88.40%	91.58%	84.99%
15	ES363X	Fulton St A C J 2 2 3 4 5	Westfield Management	91.19%	90.22%	91.30%	99.34%
16	ES268X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	92.91%	91.21%	94.02%	92.73%
17	ES267X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	93.79%	96.77%	91.50%	70.48%
18	ES432X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	93.87%	91.15%	96.74%	90.47%
19	ES261X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	94.55%	93.80%	93.48%	94.91%
20	ES253X	599 Lexington Av E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	95.81%	94.57%	96.74%	83.30%
21	ES262X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	96.75%	95.65%	96.74%	95.64%
22	ES379X	Wall St 2 3	Deutsche Bank	97.39%	96.74%	97.83%	96.80%
23	ES433X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	97.71%	97.79%	98.89%	96.03%
24	ES264X	50 St C E	WWP Office, LLC c/o RXR Realty	98.09%	96.28%	99.84%	98.15%
25	ES600X	Lexington Av / 53 St E M	875 Third Avenue LLC., c/o Eastgate Realty	98.18%	97.83%	98.55%	95.54%
26	ES251X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	98.84%	98.55%	99.28%	87.64%
27	ES366X	Fulton St A C J 2 2 3 4 5	Westfield Management	98.93%	100%	97.83%	100%
28	ES608X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	98.94%	99.57%	97.83%	99.58%
29	ES609X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	98.94%	99.59%	97.83%	99.58%
30	ES365X	Fulton St A C J 2 2 3 4 5	Westfield Management	99.12%	99.90%	98.91%	100%
31	ES263X	50 St C E	WWP Office, LLC c/o RXR Realty	99.27%	98.64%	100%	95.74%
32	ES383X	Fulton St A C J 2 2 3 4 5	Westfield Management	99.51%	98.91%	100%	95.25%
33	ES380X	Cortlandt St 1	Brookfield Property Partners	99.59%	100%	98.91%	98.15%
34	ES250X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	100%	100%	100%	82.67%
35	ES360X	Fulton St A C J 2 2 3 4 5	Westfield Management	100%	100%	100%	94.28%
36	ES361X	Fulton St A C J 2 2 3 4 5	Westfield Management	100%	100%	100%	98.70%
37	ES362X	Fulton St A C J 2 2 3 4 5	Westfield Management	100%	100%	100%	94.68%
38	ES376X	Fulton St J Z	BBV US Real Estate Fund	100%	100%	100%	99.58%
39	ES377X	Fulton St J Z	BBV US Real Estate Fund	100%	100%	100%	99.58%
40	ES378X	Wall St 2 3	Deutsche Bank	100%	100%	100%	100%
41	ES496X	Howard Beach A	Port Authority	100%	100%	100%	100%
42	ES497X	Howard Beach A	Port Authority	100%	100%	100%	98.96%

3RD QUARTER 2019 ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL132	161 St-Yankee Stadium 4	83.83%	<p>The elevator has had multiple entrapments. The elevator is being monitored for repeated entrapments. The entrapment that occurred on 7/17/19 was the result of low power. The reverse phase sensitivity was adjusted and the guide shoes for the leveling unit were replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/31/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/13/19 was the result of the doors not operating correctly. The car door restrictor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/11/19 was the result of the middle landing interlock not operating correctly. The rail guide shoes were replaced, the interlocks were adjusted and the selector unit guide shoes were also replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/12/19 was the result of the pit switch not operating correctly. The pit switch was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/12/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 9/19/19 was the result of the elevator not leveling correctly. The elevator valve body was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/26/19 was the result of the car door restrictor jamming up. The car door restrictor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was the result of the hoistway door interlock not working. The hoistway door interlock was adjusted as well as the DCL door operator cam; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was the result of worn rail guide shoes and a loose car steadying assembly. The rail guide shoes were replaced, the steadying assembly was adjusted and the doors were adjusted; the elevator was inspected, tested and returned to service.</p>

3RD QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES104	Gun Hill Rd ②⑤	71.83%	The escalator was out of service from 9/13/19 to 9/27/19 due to a defective main drive chain pawl device and PLC. The main drive chain pawl device was fabricated and installed. The PLC was installed and programmed. The escalator was tested and returned to service. The escalator also had various outages for the activation of the combstop and comb impact safety devices. The combstop and comb impact safety devices were inspected and adjusted as needed. The escalator was tested and returned to service.
ES113	161 St-Yankee Stadium ④	68.12%	The escalator was out of service multiple times due to the activation of the combstop safety device. The escalator was out of service from 7/29/19 to 7/31/19 for a safety check and related repair work. The escalator was out of service from 7/31/19 to 8/7/19 for the replacement of the upper combstop safety device. The escalator was tested and returned to service. The escalator was out of service from 8/18/19 to 8/21/19 for step inspection and defective step replacement.
ES114	161 St-Yankee Stadium ④	77.34%	The escalator was out of service from 9/16/19 to 9/27/19 due to defective tracks and steps. The tracks were repaired. The defective steps were replaced. The escalator was tested and returned to service.
ES120	Pelham Bay Park ⑥	45.74%	The escalator was out of service from 7/9/19 to 8/28/19 for the replacement of the handrail transmission and gear case seals. These items are obsolete and are difficult to repair. The repairs were made; the escalator was tested and returned to service.
ES123	Pelham Pkwy ②⑤	31.29%	The escalator was out of service from 7/28/19 to 9/15/19 due to an escalator rehabilitation. The steps, step chains were replaced. The comb carriers were repaired; the escalator was tested and returned to service.
BROOKLYN			
ES306	Court St ⑧	82.87%	The escalator was out of service from 8/19/19 to 8/24/19 (approximately 5 days) due to broken comb plate segments causing damages to the steps. Repairs were made accordingly. Furthermore, the escalator was out of service 40 times due to comb stop/impact issues. Other minor shutdowns also kept the machine out of service. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES308	DeKalb Av ⑤⑧⑨	82.73%	The escalator was out of service from 8/27/19 to 8/30/19 (approximately 3 days) due to a defective step band sensor. This item was eventually replaced. The escalator was out of service from 8/30/19 to 9/5/19 due to a defective smart brake. This item was also replaced. In addition, the escalator was out of service 12 times due to comb stop issues & 8 times due to faults involving the speed deviation. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES314	Smith 9 St ⑤⑧	64.50%	The escalator was out of service from 7/9/19 to 7/12/19 (approximately 3 days) due to defective step chain wheels. These items were replaced accordingly. Furthermore, the escalator was out of service around 65 times for several issues involving the safety circuit. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES323	High St ①③	84.74%	The escalator was out of service 12 times due to faults involving the motor overload. Also, the escalator was out of service 30 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES333	Myrtle-Wyckoff Aves ①③	82.62%	The escalator was out of service from 7/18/19 to 7/28/19 (approximately 10 days) due to a wreck that occurred causing steps to be broken. It turns out that a defective step band locking device played a factor in the wreck. The repairs/replacements were made accordingly. In addition, the escalator was out of service 9 times due to comb stop/impact issues. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES335	West 8 St-NY Aquarium ⑤⑧	83.56%	The escalator was out of service from 9/8/19 to 9/11/19 (approximately 3 days) due to a broken handrail switch. Repairs/replacements were made accordingly. In addition, the escalator was out of service 13 times due to comb stop/impact issues. Moreover, vandalism caused the machine to be out of service approximately 11 times. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES348	Smith 9 St ⑤⑧	80.42%	The escalator was out of service from 7/2/19 to 7/5/19 (approximately 3 days) due to multiple defective comb segments. These were replaced accordingly. From 8/1/19 to 8/8/19 (approximately 7 days), the escalator was out of service due to a failed inspection. Various safety switches were repaired/replaced. Furthermore, the machine was out of service 5 times due to wiring issues & another 14 times for cases of vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES349	Smith 9 St ⑤⑧	49.96%	The escalator was out of service from 3/3/19 to 8/2/19 (approximately 152 days) due to major repairs needed to be done on the machine. From 8/15/19 to 8/20/19 (approximately 5 days), the escalator was out of service due to a failed CAT1 inspection. Repairs had to be made to fix various safety switches. Also, the escalator was out of service from 9/13/19 to 9/16/19 (approximately 3 days) due to an oil leak that needed repairs. Moreover, brake faults contributed to the machine being out of service 18 times. Ultimately, all of the issues to the unit were resolved; the escalator was tested and returned to service.
ES350	High St ①③	81.28%	The escalator was out of service from 6/24/19 to 7/15/19 (approximately 20 days) due to a failed safety check. Repairs were made to various components in order for the safety check to pass. In addition, the machine was out of service 5 times due to comb stop/impact issues and another 3 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
MANHATTAN			
ES102	125 St ①	84.98%	The escalator was out of service from 8/19/19 to 8/21/19 for the adjustments of the handrail chains. The adjustments were completed and the escalator was returned to service. The escalator has had multiple outages for the activation of the upper landing comb stop safety device. A follow up is planned to make sure the comb stop safety devices are operating correctly using the eskalometer tool used to measure tripping force.
ES116	145 St ⑤⑧	71.72%	This escalator was out of service from 7/30/19 to 8/6/19 due to the repairs of the step speed sensors, brake lift sensors and for the correction of shorted wires. The repairs were completed; the escalator was tested and returned to service. The escalator was out of service from 8/20/19 to 8/22/19 for the repairs of defective step wheels. The repairs were completed; the escalator was tested and returned to service. The escalator also had various outages due to vandalism in which the emergency stop buttons were activated.
ES200	96 St ③	84.75%	The escalator was out of service from 8/14/19 to 8/25/19 due to a safety check and related repair work. The safety check and related repair work were completed; the escalator was tested and returned to service.
ES206	Grand Central-42 St ⑦	82.78%	This escalator has had excessive outages due to the activation of other combstop safety devices. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES207	Grand Central-42 St ⑦	81.79%	This escalator was out of service from 7/3/19 to 7/11/19 due to the repairs of the hold down track and comb carrier at the lower landing. The hold down track was replaced and the lower landing comb carrier was repaired and adjusted; the escalator was tested and returned to service.

3RD QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES208	Grand Central-42 St 7	82.18%	This escalator was out from 6/28/19 to 7/2/19 for the replacement of the emergency brake. The emergency brake was replaced; the escalator was tested and returned to service. This escalator has had excessive outages due to the activation of other combstop safety devices. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES214	59 St 456	81.89%	This escalator was out of service from 8/14/19 to 8/21/19 for a safety check and related repair work. The safety check and related repair work was completed; the escalator was tested and returned to service.
ES216	Times Sq-42 St 7	78.99%	This escalator was out of service from 7/22/19 to 7/25/19 for the replacement of defective step chain wheels. The defective step chain wheels were replaced; the escalator was tested and returned to service. This escalator was out of service from 8/26/19 to 8/29/19 due to a defective track. The track was repaired; the escalator was tested and returned to service. This escalator has had excessive outages due to the activation of other combstop safety devices. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES217	Times Sq-42 St 7	61.27%	This escalator has had excessive outages due to the activation of other combstop safety devices. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES218	Times Sq-42 St 7	82.50%	This escalator has been out of service multiple times due to the activation of the emergency brake and under-speed fault. Multiple other faults were recorded at the same time. Further work is required to determine if the PLC is defective. If so, it will be replaced.
ES221	34 St-Herald Sq B D F M N Q R W	64.75%	The escalator had repeated outages for the backup brake fault. The escalator was out of service from 9/1/19 to 9/6/19 for the replacement of the backup brake. The backup brake was replaced; the escalator was tested and returned to service. The escalator was out of service from 9/12/19 to 9/17/19 for the replacement of the handrail drive sprocket and chains. The handrail drive sprocket and chain were replaced; the escalator was tested and returned to service.
ES222	34 St-Herald Sq B D F M N Q R W	65.25%	The escalator was out of service from 8/27/19 to 9/22/19 due to a defective head shaft handrail drive sprocket and steps. The head shaft handrail drive sprocket was repaired, the steps were replaced and the skirts were adjusted; the escalator was tested and returned to service.
ES230	34 St-Herald Sq B D F M	62.48%	The escalator was out of service from 7/2/19 to 7/17/19 due to a safety check and related repair work. The escalator was tested and returned to service. The escalator was out of service from 8/21/19 to 8/29/19 due to repairs to the escalator inverter and hatch door pit access. The inverter was repaired and the hatch door pit access was repaired; the escalator was tested and returned to service.
ES232	34 St-Herald Sq B D F M	83.71%	The escalator was out of service from 9/9/19 to 9/13/19 due to the repairs of the handrail drive chains, tensioners and pressure rollers. The handrail drive system was repaired; the elevator was tested and returned to service.
ES244	Lexington Av-53 St E M	79.29%	The escalator has excessive outages for vandalism due to the activation of the stop button. The escalator was key started on each occasion. The escalator has had excessive outages due to the activation of other combstop safety devices. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES245	Lexington Av-53 St E M	32.64%	The escalator was out of service from 7/18/19 to 9/15/19 for a major rehabilitation. The bull gear and step chain carriage assembly were repaired. The comb carriers were repaired. The steps and step chain were replaced. The escalator was tested and returned to service.
ES248	Lexington Av-59 St N R W	84.62%	The escalator was out of service from 7/11/19 to 7/17/19 for the replacement of the left handrail. The left handrail was replaced; the escalator was tested and returned to service.
ES249	Lexington Av-59 St N R W	49.97%	The escalator was out of service from 7/28/19 to 8/31/19 due to a defective step chain tension assembly. The step chain tension assembly was removed and sent to a vendor for repairs. The step chain tension assembly was repaired, installed and adjusted; the escalator was tested and returned to service.
ES252	51 St 6	77.03%	The escalator was out of service from 7/13/19 to 7/23/19 for a safety check and related work. The safety check and related work were completed. The handrail chains were also replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 9/24/19 to 9/26/19 for the repairs of the handrail inlet safety device. The handrail inlet safety device was repaired; the escalator was tested and returned to service.
ES256	Grand Central-42 St 4567S	60.12%	The escalator had excessive outages from brake related issues. The brakes were repaired a few times. The escalator has exceeded its useful life. The escalator was removed from service on September 30, 2019 for a replacement under the 2015-2019 Capital Program. The expected completion date is 6/1/20.
ES269	Lexington Av-53 St E M	82.57%	The escalator had a few outages for the activation of the main drive chain switch fault. The escalator was removed from service on 8/10/19 to 8/11/19 for the replacement of the main drive chain. The main drive chain was replaced and adjusted; the escalator was tested and returned to service. The escalator has had multiple outages for the activation of the lower landing combstop safety device. A follow up is planned to make sure the combstop safety devices are operating correctly using the eskalometer tool to measure the tripping force.
ES277	86 St 4	82.01%	The escalator had repeated failure for the brakes. The escalator was out of service from 9/7/19 to 9/12/19 for a warranty repair of the main brakes. The main brakes were repaired and adjusted by the contractor; the escalator was tested and returned to service.
ES300	Bleecker St D F B M 6	72.71%	The escalator was out of service from 7/4/19 to 7/7/19 (approximately 3 days) due to various issues with the steps. The escalator was out of service approximately 22 times due to issues involving the step sag, carriage & comb stop/impact. The escalator was out of service from 7/31/19 to 8/7/19 (approximately 7 days) due to a failed CAT1 inspection. Repairs were made to the defective comb stop/impact switches. In addition, other minor shutdowns kept the machine out of service. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES325	West 4 St A B C D E F M	82.82%	The escalator was out of service from 7/25/19 to 7/29/19 (approximately 4 days) due to a failed CAT1 inspection. Various components of the units were found not working. As a result, repairs/replacements were made accordingly. In addition, the escalator was out of service 22 times (11 - comb stop/impact issues; 11 - motor speed overload fault). Moreover, vandalism caused the machine to be out of service 8 times. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES371	South Ferry 1	82.45%	The escalator was out of service from 7/11/19 to 7/13/19 (approximately 2 days) due to multiple brake faults. It was out of service from 8/19/19 to 8/25/19 (approximately 6 days) due to safety brake issues. Furthermore, the machine was out of service from 9/15/19 to 9/19/19 (approximately 4 days) due to various brake issues. The necessary repairs & adjustments were made accordingly. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES403	Lexington Av-63 St F 4	84.66%	The escalator was out of service from 7/19/19 to 7/26/19 (approximately 7 days) due to a failed CAT1 inspection. The brakes underwent re-calibration and the repairs made were successful. In addition, the escalator was out of service 13 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.

3RD QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES411	Roosevelt Island ❶	78.35%	The escalator was out of service from 8/29/19 to 9/1/19 (approximately 3 days) due to defective step chain wheels. The wheels were replaced accordingly. In addition, the escalator was out of service 25 times due to comb stop/impact issues as well as 30 times due to various issues involving the steps. Ultimately, all of the issues to the unit were resolved; the escalator was tested and returned to service.
ES413	Roosevelt Island ❶	6.77%	The escalator was out of service from 6/2/19 to 9/25/19 (approximately 114 days) due to the installation of new steps. Once this process was completed, the escalator was tested and returned to service.
ES414	Roosevelt Island ❶	81.88%	The escalator was out of service 9 times due to grounding faults as well as another 24 times due to comb stop/impact issues. Furthermore, the machine was out of service 17 times due to under speed faults as well as another 7 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES419	Roosevelt Island ❶	83.93%	The escalator was out of service 3 times due to loss of power as well as another 9 times due to comb stop/impact issues. Furthermore, the machine was out of service 45 times due to under speed faults. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES627	34 St-Hudson Yards ❷	64.29%	The escalator was out of service from 6/26/19 to 7/13/19 due to the replacement of brake number 1. The brake was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 8/23/19 to 9/4/19 due to a safety check and related repair work. The safety check and related repair work was completed; the escalator was tested and returned to service.
QUEENS			
ES421	21 St-Queensbridge ❶	81.62%	The escalator was out of service from 7/1/19 to 7/10/19 (approximately 9 days) due to a failed CAT1 inspection. Repairs were made to a defective broken chain device as well as the comb stop on both landings. The escalator was out of service from 9/26/19 to 9/28/19 (approximately 2 days), due to an accident caused by broken comb segments. Furthermore, the escalator was out of service 17 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES425	21 St-Queensbridge ❶	73.40%	The escalator was out of service from 7/26/19 to 8/5/19 (approximately 10 days) due to a failed CAT1 inspection. Repairs were made to a defective comb stop assembly. The machine was out of service from 9/9/19 to 9/12/19, due to defective handrails. Furthermore, the escalator was out of service 25 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES427	Jamaica-Van Wyck ❸	61.65%	The escalator was out of service from 7/31/19 to 8/20/19 (approximately 20 days) due to a defective safety brake. This component was replaced accordingly. In addition, this escalator was out of service 35 times due to under speed faults as well as another 8 times due to issues with the step chain wheels. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES447	Jamaica Center ❸❶❷	77.57%	The escalator was out of service from 7/30/19 to 8/9/19 (approximately 10 days) due to a failed CAT1 inspection. Repairs were made to several defective safety switches. In addition, the escalator was out of service 28 times due to comb stop/impact issues as well as another 4 times due to under speed faults. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES448	Woodside-61 St ❷	76.89%	The escalator was out of service from 8/21/19 to 8/27/19 (approximately 6 days) due to a defective soft starter. Repairs were made to this component accordingly. The machine was out of service from 9/19/19 to 9/29/19 (approximately 10 days) due to various gear case issues. In addition, the escalator was out of service 6 times due to comb stop/impact issues as well as another 8 times due to access & protection coverage. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES449	74 St-Broadway ❷	83.98%	The escalator was out of service from 7/31/19 to 8/7/19 (approximately 7 days) due to a failed CAT1 inspection. Repairs were made to multiple defective safety switches. In addition, the machine was out of service 12 times due to comb stop/impact issues as well as another 7 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES450	74 St-Broadway ❷	84.49%	The escalator was out of service from 9/6/19 to 9/9/19 (approximately 3 days) due to excessive noise caused by the steps rubbing against the skirts. The steps were adjusted accordingly. The escalator was out of service from 9/27/19 to 9/29/19 (approximately 2 days) due to defective safety switches. Moreover, the machine was out of service 10 times due to comb stop/impact issues as well as another 20 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES451	74 St-Broadway ❷	67.28%	The escalator was out of service from 6/27/19 to 7/21/19 (approximately 23 days) due to a failed inspection. Repairs were made to several defective safety switches. In addition, the machine was out of service a total of 11 times due to power issues, 5 times due to comb stop/impact issues & 8 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.
ES455	Flushing-Main St ❷	81.98%	The escalator was out of service from 7/19/19 to 7/22/19 (approximately 3 days) due to a broken comb stop assembly. The machine was out of service from 8/16/19 to 8/19/19 (approximately 3 days), due to a failed CAT1 inspection. Repairs/replacements were made to various components (missing step chain wheels, defective motor etc.). Furthermore, the escalator was out of service from 9/26/19 to 10/11/19 due to a defective SOBO brake & accumulator. Ultimately, all of the issues to the unit were resolved; the escalator was tested and returned to service.
ES457	Flushing-Main St ❷	75.21%	The escalator was out of service from 7/26/19 to 8/5/19 (approximately 10 days) due to a failed CAT1 inspection. Repairs were made to multiple defective safety switches. In addition, the machine was out of service 8 times due to comb stop/impact issues, 6 times due to step upthrust issues & 16 times due to vandalism. All of the issues to the unit were resolved; the escalator was tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park 6	1	The entrapment that occurred on 8/17/19 was the result of the bottom car door restrictor not allowing doors to open. The car door restrictor was inspected and the fault could not be duplicated; the elevator was inspected, tested and returned to service.
EL122	Pelham Bay Park 6	1	The entrapment that occurred on 7/30/19 was the result of debris in the door sill. The debris was removed. A leak was detected in the pit area from a Victaulic coupling. The leak was repaired; the elevator was tested and returned to service.
EL127	Simpson St 2 5	1	The entrapment that occurred on 7/29/19 was the result of the doors not opening. The fault could not be duplicated; the elevator was inspected, tested and returned to service.
EL128	Simpson St 2 5	3	The entrapment that occurred on 8/8/19 was the result of the doors not operating correctly. The door sills were cleaned; the elevator was inspected, tested and returned to service. The two entrapments that occurred on 8/19/19 and 8/24/19 were the result of the doors not operating correctly. The door sills were cleaned and the door operator cams were adjusted; the elevator was inspected, tested and returned to service.
EL129	3 Av-149 St 2 5	1	The entrapment that occurred on 8/24/19 was the result of debris in the lower landing sills that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL132	161 St-Yankee Stadium 4	9	The entrapment that occurred on 7/17/19 was the result of low power. The reverse phase sensitivity was adjusted and the guide shoes for the leveling unit were replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/31/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/13/19 was the result of the doors not operating correctly. The car door restrictor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/11/19 was the result of middle landing interlock not operating correctly. The rail guide shoes were replaced, the interlocks were adjusted and the selector unit guide shoes were also replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/12/19 was the result of the pit switch not operating correctly. The pit switch was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/12/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 9/19/19 was the result of the elevator not leveling correctly. The elevator valve body was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/26/19 was the result of the car door restrictor jamming up. The car door restrictor was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was the result of the hoistway door interlock not working. The hoistway door interlock was adjusted as well as the DCL door operator cam; the elevator was inspected, tested and returned to service.
EL133	161 St-Yankee Stadium 4	2	The entrapment that occurred on 8/9/19 was the result of the doors not operating correctly. The lower landing hoistway door release rollers were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/15/19 was the result of the hoistway doors not working correctly. The hoistway doors were adjusted at the lower landing; the elevator was inspected, tested and returned to service.
EL183	Gun Hill Rd 2 5	2	The entrapment that occurred on 8/9/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 9/13/19 was the result of the controller not operating correctly. Three PLC units were replaced and the controller was reprogrammed, the lower landing release rollers were also adjusted; the elevator was inspected, tested and returned to service.
EL184	231 St 1	2	The entrapment that occurred on 8/21/19 was the result of the upper landing car gate switch not operating correctly. The car gate switch contacts were cleaned; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/13/19 was the result of the doors not operating correctly. The eccentric rollers for the doors were adjusted at both landings; the elevator was inspected, tested and returned to service.
EL185	231 St 1	1	The entrapment that occurred on 8/8/19 was the result of the doors not operating correctly. The lower landing hoistway door interlocks and keeper were cleaned; the elevator was inspected, tested and returned to service.
EL192	233 St 2 5	4	The entrapment that occurred on 7/16/19 was the result of the doors not operating. The door operator fuse was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/9/19 was the result of the doors not operating correctly. Debris was removed from the upper landing sills; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/10/19 was the result of the doors not operating correctly. The lower and upper landing hoistway release rollers were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/2/19 was the result of the lower landing interlock bolts broken and the top landing interlocks needing adjusting. The interlocks were repaired and adjusted, the linkages were also replaced and adjusted; the elevator was inspected, tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL194	233 St 2 5	2	The entrapment that occurred on 7/3/19 was the result of the doors not operating. The door operator fuse was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/29/19 was the result of hydraulic oil overheating. The oil cooler was turned on and the oil was allowed to cool off. The elevator was inspected, tested and returned to service.
EL197	Hunts Point Av 6	4	The entrapment that occurred on 7/12/19 was the result of the doors not operating correctly. The doors were inspected and tested; the elevator was tested and returned to service. The entrapment that occurred on 8/16/19 was the result of the elevator not leveling correctly. The elevator fault could not be duplicated; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/22/19 was not determined; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/4/19 was not determined. The elevator was inspected, tested and returned to service.
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 8/9/19 was the result of loose door gibs as well as heavy debris found in the lower landing saddle. The door gibs were secured and the saddle was cleaned. In addition, the screws to the connecting link & aluminum drive arm were retightened; the elevator was tested and returned to service.
EL304	Atlantic Av 2 3	1	The cause of the entrapment that occurred on 9/30/19 could not be determined; the elevator was tested and returned to service.
EL306	Atlantic Av 2 3	5	The cause of the entrapment that occurred on 7/16/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/28/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 7/29/19 was the result of a broken release roller at the upper landing as well as defective relays. The relays were replaced and a new release roller was installed/adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/30/19 could not be determined. However, preventative measures were performed. All contacts on the interlock & gate switches were checked/cleaned. Also, all door sills were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/24/19 could not be determined; the elevator was tested and returned to service.
EL307	Atlantic Av B C	2	The entrapment that occurred on 7/1/19 was the result of unsecure bottom car guide rollers. The bottom car guide rollers were secured/adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/2/19 was the result of multiple issues. The MO release roller was broken, the oil temperature was excessively hot & the valve body was defective. The release roller assembly & valve body were replaced. Furthermore, the hydraulic fluid was drained from the tank; the elevator was tested and returned to service.
EL312	Clark St 2 3	8	The entrapment that occurred on 8/15/19 was the result of the generator overload fault tripping on the controller. The overload was reset; the elevator was tested and returned to service. The entrapment that occurred on 8/16/19 was the result of a loose connection found in the generator starter panel. The loose connection was secured and the brake operation was checked/monitored; the elevator was tested and returned to service. The entrapment that occurred on 8/30/19 was the result of an overload trip. The original overload set was for 120 amps. This value was adjusted to 150 amps; the elevator was tested and returned to service. The entrapment that occurred on 8/31/19 was the result of two bad brushes found on the generator. The brushes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/4/19 was the result of three defective brushes found on the generator. The brushes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/7/19 was the result of an overload trip. The fault was reset on the controller accordingly; the elevator was tested and returned to service. The entrapment that occurred on 9/25/19 was the result of a broken car door zone lock bracket. The bracket was repaired; the elevator was tested and returned to service. The entrapment that occurred on 9/26/19 was the result of an overload trip. The overload fault was reset on the motor generator starter panel; the elevator was tested and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 7/9/19 was the result of the lower landing hoistway door keeper not making contact with the interlock contacts. The interlock & keeper contacts were cleaned. In addition, the lower landing hoistway door was adjusted; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	4	The cause of the entrapment that occurred on 7/27/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/31/19 was the result of debris (paper/straws) found jammed between the car door at the upper landing. The debris was removed and all of the landings were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/14/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/27/19 could not be determined; the elevator was tested and returned to service.
EL339	Franklin Av C S	1	The entrapment that occurred on 8/18/19 was the result of a low oil fault. Oil was added to the tank accordingly; the elevator was tested and returned to service.
EL340	Franklin Av C S	1	The entrapment that occurred on 9/1/19 was the result of a broken eccentric found on the car door. This item was repaired; the elevator was tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL343	Euclid Av A C	1	The entrapment that occurred on 9/1/19 was the result of a broken door restrictor found at the lower landing. The door restrictor was repaired & adjusted; the elevator was tested and returned to service.
EL344	Utica Av A C	3	The cause of the entrapment that occurred on 8/13/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/19/19 was the result of a problem found with the door operator limits. The door operator limits were manually reset; the elevator was tested and returned to service. The entrapment that occurred on 9/9/19 was the result of a defective door restrictor & gate switch roller. Both items were replaced & the door clutch was adjusted; the elevator was tested and returned to service.
EL346	Utica Av A C	1	The entrapment that occurred on 7/21/19 was the result of a rear gate switch failure. In addition, 2 loose wires were found inside of input module #3. A new gate switch was installed & the wires were re-secured; the elevator was tested and returned to service.
EL375	Church Av F G	1	The cause of the entrapment that occurred on 7/26/19 could not be determined. However, preventative measures were performed. The lower landing door interlock was cleaned along with the saddles & safety edges; the elevator was tested and returned to service.
EL383	Prospect Park B Q S	1	The entrapment that occurred on 8/4/19 was the result of the oil temperature being excessively hot. The machine was shutdown to allow the oil temperature to cool. Also, the upper landing door keeper contacts were cleaned; the elevator was tested and returned to service.
EL394	Flushing Av J M	2	The cause of the entrapment that occurred on 8/23/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/23/19 could not be determined, However, preventative measures were performed. The door operator limits & the car door tracks were adjusted along with the interlock contacts at the lower landing; the elevator was tested and returned to service.
EL395	Flushing Av J M	1	The entrapment that occurred on 7/30/19 was the result of a defective MCE board. The board was replaced and various adjustments were made; the elevator was tested and returned to service.
EL396	Myrtle-Wyckoff Avs L M	3	The entrapment that occurred on 7/1/19 was the result of debris found at the lower landing door sill. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/11/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 8/17/19 was the result of debris (coin) found stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Avs L	4	The entrapment that occurred on 7/2/19 was the result of a loose wire found on the U coil. The wire was reattached; the elevator was tested and returned to service. The entrapment that occurred on 7/15/19 was the result of a defective hanger roller found on the lower landing hoistway door. The hanger roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/26/19 was the result of the oil temperature being excessively hot. The oil cooler was turned on to allow the oil temperature to decrease; the elevator was tested and returned to service. The entrapment that occurred on 8/19/19 was the result of debris (plastic) found between the door & saddle at the lower landing. The debris was removed and the lower landing interlock contacts were cleaned; the elevator was tested and returned to service.
EL398	Myrtle-Wyckoff Avs M	1	The entrapment that occurred on 7/9/19 was the result of a defective car door hanger roller. The hanger roller was replaced; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av D F N Q	1	The cause of the entrapment that occurred on 7/24/19 could not be determined. However, preventative measures were performed. The hatch door hanger rollers were adjusted along with the lower landing hatch door contact & keeper; the elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 9/27/19 was the result of the hoistway interlock not properly positioned as well as the gate contacts being worn. The interlock was adjusted and the contacts were replaced; the elevator was tested and returned to service.
EL741	New Utrecht Av D N	1	The entrapment that occurred on 7/19/19 was the result of the lower mezzanine hoistway release roller assembly not aligned correctly. The proper adjustments were made; the elevator was tested and returned to service.
MANHATTAN			

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL104	191 St ①	6	The entrapment that occurred on 7/20/19 was the result of the tachometer wheel not operating correctly. The tachometer wheel was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/21/19 was the result of the brakes not picking up correctly. The brakes were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/27/19 was the result of the brakes not operating. The brake linkages and pins were rebuilt. The brakes were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/2/19 was not determined. The elevator was tested, inspected and returned to service. The entrapment that occurred on 9/3/19 was the result of the hoist motor drive not operating correctly. The hoist motor drive was sent to a vendor for repairs. The drive was installed and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was the result of the brakes and hoist motor drive not operating correctly. The brakes and the hoist motor SWEO drive were adjusted; the elevator was inspected, tested and returned to service.
EL105	191 St ①	1	The entrapment that occurred on 9/24/19 was the result of the elevator over speeding and activating the car safety. The car safety and governor were reset, the selector unit was secured; the elevator was tested and returned to service.
EL106	191 St ①	9	The entrapment that occurred on 7/2/19 was the result of the door operator not working correctly. The door operator was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/13/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 8/28/19 was the result of a broken wire to the stop switch on the controller. The broken wire was repaired; the elevator was tested, inspected and returned to service. The entrapment that occurred on 9/12/19 was the result of debris in the door sill. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/12/19 was the result of defective relays in the controller for the hoist motor drive system. Various relays were replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/15/19 was the result of the doors not operating correctly at the top landing. The top landing hoistway doors and interlocks were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/17/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 9/20/19 was the result of a loose wire on a controller relay. The loose wire was secured; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was not determined. The elevator was inspected, tested and returned to service.
EL108	181 St ①	3	The entrapment that occurred on 7/1/19 was the result of the brakes not operating correctly. The brake switches were adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/3/19 was the result of the tachometer wheel not operating correctly. The tachometer wheel was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/24/19 was the result of the brakes not operating correctly. The brakes were adjusted; the elevator was tested and returned to service.
EL110	181 St ①	2	The entrapment that occurred on 9/6/19 was the result of the compensating sheave switch activating. The compensating sheave switch was reset; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/7/19 was the result of the interlocks not operating correctly. The top and bottom landing interlocks were adjusted; the elevator was inspected, tested and returned to service.
EL116	190 St A	1	The entrapment that occurred on 8/21/19 was the result of a defective leveling unit selector tape magnet. The selector tape magnet was replaced; the elevator was inspected, tested and returned to service.
EL118	181 St A	1	The entrapment that occurred on 7/17/19 was the result of the controller overheating. The controller was allowed to cool down and an input section was repaired on the control board; the elevator was tested and returned to service. The elevator is currently being replaced under the 2015-2019 Capital Program.
EL124	175 St A	1	The entrapment that occurred on 8/27/19 was the result of the elevator not making the top landing. The high-speed relay was replaced; the elevator was inspected, tested and returned to service.
EL142	125 St A B C D	3	The entrapment that occurred on 7/27/19 was the result of the doors not operating correctly. The hoistway door relating cable was reinstalled and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/13/19 was not determined. The elevator was inspected, tested and returned to service. The entrapment that occurred on 8/20/19 was not determined. The elevator was inspected, tested and returned to service.
EL145	96 St ② ③ ①	2	The two entrapments that occurred on 7/21/19 and 7/23/19 were the result of the top landing car doors not operating correctly. The top landing car door restrictor was adjusted; the elevator was tested and returned to service.
EL180	135 St ② ③	2	The entrapment that occurred on 8/22/19 was the result of the controller having defective relays. Various relays and ribbon cables were replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/27/19 was not determined. The elevator was inspected, tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL204	Grand Central-42 St 4 5 6 7 S	3	The entrapment that occurred on 7/29/19 was the result of the doors not operating correctly. The door stop roller was replaced and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/10/19 was the result of the motor contactors not making proper contact. The motor contactors were cleaned, the reverse phase relay was replaced and the car door restrictor was repaired and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/28/19 was the result of the car door restrictor not operating correctly. The car door restrictor was adjusted; the elevator was inspected, tested and returned to service. This elevator was removed from service at the end of September for a replacement under the 2015-2019 Capital Program.
EL206	Grand Central-42 St 4 5 6	2	The entrapment that occurred on 8/19/19 was the result of the doors not working correctly. The elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 8/21/19 was not determined. The elevator was found operational upon arrival. The elevator was inspected, tested and returned to service.
EL209	34 St-Herald Sq B D F M	2	The entrapment that occurred on 9/27/19 was the result of debris in the door sill. The debris was removed; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/28/19 was the result of the doors not operating correctly. The interlock and spring closer assembly were adjusted; the elevator was inspected, tested and returned to service.
EL211	34 St-Herald Sq N Q R W	1	The entrapment that occurred on 8/11/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL212	34 St-Herald Sq N Q R W	2	The entrapment that occurred on 8/2/19 was the result of the doors not operating correctly and the elevator not leveling correctly. The doors were inspected and hydraulic fluid was added to the oil reservoir; the elevator was tested and returned to service. The entrapment that occurred on 9/24/19 was the result of the doors not closing correctly due to a customer sweater getting stuck in the door sill. The sweater was removed; the elevator was inspected, tested and returned to service.
EL213	34 St-Herald Sq B D F M N Q R W	3	The three entrapments that occurred on 7/18/19, 7/19/19 and 7/19/19 were the result of the lower landing doors not operating correctly. The lower landing release rollers were adjusted; the elevator was inspected, tested and returned to service.
EL217	14 St-Union Sq L N Q R W	1	The entrapment that occurred on 8/12/19 was the result of the car gate switch not working correctly. The car gate switch was repaired and the door open relay was replaced as well; the elevator was inspected, tested and returned to service.
EL218	14 St-Union Sq L	1	The entrapment that occurred on 9/10/19 was the result of the doors not operating correctly. The release rollers were adjusted at the upper landing; the elevator was inspected, tested and returned to service.
EL220	14 St-Union Sq N Q R W	1	The entrapment that occurred on 8/29/19 was the result of the release rollers at the top landing needing replacement. The top landing release rollers were replaced and adjusted; the elevator was inspected, tested and returned to service.
EL223	14 St A C E	1	The entrapment that occurred on 7/25/19 was the result of debris in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL224	8 Av L	3	The entrapment that occurred on 7/9/19 was the result of the upper landing doors not operating correctly. The upper landing door interlocks and keeper were replaced and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/8/19 was the result of the doors not closing correctly at the lower landing. The lower landing hoistway door hanger rollers and interlock were adjusted, the hoist ropes were also adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/18/19 was the result of debris in the door sill. The debris was removed; the elevator was inspected, tested and returned to service.
EL225	34 St-Penn Station C E	1	The entrapment that occurred on 9/3/19 was the result of the door operator not operating correctly. The stop roller was adjusted and the hanger rollers for the car doors were replaced and adjusted; the elevator was inspected, tested and returned to service.
EL226	34 St-Penn Station C E	1	The entrapment that occurred on 8/5/19 was the result of the doors not operating correctly. The upper landing release rollers were replaced and adjusted; the elevator was inspected, tested and returned to service.
EL228	34 St-Penn Station C E	2	The entrapment that occurred on 7/5/19 was the result of the elevator not leveling correctly. The leveling unit guide shoes were replaced and the leveling was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/7/19 was the result of the doors not operating correctly. The hoistway door release rollers were replaced and adjusted, the relating door cable was adjusted; the elevator was inspected, tested and returned to service.
EL229	Times Sq-42 St N Q R W	2	The entrapment that occurred on 7/10/19 was the result of the car doors not operating correctly. The car door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/13/19 was the result of the car door operator not operating correctly. The car door operator belt and car door restrictor were replaced and adjusted; the elevator was inspected, tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL232	Times Sq-42 St ①②③⑦	2	The entrapment that occurred on 7/12/19 was the result of the doors not operating correctly. The door was inspected and the card door restrictor was repaired and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/16/19 was the result of the elevator not leveling correctly. The oil cooler and valve body was replaced; the elevator was inspected, tested and returned to service.
EL233	Times Sq-42 St ①②③	1	The entrapment that occurred on 9/17/19 was the result of the lower landing hoistway doors not operating correctly. The hoistway door release rollers were adjusted; the elevator was inspected, tested and returned to service.
EL234	47-50 Sts-Rockefeller Center ⑤⑥⑦⑧	1	The entrapment that occurred on 9/26/19 was the result of the car door restrictor not operating correctly. The car door restrictor was adjusted; the elevator was inspected; tested and returned to service.
EL235	47-50 Sts-Rockefeller Center ⑤⑥⑦⑧	1	The entrapment that occurred on 9/18/19 was the result of the doors not operating correctly. The fault could not be duplicated; the elevator was inspected, tested and returned to service.
EL237	66 St-Lincoln Center ①	1	The entrapment that occurred on 7/22/19 was the result of debris in the lower landing sill that prevented the doors from operating correctly. The debris was removed; the elevator was inspected, tested and returned to service.
EL244	Grand Central-42 St ⑦	1	The entrapment that occurred on 7/14/19 was the result of the hydraulic oil overheating. The oil was allowed to cool off and power was restored to the oil cooler. The elevator was inspected, tested and returned to service. The elevator has been removed from service for replacement.
EL245	Lexington Av-53 St ⑤⑧	4	The entrapment that occurred on 9/9/19 was the result of the doors not operating correctly. The relating cable on the cab door was replaced; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/17/19 was the result of the door locks not operating correctly. The fault could not be duplicated; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/18/19 was the result of the doors not operating correctly at the lower landing. The door closing tensioning device was adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 9/24/19 was the result of the elevator over travelling the lower landing. The car leveling vane was adjusted. The elevator was inspected, tested and returned to service.
EL250	86 St ④	2	The entrapment that occurred on 7/26/19 was the result of the doors not operating correctly. The door open limit was reset; the elevator was inspected; tested and returned to service. The entrapment that occurred on 7/27/19 was the result of the doors not operating correctly. The street level hanger rollers and door lock keeper were adjusted; the elevator was inspected, tested and returned to service.
EL265	72 St ④	3	The entrapment that occurred on 8/2/19, 8/18/10 and 9/9/19 was the result of the door operator not working. The door operator fuse fault was reset; the elevator was inspected, tested and returned to service.
EL273	86 St ④⑤⑥	3	The entrapment that occurred on 7/8/19 was the result of the doors not operating correctly. Debris was removed from the door sill; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/23/19 was the result of the rear gate switch not operating correctly. The fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 8/26/19 was the result of the rupture valve failure activating. The rupture valve failure cleared and the elevator was found operational upon arrival. The elevator was inspected, tested and returned to service.
EL277	59 St-Columbus Circle ①②③④⑤⑧	5	The two entrapments that occurred on 7/4/19 and 7/5/19 were the result of the car safety getting activated due to the rails requiring grinding. The rails were grinded as required; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/18/19 was the result of the governor switch activating. The governor switch was reset; the elevator was inspected, tested and returned to service. The entrapment that occurred on 7/22/19 was the result of the hall call and car call fuses not operating. The fuses were replaced; the elevator was inspected, tested and returned to service. The cause of the entrapment that occurred on 9/19/19 was the result of the car being on inspection mode. The inspection mode key switch wiring was secured; the elevator was inspected, tested and returned to service.
EL278	59 St-Columbus Circle ①②③④⑤⑧	2	The entrapment that occurred on 7/1/19 was the result of a car door glass switch not operating correctly. The car door glass door was secured and the glass switch was inspected; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/17/19 was the result of the rear door open limit fault. The fault was reset and the doors were inspected; the elevator was inspected, tested and returned to service.
EL281	57 St-7 Av ①②③④	1	The entrapment that occurred on 9/9/19 was the result of the doors not operating correctly. The car door restrictor was adjusted; the elevator was inspected; tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL296	Grand Central-42 St 4 5 6 7 S	3	The entrapment that occurred on 8/21/19 was the result of the doors not opening at the top landing. The hoistway release rollers were adjusted at the top landing; the elevator was inspected, tested and returned to service. The 1st entrapment that occurred on 9/26/19 was the result of the doors not operating correctly. The fault could not be duplicated; the elevator was inspected, tested and returned to service. The 2nd entrapment that occurred on 9/26/19 was the result of debris found under the upper landing hoistway door. The debris was removed; the elevator was inspected, tested and returned to service.
EL298	23 St 6	3	The entrapment that occurred on 7/16/19 and 7/25/19 was the result of the doors not operating correctly. The doors were inspected; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/26/19 was the result of the rear gate switch not operating correctly. The card door sills were cleaned and no other defects were found to contribute to this fault. The elevator was inspected, tested and returned to service.
EL325	Canal St 6	1	The entrapment that occurred on 8/8/19 was the result of a loose connecting link found on the upper landing door operator. The connection was tightened/secured; the elevator was tested and returned to service.
EL328	Bleecker St D F B M 6	1	The entrapment that occurred on 8/10/19 was the result of the clutch being misaligned with the release roller. The release roller was adjusted accordingly; the elevator was tested and returned to service.
EL332	Bleecker St D F B M 6	1	The entrapment that occurred on 8/4/19 was the result of a Plank switch fault. The plank switch was reset along with the controller; the elevator was tested and returned to service.
EL333	West 4 St A B C D E F M	2	The entrapment that occurred on 9/6/19 was the result of the upper landing door restrictor being out of adjustment. The upper door restrictor was properly adjusted; the elevator was tested and returned to service. The entrapment that occurred on 9/22/19 was the result of a door fault causing the doors to be stuck open. The controller was reset and all landing saddles were cleaned; the elevator was tested and returned to service.
EL334	West 4 St A B C D E F M	1	The entrapment that occurred on 8/30/19 was the result of debris (plastic) found inside the lower landing saddle. The debris was removed & the saddle was cleaned; the elevator was tested and returned to service.
EL335	West 4 St A B C D E F M	2	The cause of the entrapment that occurred on 7/24/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/9/19 could not be determined; the elevator was tested and returned to service.
EL401	Lexington Av-63 St F Q	5	The entrapment that occurred on 8/1/19 was the result of the lower landing clutch binding and not springing back into position. The lower landing car door clutch retracting arm was adjusted & lubricated; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/5/19 could not be determined. However, preventative measures were performed. The landing sills & safety edge were all cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/6/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/12/19 could not be determined. However, preventative measures were performed. The front gate switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/13/19 was the result of an input wire not connected properly to the controller. The wire was connected accordingly; the elevator was tested and returned to service.
EL440	Lexington Av-63 St F Q	2	The entrapment that occurred on 7/23/19 was the result of a broken release roller. The release roller was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/31/19 could not be determined. However, preventative measures were performed. The upper landing hatch door contacts were cleaned/adjusted; the elevator was tested and returned to service.
EL442	Lexington Av-63 St F Q	2	The entrapment that occurred on 8/9/19 was the result of corroded contacts. The contacts were replaced & minor adjustments were made to the interlock; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/25/19 could not be determined. However, preventative measures were performed. The top hatch door contacts as well as the down normal limit switch contacts were cleaned; the elevator was tested and returned to service.
EL600	34 St-Hudson Yards 7	1	The entrapment that occurred on 8/13/19 was the result of the doors not operating correctly. The car gate switch and hoistway door interlocks were inspected; the elevator was inspected tested and returned to service.
EL601	34 St-Hudson Yards 7	2	The entrapment that occurred on 7/16/19 was the result of a power failure. The power was restored; the elevator was inspected, tested and returned to service. The entrapment that occurred on 8/26/19 was the result of the overload safety device activating. The overload safety device was reset; the elevator was inspected, tested and returned to service.
EL711	Bowling Green 4 5	1	The entrapment that occurred on 7/31/19 was the result of the oil temperature being excessively hot. The machine was left out of service to allow the oil to cool down; the elevator was tested and returned to service.
EL713	Cortlandt St 1	1	The cause of the entrapment that occurred on 7/18/19 could not be determined; the elevator was tested and returned to service.
EL719	Fulton St A C J 2 2 3 4 5	1	The entrapment that occurred on 8/2/19 was the result of debris found in the door sill. The debris was removed; the elevator was tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL720	Fulton St A C J 2 2 3 4 5	2	The entrapment that occurred on 9/6/19 was the result of a damaged door restrictor found at the lower landing. The door restrictor was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/22/19 could not be determined; the elevator was tested and returned to service.
EL730	South Ferry 1	1	The cause of the entrapment that occurred on 9/18/19 could not be determined. However, preventative measures were performed. The upper landing interlock & rear door gate switch were cleaned; the elevator was tested and returned to service.
EL731	South Ferry 1	5	The entrapment that occurred on 7/1/19 was the result of a Dzo fault. The Dzo sensor on the tape reader was cleaned & the wires inside the tape reader box were secured; the elevator was tested and returned to service. The entrapment that occurred on 7/3/19 was the result of an overheated motor. The motor was allowed to cool down while the machine was out of service; the elevator was tested and returned to service. The cause of the entrapment that occurred on 7/4/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 7/7/19 was the result of an overheated motor. The motor cooled off & the controller was reset; the elevator was tested and returned to service. The entrapment that occurred on 7/25/19 was the result of leveling issues. The upper landing valve was adjusted; the elevator was tested and returned to service.
EL732	Fulton St 2 3	1	The cause of the entrapment that occurred on 7/21/19 could not be determined; the elevator was tested and returned to service.
QUEENS			
EL409	Jamaica-Van Wyck E	1	The cause of the entrapment that occurred on 7/27/19 could not be determined; the elevator was tested and returned to service.
EL412	Jamaica Center E 1 2	1	The entrapment that occurred on 7/14/19 was the result of a defective upper landing leveling switch. The old switch was removed and a new one is installed; the elevator was tested and returned to service.
EL420	74 St-Broadway 7	6	The entrapment that occurred on 7/19/19 was the result of the upper landing fast speed door right side hanger roller assembly falling off the tracks. The proper adjustments were made; the elevator was tested and returned to service. The entrapment that occurred on 7/22/19 was the result of debris (water bottle) preventing the rear door from fully closing. In addition, a broken rear door operator stop roller was discovered. The debris was removed & the stop roller was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 8/15/19 could not be determined. However, preventative measures were performed. The interlock contacts were cleaned and debris was removed from the sills; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/1/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 9/11/19 was the result of broken hardware found on the upper landing release roller as well as missing hardware on the hoistway door hanger roller track. All replacements & adjustments were done accordingly; the elevator was tested and returned to service. The cause of the entrapment that occurred on 9/22/19 could not be determined; the elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	3	The entrapment that occurred on 7/16/19 was the result of a blown door operator fuse. The fuse was replaced and all sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 8/12/19 was the result of carbonated build up on the hoistway door interlock connections. All contacts & connections were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 9/5/19 was the result of an oil leak causing the car to not properly level at the upper landing. The tank was replenished with 5 gallons of oil; the elevator was tested and returned to service.
EL423	74 St-Broadway 7	1	The cause of the entrapment that occurred on 9/22/19 could not be determined. However, preventative measures were performed. The door operator cams, interlock & electric eyes were all cleaned; the elevator was tested and returned to service.
EL425	Junction Blvd 7	4	The entrapment that occurred on 7/7/19 was the result of the upper landing hoistway door interlock not working properly. Adjustments were made, the electrical contacts were cleaned & debris was removed from the saddles; the elevator was tested and returned to service. The entrapment that occurred on 7/15/19 was the result of a defective part causing the interlock contacts to get stuck. In addition, the safety edge was defective. Both the contacts & safety edge were replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/30/19 was the result of the oil temperature being excessively hot. The machine remained out of service in order to allow the oil to cool off; the elevator was tested and returned to service. The entrapment that occurred on 8/12/19 was the result of debris (stick) obstructing the safety edge. The debris was removed; the elevator was tested and returned to service.
EL427	Junction Blvd 7	1	The entrapment that occurred on 9/14/19 was the result of an unsecure release roller assembly as well as misalignment found on both door clutches. All proper adjustments were made; the elevator was tested and returned to service.

3RD QUARTER 2019 ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL431	Jamaica-179 St F	3	The cause of the entrapment that occurred on 7/19/19 could not be determined. However, preventative measures were performed. All landing sills were cleaned and the oil cooler power was restored; the elevator was tested and returned to service. The entrapment that occurred on 7/27/19 was the result of the release roller assembly being too far from the clutch. The proper adjustments were made; the elevator was tested and returned to service. The entrapment that occurred on 8/1/19 was the result of the lower landing car door restrictor overshooting the roller. The door restrictor was repositioned & adjusted; the elevator was tested and returned to service.
EL434	Kew Gardens-Union Tpke E F	1	The cause of the entrapment that occurred on 9/20/19 could not be determined; the elevator was tested and returned to service.
EL462	Ozone Park-Lefferts Boulevard A	2	The entrapment that occurred on 7/12/19 was the result of a defective lower landing hoistway door M.O. base release roller. The lower landing hatch door interlock roller assembly was replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/13/19 was the result of an excessive gap found between the clutch & release roller. The proper adjustments were made; the elevator was tested and returned to service.



THE METROPOLITAN TRANSPORTATION AUTHORITY

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

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

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

II. COMMITTEE AUTHORITY

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

III. COMMITTEE MEMBERSHIP

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

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

IV. COMMITTEE MEETINGS

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

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

V. COMMITTEE REPORTS

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

VI. KEY RESPONSIBILITIES

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

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

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

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

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

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

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

In addition, the Committee shall have the following responsibilities:

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



New York City Transit

Andy Byford
President
New York City Transit



Bus Company

Craig Cipriano
Acting President
MTA Bus Company

2 Broadway
New York, NY 10004-2207