

Bridges and Tunnels Committee Meeting

December 2019

Committee Members

L. Lacewell, Chair
D. Mack, Vice Chair
A. Albert
N. Brown
K. Law
J. Samuelsen
L. Schwartz
V. Tessitore
V. Vanterpool
N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor

New York, NY 10004

Monday, 12/16/2019

1:00 - 1:30 PM ET

1. Summary of Actions

B&T Summary of Actions - Page 4

2. Public Comments Period

3. Approval of Minutes - November 2019

B&T Committee Minutes - November 2019 - Page 6

4. Proposed 2020 Committee Work Plan

B&T Committee Work Plan Proposed - Page 12

5. Report on Operations - October 2019

B&T Report on Operations - October 2019 - Page 18

6. Safety Report - October 2019

B&T Safety Report - October 2019 - Page 33

7. Financial Report - October 2019

B&T Financial Report - October 2019 - Page 39

8. Cashless Tolling Customer Service Report - October 2019

B&T Cashless Tolling Customer Service Report - October 2019 - Page 56

9. 2020 Final Proposed Budget and November Financial Plan 2020 - 2023 (Action Item)

B&T 2020 Final Proposed Budget and November Financial Plan 2020-2023 - Page 58

10. Capital Program Project Status Report - November 2019

B&T Capital Program Project Status Report - November 2019 - Page 69

11. Procurements

B&T Procurements - Page 77

B&T Competitive

B&T Competitive - Page 80

12. HHB Bronx and CBB Queens Resident Rebate Programs (Action Item)

HHB Bronx and CBB Queens Resident Rebate Programs - Page 85

13. Diversity Report - Third Quarter 2019

B&T Diversity Report - Third Quarter 2019 - Page 92

Next Meeting: Tuesday, January 21, 2020 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for DECEMBER 2019**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Hardesty & Hanover, LLC	\$2,859,096	<ul style="list-style-type: none"> • Approval for the award of a competitive personal service contract • Preliminary Design and Design-Build Technical Requirements for Project TN-87C, Tower Fender Protection at the Throgs Neck Bridge
Procurement	HNTB New York Engineering and Architecture, P.C.	\$3,454,081	<ul style="list-style-type: none"> • Approval for the award of a competitive personal service contract • Scoping and Preliminary Design for the Suspended Span Lower Level Deck Rehabilitation at the Verrazzano-Narrows Bridge



Bridges and Tunnels

Minutes of Committee Meeting November 2019

**MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

November 12, 2019

1:00 p.m.

In attendance were the Honorable:

Linda A. Lacewell, Chair
David S. Mack, Vice Chair
Norman Brown
Kevin Law
Lawrence S. Schwartz
Veronica Vanterpool

Daniel F. DeCrescenzo, Jr., Acting President
Dore J. Abrams, Acting Vice President and Chief Financial Officer
Lynn Gore, Deputy Chief Procurement Officer
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Richard Hildebrand, Acting Vice President and Chief of Operations
Joseph Keane, Vice President and Chief Engineer
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Patrick Smith, Vice President, Human Resources
M. Margaret Terry, Senior Vice President and General Counsel

**MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

November 12, 2019

Minutes of TBTA Committee held November 12, 2019 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin, Concerned Grandparents, about change and the MTA being a transportation leader
- Andrew Pollack, Andy's Randomness, about water from the upper level flowing to the lower level roadway on the Henry Hudson Bridge

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the speakers statements.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on October 21, 2019 were approved.

Committee Work Plan

Mr. DeCrescenzo stated that there are no changes to the Committee Work Plan.

Review of Committee Charter

Mr. DeCrescenzo stated that the Committee Charter was provided for review in advance of the December Corporate Governance Committee Meeting and that the TBTA does not have any changes. The Corporate Governance Committee will review and approve all Committee Charters.

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo opened his remarks by stating that on November 3, 2019, the 49th annual New York City Marathon was held with the starting place for the event at the Verrazano-Narrows Bridge. TBTA employees were key in the planning, set-up and security for more than 54,000 athletes who participated from 129 countries. TBTA worked closely with the New York Road Runners and city, state and federal agencies including the New York City Police Department, the New York National Guard Joint Task Force Empire Shield, the New York State Police, and the Department of Sanitation to provide a memorable and safe event. He then showed a video after which he congratulated TBTA employees Ed Miyashiro, Robert Colorafi and Richard Hildebrand for running and completing the 26.2 mile race.

Mr. DeCrescenzo recognized TBTA employees Adam Hartke, Benjamin Wallen and Angello Salazar who were awarded the Outstanding Intelligent Transportation Systems Project of the Year by ITS New Jersey for TBTA's efforts to install GPS beacons in the Queens Midtown and Hugh L. Carey Tunnels. Mr. Hartke lead the team and collaborated with the Port Authority of New York and New Jersey, a leading navigation app company and other TBTA Departments, including Maintenance, Engineering and Law to provide continuous GPS functionality inside the tunnels to serve TBTA customers and improve operations.

Report on Operations

With regard to the Report on Operations for September 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 2.2% compared to the same period in 2018. E-ZPass was used in 95.1% of TBTA transactions, which was 0.8 percentage points higher than in the previous year and 94.8% for the year-to-date. Preliminary

figures indicate that while paid vehicle traffic decreased by 0.7% in October, it is 2.5% higher for the year-to-date through October as compared to the same period in 2018.

Safety Report

With regard to the Safety Report for September 2019, Mr. Osnes stated that the total collision rate is slightly lower than in the preceding year and significantly lower than the year prior to that period. The collisions with injuries rate through September 2019 is 10% lower than the preceding year and lower than in the year prior to that period. The employee lost time injury rate decreased by 35% as compared to the same period last year. The contractor injury rate has increased in the 12 months ending in September 2019 and is higher than the year prior to that period. This emerging trend is being monitored and TBTA is taking steps to reinforce contractor commitment to construction safety.

Customer Environment Survey - Third Quarter 2019

During the Third Quarter of 2019, Mr. Parisi reported the following:

- As part of TBTA's collision mitigation efforts and state of good repair program, TBTA striped nearly 42,000 linear feet of roadway in the third quarter, bringing the year-to-date total to over 401,000 linear feet striped.
- More than 900 storm drains were cleaned, as TBTA prepares for winter weather conditions.
- TBTA repaired 520 potholes in the third quarter as compared to 408 potholes repaired in the same period in 2018.
- Nearly 96.2% of TBTA roadway lighting was in service, as compared to 95.5% in the same period in 2018. Approximately, 88% of the roadway lighting has been converted to LED (light-emitting diode).
- The travel time tables presented compare average peak period travel time in the third quarter and for the year to date as compared to the same time periods in 2018. The travel time index shows the severity of peak period congestion and changes over time give an indication of travel time reliability.

Commissioner Vanterpool asked what would cause toll system availability to drop below 100 percent. Mr. Parisi responded that a drop below 100 percent can be caused by routine maintenance of the tolling equipment that is installed on the gantries. Commissioner Mack congratulated TBTA on the condition of its roadways, pothole repairs and safety.

Financial Report

Mr. Abrams stated that he will provide an overview of the Financial Report for October 2019 and that the full report will be provided at the December Committee Meeting. He stated that at \$978 million, TBTA's support to mass transit was nearly \$25 million higher than the Mid-Year Forecast. Toll revenue was \$1.732 billion, which was below forecast by 0.2% or \$3 million, and operating expenses were \$419 million, which was below forecast by 5% or \$22 million. Mr. Abrams stated that the favorable expense results include lower overtime costs. Overtime through October 2019 was \$21 million, which was 7% or \$1.6 million below forecast.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for October 2019 and stated that 24 task level commitments were made with a total value of \$54.6 million in the Core Capital Program. The most significant commitment made was a design-build contract for construction of Bridge Fender Protection and Fire Standpipes

at the Bronx-Whitestone Bridge valued at \$18.6 million. The design, build, operate and maintain contract for the Central Business District Tolling Program was awarded with a capital commitment of \$272.1 million. Year to date, capital program commitments totaling \$273.5 million have been made against a planned year-to-date value of \$523.9 million in core capital commitments. To date, TBTA has exceeded its goal for number of commitments awarded. Proposals received for pending commitments continue to be favorable against budgeted values. TBTA anticipates awarding its remaining major program commitments by year end while realizing significant savings from favorable bids in the 2015-2019 program.

There was one additional completion made in October, bringing the overall year-to-date completion value to \$167.4 million, which represents 84% of the overall 2019 year-end goal of \$198.3 million. The remaining project completion planned for 2019 is on track to be completed by year-end.

Procurements

For November 2019, Mr. Gore stated that there are four (4) procurements totaling \$54.9 million.

Non-Competitive Procurements

Mr. Gore stated that there are no non-competitive procurements.

Competitive Procurements

Mr. Gore stated that there are four (4) procurements totaling \$54.9 million as follows:

- The first award is for design-build services for Electrical Upgrades at the Robert F. Kennedy Bridge in the amount of \$29.3 million.
- The second award is a personal services contract for Miscellaneous Intelligent Transportation Systems and Operations Systems Design Services on an As-Needed Basis in the amount of \$10 million.
- The third award is a personal service contract for an Independent Safety Monitor for ongoing Authority construction projects in the amount of \$2.9 million.
- The fourth award is a personal service contract for Construction Administration and Inspection Services for Project TN-53, Rehabilitation of the Approach Viaduct at the Throgs Neck Bridge in the amount of \$12.7 million.

Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

E.J. Electric Installation, Co.	Contract No. RK-66 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for Electrical Upgrades at the Robert F. Kennedy Bridge Facility.	\$29,300,000.00
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Personal Service Contracts

Henningson, Durham & Richardson Architecture & Engineering, P.C. M&J Engineering, P.C. PBS Engineering & Associates, P.C.	Contract No. PSC-19-3027(A-C) TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award competitively solicited personal service contracts for Miscellaneous Intelligent Transportation Systems (ITS) and Operations Systems Design Services on an	\$10,000,000.00
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As-Needed Basis.

TRC Environmental Corporation	Contract No. PSC-19-3029 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract for an Independent Safety Monitor for Ongoing Authority Construction Projects.	\$2,998,896.00
LiRo Engineers, Inc.	Contract No. PSC-19-3032 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract for Construction Administration and Inspection Services for Project TN-53, Rehabilitation of the Approach Viaduct at the Throgs Neck Bridge.	\$12,743,763.00

Mr. Gore stated that there are no ratifications.

Commissioner Vanterpool asked for examples of how ITS technology is used by TBTA. Mr. Gore responded that TBTA uses ITS through a project known as Transmit. Transponders were installed throughout TBTA that relay information to TBTA, other agencies and customers regarding weather and traffic conditions through electronic signage. Mr. Gore also stated that TBTA uses ITS for overheight detection at TBTA bridges. Mr. Parisi stated that a TBTA collision mitigation measure uses ITS for queue detection to alert motorists through electronic signage that is activated automatically when traffic backs up at certain locations.

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurements. Commissioner Law recused himself from the LiRo Engineers, Inc., procurement.

Adjournment

There being no further business before the Committee, the meeting adjourned.

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

MTA BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	Revenue Management
Safety Report	Safety & Health
Financial Report	Controller/Planning & Budget
Capital Program Project Status Report	Engineering & Construction/ Planning & Budget
Procurements	Procurement & Materials
Action Items (if any)	

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>December 2019</u>	
2020 Proposed Committee Work Plan	Committee Chair & Members
2020 Proposed Final Budget	Planning & Budget
Diversity Report – 3 rd Quarter 2019	EEO
<u>January 2020</u>	
Approval of 2020 Work Plan	Committee Chair & Members
<u>February 2020</u>	
Preliminary Review of 2019 Operating Budget Results	Planning & Budget
2020 Adopted Budget/Financial Plan 2020-2023	Planning & Budget
2019 B&T Operating Surplus	Controller
2019 Customer Environment Report	Operations
Diversity Report – 4 th Quarter 2019	EEO
<u>March 2020</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2020</u>	
Final Review of 2019 Year-End Operating Results	Planning & Budget
<u>May 2020</u>	
Diversity Report – 1 st Quarter 2020	EEO
<u>June 2020</u>	
No non-recurring items scheduled	

MTA BRIDGES & TUNNELS COMMITTEE WORK PLAN

July 2020

No non-recurring items scheduled

August 2020

No meeting scheduled

September 2020

2021 Preliminary Budget
Diversity Report – 2nd Quarter 2020

Planning & Budget
EEO

October 2020

2020 Preliminary Budget

Planning & Budget

November 2020

No non-recurring items scheduled

MTA BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, traffic by method of payment and time period, 12 month rolling traffic averages, traffic by facility, and factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

Safety Report

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, construction injury rates, and leading indicators for roadway, construction, and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, toll collection rates, and headcount charts. The Financial Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Capital Program Project Status Report

Summary of the status of the current capital program, including commitments, completions, and closeouts, in addition to graphic presentations of the commitments and completions for the plan vs. actuals for the year. The Capital Program Project Status Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

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

MTA BRIDGES & TUNNELS COMMITTEE WORK PLAN

II. SPECIFIC AGENDA ITEMS

DECEMBER 2019

2020 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2020 that will address initiatives to be reported throughout the year.

2020 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2019

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

JANUARY 2020

Approval of Work Plan for 2020

The committee will have already received a draft work plan for 2020 at the December 2019 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

The agency will present a brief review of its 2018 Operating Budget results.

2020 Adopted Budget and February Financial Plan 2020-2023

The Agency will present its revised 2019 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2019 meeting and any Agency technical adjustments.

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

2019 Customer Environment Report

Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

Diversity Report – 4th Quarter 2019

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

MARCH 2020

Annual Procurement Contracts Report

This report contains information on contracts awarded during the previous fiscal year and contracts open from the previous years as required by Section 2879 of the State Public Authorities Law.

MTA BRIDGES & TUNNELS COMMITTEE WORK PLAN

APRIL 2020

Final Review of 2019 Year-End Operating Results

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions, on a review of its experience. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

MAY 2020

Diversity Report – 1st Quarter 2020

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

JUNE 2020

No non-recurring items scheduled

JULY 2020

No non-recurring items scheduled

AUGUST 2020

No meeting scheduled

SEPTEMBER 2020

2021 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2021 Preliminary Budget.

Diversity Report – 2nd Quarter 2020

Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

OCTOBER 2020

2021 Preliminary Budget

Public comment will be accepted on the 2021 Preliminary Budget.

NOVEMBER 2020

No non-recurring items scheduled



Bridges and Tunnels

Report on Operations October 2019



MTA Bridges and Tunnels October 2019 Traffic Trends

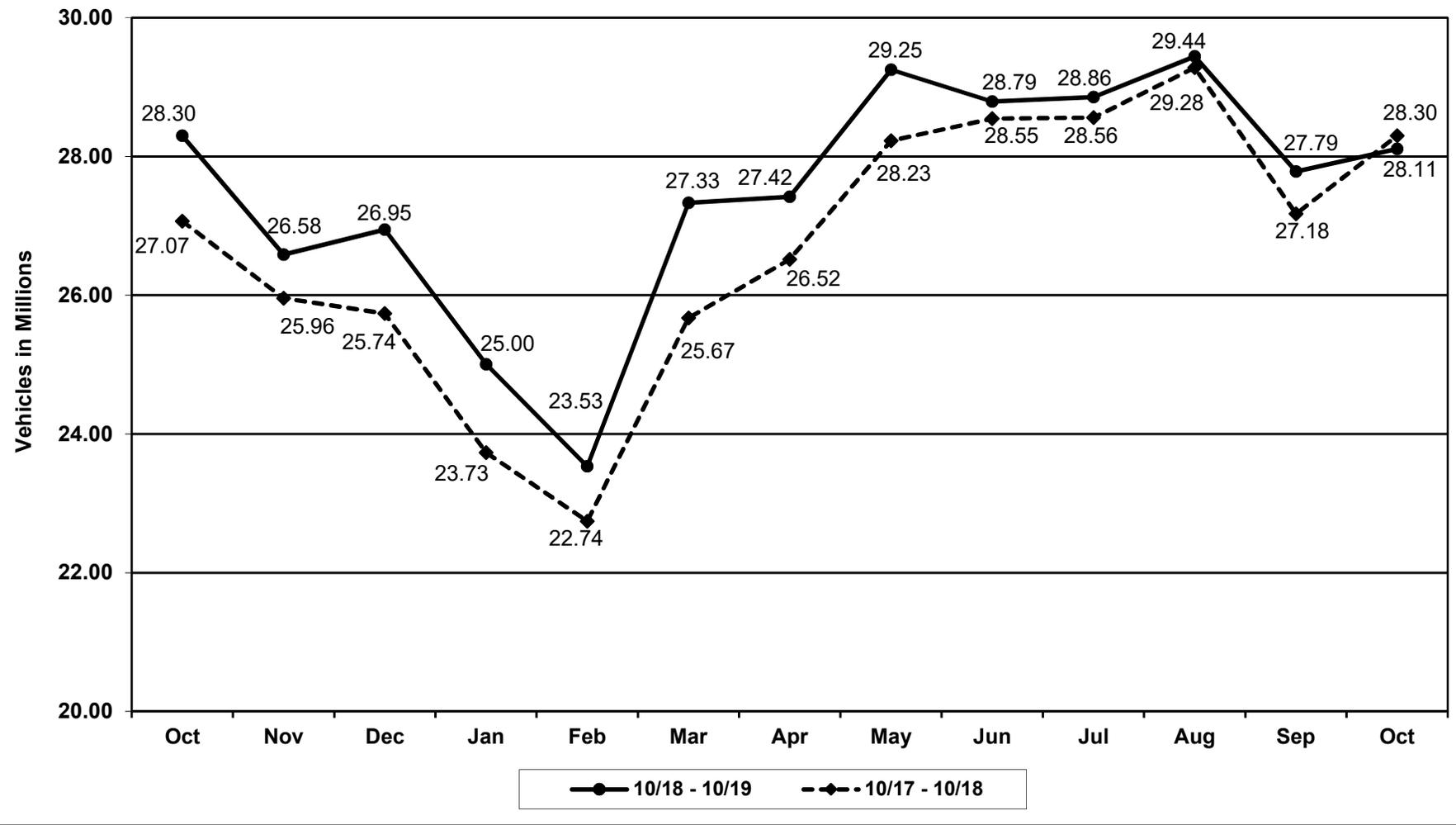
Summary

Traffic was lower on a year-to-year basis, with 28.1 million crossings this month vs. 28.3 million crossings in October 2018, a decrease of 0.7%.

E-ZPass volume decreased by 0.3% on a year-to-year basis for the month and crossings using Tolls by Mail declined 8.2%. Passenger car travel decreased 0.7% and other vehicle travel declined 0.1% from October 2018.

Rainfall this year totaled 5.6 inches over 14 days compared to 3.0 inches over 11 days last year. Gas prices averaged \$2.68 per gallon this past October, which was \$0.29 lower than last year at this time.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending October 2019



MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
October 2019
Preliminary data subject to final audit

All B&T Facilities by Method of Payment			
	October 2019	October 2018	2019 YTD
E-ZPass ¹	26,790,827	26,823,718	261,558,376
Tolls by Mail ¹	1,319,131	1,477,636	13,967,874
Total	28,109,958	28,301,354	275,526,250
E-ZPass Market Share:			
Total	95.3%	94.8%	94.9%
Cars	95.2%	94.7%	94.8%
Trucks	96.4%	95.7%	96.2%

Facility	Average Weekday²						Average Weekend²					
	October 2019			E-ZPass Market Share			October 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Oct 2019	Oct 2018	Change	Total	E-ZPass	TBM	Oct 2019	Oct 2018	Change
Bronx-Whitestone Bridge	137,967	130,307	7,660	94.4%	93.6%	0.8%	136,114	125,705	10,409	92.4%	91.3%	1.0%
Cross Bay Bridge	24,136	23,228	908	96.2%	95.9%	0.4%	18,300	17,432	868	95.3%	94.9%	0.3%
Henry Hudson Bridge	75,701	72,801	2,900	96.2%	96.1%	0.1%	70,764	66,894	3,870	94.5%	94.4%	0.1%
Hugh L. Carey Tunnel	57,505	55,912	1,593	97.2%	96.9%	0.3%	48,772	46,725	2,047	95.8%	95.6%	0.2%
Marine Parkway Bridge	23,192	22,510	682	97.1%	96.6%	0.4%	17,318	16,641	676	96.1%	95.8%	0.3%
Queens Midtown Tunnel	87,818	85,114	2,704	96.9%	96.1%	0.8%	85,023	81,147	3,875	95.4%	94.8%	0.7%
Robert F. Kennedy Bridge	186,324	177,882	8,443	95.5%	94.7%	0.8%	177,520	166,357	11,164	93.7%	92.8%	0.9%
Throgs Neck Bridge	118,971	113,005	5,966	95.0%	94.3%	0.6%	127,889	118,754	9,135	92.9%	92.1%	0.8%
Verrazzano-Narrows Bridge ¹	<u>211,913</u>	<u>204,101</u>	<u>7,812</u>	<u>96.3%</u>	<u>96.1%</u>	<u>0.2%</u>	<u>202,138</u>	<u>190,471</u>	<u>11,667</u>	<u>94.2%</u>	<u>94.1%</u>	<u>0.1%</u>
All Facilities¹	923,527	884,861	38,666	95.8%	95.3%	0.5%	883,838	830,126	53,712	93.9%	93.3%	0.6%

Notes:

- At the Verrazzano-Narrows Bridge (VNB), tolls are only collected in the westbound direction. These transactions are doubled to provide traffic statistics that are consistent with B&T's other facilities.
- Average traffic and market share figures exclude holidays.

MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
October 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	October 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	22.6%	55.4%
Cross Bay Bridge	25.0%	24.7%	50.3%
Henry Hudson Bridge	22.6%	28.3%	49.1%
Hugh L. Carey Tunnel	24.9%	25.0%	50.1%
Marine Parkway Bridge	26.6%	26.7%	46.8%
Queens Midtown Tunnel	21.1%	22.2%	56.8%
Robert F. Kennedy Bridge	24.2%	21.8%	54.0%
Throgs Neck Bridge	24.7%	23.8%	51.5%
Verrazzano-Narrows Bridge ¹	16.2%	29.0%	54.8%
All Facilities	22.5%	24.3%	53.2%

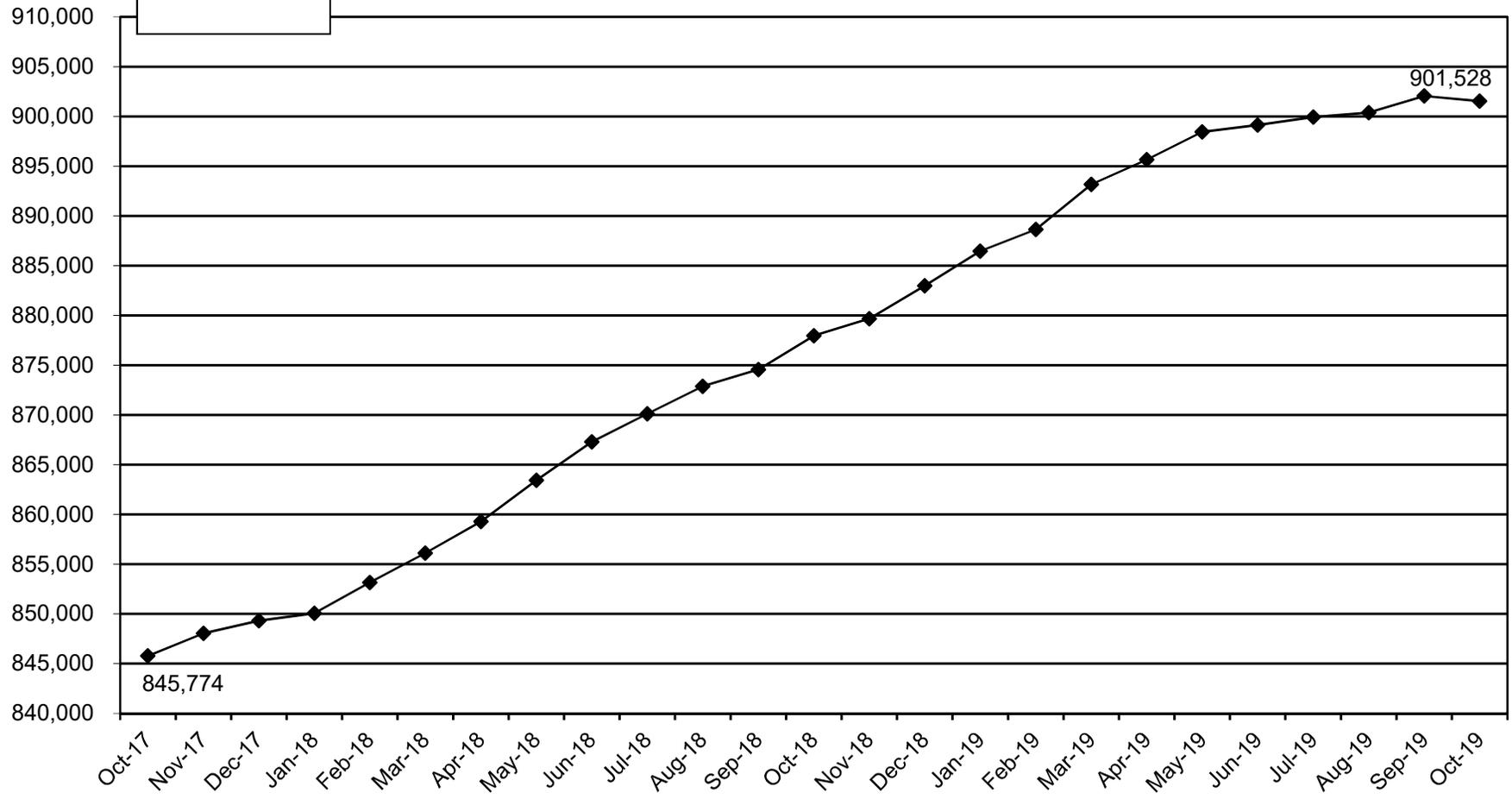
Payment Method by Facility (Transactions)			
Facility	October 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	88.4%	5.4%	6.1%
Cross Bay Bridge	94.7%	1.3%	4.0%
Henry Hudson Bridge	84.2%	11.6%	4.3%
Hugh L. Carey Tunnel	91.2%	5.7%	3.1%
Marine Parkway Bridge	94.4%	2.5%	3.2%
Queens Midtown Tunnel	92.0%	4.5%	3.5%
Robert F. Kennedy Bridge	88.9%	6.1%	5.0%
Throgs Neck Bridge	86.9%	7.5%	5.6%
Verrazzano-Narrows Bridge	86.1%	9.7%	4.3%
All Facilities	88.2%	7.1%	4.7%

Note:

1. Traffic distributions reported in westbound tolled direction only

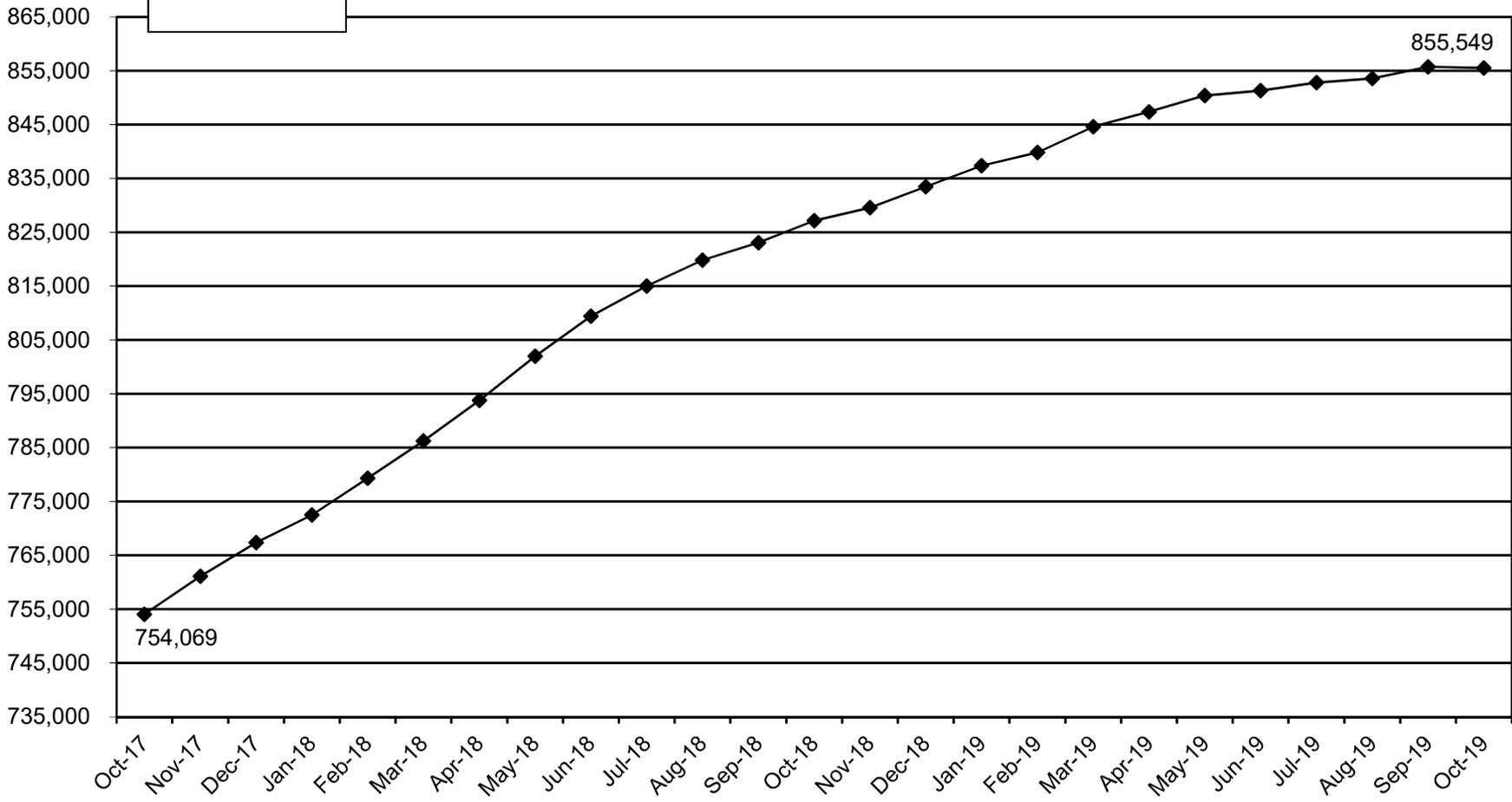
MTA Bridges and Tunnels Average Daily Traffic: October 2017- October 2019 12-Month Rolling Averages

All Vehicles



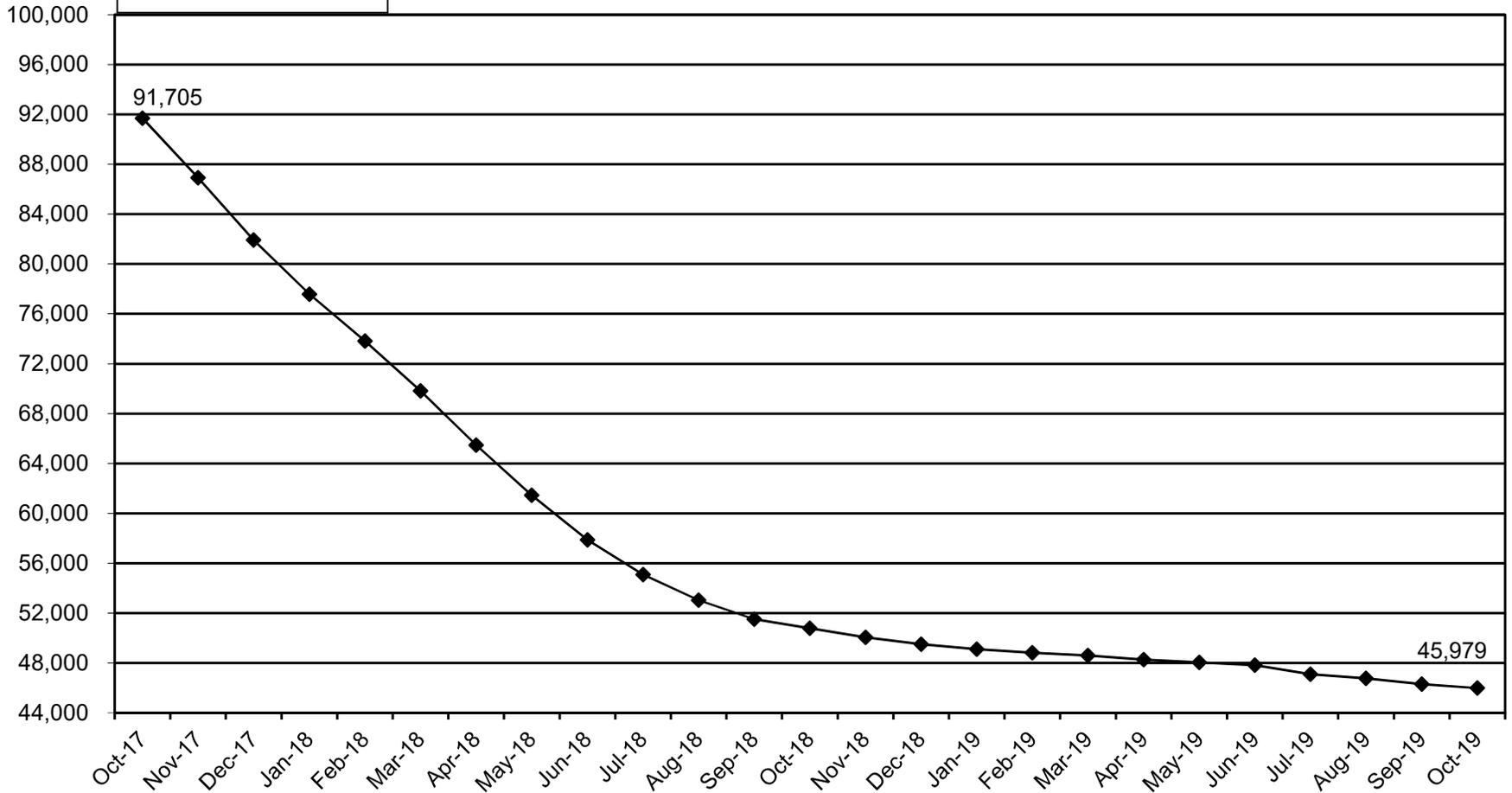
MTA Bridges and Tunnels Average Daily Traffic: October 2017- October 2019 12-Month Rolling Averages

**E-ZPass
Vehicles**



MTA Bridges and Tunnels Average Daily Traffic: October 2017- October 2019 12-Month Rolling Averages

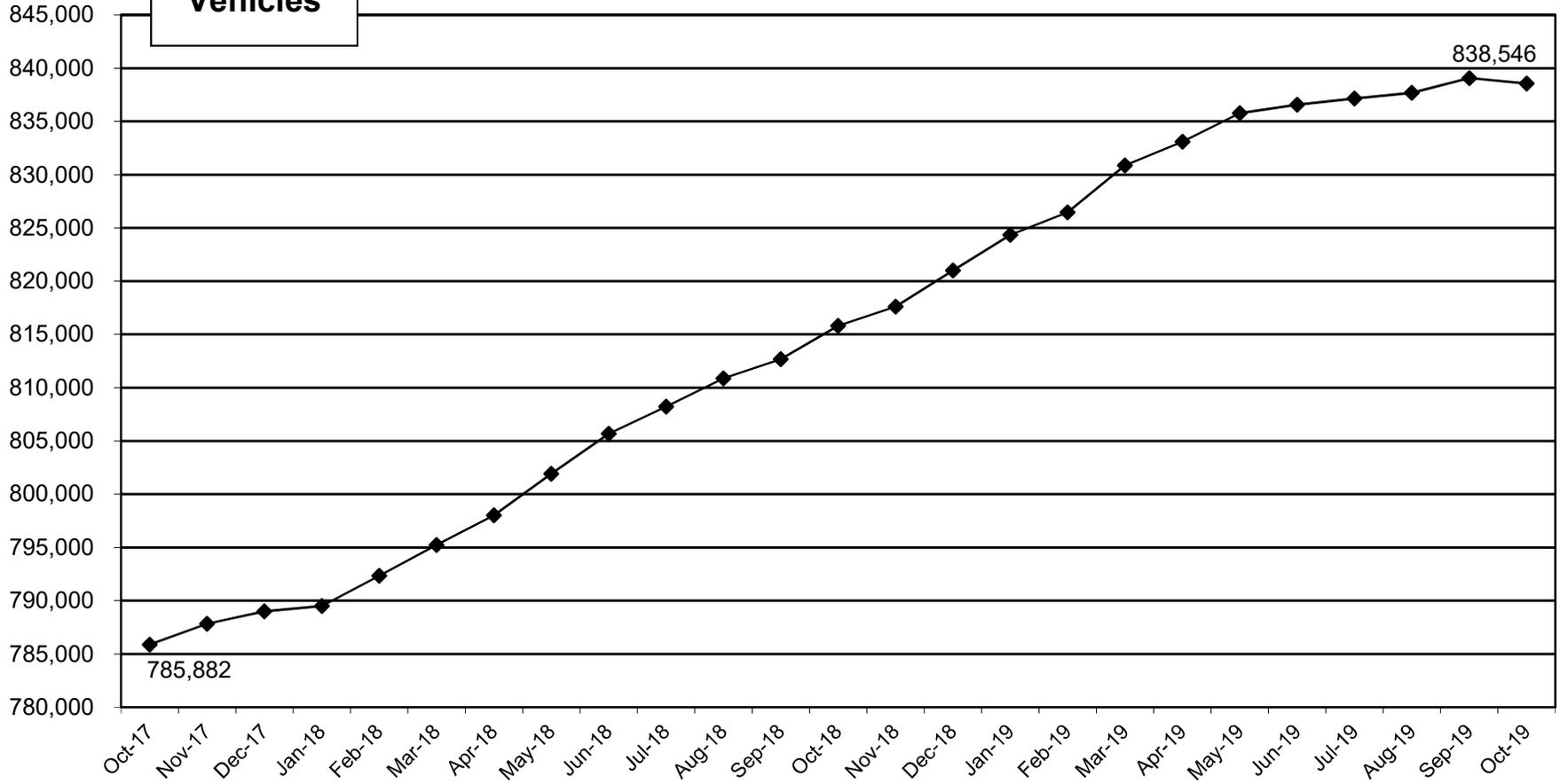
**Non-E-ZPass
Vehicles***



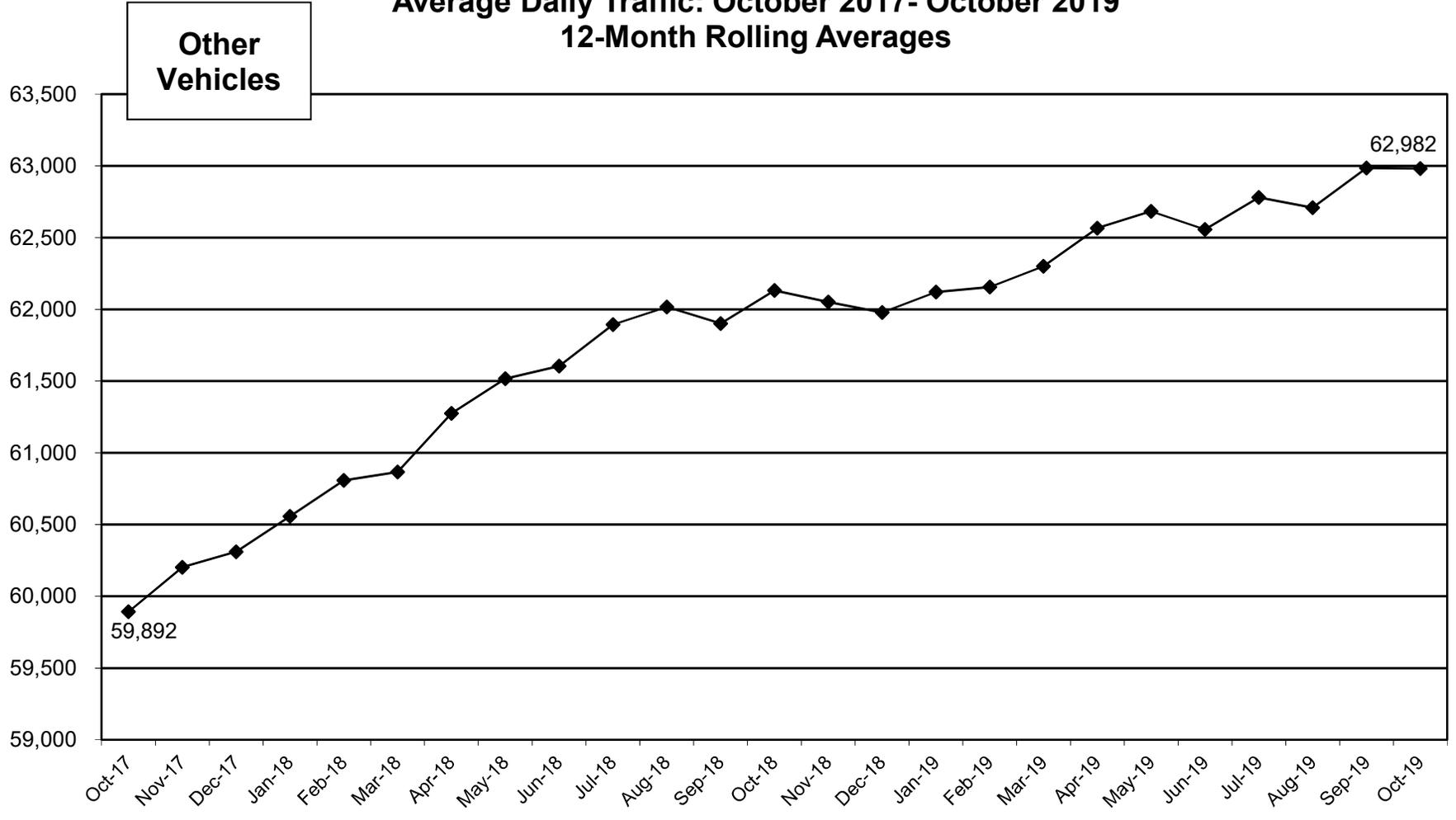
*Includes Tolls by Mail, cash, token, and ticket transactions.

MTA Bridges and Tunnels Average Daily Traffic: October 2017- October 2019 12-Month Rolling Averages

Passenger
Vehicles



MTA Bridges and Tunnels Average Daily Traffic: October 2017- October 2019 12-Month Rolling Averages



**MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Toll Media**

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	-0.7%	0.7%	1.3%	2.2%	2.7%
	E-ZPass	-0.3%	1.2%	1.9%	2.9%	3.4%
	Tolls by Mail	-8.2%	-8.6%	-8.6%	-8.2%	-9.5%
RFK Bridge	Total Vehicles	-1.2%	-0.6%	-0.1%	0.3%	0.2%
	E-ZPass	-0.6%	0.2%	0.7%	1.2%	1.1%
	Tolls by Mail	-11.9%	-13.1%	-12.6%	-12.2%	-14.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.7%	2.8%	5.5%	8.3%	10.0%
	E-ZPass	1.1%	3.2%	5.8%	8.5%	10.3%
	Tolls by Mail	-9.3%	-5.7%	0.0%	3.9%	3.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.1%	0.8%	0.8%	2.5%	2.0%
	E-ZPass	0.4%	1.5%	1.6%	3.1%	3.0%
	Tolls by Mail	-8.5%	-8.3%	-9.1%	-7.5%	-11.0%
Verrazano-Narrows Bridge	Total Vehicles	-1.4%	0.2%	0.7%	1.7%	2.2%
	E-ZPass	-1.3%	0.5%	1.2%	2.2%	2.8%
	Tolls by Mail	-2.9%	-6.5%	-8.1%	-8.3%	-9.5%
Henry Hudson Bridge	Total Vehicles	-1.0%	0.5%	-0.1%	0.7%	0.9%
	E-ZPass	-0.6%	0.9%	0.3%	1.1%	1.3%
	Tolls By Mail	-8.5%	-6.8%	-7.6%	-6.8%	-5.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.0%	1.3%	2.0%	1.7%	1.7%
	E-ZPass	-1.8%	1.6%	2.5%	2.1%	2.2%
	Tolls by Mail	-7.2%	-6.9%	-6.5%	-7.2%	-10.0%

(1) October 2019 vs. October 2018
(2) August 2019 to October 2019 vs. August 2018 to October 2018
(3) May 2019 to October 2019 vs. May 2018 to October 2018
(4) February 2019 to October 2019 vs. February 2018 to October 2018
(5) November 2018 to October 2019 vs. November 2017 to October 2018
(6) Includes tokens and tickets

MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Vehicle Type

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	-0.7%	0.7%	1.3%	2.2%	2.7%
	Passenger	-0.7%	0.6%	1.3%	2.3%	2.8%
	Other	-0.1%	1.3%	1.3%	1.8%	1.4%
RFK Bridge	Total Vehicles	-1.2%	-0.6%	-0.1%	0.3%	0.2%
	Passenger	-1.1%	-0.5%	0.0%	0.4%	0.3%
	Other	-2.2%	-1.7%	-1.0%	-0.4%	-1.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.7%	2.8%	5.5%	8.3%	10.0%
	Passenger	0.6%	2.7%	5.6%	8.5%	10.5%
	Other	2.2%	4.5%	5.2%	5.4%	4.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.1%	0.8%	0.8%	2.5%	2.0%
	Passenger	-0.2%	0.8%	0.8%	2.5%	2.0%
	Other	0.5%	1.1%	0.4%	2.4%	1.6%
Verrazano-Narrows Bridge	Total Vehicles	-1.4%	0.2%	0.7%	1.7%	2.2%
	Passenger	-1.6%	0.0%	0.5%	1.6%	2.1%
	Other	1.4%	3.2%	3.4%	3.9%	3.0%
Henry Hudson Bridge	Total Vehicles	-1.0%	0.5%	-0.1%	0.7%	0.9%
	Passenger	-1.1%	0.4%	-0.2%	0.7%	0.9%
	Other	3.3%	9.4%	5.7%	4.4%	1.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.0%	1.3%	2.0%	1.7%	1.7%
	Passenger	-1.6%	1.6%	2.4%	2.1%	2.1%
	Other	-8.7%	-4.7%	-3.5%	-4.3%	-4.5%

(1) October 2019 vs. October 2018

(2) August 2019 to October 2019 vs. August 2018 to October 2018

(3) May 2019 to October 2019 vs. May 2018 to October 2018

(4) February 2019 to October 2019 vs. February 2018 to October 2018

(5) November 2018 to October 2019 vs. November 2017 to October 2018

Supplemental Data Page for the Report on Operations

<u>Month</u>	Traffic & Average Gas Price⁽¹⁾		Weather⁽²⁾			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,004,686	\$2.51	33	3.9	0.6	9
Feb-19	23,532,569	\$2.48	36	3.6	3.3	11
Mar-19 ⁽³⁾	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	63	6.4	-	18
Jun-19	28,792,254	\$2.91	73	4.9	-	13
Jul-19	28,857,383	\$2.90	82	6.1	-	10
Aug-19	29,442,731	\$2.84	78	3.1	-	9
Sep-19	27,785,629	\$2.71	72	0.6	-	3
Oct-19	28,109,958	\$2.68	61	5.6	-	14

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	Traffic & Gas Monthly Inc/(Dec)		Weather Monthly Inc/(Dec)			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
2018 vs. 2017						
October	1,232,776	\$0.32	(6)	(0.8)	-	2
November	628,768	\$0.19	(20)	5.0	5	7
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,272,849	(\$0.18)	1	1.8	(8)	2
February	789,871	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,659,497	(\$0.05)	1	(0.2)	(1)	(2)
April	900,421	\$0.03	5	(0.6)	(6)	4
May	1,022,528	(\$0.02)	(5)	3.2	-	5
June	245,432	(\$0.16)	0	1.3	-	(1)
July	295,761	(\$0.10)	2	0.8	-	(1)
August	162,636	(\$0.15)	(3)	(3.6)	-	(5)
September	610,497	(\$0.27)	(1)	(5.3)	-	(10)
October	(191,076)	(\$0.29)	1	2.6	-	3

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll Increase, March 31, 2019

Supplemental Data Page for Exhibits 2 through 6

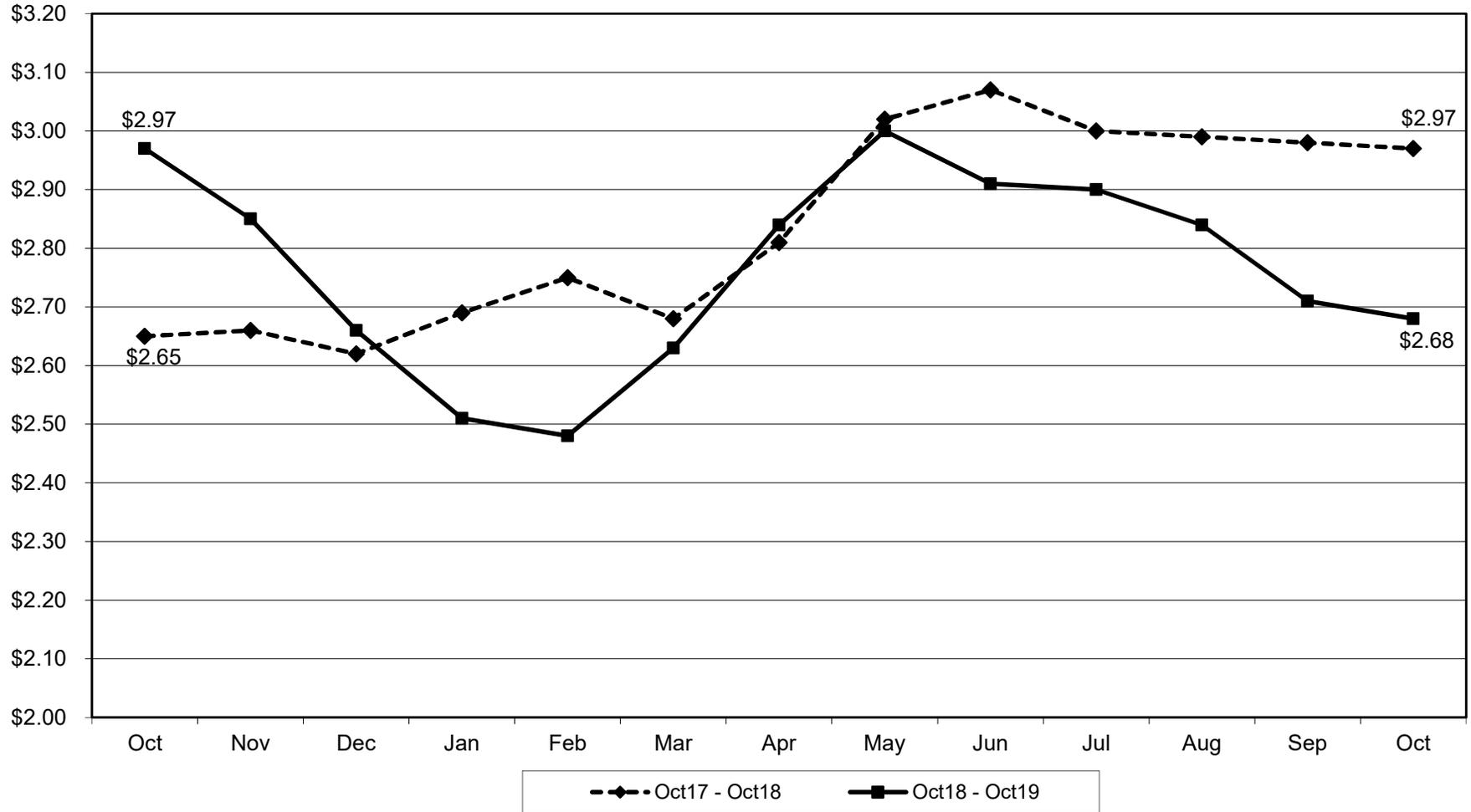
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,472	837,374	49,098	824,351	62,120
Feb-19	888,636	839,830	48,805	826,479	62,156
Mar-19	893,182	844,590	48,592	830,881	62,301
Apr-19	895,649	847,390	48,259	833,084	62,565
May-19	898,450	850,405	48,046	835,767	62,684
Jun-19	899,123	851,308	47,814	836,567	62,556
Jul-19	899,933	852,834	47,099	837,154	62,780
Aug-19	900,379	853,609	46,770	837,670	62,709
Sep-19	902,051	855,749	46,302	839,066	62,985
Oct-19	901,528	855,549	45,979	838,546	62,982

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area October 2017 - October 2019





Bridges and Tunnels

Safety Report October 2019



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	November 2016 - October 2017	November 2017 - October 2018	November 2018 - October 2019	
Customer Collisions Rate per Million Vehicles	8.20	6.56	6.35	
Customer Injury Collisions Rate per Million Vehicles	0.99	0.98	0.89	
Employee Accident Reports	259	278	193	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.7	8.8	5.5	
Construction Injuries per 200,000 Hours Worked	1.31	1.63	2.40	
Leading Indicators				
Roadway Safety	2018		2019	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	20	385	15	419
Fleet Preventative Maintenance Insp.	204	1626	152	1385
Safety Taskforce Inspections	2	13	1	6
Construction Safety	October	Year End	October	Year to Date
Construction Safety Inspections	231	2271	199	2091
Fire Safety	October	Year End	October	Year to Date
Fire Code Audits Completed	1	14	1	12
FDNY Liaison Visits	12	29	11	31

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

Construction Safety Inspections are conducted by an independent safety monitor to ensure that the necessary components for a safe construction are present. Inspections include review of safety organization, job hazard analysis, safe work plans for specific high risk activities, personal protective equipment, fire protection, industrial hygiene, and training.

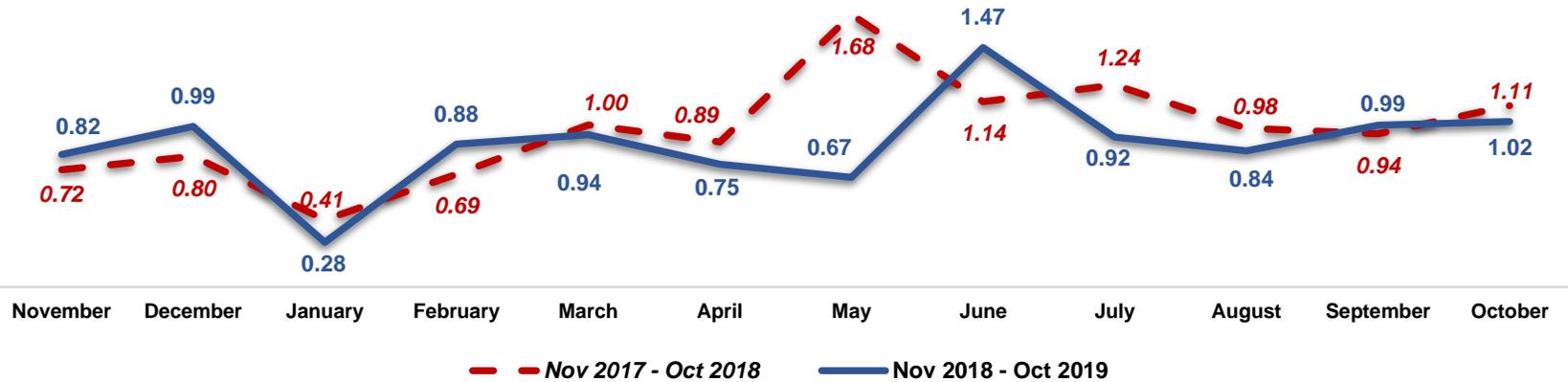
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of

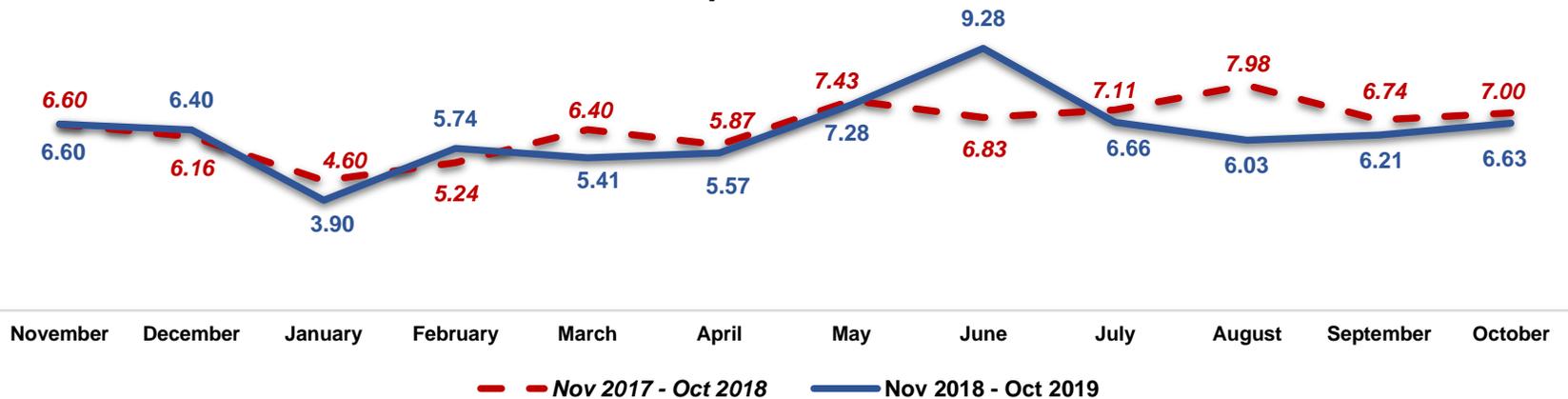


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



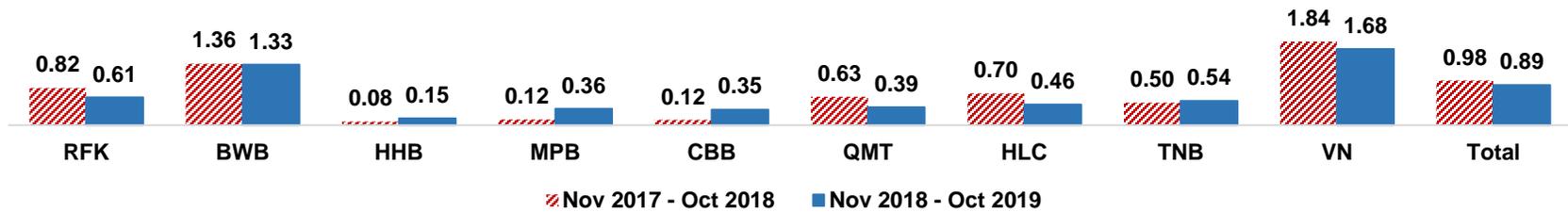
Total Collisions per Million Vehicles



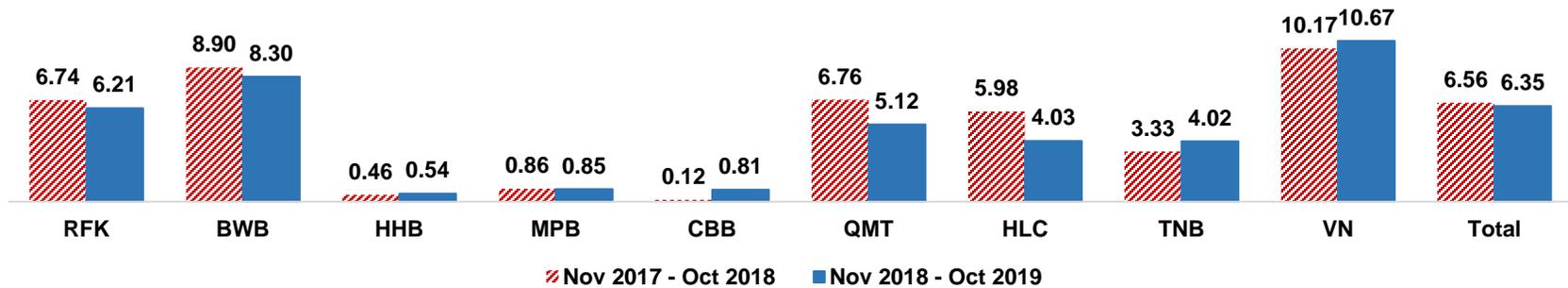


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: October 2018 – October 2019

	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul	19-Aug	19-Sep	19-Oct
RFK	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28	10.41	5.33	7.08	7.20	6.32
BWB	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25	12.69	8.59	5.94	9.77	11.51
TNB	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07	5.41	5.37	4.48	5.32	4.24
VNB	10.95	9.30	12.03	6.12	11.64	9.99	11.18	11.53	14.85	11.46	9.87	8.83	10.82
QMT	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.52	4.96	4.68	4.84	3.52	4.46
HLC	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78	7.18	6.22	3.67	1.82	1.18
HHB	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84	0.44	0.46	1.32	0.46	0.44
MPB	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00	2.50	2.21	0.00	0.00	0.00
CBB	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00	3.73	0.00	1.23	1.38	0.00
Total	7.00	6.60	6.40	3.90	5.74	5.41	5.57	7.28	9.28	6.66	6.03	6.21	6.63



B&T Law Enforcement

To improve its customer safety performance, MTA B&T aggressively enforces traffic regulations with a focus on deterring unsafe driver behaviors. The following is a summary of its safety enforcement efforts:

- 32,182 summonses were issued in the YTD October 2019 period — 24.4% less than the YTD October 2018 period.
- 72.6% (23,371) of the summonses issued in the YTD October 2019 period were safety related. Types of safety summonses include Speed, Disobey Signs/Traffic Control Device, Cell Phone/Texting and Unsafe Lane Change/Failure to Signal.

Summons Type	YTD October 2018	YTD October 2019	% Change
Speed	5,276	4,033	(23.6%)
Disobey Signs/Traffic Control Device	10,045	8,515	(15.2%)
Cell Phone/Texting	1,932	712	(63.1%)
Unsafe Lane Change/Failure to Signal	2,508	1,105	(55.9%)
*All Other	22,801	17,817	(21.9%)
Total	42,562	32,182	(24.4%)

**All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.*



Bridges and Tunnels

Financial Report October 2019

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of October 31, 2019

(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	5,561
Investments:	
Unrestricted	177,698
Restricted	1,199,668
Accrued interest receivable	3,593
Accounts receivable	293,475
Less allowance for uncollectible accounts	-197,847
Tolls due from other agencies	39,737
Prepaid expenses	4,898
	<hr/>
Total current assets	1,526,783

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	16
Facilities, less acc.dep of \$1,756,031	6,522,288
Capital lease 2 Broadway net acc. dep.	36,816
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,562,647

TOTAL ASSETS: 8,089,430

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	22,302
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	197,047
Defeasance costs	225,831
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 505,926

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,595,356

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of October 31, 2019
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	304,070
Interest Payable	155,112
Accounts Payable	128,077
Accrued Pension Payable	15,081
Payable to MTA-CAP	384,997
Due to MTA-Operating Expenses	4,191
Due to NYCTA-Operating Expenses	50
Accrued salaries	17,299
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	996
Due to New York City Transit Authority	62,441
Due to Metropolitan Transportation Authority	82,911
Unearned Toll Revenue	197,466
Tolls due to other agencies	45,489
E-ZPass Airport Toll Liability	8,904
	<hr/>
Total current liabilities	1,426,925

NONCURRENT LIABILITIES:

Long term debt	9,063,686
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	52,458
Capital lease obligations	57,005
Derivative Hedge Liabilities	183,127
Due (to)/from MTA - change in fair value of derivative	17,446
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,401,177

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	50,825
Deferred Inflow of resources related to other post-employment benefits	856

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 11,879,783

NET POSITION

-3,284,427 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,595,356

*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2019

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	185.564	183.396	(2.168)	(1.2)	0.000	0.000	0.000	-	185.564	183.396	(2.168)	(1.2)
Other Operating Revenue	1.449	1.731	0.283	19.5	0.000	0.000	0.000	-	1.449	1.731	0.283	19.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.245	1.849	(0.396)	(17.6)	2.245	1.849	(0.396)	(17.6)
Investment Income	0.100	0.272	0.172	*	0.000	0.000	0.000	-	0.100	0.272	0.172	*
Total Revenue	\$187.113	\$185.400	(\$1.713)	(0.9)	\$2.245	\$1.849	(\$0.396)	(17.6)	\$189.358	\$187.249	(\$2.109)	(1.1)
Expenses												
<i>Labor:</i>												
Payroll	\$10.259	\$9.550	\$0.709	6.9	\$0.870	\$0.734	\$0.136	15.7	11.129	\$10.284	\$0.845	7.6
Overtime	2.231	1.895	0.336	15.1	0.078	0.011	0.067	85.9	2.309	1.906	0.403	17.5
Health and Welfare	2.713	2.198	0.514	19.0	0.181	0.170	0.011	5.8	2.893	2.368	0.525	18.1
OPEB Current Payment	1.940	1.891	0.049	2.5	0.000	0.000	0.000	-	1.940	1.891	0.049	2.5
Pensions	3.556	3.592	(0.036)	(1.0)	0.223	0.187	0.036	16.3	3.779	3.779	(0.000)	(0.0)
Other Fringe Benefits	1.565	1.209	0.356	22.8	0.092	0.110	(0.018)	(20.0)	1.657	1.319	0.338	20.4
Reimbursable Overhead	(0.801)	(0.637)	(0.164)	(20.5)	0.801	0.637	0.164	20.5	0.000	0.000	0.000	-
Total Labor Expenses	\$21.464	\$19.699	\$1.764	8.2	\$2.245	\$1.849	\$0.396	17.6	\$23.708	\$21.548	\$2.160	9.1
<i>Non-Labor:</i>												
Electric Power	\$0.485	\$0.372	\$0.112	23.2	\$0.000	\$0.000	\$0.000	-	0.485	\$0.372	\$0.112	23.2
Fuel	0.232	0.112	0.120	51.6	0.000	0.000	0.000	-	0.232	0.112	0.120	51.6
Insurance	0.898	0.877	0.021	2.3	0.000	0.000	0.000	-	0.898	0.877	0.021	2.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.023	7.559	2.464	24.6	0.000	0.000	0.000	-	10.023	7.559	2.464	24.6
Professional Service Contracts	4.173	2.085	2.088	50.0	0.000	0.000	0.000	-	4.173	2.085	2.088	50.0
Materials & Supplies	0.382	0.214	0.168	44.0	0.000	0.000	0.000	-	0.382	0.214	0.168	44.0
Other Business Expenses	4.189	4.137	0.053	1.3	0.000	0.000	0.000	-	4.189	4.137	0.053	1.3
Total Non-Labor Expenses	\$20.381	\$15.356	\$5.025	24.7	\$0.000	\$0.000	\$0.000	-	\$20.381	\$15.356	\$5.025	24.7
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$41.845	\$35.055	\$6.789	16.2	\$2.245	\$1.849	\$0.396	17.6	\$44.090	\$36.904	\$7.185	16.3
Depreciation	\$11.920	\$13.992	(\$2.072)	(17.4)	\$0.000	\$0.000	\$0.000	-	11.920	\$13.992	(\$2.072)	(17.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$53.765	\$49.047	\$4.717	8.8	\$2.245	\$1.849	\$0.396	17.6	\$56.010	\$50.896	\$5.113	9.1
Less: Depreciation	\$11.920	\$13.992	(\$2.072)	(17.4)	\$0.000	\$0.000	\$0.000	-	\$11.920	\$13.992	(\$2.072)	(17.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$41.845	\$35.055	\$6.789	16.2	\$2.245	\$1.849	\$0.396	17.6	\$44.090	\$36.904	\$7.185	16.3
Net Surplus/(Deficit)	\$145.268	\$150.344	\$5.076	3.5	\$0.000	\$0.000	\$0.000	-	\$145.268	\$150.344	\$5.076	3.5

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$145.268	\$150.344	\$5.076	3.5	
Less: Capitalized Assets								2.119	1.302	0.817	38.6	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$143.150	\$149.042	\$5.893	4.1	
Less: Debt Service								57.531	54.903	2.628	4.6	
Less: Contribution to the Capital Program								11.082	11.082	0.000	0.0	
Income Available for Distribution								\$74.537	\$83.058	\$8.521	11.4	
Distributable To:												
MTA - Investment Income								0.100	0.272	0.172	*	
MTA - Distributable Income								42.131	45.948	3.816	9.1	
NYCTR - Distributable Income								32.306	36.838	4.532	14.0	
Total Distributable Income								\$74.537	\$83.058	\$8.521	11.4	
Support to Mass Transit:												
Total Revenues								189.358	187.249	(2.109)	(1.1)	
Less: Total Operating Expenses								<u>44.090</u>	<u>36.904</u>	<u>7.185</u>	16.3	
Net Operating Income/(Deficit)								\$145.268	\$150.344	\$5.076	3.5	
Deductions from Net Operating Income:												
Capitalized Assets								2.119	1.302	0.817	38.6	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								26.390	25.580	0.810	3.1	
Contribution to the Capital Program								11.082	11.082	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$39.590	\$37.964	\$1.626	4.1	
Total Support to Mass Transit								\$105.678	\$112.380	\$6.703	6.3	

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,734.679	1,731.696	(2.982)	(0.2)	0.000	0.000	0.000	-	1,734.679	1,731.696	(2.982)	(0.2)
Other Operating Revenue	16.039	18.547	2.509	15.6	0.000	0.000	0.000	-	16.039	18.547	2.509	15.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	17.777	13.630	(4.147)	(23.3)	17.777	13.630	(4.147)	(23.3)
Investment Income	1.917	3.024	1.107	57.7	0.000	0.000	0.000	-	1.917	3.024	1.107	57.7
Total Revenue	\$1,752.634	\$1,753.267	\$0.633	0.0	\$17.777	\$13.630	(\$4.147)	(23.3)	\$1,770.412	\$1,766.897	(\$3.514)	(0.2)
Expenses												
<i>Labor:</i>												
Payroll	\$99.760	\$96.466	\$3.294	3.3	6.937	\$5.370	\$1.567	22.6	106.697	\$101.836	\$4.861	4.6
Overtime	21.794	20.267	1.527	7.0	0.592	0.525	0.067	11.3	22.386	20.792	1.594	7.1
Health and Welfare	25.029	22.825	2.204	8.8	1.506	1.247	0.259	17.2	26.534	24.072	2.462	9.3
OPEB Current Payment	19.119	18.840	0.279	1.5	0.000	0.000	0.000	-	19.119	18.840	0.279	1.5
Pensions	39.315	39.737	(0.422)	(1.1)	1.775	1.367	0.408	23.0	41.090	41.104	(0.015)	(0.0)
Other Fringe Benefits	15.685	14.483	1.202	7.7	0.850	0.808	0.041	4.9	16.534	15.291	1.243	7.5
Reimbursable Overhead	(6.119)	(4.313)	(1.806)	(29.5)	6.119	4.313	1.806	29.5	0.000	0.000	0.000	-
Total Labor Expenses	\$214.583	\$208.306	\$6.277	2.9	\$17.777	\$13.630	\$4.147	23.3	\$232.360	\$221.936	\$10.425	4.5
<i>Non-Labor:</i>												
Electric Power	\$4.105	\$3.479	\$0.626	15.2	0.000	\$0.000	\$0.000	-	4.105	\$3.479	\$0.626	15.2
Fuel	1.467	1.407	0.060	4.1	0.000	0.000	0.000	-	1.467	1.407	0.060	4.1
Insurance	8.831	8.740	0.091	1.0	0.000	0.000	0.000	-	8.831	8.740	0.091	1.0
Claims	0.006	0.006	0.000	0.0	0.000	0.000	0.000	-	0.006	0.006	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	119.352	119.779	(0.427)	(0.4)	0.000	0.000	0.000	-	119.352	119.779	(0.427)	(0.4)
Professional Service Contracts	31.211	21.228	9.982	32.0	0.000	0.000	0.000	-	31.211	21.228	9.982	32.0
Materials & Supplies	2.965	1.956	1.009	34.0	0.000	0.000	0.000	-	2.965	1.956	1.009	34.0
Other Business Expenses	40.736	40.062	0.674	1.7	0.000	0.000	0.000	-	40.736	40.062	0.674	1.7
Total Non-Labor Expenses	\$208.672	\$196.657	\$12.015	5.8	\$0.000	\$0.000	\$0.000	-	\$208.672	\$196.657	\$12.015	5.8
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$423.255	\$404.962	\$18.292	4.3	\$17.777	\$13.630	\$4.147	23.3	\$441.032	\$418.592	\$22.440	5.1
Depreciation	\$128.048	\$137.578	(\$9.530)	(7.4)	0.000	\$0.000	\$0.000	-	128.048	\$137.578	(\$9.530)	(7.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$551.303	\$542.541	\$8.762	1.6	\$17.777	\$13.630	\$4.147	23.3	\$569.080	\$556.170	\$12.910	2.3
Less: Depreciation	\$128.048	\$137.578	(\$9.530)	(7.4)	\$0.000	\$0.000	\$0.000	-	\$128.048	\$137.578	(\$9.530)	(7.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$423.255	\$404.962	\$18.292	4.3	\$17.777	\$13.630	\$4.147	23.3	\$441.032	\$418.592	\$22.440	5.1
Net Surplus/(Deficit)	\$1,329.379	\$1,348.305	\$18.926	1.4	\$0.000	\$0.000	\$0.000	-	\$1,329.379	\$1,348.305	\$18.926	1.4

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$1,329.379	\$1,348.305	\$18.926	1.4
Less: Capitalized Assets									14.779	10.638	\$4.140	28.0
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,314.601	\$1,337.667	\$23.066	1.8
Less: Debt Service									565.073	545.632	19.440	3.4
Less: Contribution to the Capital Program									110.818	110.818	0.000	0.0
Income Available for Distribution									\$638.711	\$681.217	\$42.506	6.7
Distributable To:												
MTA - Investment Income									1.917	3.024	1.107	57.7
MTA - Distributable Income									367.274	385.330	18.056	4.9
NYCTR - Distributable Income									269.520	292.863	23.343	8.7
Total Distributable Income									\$638.711	\$681.217	\$42.506	6.7
Support to Mass Transit:												
Total Revenues									1,770.412	1,766.897	(3.514)	(0.2)
Less: Total Operating Expenses									<u>441.032</u>	<u>418.592</u>	<u>22.440</u>	5.1
Net Operating Income/(Deficit)									\$1,329.379	\$1,348.305	\$18.926	1.4
Deductions from Net Operating Income:												
Capitalized Assets									14.779	10.638	4.140	28.0
Reserves									0.000	0.000	0.000	-
B&T Debt Service									250.874	248.945	1.929	0.8
Contribution to the Capital Program									110.818	110.818	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$376.470	\$370.401	\$6.069	1.6
Total Support to Mass Transit									\$952.909	\$977.904	\$24.995	2.6

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN forecast AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(2,168)	-1.2%	Lower revenue due to lower than anticipated traffic	(2,982)	-0.2%	Lower revenue due to lower than anticipated traffic
Other Operating Revenue	0.283	19.5%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	2,509	15.6%	Higher revenue from cellular equipment rentals (\$0.776 Mill) and E-ZPass administrative fees (\$0.684M) due to timing, and unanticipated proceeds from insurance settlements (\$0.724 Mill)
Investment Income	0.172	*	Higher than anticipated short-term investment returns on fund balances.	1,107	57.7%	Higher than anticipated short-term investment returns on fund balances
Payroll	0.709	6.9%	Lower payroll expenses primarily due to vacancies	3,294	3.3%	Lower payroll expenses primarily due to vacancies
Overtime	0.336	15.1%	See overtime tables	1,527	7.0%	See overtime tables
Health and Welfare	0.514	19.0%	Lower expenses primarily due to vacancies	2,204	8.8%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.049	2.5%	Lower expenses primarily due to vacancies and timing against the forecast allocation	0.279	1.5%	Lower expenses primarily due to vacancies and timing against the YTD forecast allocation
Pensions	(0.036)	-1.0%	Higher non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	(0.422)	-1.1%	Higher non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.356	22.8%	Lower expenses primarily due to vacancies	1,202	7.7%	Lower expenses primarily due to vacancies
Electric Power	0.112	23.2%	Lower electricity expenses primarily due to timing against the monthly forecast allocation	0.626	15.2%	Lower electricity expenses primarily due to timing against the YTD forecast allocation.
Fuel	0.120	51.6%	Higher fuel expenses primarily due to timing against the monthly forecast allocation	0.060	4.1%	Higher fuel expenses primarily due to timing against the YTD forecast allocation.
Insurance	0.021	2.3%	Lower insurance expenses primarily due to timing against the monthly forecast allocation	0.091	1.0%	Lower insurance expenses primarily due to timing against the YTD forecast allocation.
Maintenance and Other Operating Contracts	2.464	24.6%	Lower expenses mainly due to timing against the monthly forecast allocation for major maintenance and painting projects (\$1.665 Mill), routine maintenance (\$0.352 Mill) and security services and surveillance equipment (\$0.290 Mill)	(0.427)	-0.4%	Higher expenses mainly due to timing against the YTD forecast allocation for major maintenance and painting projects (\$1.687 Mill) and E-ZPass Customer Service Center costs (\$1.178 Mill), offset by lower security equipment purchases and services (\$0.971 Mill), the timing of routine maintenance costs (\$0.847 Mill) and utilities (\$0.248 Mill)
Professional Service Contracts	2.088	50.0%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$1.173 Mill) and various consulting services (\$0.720 Mill)	9.982	32.0%	Lower expenses primarily due to timing against the YTD forecast allocation for bond issuance costs (\$5.038 Mill), various consulting services (\$1.577 Mill), planning studies (\$1.469 Mill), and customer outreach costs (\$1.325 Mill)
Materials & Supplies	0.168	44.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	1,009	34.0%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.053	1.3%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees	0.674	1.7%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees
Depreciation	(2,072)	-17.4%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(9,530)	-7.4%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.396)	-17.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	(4,147)	-23.3%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.136	15.7%	Lower capital reimbursements due to timing against the monthly forecast allocation	1,567	22.6%	Lower capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.067	85.9%	See overtime tables	0.067	11.3%	See overtime tables
Health and Welfare	0.011	5.8%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.259	17.2%	Lower capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.036	16.3%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.408	23.0%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	(0.018)	-20.0%	Higher capital reimbursements due to timing against the monthly forecast allocation	0.041	4.9%	Lower capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.164	20.5%	Lower capital reimbursements due to timing against the monthly forecast allocation	1,806	29.5%	Lower capital reimbursements due to timing against the YTD forecast allocation

*Variance exceeds 100%

MTA Bridges and Tunnels
Toll Revenue Collection Rates
Preliminary data subject to final audit

Facility	Revenue Collection Rate October 2019 ¹
Henry Hudson Bridge	100.2%
Hugh L. Carey Tunnel	99.8%
Queens Midtown Tunnel	100.9%
Marine Parkway Bridge	99.3%
Cross Bay Bridge	96.4%
Robert F. Kennedy Bridge	98.7%
Verrazzano-Narrows Bridge	96.4%
Bronx-Whitestone Bridge	98.6%
Throgs Neck Bridge	98.2%
All Facilities	98.4%

1. Represents total revenue collections from transactions in November 2017 through October 2018

MTA Bridges and Tunnels
2019 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,357	\$0.387	4,237	\$0.258	2,121	\$0.129	54,887	\$3.429	45,739	\$2.857	9,148	\$0.572
					33.4%	33.3%					16.7%	16.7%
<u>Unscheduled Service</u>	267	\$0.018	221	\$0.015	47	\$0.003	2,109	\$0.148	1,706	\$0.120	403	\$0.028
					17.4%	16.7%					19.1%	18.9%
<u>Programmatic/Routine Maintenance</u>	3,496	\$0.278	1,937	\$0.154	1,560	\$0.124	32,469	\$2.609	27,802	\$2.234	4,667	\$0.375
					44.6%	44.6%					14.4%	14.4%
<u>Unscheduled Maintenance</u>	1,486	\$0.118	608	\$0.048	879	\$0.070	14,974	\$1.205	12,157	\$0.978	2,818	\$0.227
					59.1%	59.3%					18.8%	18.8%
<u>Vacancy/Absentee Coverage</u>	14,205	\$0.872	14,730	\$0.904	(525)	(\$0.032)	141,914	\$9.020	137,090	\$8.713	4,824	\$0.307
					-3.7%	-3.7%					3.4%	3.4%
<u>Weather Emergencies</u>	1,206	\$0.090	249	\$0.021	958	\$0.069	13,498	\$1.067	13,997	\$1.106	(499)	(\$0.039)
					79.4%						-3.7%	-3.7%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.120	1,201	\$0.072	787	\$0.048	17,645	\$1.097	14,195	\$0.883	3,450	\$0.214
					39.6%	40.0%					19.6%	19.5%
<u>Other</u>	1,025	\$0.081	680	\$0.054	346	\$0.027	10,257	\$0.823	5,736	\$0.460	4,521	\$0.363
					33.7%	33.3%					44.1%	44.1%
<u>*All Other Departments and Accruals</u>		\$0.267		\$0.369		(\$0.102)		\$2.396		\$2.916		(\$0.520)
						-38.2%						-21.7%
Subtotal	30,030	\$2.231	23,860	\$1.895	6,170	\$0.336	287,752	\$21.794	258,421	\$20.267	29,331	\$1.527
					20.5%	15.1%					10.2%	7.0%
REIMBURSABLE OVERTIME	1,200	\$0.078	0	\$0.011	1,200	\$0.067	8,082	\$0.592	4,964	\$0.525	3,119	\$0.067
TOTAL OVERTIME	31,230	\$2.309	23,860	\$1.906	7,370	\$0.403	295,834	\$22.386	263,384	\$20.792	32,450	\$1.594
					23.6%	17.5%					11.0%	7.1%

Figures are preliminary.

Totals may not add due to rounding

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

*Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag.

MTA Bridges and Tunnels
2019 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	2,121 33.4%	\$0.129 33.3%	Lower than planned expenses	9,148 16.7%	\$0.572 16.7%	Lower than planned expenses
<u>Unscheduled Service</u>	47 17.4%	\$0.003 16.7%	Lower than planned expenses	403 19.1%	\$0.028 18.9%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	1,560 44.6%	\$0.124 44.6%	Lower than planned expenses	4,667 14.4%	\$0.375 14.4%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	879 59.1%	\$0.070 59.3%	Lower than planned expenses	2,818 18.8%	\$0.227 18.8%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(525) -3.7%	(\$0.032) -3.7%	Lower than planned expenses	4,824 3.4%	\$0.307 3.4%	Lower than planned expenses
<u>Weather Emergencies</u>	958 79.4%	\$0.069	Higher than planned expenses	(499) -3.7%	(\$0.039) -3.7%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	787 39.6%	\$0.048 40.0%	Lower than planned expenses	3,450 19.6%	\$0.214 19.5%	Lower than planned expenses
<u>Other</u>	346 33.7%	\$0.027 33.3%	Lower than planned expenses	4,521 44.1%	\$0.363 44.1%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.102) -38.2%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.520) -21.7%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	6,170 20.5%	\$0.336 15.1%		29,331 10.2%	\$1.527 7.0%	
REIMBURSABLE OVERTIME	1,200 0.0%	\$0.067 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	3,119 0.0%	\$0.067 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	7,370	\$0.403		32,450	\$1.594	

Figures are preliminary.

Totals may not add due to rounding

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

*Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Scheduled hours above normal tours required of operations and maintenance workers for special events (e.g., NYC Marathon, Five-Borough Bike Tour, etc.) and bridge lifts.
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on bridges, tunnels and other facilities.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricanes, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure facilities and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)**

Month of Oct

Year to date ending Oct 2019

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.2	\$28.8	4.2	\$31.3	1.5%	8.5%	Bronx-Whitestone	40.0	\$278.0	41.4	\$294.5	3.5%	5.9%
0.7	1.2	0.7	1.6	-4.3%	29.1%	Cross Bay	7.2	15.6	7.3	16.6	1.5%	6.6%
2.3	7.3	2.3	7.9	-1.0%	8.9%	Henry Hudson	21.6	70.2	21.7	73.7	0.9%	5.0%
1.7	10.3	1.7	10.8	-3.1%	5.2%	Hugh L. Carey	15.5	94.5	16.2	101.0	4.1%	6.8%
0.7	1.1	0.7	1.5	0.6%	38.9%	Marine Parkway	6.8	14.7	7.0	15.8	2.4%	7.6%
2.6	16.3	2.7	18.1	3.3%	10.9%	Queens Midtown	22.6	144.1	25.4	166.5	12.2%	15.5%
5.7	38.5	5.7	40.7	-1.2%	5.6%	RFK	55.7	375.6	55.9	387.5	0.4%	3.2%
3.8	29.4	3.8	31.6	-1.9%	7.8%	Throgs Neck	37.0	287.9	37.1	298.3	0.0%	3.6%
6.5	38.0	6.4	39.8	-1.4%	4.9%	Verrazano-Narrows	62.3	361.2	63.5	377.8	2.0%	4.6%
28.3	\$170.9	28.1	\$183.4	-0.7%	7.3%	Total	268.8	\$1,641.7	275.5	\$1,731.7	2.5%	5.5%
	\$6.039		\$6.524		8.0%	Revenue Per Vehicle		\$6.109		\$6.285		2.9%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Mid-Year Forecast:

October Forecast		October Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.9	\$185.6	28.1	\$183.4	-2.9%	-1.2%	Total All	276.1	\$1,734.7	275.5	\$1,731.7	-0.2%	-0.2%
	\$6.411		\$6.524		1.8%	Revenue Per Vehicle		\$6.283		\$6.285		0.0%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
October 2019

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	11	(2)	1 Managerial overage and 1 Professional overage
Law ⁽¹⁾	18	12	6	1 Managerial vacancy and 5 Professional vacancies
CFO ⁽²⁾	27	17	10	4 Managerial and 6 Professional vacancies
Administration ⁽³⁾	40	29	11	4 Managerial and 7 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	96	69	27	
Operations				
Revenue Management	42	36	6	4 Managerial and 2 Professional vacancies
Operations (Non-Security)	57	49	8	6 Managerial and 2 Professional vacancies
Total Operations	99	85	14	
Maintenance				
Maintenance	233	222	11	5 Managerial and 6 Professional vacancies
Operations - Maintainers	163	163	-	
Total Maintenance	396	385	11	
Engineering/Capital				
Engineering & Construction	192	134	58	11 Managerial and 47 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	1 Managerial and 2 Professional vacancies
CFO-Planning & Budget Capital	31	26	5	5 Managerial vacancies
Total Engineering/Capital	255	188	67	
Public Safety				
Operations (Security)	608	552	56	28 Managerial and 28 Operational vacancies
Internal Security - Operations	48	30	18	4 Managerial and 14 Professional vacancies
Total Public Safety	656	582	74	
Total Positions				
	1,502	1,309	193	
Non-Reimbursable	1,415	1,222	193	
Reimbursable	87	87	-	
Total Full-Time	1,502	1,309	193	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources, Labor Relations, and Administration staff.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
October 2019

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	33	24	9	4 vacancies in Administration, 4 in CFO, 1 in Law, 1 in EEO, and 1 overage in Executive
Professional, Technical, Clerical	63	45	18	5 vacancies in Law, 6 in CFO, 7 in Administration, 1 vacancy in EEO, and 1 overage in Executive
Operational Hourlies	-	-	-	
Total Administration	96	69	27	
Operations				
Managers/Supervisors	61	51	10	6 vacancies in Operations and 4 in Revenue Management
Professional, Technical, Clerical	38	34	4	2 vacancies in Operations and 2 in Revenue Management
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	99	85	14	
Maintenance				
Managers/Supervisors	31	26	5	5 vacancies in Maintenance
Professional, Technical, Clerical	22	16	6	6 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	343	-	
Total Maintenance	396	385	11	
Engineering/Capital				
Managers/Supervisors	62	45	17	11 vacancies in Engineering, 5 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	193	143	50	47 vacancies in Engineering, 2 in Law, and 1 vacancy in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	188	67	
Public Safety				
Managers/Supervisors	188	156	32	28 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	37	23	14	14 vacancies in Internal Security
Operational Hourlies ⁽³⁾	431	403	28	28 BTO vacancies in Operations
Total Public Safety	656	582	74	
Total Positions				
Managers/Supervisors	375	302	73	
Professional, Technical, Clerical	353	261	92	
Operational Hourlies	774	746	28	
Total Positions	1,502	1,309	193	

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents Maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

MTA BRIDGES AND TUNNELS
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,752.634	1,748.446	1,753.267	0.633	0.0	4.821	0.3
Investment Income	1.917	2.539	3.024	1.107	57.7	0.485	19.1
Total Revenue without Investment Income	1,750.717	1,745.907	1,750.244	(0.473)	(0.0)	4.336	0.2
Total Expenses before Non-Cash Liability Adjs	423.255	418.121	404.960	18.295	4.3	13.161	3.1
Depreciation	128.048	130.838	137.578	(9.530)	(7.4)	(6.740)	(5.2)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses after Non-Cash Liability Adjs	551.303	548.960	542.538	8.765	1.6	6.422	1.2
Less: Depreciation	128.048	130.838	137.578	(9.530)	(7.4)	(6.740)	(5.2)
Less: Other Post-Employment Benefits	0.000	0.000	0.000	0.000	#DIV/0!	0.000	#DIV/0!
Total Expenses	423.255	418.121	404.960	18.295	4.3	13.161	3.1
Net Surplus/(Deficit)	1,329.379	1,330.325	1,348.308	18.928	1.4	17.982	1.4
Net Income without Investment Income	1,327.462	1,327.786	1,345.284	17.822	1.3	17.498	1.3

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2019 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$4.821	0.3	Primarily due to higher than forecast toll revenue stemming from higher than anticipated traffic
Total Expenses	\$13.161	3.1	Primarily due to vacancies, lower overtime, and the timing of bond issuance costs

NOTE: Mid-Year Forecast v.s. Actual Variance explanations are provided in the monthly report to the Finance Committee



Bridges and Tunnels

Cashless Tolling Customer Service Report - October 2019



**MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
October 2019**

Preliminary data subject to final audit

Customer Service Center			
<i>E-ZPass</i>	October 2019	October 2018	YTD 2019
Total Accounts Opened	21,021	22,878	211,077
Total Active Accounts			3,667,755
Total Active Tags			5,852,385
Total Reload Cards Distributed	2,300	3,269	25,275
Reload Card % of Cash Replenishments			17.13%
Total Active Reload Cards			166,170

Customer Service Center Metrics	October 2019	October 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	294,032	315,991	2,889,273
Tolls by Mail	137,529	165,674	1,207,017
Violations	34,035	41,154	318,685
Other ¹	12,507	13,896	131,228
Interactive Voice Response System	881,164	1,256,914	8,427,618
Total	1,359,267	1,793,629	12,973,821
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:12	4:07	0:25
Violations Call Unit	0:12	4:28	0:23
Tolls By Mail Call Unit	0:19	0:24	0:29

Toll Processing Metrics			
<i>E-ZPass and Tolls by Mail Metrics</i>	October 2019	October 2018	YTD 2019
E-ZPass Program			
# of Paid Transactions²	23,314,483	23,297,908	227,532,648
Passenger	21,563,273	21,553,608	211,170,904
Commercial	1,751,210	1,744,300	16,361,744
# of Violations Transactions	395,580	444,455	3,660,704
Passenger	372,736	420,474	3,459,791
Commercial	22,844	23,981	200,913
# of Violation Notices Issued (First Notice, by Mail Date)	163,804	188,702	1,480,434
Tolls by Mail Program (TBM)			
# of Transactions	1,182,170	1,295,849	12,588,637
Passenger	1,116,072	1,219,783	11,922,463
Commercial	66,098	76,066	666,174
# of Toll Bills Issued (By Mail Date)³	817,324	859,331	7,563,772
# of Violation Notices Issued (By Mail Date)	185,496	198,903	1,457,405
# of Violation Transactions⁴	N/A	N/A	5,317,834
Passenger	N/A	N/A	5,052,547
Commercial	N/A	N/A	265,287

Note:

1. Business and retail tag registration calls
2. Includes one-way transactions at the Verrazzano-Narrows Bridge (VNB)
3. Toll Bills Issued include bills issued under the consolidated Cashless Tolling program for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey.
4. Due to the time lag in unpaid TBM transactions escalating to violations, TBM violation transactions are reported on a YTD basis.

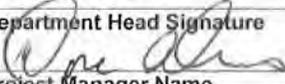


Bridges and Tunnels

2020 Final Proposed Budget and November Financial Plan 2020-2023 (Action Item)

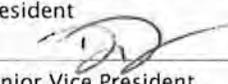
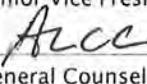


Staff Summary

Subject B&T 2020 Budget and 2020-2023 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Dore Abrams
Department Head Signature 
Project Manager Name Dore Abrams

Date December 5, 2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/16/19	X		
2	Finance Committee	12/16/19	X		
3	MTA Board	12/18/19	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 	1	VP & Chief Financial Officer 
2	Senior Vice President 		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Safety & Health		VP & Chief of Staff				Other
	VP & Chief Security Officer		VP Maintenance & Operations Support				

PURPOSE:
To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2019 November Forecast, 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023.

DISCUSSION
The 2020 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections exclude the estimated impacts from projected toll increases, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

B&T estimates that \$3,152.8 million will be provided in baseline net operating income for 2019 and 2020 combined.

2019 NOVEMBER FORECAST- BASELINE
The 2019 November Forecast projects nearly \$2,101.7 million in non-reimbursable revenues, of which \$2,078.1 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be over \$527.3 million, consisting of nearly \$254.1 million in labor expenses and nearly \$273.3 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,117.3 million. Reimbursable revenue and expenses are both forecast at \$22.3 million. Total end-of-year positions are budgeted at 1,498, including 1,411 non-reimbursable positions and 87 reimbursable positions.

2020 FINAL PROPOSED BUDGET- BASELINE

The 2020 Final Proposed Budget projects nearly \$2,138.2 million in non-reimbursable revenues, of which \$2,118.0 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be over \$559.7 million, consisting of \$282.7 million in labor expenses and \$277.0 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,152.2 million. Reimbursable revenue and expenses are both forecast at \$22.8 million. Total end-of-year positions are currently budgeted at 1,504 including 1,417 non-reimbursable positions and 87 reimbursable positions. These levels are expected to be reduced as part of the MTA Transformation.

MAJOR PROGRAMMATIC INITIATIVES

- **Cashless Tolling** has transformed the customer experience of crossing B&T's facilities. All facilities have been operational since September 30, 2017 and civil work (roadway paving, improved signage, etc.) continued into 2019. Barrier-free tolling zones have enabled system-wide safety improvements and reduced travel times for B&T's customers.
- In April 2019, Governor Andrew M. Cuomo and the New York State Legislature authorized B&T to establish the **Central Business District (CBD) Tolling Program**, the first program of its kind in the nation. The program includes design, development and installation, as well as operations and maintenance of the roadway toll system and infrastructure to toll vehicles entering or remaining in the CBD, defined as the area south and inclusive of 60th Street in Manhattan. The Program also includes upgrades to the back office Customer Service Center. B&T has been and will continue to work closely with the New York City Department of Transportation on design and installation of the infrastructure. A six-member Traffic Mobility Review Board will be established to advise on tolls and potential exemptions and credits. Decisions will ultimately be made by the B&T Board based on recommendations from the Traffic Mobility Review Board. The implementation date will not be before December 31, 2020. The CBD Tolling Program is expected to generate net revenues sufficient to fund \$15 billion in capital funding, which will be dedicated to mass transit infrastructure needs.
- On June 16th, Governor Andrew M. Cuomo and MTA Chairman and CEO Patrick Foye announced the creation of a **Fare Enforcement Task Force**. B&T's areas of patrol and responsibility have been legislatively extended to include operating participation in this critical effort. Due to the success of Cashless Tolling, management has been able to deploy a significant number of our Bridge and Tunnel Officers (BTOs) for fare evasion and worker safety on MTA buses while continuing to maintain our seven bridges and two tunnels without increasing BTO headcount.

IMPACT ON FUNDING

The 2019 November Forecast, the 2020 Final Proposed Budget, and the Four-Year Financial Plan 2020-2023, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

RECOMMENDATION

It is recommended that the MTA Board adopt the 2019 November Forecast, the 2020 Final Proposed Budget, and the Four-Year Financial Plan for 2020-2023 for MTA Bridges and Tunnels.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	23.921	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	2.603	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,002.186	\$2,101.653	\$2,138.188	\$2,145.816	\$2,145.549	\$2,147.026
Operating Expense						
<u>Labor:</u>						
Payroll	\$119.588	\$118.762	\$141.500	\$143.926	\$146.859	\$150.129
Overtime	23.676	27.347	27.895	28.455	29.026	29.606
Health and Welfare	26.866	27.451	32.092	33.391	34.896	36.474
OPEB Current Payments	21.672	22.837	24.387	25.500	26.783	27.685
Pension	36.465	46.427	43.037	43.643	40.992	37.480
Other Fringe Benefits	21.175	18.955	21.687	21.873	23.080	23.628
Reimbursable Overhead	(6.328)	(7.720)	(7.874)	(8.032)	(8.192)	(8.356)
Total Labor Expenses	\$243.114	\$254.058	\$282.726	\$288.755	\$293.442	\$296.646
<u>Non-Labor:</u>						
Electric Power	\$4.474	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.960	1.931	1.879	1.852	1.841	1.870
Insurance	11.755	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	165.242	163.633	171.739	180.454	176.386
Professional Services Contracts	39.620	37.334	39.908	40.346	41.794	43.880
Materials and Supplies	4.550	3.744	3.821	3.900	3.993	4.091
Other Business Expenses	43.273	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$258.150	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$501.265	\$527.312	\$559.743	\$576.480	\$592.728	\$595.575
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$682.247	\$701.545	\$738.826	\$769.198	\$803.110	\$823.848
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$501.265	\$527.312	\$559.743	\$576.480	\$592.728	\$595.575
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Reimbursable</u>						
Operating Revenue						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.175	22.345	22.826	23.317	23.817	24.328
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Operating Expense						
<u>Labor:</u>						
Payroll	\$8.816	\$8.676	\$8.850	\$9.027	\$9.208	\$9.392
Overtime	0.330	0.827	0.868	0.909	0.952	0.995
Health and Welfare	2.144	1.867	1.905	1.943	1.982	2.021
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.342	2.221	2.272	2.323	2.376	2.430
Other Fringe Benefits	1.215	1.034	1.058	1.083	1.108	1.134
Reimbursable Overhead	6.328	7.720	7.874	8.032	8.192	8.356
Total Labor Expenses	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	23.921	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.175	22.345	22.826	23.317	23.817	24.328
Investment Income	2.603	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,023.362	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Operating Expense						
<u>Labor:</u>						
Payroll	\$128.404	\$127.438	\$150.350	\$152.953	\$156.067	\$159.521
Overtime	24.007	28.174	28.763	29.364	29.977	30.601
Health and Welfare	29.010	29.318	33.997	35.334	36.877	38.496
OPEB Current Payments	21.672	22.837	24.387	25.500	26.783	27.685
Pension	38.807	48.648	45.309	45.966	43.367	39.910
Other Fringe Benefits	22.390	19.989	22.745	22.955	24.188	24.761
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$264.290	\$276.404	\$305.552	\$312.072	\$317.260	\$320.974
<u>Non-Labor:</u>						
Electric Power	\$4.474	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.960	1.931	1.879	1.852	1.841	1.870
Insurance	11.755	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	165.242	163.633	171.739	180.454	176.386
Professional Services Contracts	39.620	37.334	39.908	40.346	41.794	43.880
Materials and Supplies	4.550	3.744	3.821	3.900	3.993	4.091
Other Business Expenses	43.273	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$258.150	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$522.440	\$549.657	\$582.570	\$599.797	\$616.545	\$619.903
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$703.423	\$723.891	\$761.652	\$792.515	\$826.927	\$848.176
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$522.440	\$549.657	\$582.570	\$599.797	\$616.545	\$619.903
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$9.684	\$25.000	\$29.090	\$27.465	\$27.997	\$28.535
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,492.031	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916
Less: Debt Service	\$667.808	\$670.196	\$711.586	\$747.371	\$783.120	\$914.058
Less: Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Income Available for Distribution	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Distributable To:</u>						
MTA - Investment Income	\$2.603	\$2.640	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	411.822	429.436	448.410	447.730	426.021	365.142
NYCT - Distributable Income	290.135	314.088	331.496	331.652	314.443	242.475
Total Distributable Income	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$1.477	\$2.603	\$2.640	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	404.229	456.759	446.512	447.798	428.192	371.230
NYCT - Cash Surplus Transfer	287.811	325.912	329.756	331.636	316.164	249.672
Total Cash Transfers	\$693.517	\$785.273	\$778.908	\$780.674	\$745.596	\$622.142
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$2,023.362	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Total Expenses Before Non-Cash Liability Adjs.	522.440	549.657	582.570	599.797	616.545	619.903
Net Operating Income	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$282.391	\$299.110	\$340.517	\$378.493	\$426.002	\$527.905
Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Capitalized Assets	9.684	25.000	29.090	27.465	27.997	28.535
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$410.946	\$457.091	\$426.230	\$419.836	\$453.999	\$556.441
Total Support to Mass Transit	\$1,089.975	\$1,117.250	\$1,152.215	\$1,149.500	\$1,098.822	\$995.010

MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
2019 Budget Reduction Plan (BRPs) Summary
(\$ in millions)

Non-Reimbursable BRP	Favorable/(Unfavorable)									
<u>Administration</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>
Building Services (July Plan)	-	1.096	-	1.096	-	1.096	-	1.096	-	1.096
<i>Subtotal Administration</i>	-	1.096	-	1.096	-	1.096	-	1.096	-	1.096
<u>Service/Platform/Svc.Suppt/Customer Convenience</u>										
Cashless Tolling (July Plan)	-	7.534	-	7.534	-	7.534	-	7.534	-	7.534
<i>Subtotal Service/Platform/Svc.Suppt/Customer Convenience</i>	-	7.534	-	7.534	-	7.534	-	7.534	-	7.534
<u>Maintenance/Operations</u>										
Major Maintenance (July Plan)	-	6.423	-	6.423	-	6.423	-	6.423	-	6.423
Routine Maintenance (July Plan)	-	2.247	-	2.247	-	2.247	-	2.247	-	2.247
<i>Subtotal Maintenance/Operations</i>	-	8.670	-	8.670	-	8.670	-	8.670	-	8.670
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety/Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
 Total Non-Reimbursable BRPs	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300
Reimbursable BRP										
<u>Capital Program</u>										
Capital and & Other Reimbursements Reduction (July Plan)		(1.701)		(1.701)		(1.701)		(1.701)		(1.701)
Reimbursable Overtime/Fringe (July Plan)	-	1.701	-	1.701	-	1.701	-	1.701	-	1.701
Total Reimbursable BRPs	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
 Total Non-Reimbursable and Reimbursable BRPs	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Traffic Volume (Utilization)
(in millions)

	Actual	November Forecast	Final Proposed Budget	2021	2022	2023
	2018	2019	2020			

TRAFFIC VOLUME

Total Traffic Volume

322.289	329.293	331.172	332.923	333.350	333.957
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TOLL REVENUE

Toll Revenue

\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
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MTA BRIDGES & TUNNELS
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Executive	8	10	10	10	10	10
Law ⁽¹⁾	13	17	17	17	17	17
CFO ⁽²⁾	23	27	27	27	27	27
Administration	34	40	40	40	40	40
EEO	1	2	2	2	2	2
Total Administration	79	96	96	96	96	96
Operations						
Revenue Management	35	42	42	42	42	42
Operations (Non-Security)	52	60	60	60	60	60
Total Operations	87	102	102	102	102	102
Maintenance						
Maintenance	249	227	227	227	227	233
Operations - Maintainers	161	168	168	168	168	168
Total Maintenance	410	395	395	395	395	401
Engineering/Capital						
Engineering & Construction	149	192	192	192	192	192
Health & Safety	9	10	10	10	10	10
Law ⁽¹⁾	18	22	22	22	22	22
Planning & Budget Capital	26	31	37	37	37	37
Total Engineering/Capital	202	255	261	261	261	261
Public Safety						
Operations (Security)	575	605	605	605	605	605
Internal Security - Operations	35	45	45	45	45	45
Total Public Safety	610	650	650	650	650	650
Total Positions	1,388	1,498	1,504	1,504	1,504	1,510
<i>Non-Reimbursable</i>	1,301	1,411	1,417	1,417	1,417	1,423
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,388	1,498	1,504	1,504	1,504	1,510
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	30	33	33	33	33	33
Professional/Technical/Clerical	49	63	63	63	63	63
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	79	96	96	96	96	96
Operations						
Managers/Supervisors	53	64	64	64	64	64
Professional/Technical/Clerical	34	38	38	38	38	38
Operational Hourlies (1)	0	0	0	0	0	0
Total Operations Headcount	87	102	102	102	102	102
Maintenance						
Managers/Supervisors	20	31	31	31	31	31
Professional/Technical/Clerical	17	21	21	21	21	27
Operational Hourlies (2)	373	343	343	343	343	343
Total Maintenance Headcount	410	395	395	395	395	401
Engineering / Capital						
Managers/Supervisors	47	62	62	62	62	62
Professional/Technical/Clerical	155	193	199	199	199	199
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	202	255	261	261	261	261
Public Safety						
Managers/Supervisors	161	187	187	187	187	187
Professional/Technical/Clerical	27	35	35	35	35	35
Operational Hourlies (3)	422	428	428	428	428	428
Total Public Safety Headcount	610	650	650	650	650	650
Total Positions						
Managers/Supervisors	311	377	377	377	377	377
Professional/Technical/ Clerical	282	350	356	356	356	362
Operational Hourlies	795	771	771	771	771	771
Total Positions	1,388	1,498	1,504	1,504	1,504	1,510

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.



Bridges and Tunnels

Capital Program Project Status Report November 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
NOVEMBER 30, 2019

Introduction

This report presents the year's planned versus actual and forecast commitments, completions, and close-outs in narrative, tabular and graphic formats.

Commitments

In November, 28 commitments were made with a total value of \$127.8 million, against a plan calling for 15 commitments with a total value of \$240.7 million. (See *Attachment 2 – 2019 Major Commitments*).

Year-to-date, 135 commitments, totaling \$324.5 million have been made, against the 2019 plan of 61 commitments with a total value of \$685.2 million (See *Attachment 1 – 2019 Commitment Chart*). In addition, the two major commitments from the 2018 Plan were made, in July, for \$76.9 million. (See *Attachment 2a – 2018 Major Commitments*).

In aggregate, 137 commitments, totaling \$401.4 million have been made to date, against a plan of 63 commitments with a total value of \$764.7 million.

The notable commitments in November were:

- Project RK-66S – Design-Build for Power Resiliency at RFK (\$30.8 million)
- Structural rehabilitation at the RFK Bridge (\$60.8 million)

Completions

There was one project completion made in November for \$30.9 million, one month ahead of schedule. Year-to-date, eleven projects were completed with a total value of \$140.9 million, accomplishing 129% of year-to-date goal of \$109.4 million. (See *Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

In addition, one project for \$57.4 million was completed, in April, against the 2018 Plan. (See *Attachment 4a – 2018 Major Completions Status*).

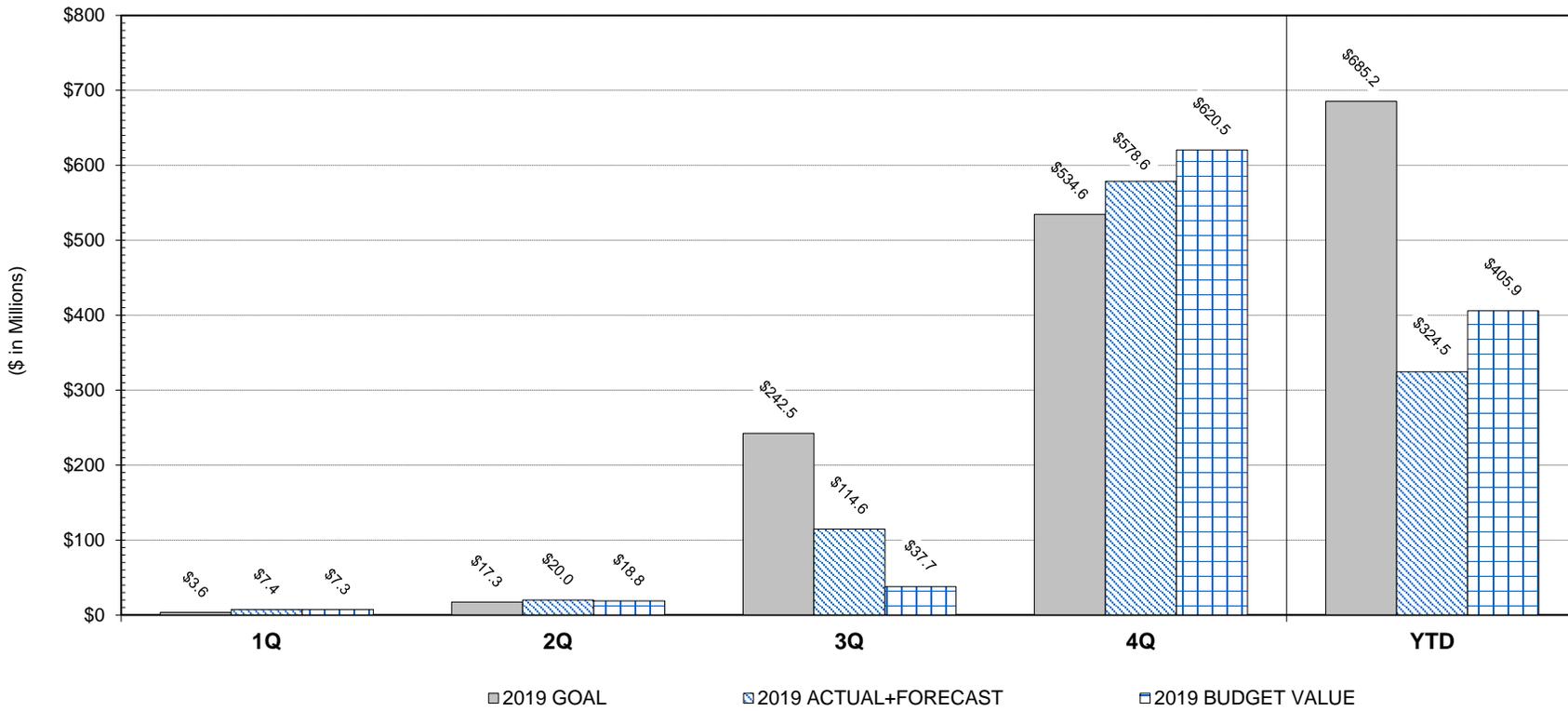
In aggregate, twelve completions, totaling \$198.3 million have been made to date, against a plan of twelve completions with a total value of \$197.7 million.

Close-outs

There were seven task level closeouts for \$7.2 million in November. Year-to-date, a total of 97 tasks have been closed for a total of \$221.1 million.

MTA Bridges and Tunnels
Commitments as of November 30, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast	\$720.6	
YTD Goal:	\$685.2	
YTD Actual:	\$324.5	(47.4% of YTD Goal)
YTD Budgeted Value:	\$405.9	(59.2% of YTD Goal)
Left to Commit:	\$396.2	



MTA Bridges and Tunnels: Status of Major Commitments as of November 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes	
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast		
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$46.8	\$40.0	Aug-19	Jul-19	Dec-19	F	1
	D707HH30	Replacement of HHB Overcoat System								
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$18.6	\$40.5	Sep-19	Apr-19	Oct-19	A	1, 2
	D704BW32	Installation of Fire Standpipe Connections								
RK23C	D702RK23	Construction of New Harlem River Drive Ramp	\$80.0	\$50.2	\$80.0	Sep-19	Mar-19	Sep-19	A	
TN53A	D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehabilitation	\$180.0	\$165.5	\$180.0	Oct-19	Jul-19	Dec-19	F	1
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$154.3	\$154.3	Nov-19	Jul-19	Dec-19	F	1
RK19/ RK70 Ph.1A /RK70P	D701RK19	Seismic/Wind Retrofit & Structural Rehabilitation - Phase 1	\$78.9	\$60.8	\$78.9	Dec-19	Jul-19	Nov-19	A	
	D701RK70	Miscellaneous Structural Rehabilitation								
	D707RK70	Paint Suspended Span/Bronx Truss Steel								

Note 1: Extended procurement time takes into account the MTA-wide Cost Containment Initiative under which project delivery methods were re-evaluated and modified and is reflected in the revised award schedule.

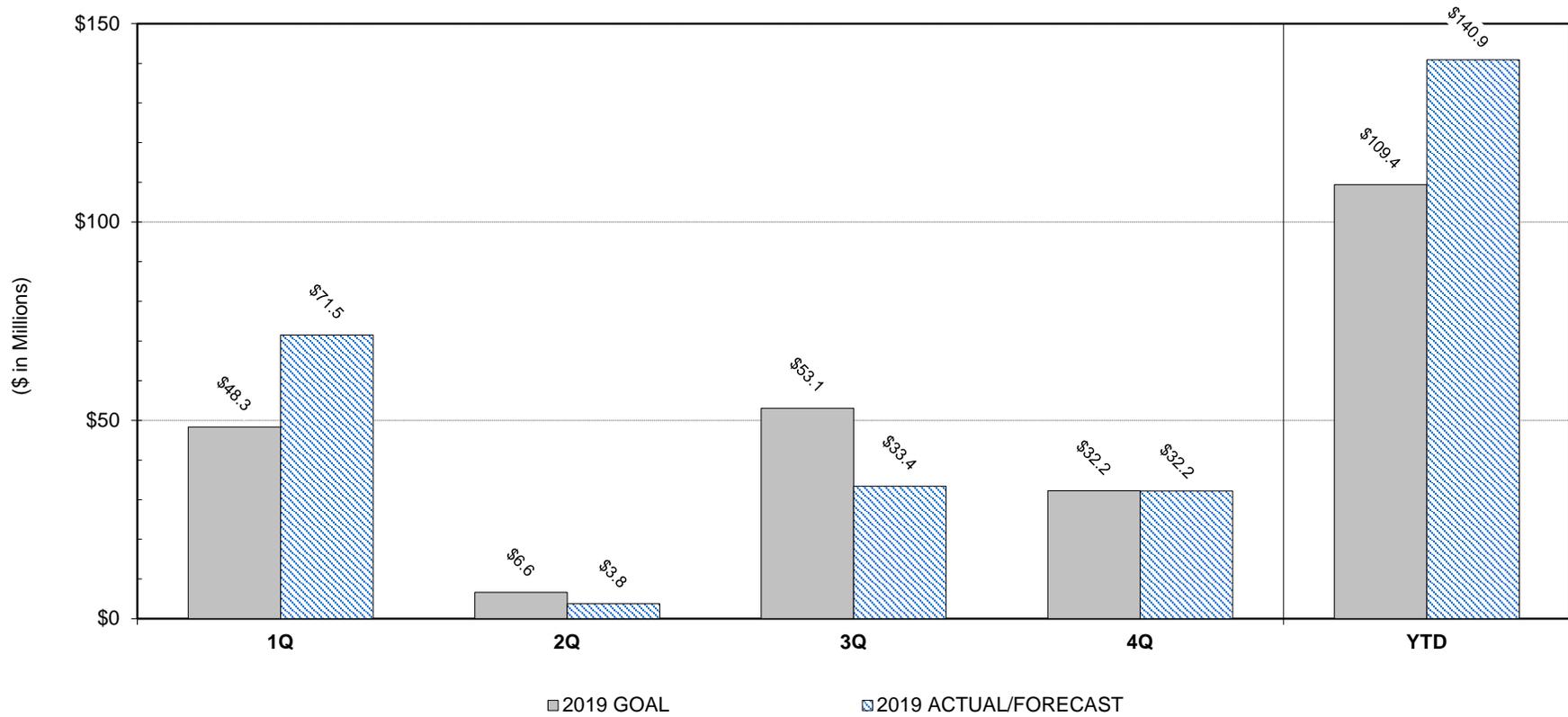
Note 2: The award date was extended to October primarily due to New York State Department of Environmental Conservation permit issues.

MTA Bridges and Tunnels: 2018 Major Commitment Status as of November 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$76.9	\$76.9	Oct-18	Mar-19	Jul-19	A
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

MTA Bridges and Tunnels
Completions as of November 30, 2019

2019 Budget Goal:	\$140.3	
2019 Annual Forecast:	\$140.9	
YTD Goal:	\$109.4	
YTD Actual:	\$140.9	(128.8% of YTD Goal)
Left to Complete:	\$0.0	



MTA Bridges and Tunnels: Status of Major Completions as of November 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast	
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	98%	0%	Dec-19	Nov-19	A

MTA Bridges and Tunnels: 2018 Major Completions Status as of November 30, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
QM30	D604QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	99%	82%	Jul-18	Apr-19	A	1,2,3
	ED040302	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								

* Forecast is equal to the project's most recently validated estimate at completion (EAC).

- Note 1: Additional time required for motor modification
- Note 2: Extension to substantial completion required to provide additional factory acceptance testing and additional field installation verification /testing.
- Note 3: Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.

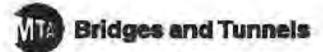


Bridges and Tunnels

Procurements December 2019



Staff Summary



Subject: Request for Authorization to Award Various Procurements
Department: Procurement
Department Head Name: M. Margaret T... <i>MMT</i>
Department Head Signature:
Project Manager Name: Various

Date: 12/4/2019
Vendor Name:
Contract Number:
Contract Manager Name:
Table of Contents Ref #:

Board Action					
Order	To	Date	Approval	Info	Other
1	President	12/4/2019			
2	MTA B&T Committee	12/16/2019			
3	MTA Board	12/18/2019			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>DD</i>		VP & Chief Financial Officer <i>MMT</i>
	SVP & General Counsel <i>MMT</i>		VP Operations
	VP & Chief of Staff		VP & Chief Engineer
			VP & Chief Procurement Officer <i>BB</i>

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>MMT</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA B&T Committee of these procurement actions.

DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

	<u># of Actions</u>	<u>Dollar Amount</u>
<u>Schedule Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	2	\$6.313M
SUBTOTAL		\$6.313M

MTA B&T presents the following procurement actions for Ratification: None

TOTAL	\$6.313M
--------------	-----------------

BUDGET IMPACT:

The purchases/contracts will result in obligating MTA B&T and Capital funds in the amount listed. Funds are available in the current MTA B&T 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.)

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, in accordance with §559 and §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain changes orders to procurement, public work, and miscellaneous procurement contracts; and

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

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. The Board ratifies each action set forth in Schedule D 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; 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.

Staff Summary

Item Number					
Dept. & Dept. Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Aris Stathopoulos For J. Keane</i>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/4/19			
2	MTA B&T Committee	12/16/19			
3	MTA Board	12/18/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	President <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>[Signature]</i>				
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name: Hardesty & Hanover, LLC	Contract Number PSC-19-3033
Description: Preliminary Design and Design-Build Technical Requirements for Project TN-87C, Tower Fender Protection at the Throgs Neck Bridge	
Total Amount \$2,859,096	
Contract Term (including Options, if any) Three (3) years, two (2) 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"/> Non-competitive	
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:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract to develop preliminary designs and design-build (D-B) technical requirements for Project TN-87C, Tower Fender Protection at the Throgs Neck Bridge (TNB) to Hardesty & Hanover, LLC, located at 1501 Broadway, New York, NY 10036, in the not-to-exceed amount of \$2,859,096 for a duration of three (3) years, two (2) months.

II. DISCUSSION

B&T requires the services of a consultant engineering firm to provide preliminary designs and D-B technical requirements for the construction of a new tower fender system at the TNB. The design scope of services includes: (i) preliminary designs for the full replacement of the existing tower fenders; (ii) analysis and preliminary designs for tower structural hardening; (iii) fireboat mooring platforms and fire standpipe system; (iv) installation of new utilities including electrical feeders and communication systems; (v) new tower flood lights and navigation lighting at the fenders and suspended main span; (vi) electronic security and monitoring; (vii) security fencing; and (viii) environmental permitting.

The service requirements were publicly advertised; four (4) firms submitted qualification information and all four (4) firms were deemed qualified to receive the RFP. Three (3) firms submitted proposals: Hardesty & Hanover, LLC (H&H) (\$2,859,096); Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, DPC (Langan) (\$2,477,871.15); and Thornton Tomasetti/COWI, a Joint Venture (TTI/COWI) (\$3,498,134.58). The proposals were evaluated against established criteria set forth in the RFP that include: proposed technical solution and understanding of the requirements; qualifications of the proposed personnel; and cost.

Staff Summary

The Selection Committee recommended that B&T commence negotiations with H&H, the highest rated firm. H&H's technical proposal best demonstrated their experience in the areas of fender system design, D-B RFP preparation and quality oversight and permitting. Their proposed lead engineers' experience in fender system design and permitting are more extensive than the those submitted by the other proposers. Overall, H&H proposed the most qualified multi-disciplined team for the Project and provided the most thorough understanding of the required work, as compared to the other proposers. Langan was rated second highest and proposed the lowest cost, however their technical proposal did not adequately address all the key elements required in the RFP. TTI/COWI's proposal demonstrated they were technically qualified to perform the Work, however their approach to the Project was considered beyond the scope of the RFP. This was reflected in their proposed cost, which was the highest. The proposal submitted by and selection of H&H is considered in B&T's best interest.

H&H submitted a cost proposal in the amount of \$2,859,096. The Engineers Estimate is \$2,969,870. B&T accepted H&H's proposal in the amount of \$2,859,096, which is 3.7% below the Engineer's estimate and is fair and reasonable. Hardesty & Hanover is considered a responsible consultant.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15%WBE and 6% SDVOB for this contract. Hardesty & Hanover has submitted an MWBE/SDVOB utilization plan that meets the combined 36% MWBE/SDVOB goal. Hardesty & Hanover has achieved their MWBE/SDVOB goals on previous completed MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project TN-87C (Task D03703 - \$2,859,096).

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

Item Number					
Dept. & Dept. Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/4/19			
2	MTA B&T Committee	12/16/19			
3	MTA Board	12/18/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	President <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>[Signature]</i>				
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name: HNTB New York Engineering and Architecture, P.C.	Contract Number: PSC-19-3034
Description: Scoping and Preliminary Design for the Suspended Span Lower Level Deck Rehabilitation at the Verrazzano-Narrows Bridge	
Total Amount: \$3,454,081	
Contract Term (including Options, if any): Two (2) Years	
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"/> Non-competitive	
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:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract for Scoping and Preliminary Design Services for the Suspended Span Lower Level Deck Rehabilitation at the Verrazzano-Narrows Bridge (VNB) to HNTB New York Engineering and Architecture, P.C. (HNTB), in the negotiated not-to-exceed amount of \$3,454,081 for a duration of two (2) years.

II. DISCUSSION

B&T requires the services of a consultant engineering firm to provide scoping and preliminary design services to assist B&T's Engineering and Construction Department to develop preliminary designs and design-build technical requirements for the suspended span lower level deck rehabilitation at the VNB (Project VN-80). The preliminary design scope of services is to address: (i) rehabilitation of the deck, relief joints and superstructure steel supporting lower level deck; (ii) rehabilitation/replacement alternatives for finger joints and supporting steel elements (at anchorages and towers); (iii) repairs to the center median and side steel curbs, safety walks, parapets and railings; (iv) repairs to the drainage system; (v) main line fire standpipe system; (vi) electrical system upgrades and (vi) lower level condition inspection.

The service requirements were publicly advertised; five (5) firms submitted qualification information and based on their qualifications the five (5) firms were selected to receive the RFP. All firms submitted proposals: HNTB New York Engineering and Architecture, P.C. (HNTB) (\$3,578,813), Louis Berger U.S., Inc. - A WSP Company (LB) (\$4,655,263), Modjeski and Masters, Inc. (M&M) (\$3,645,603.84), Parsons Transportation Group of New York, Inc. (Parsons) (\$5,297,299.48) and Thornton Tomasetti, Inc. (TTI) (\$2,733,163.76). The proposals were evaluated

Staff Summary

against established criteria set forth in the RFP, including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Accordingly, the Selection Committee unanimously recommended that negotiations be conducted with HNTB because of their comprehensive and well-developed understanding of the technical requirements, the expertise of their proposed personnel, and the reasonable cost of their proposal.

HNTB's proposal demonstrated a thorough understanding of the required work, project risks, critical schedule and coordination required for the Project. HNTB presented an in-depth inspection strategy for the lower level deck, which is critical to identify the extent of any deck deterioration. HNTB proposed a strong project team that possesses significant prior experience, along with demonstrated capabilities to provide technical data and available research from other projects at B&T facilities. HNTB proposed the second lowest cost and its cost most closely reflected the levels of effort in terms of hours required for the Project. Although TTI submitted the lowest cost, TTI did not demonstrate an understanding of the specific details of the condition inspections and its project team did not demonstrate the same level of technical expertise as compared to HNTB. M&M's proposal did not demonstrate the same level of scope development for the Project. LB submitted the second highest proposed cost and the proposal did not provide specific details on project scope. Parsons' proposal did not demonstrate a detailed understanding of the project scope and its proposed cost was the highest.

HNTB submitted a cost proposal in the amount of \$3,578,813. The Engineer's Estimate is \$3,784,073. Negotiations resulted in B&T and HNTB agreeing to the not-to-exceed amount totaling \$3,454,081 which is 8.7% below the estimate and is considered in B&T's best interest. The negotiated amount is fair and reasonable. HNTB New York Engineering and Architecture, P.C. is considered a responsible consultant.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15%WBE and 6% SDVOB for this contract. HNTB has submitted an MWBE/SDVOB utilization plan that meets the combined 36% MWBE/SDVOB goal. HNTB has achieved their MWBE/SDVOB goals on previous completed MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project VN-80 (Task D03824 - \$3,454,081).

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.



Bridges and Tunnels

HHB Bronx and CBB Queens Resident Rebate Programs (Action Item)



Staff Summary

Subject HHB Bronx and CBB Queens Resident Rebate Programs
Department Finance
Department Head Name Robert E. Foran, Chief Financial Officer
Department Head Signature 

Date December 18, 2019
Table of Contents Ref #

Order	To	Board Action				Internal Approvals			
		Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA B&T Comm.	12/16/19	X			1	General Counsel		
2	Finance Comm.	12/16/19	X			2	Chief of Staff		
3	Board	12/18/19	X						

PURPOSE:

To adopt the annexed resolution delegating authority to the MTA Chairman and Chief Executive Officer to take such actions as may be necessary or appropriate in connection with two proposed MTA toll rebate programs for Bronx residents at the Henry Hudson Bridge (HHB) and Queens residents at the Cross Bay Veterans Memorial Bridge (CBB or Cross Bay Bridge), which are outlined in Exhibit A annexed hereto and summarized below.

DISCUSSION:

Funds from the Outer Borough Transportation Account established under Section 1270-i(3) of the Public Authorities Law are being allocated to the MTA, pursuant to agreement between the Governor and the State Legislative leaders, to support the following two proposed programs for rebates to Bronx residents crossing the Henry Hudson Bridge and to Queens residents crossing the Cross Bay Bridge using valid New York Customer Service Center (NYCSC) E-ZPass tags associated with Bronx Resident and Queens Resident accounts, respectively:

HHB Bronx Resident Rebate Program. Under this program, the MTA would rebate the entire toll charged to Bronx residents on trips made across the Henry Hudson Bridge using New York Customer Service Center (NYCSC) E-ZPass tags associated with Bronx Resident accounts. This program would effectively eliminate the HHB toll for Bronx residents.

CBB Queens Resident Rebate Program. Under this program, the MTA would rebate the entire toll charged to Queens residents on trips made across the Cross Bay Bridge using valid NYCSC E-ZPass tags associated with Queens Resident accounts. This program would effectively eliminate the CBB toll for Queens residents.

The Rebate Programs' effective elimination of the HHB toll for Bronx residents and the CBB toll for Queens residents who need to drive for employment and other purposes could increase the use of other TBTA facilities, as well as the use of the E-ZPass system, and facilitate travel to points beyond. Using funds from the Outer Borough Transportation Account for Rebate Programs implemented in a manner that would not materially or adversely affect the rights of Triborough Bridge and Tunnel Authority ("TBTA") bondholders would thus facilitate regional mobility in a manner consistent with the public policy of the State of New York as stated in the Public Authorities Law and the agreement between the Governor and State Legislative leaders.

FINANCIAL IMPACT:

As provided in the accompanying resolution, the HHB Bronx and CBB Queens Resident Rebate Programs would be implemented only for such periods of operation in which funds from the Outer Borough Transportation Account have been or will be provided to MTA sufficient for the expense of the HHB Bronx and CBB Queens Resident Rebate Programs. In the event that such Outer Borough Transportation Account funds allocated to the MTA for this purpose are not received or guaranteed, the HHB Bronx and CBB Queens Rebate Programs will cease and Bronx and Queens residents would be charged the applicable toll without such further rebate on the Henry Hudson Bridge and Cross Bay Bridge, respectively until the next such allocation of funds from the Outer Brough Transportation Account are dedicated to the MTA for this purpose.

RECOMMENDATION:

It is recommended that the Board adopt the attached resolution delegating to the MTA Chairman and Chief Executive Officer authority to take such actions as he may deem necessary or appropriate in connection with the proposed HHB Bronx Resident Rebate Program and the CBB Queens Resident Rebate Program, including conducting environmental review of the proposed programs as may be required by the State Environmental Quality Review Act, prior to making a determination to implement such programs and obtaining the statutorily required approval from the Capital Program Review Board.

RESOLUTION

METROPOLITAN TRANSPORTATION AUTHORITY and TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, the Metropolitan Transportation Authority (the "MTA") anticipates that funds from the Outer Borough Transportation Account established under Section 1270-i(3) of the Public Authorities Law will be made available to it, pursuant to agreement between the Governor and State Legislative leaders, to support implementation of the proposed Bronx Resident Rebate Program on the Henry Hudson Bridge ("HHB Bronx Resident Rebate Program") and the proposed Queens Resident Rebate Program on the Cross Bay Veterans Memorial Bridge ("CBB Queens Resident Program") for implementation in Spring 2020, as each is further described in Exhibit A annexed hereto;

WHEREAS, MTA has a mandate of providing a seamless transportation network for the region and a statutory purpose to develop and implement a unified transportation policy for the metropolitan commuter transportation district (the MCTD) served by the MTA subsidiary and affiliated agencies;

The Rebate Programs' effective elimination of the HHB toll for Bronx residents and the CBB toll for Queens residents who need to drive for employment and other purposes could increase the use of other TBTA facilities, as well as the use of the E-ZPass system, and facilitate travel to points beyond. Using funds from the Outer Borough Transportation Account for Rebate Programs implemented in a manner that would not materially or adversely affect the rights of Triborough Bridge and Tunnel Authority ("TBTA") bondholders would thus facilitate regional mobility in a manner consistent with the public policy of the State of New York as stated in the Public Authorities Law and the agreement between the Governor and State Legislative leaders;

WHEREAS, programs for rebating such tolls charged to such residents, as outlined in Exhibit A, for the foregoing reasons would appear to be a proper component of a unified and efficient mass transportation policy in the MCTD if supported by the allocation of funds from the Outer Borough Transportation Account to the MTA for this purpose, and accordingly warrants such environmental review as may be required by the State Environmental Quality Review Act;

WHEREAS, MTA anticipates that the \$13.6 million in funds that would be used to finance the HHB Bronx and CBB Queens Resident Rebate Programs for the first full Program year, and costs associated therewith, will be derived from the Outer Borough Transportation Account;

WHEREAS, implementation and continuation of the HHB Bronx and CBB Queens Resident Rebate Programs would be dependent upon having sufficient funds to do so and should the Outer Borough Transportation Account funds allocated to the MTA for this purpose become depleted or not guaranteed at any point in the Program year, it would become necessary for the HHB Bronx and CBB Queens Resident Rebate Programs to end and for Bronx and Queens residents to be charged the applicable toll without such further rebate on the Henry Hudson Bridge and Cross Bay Veterans Memorial Bridge, respectively until funding was received or guaranteed from the

Outer Borough Transportation Account to the MTA for this purpose;

WHEREAS, in order to preserve and protect the financial condition of the MTA itself and of TBTA, no toll rebate program shall include aggregate annual rebates that are projected by the MTA to exceed the average five-year historical monthly variation of TBTA revenues derived from all facilities of TBTA;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman/CEO of the MTA, in consultation with the Acting President of TBTA and other appropriate officers of the MTA and TBTA, is hereby delegated authority to take such actions as he may deem necessary or appropriate in connection with the proposed HHB Bronx and CBB Queens Resident Rebate Programs, including (i) causing to be conducted such environmental review of the proposed HHB Bronx and CBB Queens Resident Rebate Programs as may be required by the State Environmental Quality Review Act; and (ii) following completion of such environmental review and its consideration by the Chairman/CEO and the Acting President or their designees, determining whether to implement the HHB Bronx and CBB Queens Resident Rebate Programs, substantially as described on Exhibit A, *provided*, any implementation may not proceed before MTA's receipt or guarantee of the Outer Borough Transportation Account funds anticipated to support such implementation and the statutorily required approval from the Capital Program Review Board. The Chairman/CEO of the MTA, in consultation with the Acting President of TBTA, is further authorized to make such changes, alterations, modifications, and revisions to the procedures for implementing the HHB Bronx and CBB Queens Resident Rebate Programs as are not inconsistent with this Resolution.

Dated: December 18, 2019

Exhibit A

Proposed Operating Elements of the HHB Bronx and CBB Queens Resident Rebate Programs

1. Under the HHB Bronx Resident Rebate Program, the MTA would rebate the applicable toll paid by Bronx residents for crossing the Henry Hudson Bridge (HHB) using New York Customer Service Center (NYCSC) E-ZPass tags associated with Bronx Resident accounts.
2. Under the CBB Queens Resident Rebate Program, the MTA would rebate the applicable toll paid by Queens residents for crossing the Cross Bay Veterans Memorial Bridge (CBB) using NYCSC E-ZPass tags associated with Queens Resident accounts.
3. Funding for the costs of the HHB Bronx and CBB Queens Resident Rebate Programs would come from Outer Borough Transportation Account established under Section 1270-i(3) of the Public Authorities Law.
4. Moneys to fund estimated costs for the HHB Bronx and CBB Queens Resident Rebate Programs would be transferred by MTAHQ to advance program funding on a monthly basis at minimum. . The effective date of the first HHB Bronx Resident Rebate Program year and the first CBB Queens Resident Rebate Program year would commence in Spring 2020, with the specific date to be determined by the MTA Chairman/CEO or his designee.
5. TBTA would increase its liability for the HHB Bronx and CBB Queens Resident Programs by the periodic amounts transferred from MTAHQ. The E-ZPass New York Customer Service Center would credit Bronx Resident E-ZPass accounts for Bronx Residents crossing the Henry Hudson Bridge with the amount of the applicable NYCSC E-ZPass toll. The E-ZPass New York Customer Service Center would credit E-ZPass accounts for Queens Residents crossing the Cross Bay Veterans Memorial Bridge with the amount of the applicable NYCSC E-ZPass toll.

At least monthly, TBTA would draw down on the liability for the HHB Bronx and CBB Queens Resident Rebate Programs based on the total number of such trips charged against Bronx and Queens Resident NYCSC E-ZPass Accounts. The drawn down amount would be added to TBTA toll revenues. (The TBTA's responsibility to do so would be capped at the amount in the fund for the HHB Bronx and CBB Queens Resident Rebate Programs.) MTAHQ would use Outer Borough Transportation Account funds allocated to the MTA to reimburse TBTA for the cost of any charges levied by the service center provider in connection with the HHB Bronx and CBB Queens Resident Rebate Programs.

6. In the event that funds are not on deposit in the account for the HHB Bronx and CBB Queens Resident Rebate Programs at the time and in the amount necessary to effectuate the credit, participants in the HHB Bronx Resident Rebate Program would be charged the applicable toll rate without such further rebate for crossing the Henry Hudson Bridge and

participants in the CBB Queens Resident Rebate Program would be charged the applicable toll rate without such further rebate for crossing the Cross Bay Veterans Memorial Bridge until the next such allocation of funds from the Outer Borough Transportation Account to the MTA for this purpose.



Bridges and Tunnels

Diversity Report Third Quarter 2019



Executive Summary

■ EEO

As of **September 30, 2019**, the MTA Bridges and Tunnels workforce included 1,316 total employees. This represents a decrease of 44 employees from the third quarter 2018 (3Q18) workforce.

- Female representation of 21% (282) has decreased by 1% when compared to 3Q18.
- Females were hired above their current representation.
- Minority representation 56% (741) has increased by 1% when compared to 3Q18.
- Minorities were hired above their current representation.



Executive Summary

MTA Bridges and Tunnels conducted a **utilization analysis*** of females and minorities in its workforce as of September 30, 2019. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ❑ Officials/Administrators – Hispanics and Whites
- ❑ Professionals – Whites
- ❑ Technicians - Blacks
- ❑ Protected Services – Hispanics and Whites
- ❑ Administrative Support – Hispanics, Asians, Multiple Race, and Whites
- ❑ Service Maintenance – Blacks, Hispanics, Asians, and Whites

Minorities:

- ❑ Technicians - Blacks
- ❑ Administrative Support – Hispanics and Multiple Race
- ❑ Service Maintenance – Hispanics and Asians

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Outreach Initiatives

We are evaluating the agency at the foundational level in an effort to strengthen organizational capacity and improve the diversity of our workforce. Additionally, given the constraint of hiring limitations accompanied by retirements and other attrition, we are exploring solutions to addressing underutilization such as:

- Conducting job function assessments to identify areas for cross-training staff for new roles. These analyses will help us increase the number of women and minorities available for new opportunities that may lead to advancement. The assessments also help us ensure human capital capacity across the agency.
- With our increased ability to fill roles through lateral movement with multi-functional talent, we will identify opportunities to promote from within thus retaining critical staff without the immediate need for new hires.



MTA B&T

Workforce

as of September 30, 2019



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTA B&T Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	243		125	51%		118	49%		54	22%		24	10%		33	14%		1	0%		0	0%		13	5%		7	3%	5	2%
F	67	28%	50	21%	15%	17	7%	10%	29	12%	8%	6	2%	4%	10	4%	3%	1	0%	0%	0	0%	0%	4	2%	1%	0	0%	2	40%
M	176	72%	75	31%	21%	101	42%	34%	25	10%	7%	18	7%	6%	23	9%	5%	0	0%	0%	0	0%	0%	9	4%	3%	7	100%	3	60%
Professionals	185		117	63%		68	37%		42	23%		35	19%		22	12%		0	0%		1	1%		17	9%		8	4%	4	2%
F	85	46%	61	33%	15%	24	13%	14%	30	16%	8%	17	9%	4%	10	5%	3%	0	0%	0%	0	0%	0%	4	2%	1%	3	38%	2	50%
M	100	54%	56	30%	21%	44	24%	30%	12	6%	7%	18	10%	8%	12	6%	5%	0	0%	0%	1	1%	0%	13	7%	1%	5	63%	2	50%
Technicians	112		56	50%		56	50%		17	15%		31	28%		6	5%		0	0%		0	0%		2	2%		9	8%	0	0%
F	19	17%	15	13%	14%	4	4%	2%	6	5%	10%	7	6%	3%	1	1%	0%	0	0%	0%	0	0%	0%	1	1%	1%	1	0%	0	0%
M	93	83%	41	37%	35%	52	46%	29%	11	10%	14%	24	21%	16%	5	4%	3%	0	0%	0%	0	0%	0%	1	1%	2%	8	0%	0	0%
Protective Services	404		261	65%		143	35%		133	33%		97	24%		16	4%		1	0%		0	0%		14	3%		34	8%	2	0%
F	80	20%	71	18%	15%	9	2%	4%	54	13%	10%	13	3%	4%	0	0%	0%	1	0%	0%	0	0%	0%	3	1%	0%	3	0%	1	0%
M	324	80%	190	47%	31%	134	33%	30%	79	20%	12%	84	21%	15%	16	4%	3%	0	0%	0%	0	0%	0%	11	3%	1%	31	0%	1	0%
Paraprofessionals	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	25		21	84%		4	16%		17	68%		2	8%		2	8%		0	0%		0	0%		0	0%		1	4%	0	0%
F	20	80%	19	76%	33%	1	4%	35%	16	64%	14%	2	8%	14%	1	4%	5%	0	0%	0%	0	0%	0%	0	0%	1%	1	100%	0	0.0%
M	5	20%	2	8%	7%	3	12%	5%	1	4%	3%	0	0%	3%	1	4%	2%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0	0.0%
Skilled Craft	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0.0%
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0.0%
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0.0%
Service Maintenance	347		161	46%		186	54%		73	21%		56	16%		14	4%		3	1%		0	0%		15	4%		13	4%	2	1%
F	11	3%	9	3%	7%	2	1%	2%	2	1%	2%	7	2%	4%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	336	97%	152	44%	39%	184	53%	33%	71	20%	15%	49	14%	18%	14	4%	4%	3	1%	0%	0	0%	0%	15	4%	2%	13	100%	2	0%
Total	1,316		741	56%		575	44%		336	26%		245	19%		93	7%		5	0%		1	0%		61	5%		72	5%	13	1%

* American Indian/Alaskan Native

** Native Hawaiian Other Pacific Islander

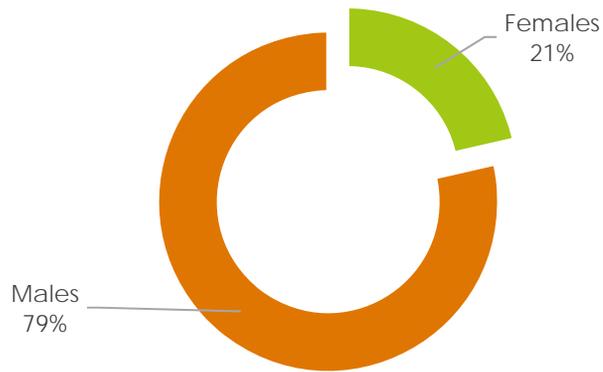
*** Persons with Disabilities



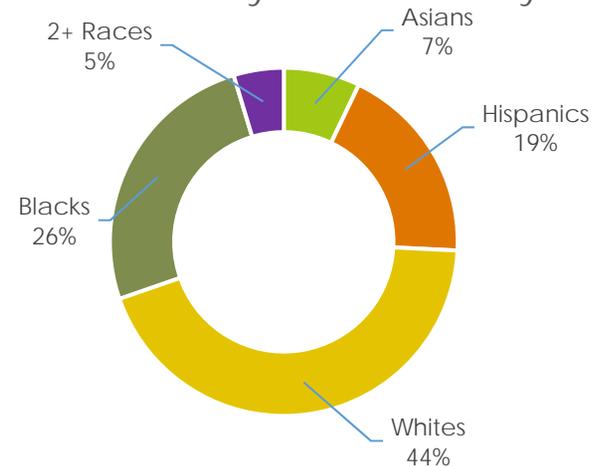
Note: All percentages have been rounded to the nearest whole number.

MTA B&T Workforce

Workforce by Gender



Workforce by Race/Ethnicity



The MTA B&T workforce consists of 1,316 employees:

- ❑ 21% females, 56% minorities, and 5% veterans.
- ❑ The percentage of females employed declined by 1% when compared to 3Q18.
- ❑ The percentage of minorities increased by 1% when compared to 3Q18.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTA B&T Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	8%	12%	4%	2%	3%	4%	0%	0%	0%	0%	1%	2%	10%	7%
	M	7%	10%	6%	7%	5%	9%	0%	0%	0%	0%	3%	4%		
Professionals	F	8%	16%	4%	9%	3%	5%	0%	0%	0%	0%	1%	2%	14%	13%
	M	7%	6%	8%	10%	5%	6%	0%	0%	0%	1%	1%	7%		
Technicians	F	10%	5%	3%	6%	0%	1%	0%	0%	0%	0%	1%	1%	2%	4%
	M	14%	10%	16%	21%	3%	4%	0%	0%	0%	0%	2%	1%		
Protective Services	F	10%	13%	4%	3%	0%	0%	0%	0%	0%	0%	0%	1%	4%	2%
	M	12%	20%	15%	21%	3%	4%	0%	0%	0%	0%	1%	3%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	14%	64%	14%	8%	5%	4%	0%	0%	0%	0%	1%	0%	35%	4%
	M	3%	4%	3%	0%	2%	4%	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Service Maintenance	F	2%	1%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	15%	20%	18%	14%	4%	4%	0%	1%	0%	0%	2%	4%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTA B&T

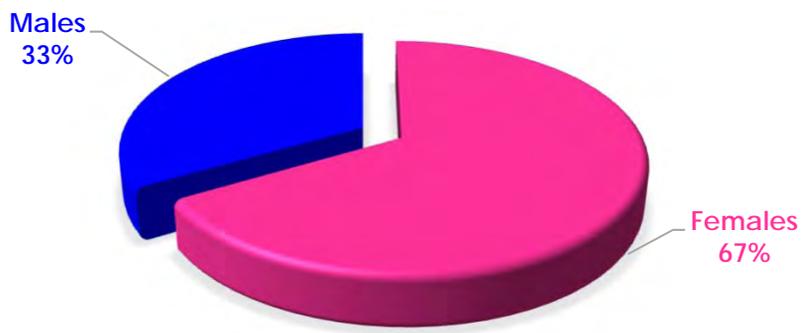
New Hires and Veterans

January 1, 2019 – September 30, 2019

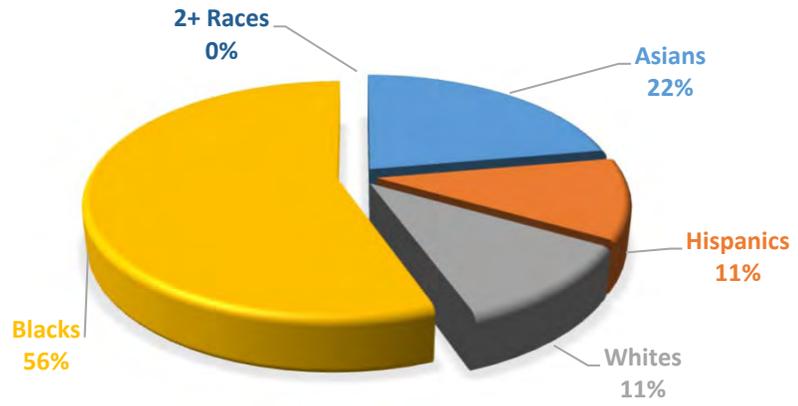


MTA B&T New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



MTA B&T hired 9 employees, none of whom were veterans:

- ❑ 67% were females.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 89% were minorities.
- ❑ Minorities hires exceeded their current representation in the workforce.



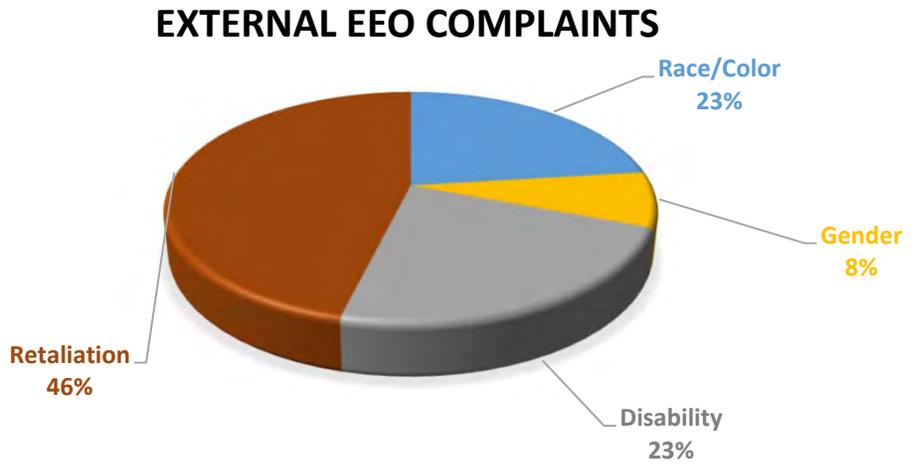
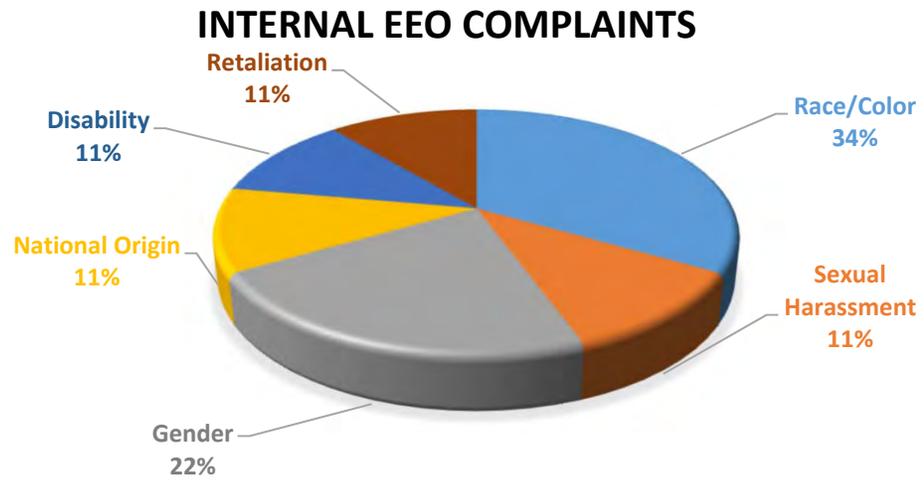
MTA B&T

Complaints and Lawsuits

January 1, 2019 – September 30, 2019



MTA B&T Internal/External EEO Complaints and Lawsuits



MTA B&T handled 12 EEO complaints, citing 22 separate allegations, and 2 lawsuits:

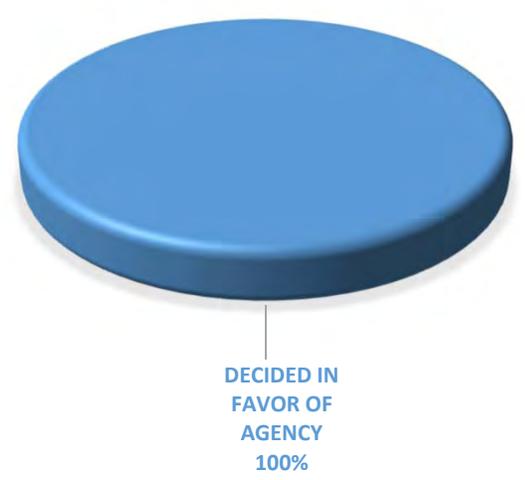
- ❑ 7 internal complaints.
- ❑ 5 external complaints.
- ❑ The most frequently cited basis internally was Race/Color. Externally, Retaliation was the most frequently cited category.



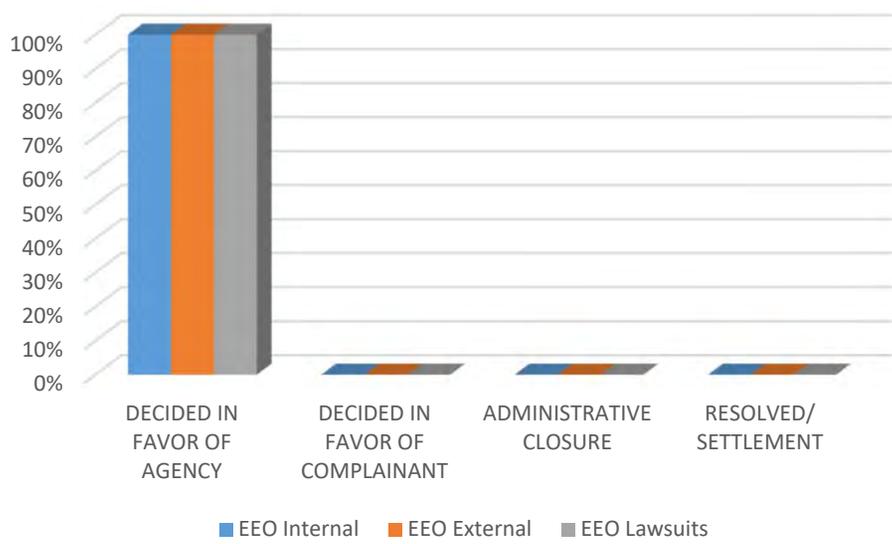
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTA B&T EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



MTA B&T disposed of 3 EEO complaints and 1 EEO lawsuit.

- 100% complaints/lawsuits decided in favor of the agency.



MTA B&T
Title VI Discrimination Complaints, Lawsuits and Dispositions

There are no B&T Title VI Discrimination
Complaints, Lawsuits, or Dispositions for the Reporting Period
(January 1, 2019 – September 30, 2019)

