

# Bridges and Tunnels Committee Meeting

## February 2018

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### Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor Board Room  
New York, NY 10004**

**Tuesday, 2/20/2018  
11:30 AM - 12:00 PM ET**

## **1. Public Comments Period**

## **2. Approval of Minutes - January 2018**

*B&T Committee Minutes - January 2018 - Page 4*

## **3. Approval of Committee Work Plan**

*B&T Committee Work Plan - Page 12*

## **4. Report on Operations - December 2017**

*B&T Report on Operations - December 2017 - Page 20*

## **5. Safety Report - December 2017**

*B&T Safety Report - December 2017 - Page 33*

## **6. Customer Environment Survey - Fourth Quarter 2017**

*B&T Customer Environment Survey - Fourth Quarter 2017 - Page 39*

## **7. Report on Cashless Tolling - December 2017**

*B&T Report on Cashless Tolling - December 2017 - Page 50*

## **8. Financial Report - December 2017**

*B&T Financial Report - December 2017 - Page 58*

## **9. 2017 B&T Operating Surplus – Action Item**

*2017 B&T Operating Surplus - Page 72*

## **10. 2018 Adopted Budget/Financial Plan 2018-2021**

*2018 Adopted Budget Financial Plan 2018-2021 - Page 85*

## **11. Capital Program Project Status Report - January 2018**

*B&T Capital Program Project Status Report - January 2018 - Page 105*

## **12. Procurements**

*B&T Procurements - Page 113*

### **B&T Competitive**

*B&T Competitive - Page 116*

## **13. Diversity Report - Fourth Quarter 2017**

*B&T Diversity Report - Fourth Quarter 2017 - Page 124*

Next Meeting: Monday, March 19, 2018 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting January 2018**

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

**January 22, 2018**

**12:00 p.m.**

In attendance were the Honorable:

Charles G. Moerdler, Chairman  
Norman Brown  
Ira Greenberg  
Mitchell H. Pally  
Veronica Vanterpool

Also in Attendance:  
Andrew Albert

Cedrick T. Fulton, President  
Dore Abrams, Acting Assistant Vice President and Deputy Chief Financial Officer  
Brian Bajor, Acting Vice President and Chief Procurement Officer  
Mildred Chua, Vice President and Chief Financial Officer  
Daniel DeCrescenzo, Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development  
Lloyd Jairam, Acting Controller  
Joseph Keane, Vice President and Chief Engineer  
Donald Look, Vice President and Chief Security Officer  
Shawn Moore, Acting Vice President and Chief of Staff  
Eric Osnes, Vice President, Safety and Health  
Patrick J. Parisi, Vice President, Maintenance and Operations Support  
Albert Rivera, Executive Vice President  
Patrick Smith, Vice President, Human Resources  
M. Margaret Terry, Senior Vice President and General Counsel

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

**January 22, 2018**

Minutes of TBTA Committee held January 22, 2018 at 12:00 p.m. A list of those in attendance is attached.

## **Public Speakers**

There were two public speakers. Omar Vera asked whether New York City Transit bus pays TBTA tolls and Chairman Moerdler responded that he did not think so. Murray Bodin stated that if motorists are not permitted to cross on a paved roadway area, especially in areas where delineators are in place, yellow roadway line markings must be used since using white roadway line markings violates the Manual of Uniform Traffic Control Devices.

## **Minutes**

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the minutes of the Committee Meeting held on December 11, 2017, although a Committee Quorum was not present.

## **Committee Work Plan**

Mr. Fulton stated that there are minor changes to the Committee Work Plan that reflect the new cashless tolling report.

## **President Fulton's Opening Remarks**

Mr. Fulton stated that in 2017, TBTA achieved record highs in vehicle traffic, toll revenue and support to mass transit. He stated that open road Cashless Tolling was implemented at all TBTA facilities, which has increased mobility with an up to 32% improvement in travel time; eliminated 15,400 tons of carbon emissions for a cleaner environment; experienced a 41% to 77% reduction in collisions in former toll plaza areas; and has eliminated \$650 million in toll plaza capital projects that are no longer necessary.

## **Report on Operations**

With regard to the Report on Operations for November 2017, Mr. DeCrescenzo stated that compared to November 2016, traffic was higher by 3.3%; E-ZPass volume increased by 11.9%; non-E-ZPass transactions decreased by 52.1%; passenger vehicle traffic increased by 3.1%; and other vehicle traffic increased by 6.4%. Compared to the same periods in 2016, preliminary traffic figures for December 2017 are 1.8% higher. Mr. DeCrescenzo thanked TBTA employees for their hard work during Winter Storm Grayson. Mr. DeCrescenzo also provided information requested by the Committee on New York State Police enforcement at TBTA facilities. He stated that beginning in 2017, the TBTA and the State Police wrote over 110,000 summonses, effected over 700 arrests and interdicted over 1,000 persistent toll violators. In 2017, 9,327 summonses were issued for covered and/or obstructed license plates as compared to 1,073 summonses that were issued for that violation in 2016. Mr. DeCrescenzo stated that while sideswipe collisions are lower because of reduced merging, TBTA is deploying resources to reduce speed through aggressive safety enforcement efforts. Through November 2017, 53.8% more summonses have been issued compared to the same period in 2016, with the largest increases in summonses for unsafe lane change and disobey a traffic control device. Through November 2017, collisions at TBTA's old toll plaza locations have been reduced by 41% to 77%. In November 2017, the total number of collisions either decreased or stayed the same at eight of TBTA's nine facilities as compared to the same period in 2016.

Commissioner Pally commented that while passenger vehicle traffic has increased he wanted to know the reason for the significant increase in non-passenger vehicle traffic over the last two months and whether

Open Road Tolling (ORT) or the economy is having an effect on that traffic. Commissioner Greenberg also mentioned that there was a significant increase in non-passenger vehicle traffic at the end of 2015 into 2016. Mr. Abrams responded that it is mostly truck traffic and he speculated that ORT, the economy and/or the holiday season may have had an impact. Chairman Moerdler asked whether there was any indication that truck drivers tend to avoid using E-ZPass to pay their tolls. Mr. Abrams responded that there is no indication that trucks violate more than passenger vehicles.

### **Safety Report**

With regard to the Safety Report for November 2017, Mr. Osnes stated that the total collision rate was 6.60 per million vehicles, which was a 17.2% decrease from the November 2016 rate and 18.3% below the 12 month rolling average rate of 8.08 collisions per million vehicles. The collision with injury rate was 0.72 per million vehicles, which was 44.2% better than November 2016 and 28.0% better than the 12 month rolling average rate of 1.00. Preliminary figures for December 2017 show year over year declines in both collision rates. With regard to employee and contractor safety performance indicators, there were 6.6 employee lost time injuries per 200,000 hours compared to 6.8 in the previous 12 months, and the construction injury rate decreased from 1.97 to 1.48, a 24.9% improvement. Chairman Moerdler commented that the customer collision rate increased to 8.08 and the customer collision with injury rate increased to 1.00. Mr. Osnes stated that the 8.08 and 1.00 rates represent the 12 month rolling average. Mr. Rivera stated that the benefits of lowering collisions through mitigation measures just started to be realized in the Third Quarter of 2017. Chairman Moerdler asked whether the increases in collisions are due to changed traffic patterns while work is being done on the bridges. Mr. Rivera responded that any time there are changes in traffic patterns they are looked at from a customer safety standpoint. Mr. Parisi also stated that as customers get used to the fact that the toll plazas no longer exist and the roadways have been reconfigured, reductions in collisions have been realized. Mr. Osnes also stated that from June through December there has been a reduction in lost time injuries between 25% and 30%. Commissioner Brown congratulated TBTA on the improvements made since ORT has been implemented and on the law enforcement efforts in targeting cellular telephone/texting use while driving and unsafe lane changes. Mr. Fulton stated that there are many variables that go into reducing collisions at facilities that include strategies involving aggressive signage, including variable message signs (VMS), roadway striping and targeted enforcement.

### **Report on Cashless Tolling**

Ms. Chua presented the first report on Cashless Tolling and discussed the monthly data on traffic and revenue performance at TBTA facilities as well as the E-ZPass and Tolls by Mail (TBM) programs. She stated that in November 2017, the E-ZPass market share was at a record high of 93.8%, which is 7.2% higher than November 2016. ORT has been a driving force behind the increased market shares as the November average weekday shares at all facilities is at 94.6% overall with every facility over 90%. Ms. Chua then discussed the revenue collection process and the TBM program by stating that all toll transactions are either E-ZPass or TBM. Because E-ZPass tolls are pre-paid based on usage, most of the revenue transacted is essentially guaranteed and E-ZPass transactions account for the majority of TBTA's toll transactions at 94%. The remaining 6% of toll transactions are TBM, with a billing process that ages transactions in 30 day intervals over 3-4 cycles, and in some cases even longer. While TBM transactions represent a small percentage of overall toll transactions, they are more costly to administer due to the multiple billing cycles over a longer collection time frame and, as a result, are the bulk of TBTA's ORT expenses.

Overall revenue collection is supported by toll violation enforcement tools, which are a combination of New York Department of Motor Vehicle (DMV) registration suspensions, out of state vehicle exclusions, civil lawsuits and DMV reciprocity agreements.

TBTA added \$149 million over four years to its Financial Plan in November 2016 to cover the cost of expanding the ORT program to all of its facilities. Based in part on TBTA's success in moving more people to E-ZPass, TBTA has been able to reduce this additional cost to \$93 million in the current financial plan that was presented to the Committee this past November. TBTA continues to communicate the benefits of E-ZPass to its

customers to maintain higher levels of market share and to reduce TBM costs and it is looking to further reduce expenses by realizing operational efficiencies.

With regard to the Henry Hudson Bridge (HHB) that has been cashless since 2012 and went live with ORT in November 2016, Ms. Chua stated that the HHB revenue collection experience in 2016 reflects a year's worth of transactions within a two year collection period. TBTA had expected to collect \$76.5 million but at the end of 2017 it had collected \$81.6 million in tolls and fees or 106.8%. This confirms that when a long enough collection period is allowed to occur TBTA is eventually made whole in revenue collection after both tolls and fees are taken into account.

Ms. Chua discussed the 2017 collection rates at the HHB, Hugh Carey Tunnel (HCT) and Queens Midtown Tunnel (QMT), as they are facilities that have been ORT operational all of 2017. She stated that there was over 100% collection rate at those facilities through the Third Quarter of 2017. She also stated that it takes at least an average of six months to a full year from when a facility goes live with ORT to realize revenue collection rates, including tolls and violation fees, of 100% or more.

In discussing the revenue collection rates at all TBTA facilities through November 2017, Ms. Chua explained that the goal is to report on transactions that have matured for at least six months prior to the current reporting month to allow for an adequate TBM billing and collection period. Therefore, the revenue collection rates are for transactions from the ORT go-live date through May 2017, which is six months prior to November 2017. As of November 2017, the HHB, HCT, QMT and Rockaways facilities that went live with ORT before May 2017 have collection rates, including tolls and violation fees, above 100%.

The remaining facilities that went live with ORT after May 2017 will be reported on moving forward monthly. For example, the Robert F. Kennedy Bridge (RFKB) went live in June, so TBTA will be reporting on collections for June 2017 transactions in February 2018. Ms. Chua stated that even though the RFKB only went live on June 15, 2017 and not enough time has passed for trends to be defined, the collection rate is at 99.5% through July based on collections through November. The remaining facilities – Verrazano-Narrows Bridge (VNB), Bronx-Whitestone Bridge (BWB) and Throgs Neck Bridge (TNB), are even less mature with ORT, but the first month of tolls transacted shows a higher collection rate status than the subsequent months, which is consistent with overall collection trends for the program. Future monthly reports will maintain a rolling six month transaction period to allow for the longer TBM collection cycles to mature and achieve collection rates of at least 100%.

Chairman Moerdler asked whether the collection rate includes the cost of collection and Ms. Chua responded that it does not. With regard to TBM, Chairman Moerdler asked about the imposition of fees. Ms. Terry explained that the \$5.00 late fee is added to the second TBM bill and if that is paid it does not escalate to a Notice of Violation (NOV). Once a bill escalates to a NOV, Ms. Terry stated that the \$5.00 late fee is eliminated and the toll plus the appropriate violation fee is due, which is \$50.00 at the minor HHB and the Rockaways facilities and \$100 at all of the other major facilities. Chairman Moerdler stated that consideration should be given to increasing the \$5.00 late fee to cover the cost of collection. Ms. Terry responded that the cost of collection is treated as an expense and it does not reduce toll revenue. Chairman Moerdler asked how violation fees are imposed and whether data is kept to track recidivist violators. Ms. Terry responded that fees are set by the Board primarily to deter toll evasion because the goal is to have our customer pay their tolls when they are due. Now that ORT is at all TBTA facilities, Ms. Terry stated that making up for unpaid tolls and sufficiently deterring toll evasion are measured and factored into the cost of toll collection. With regard to whether TBTA keeps data to track recidivist violators, Mr. DeCrescenzo stated that data is kept on violators so that trends can be identified and resources deployed to stop them. Summonses are issued to persistent toll violators, those operating vehicles with suspended registrations and those that are on out-of-state exclusion lists. Ms. Terry also stated that repeat toll offenders are eligible for registration suspension if they meet the three unpaid tolls and fees on different days threshold within a five year period. She stated that TBTA starts at the top with the most egregious violators that typically have in excess of 30 or 40 toll violations.

Commissioner Pally asked whether the \$93 million cost of collection includes law enforcement costs and Ms. Chua responded that it does not but that TBTA has realized some savings efficiencies from utilizing its



own workforce. It does include back office expenses net of labor savings. With a 9% increase in E-ZPass usage post-ORT, Commissioner Pally asked whether the reduction in the toll rate, especially for those with a New York Customer Service Center (NYCSC) issued E-ZPass, is analyzed by what the collection rate was pre-ORT. Ms. Chua responded that while the average toll has decreased, the Financial Plan reflects expenses that are reducing and that revenue forecasts are being revised. Commissioner Pally stated that since there is such a large percentage of E-ZPass users paying a lower toll rate that the differentiation between the lower E-ZPass rate and the regular toll rate needs to be factored into the toll and fare increase discussion in 2019. Commissioner Pally asked whether TBM customers are made aware of the benefits of using E-ZPass and how often they are billed. Ms. Terry responded that toll bills include information about converting to E-ZPass and saving money on tolls and that the toll bills, which are sent out in 30 day intervals, aggregate tolls incurred among the NYCSC Cashless Tolling agencies. Commissioner Pally asked how tolls are collected from rental vehicles and how they are charged. Ms. Terry responded that the rental companies are sent toll bills and can transfer the responsibility for payment to the renter of the vehicle. Commissioners Albert and Greenberg stated that the rental companies will bill the renter's credit card if a toll is incurred and not paid at a toll collection point.

Commissioner Brown asked whether the 4.2% rate of uncollected tolls at the HHB is comparable to the other ORT facilities. Mr. Abrams responded that uncollected toll rates start high when the first toll bill is sent out and then the rate begins to fall as tolls are collected. He stated that TBTA is collecting tolls at the end of 2017 that were incurred in 2016. After three years, when the statute of limitations has run, uncollected tolls are written off. Commissioner Brown suggested that the Board should look into whether fees should be raised to be more punitive to deter persistent toll violators.

Commissioner Albert asked what the penalty is for driving with a suspended registration. Mr. DeCrescenzo responded that motorists with suspended registrations are issued a criminal court summons for persistent toll violations, their license plates are removed and their vehicle is seized. Commissioner Albert asked whether TBTA tracks repeat offenders and whether the license plate recognition (LPR) system can alert to a covered and/or obstructed license plate. Mr. DeCrescenzo responded that TBTA does track repeat offenders and that LPRs are used in combination with stopping motorists with covered and/or obscured plates.

Copies of the presentation are filed with the minutes of the Triborough Bridge and Tunnel Authority held this day and defer to the video recording of the meeting provided by the Metropolitan Transportation Authority (MTA) and maintained in MTA records for the content of the statement made regarding this presentation.

### **Financial Report**

Ms. Chua stated that through November 2017, toll revenue was \$1.757 billion, which is slightly better than plan by approximately \$500,000. Through November 2017, traffic is 0.9% better than plan at 2.6 million crossings. Preliminary 2017 year-end results for both traffic and revenue indicate that traffic for the year reached almost 310 million crossings, which surpasses TBTA's 2016 record of 307 million crossings and is 3.1 million crossings greater than the November forecast. Preliminary toll revenue is approximately \$1.918 billion, which is almost \$12 million higher than the November Plan forecast. Total expenses through November 2017 were \$451.4 million, which is \$38.1 million or 7.8% lower than plan. Non-labor costs were lower by \$23.1 million or 10.1% due to timing of expenses. Labor costs were \$15 million or 5.8% lower than budget due to payroll vacancies. Overtime was lower by \$1.2 million or 4.1% against plan. Total support to mass transit was over \$1.055 billion through November, which is \$66.3 million or 6.7% better than plan. Chairman Moerdler asked how many vacancies there are at TBTA and Ms. Chua responded 171.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for December 2017, Mr. Keane stated that TBTA significantly exceeded its 2017 Capital Program goals. Total commitments achieved were at \$676.1 million, which was 28% better than the goal of \$527.7 million. Total completions achieved were at \$832.9 million, which was 57% better than the goal of \$531.4 million. Chairman Moerdler asked what concrete skewbacks are

and Mr. Keane responded that skewbacks are the substructure large concrete blocks that support the arch at the HHB.

### **Procurements**

For January 2018, Mr. Bajor stated that there is one competitive procurement and three ratifications totaling \$26.21 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Bajor stated that there is one competitive procurement to award a new Personal Services Contract to perform Maritime Security Services at all facilities in the amount of \$1,682,487.90.

### **Personal Service Contracts**

Kupper Engineering and Land Surveying, PLLC	Contract No. PSC-15-2970 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively negotiated personal service contract in order to provide all labor, material and equipment necessary to perform Maritime Security Services.	\$1,682,487.90
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Mr. Bajor stated that there are three ratifications as follows:

- RFKB deck strengthening, security tower fabrication and installation, and power distribution upgrades in the amount of \$13,925,775.26;
- QMT power distribution upgrades and electrical work associated with the security towers in the amount of \$7.3 million and for an additional \$1.3 million making the total amount \$8.6 million; and
- RFKB additional design and construction support services to support ORT and the Command and Control Center in the amount of \$1,381,300 and for an additional \$626,074.29 making the total amount \$2,007,374.29.

### **Ratification of Completed Procurement Actions**

DeFoe Corp.	Contract No. RK-23A This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract RK-23A to furnish and install electrical and other associated work in connection with post Open Road Tolling (ORT) implementation at the RFK Bridge.	\$13,925,775.26
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Judlau Contracting, Inc.

Contract No. QM-40S

\$8,600,000.00

This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract QM-40S to furnish and install electrical and lighting infrastructure upgrades to modernize the Manhattan and Queens Plazas in coordination with the new Open Road Tolling (ORT).

WSP SELLS / HNTB, JV

Contract No. PSC-14-2957

\$2,007,374.29

This is to inform the Board and seek its ratification under the All Agency Services Contract Procurement Guidelines to amend personal services Contract PSC-14-2957 for additional design and construction support services (CSS).


Chairman Moerdler asked whether an integrity monitor should be appointed on the Judlau contract as they have a recent record of significant adverse information (SAI) and Mr. Bajor responded that a monitor was already on the contract. Chairman Moerdler then inquired as to whether TBTA gets reports from the monitor and who, specifically, gets them. Mr. Bajor and Mr. DeCrescenzo responded that the Procurement Department as well as the Chief Engineer get the reports.

Upon a motion duly made and seconded, the Committee Members who were present at the Committee Meeting approved and moved to the Board the procurements, although a Committee Quorum was not present.

#### Adjournment

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

Respectfully submitted,

  
for Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations  
Safety Report  
Financial Report  
Report on Cashless Tolling  
Capital Program Project Status Report  
  
Procurements  
Action Items (if any)

### Responsibility

Committee Chair & Members  
Committee Chair & Members  
Revenue Management  
Safety & Health  
Controller/Planning & Budget  
Revenue Management  
Engineering & Construction/  
Planning & Budget  
Procurement & Materials

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### February 2018

Preliminary Review of 2017 Operating Budget Results  
2018 Adopted Budget/Financial Plan 2018-2021  
2017 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2017  
Diversity Report – 4<sup>th</sup> Quarter 2017

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

### March 2018

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2018

Final Review of 2017 Year-End Operating Results

Planning & Budget

### May 2018

Customer Environment Survey – 1<sup>st</sup> Quarter 2018  
Diversity Report – 1<sup>st</sup> Quarter 2018

Operations  
EEO

### June 2018

No items scheduled.

### July 2018

No items scheduled.

### August 2018

No meeting scheduled.

### September 2018

Customer Environment Survey – 2nd Quarter 2018

Operations

2019 Preliminary Budget  
Diversity Report – 2<sup>nd</sup> Quarter 2018

Planning & Budget  
EEO

October 2018

2019 Preliminary Budget

Planning & Budget

November 2018

Customer Environment Survey – 3rd Quarter 2018  
B&T Committee Charter – Review

Operations  
MTA Board

December 2018

2019 Proposed Committee Work Plan  
2019 Proposed Final Budget  
Diversity Report – 3<sup>rd</sup> Quarter 2018

Committee Chair & Members  
Planning & Budget  
EEO

January 2019

Approval of 2019 Work Plan

Committee Chair & Members

## **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, 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.

##### **Report on Cashless Tolling**

Summary presentation of information about cashless tolling performance, including figures for E-ZPass and Tolls by Mail traffic, revenue collection and the E-ZPass customer service center. This report contains data on overall E-ZPass market share, average traffic and traffic shares in peak and non-peak periods, revenue collection rates by facility, E-ZPass accounts and service metrics, and an E-ZPass market share chart. The Report on Cashless Tolling 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, and headcount charts. The Financial Report is provided on a two-month lag, except in the month of September, at which time it includes the June and July 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.



## **II. SPECIFIC AGENDA ITEMS**

### **FEBRUARY 2018**

#### Preliminary Review of 2017 Operating Budget Results

The agency will present a brief review of its 2017 Operating Budget results.

#### 2018 Adopted Budget and February Financial Plan 2018-2021

The Agency will present its revised 2017 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2017 meeting and any Agency technical adjustments.

#### 2017 B&T Operating Surplus

The Committee will recommend action to the Board.

#### Customer Environment Survey – 4th Quarter 2017

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 – 4<sup>th</sup> Quarter 2017

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

### **MARCH 2018**

#### 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.

### **APRIL 2018**

#### Final Review of 2017 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 2018**

#### Customer Environment Survey – 1st Quarter 2018

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.

#### **MAY 2018 (cont'd)**

#### Diversity Report – 1<sup>st</sup> Quarter 2018

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

## **JUNE 2018**

No items scheduled.

## **JULY 2018**

No items scheduled.

## **AUGUST 2018**

No meeting scheduled.

## **SEPTEMBER 2018**

### Customer Environment Survey – 2nd Quarter 2018

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.

### 2019 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2019 Preliminary Budget.

### Diversity Report – 2<sup>nd</sup> Quarter 2018

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

## **OCTOBER 2018**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

## **NOVEMBER 2018**

### Customer Environment Survey – 3rd Quarter 2018

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.

### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

## **DECEMBER 2018**

### 2019 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

### 2019 Proposed Final Budget

The Committee will recommend action to the Board.

### Diversity Report – 3<sup>rd</sup> Quarter 2018

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

## **JANUARY 2019**

### Approval of Work Plan for 2019

The committee will have already received a draft work plan for 2019 at the December 2018 meeting. The committee will be requested to approve the amended work plan for the year.



# **Bridges and Tunnels**

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## **Report on Operations December 2017**

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## **MTA Bridges and Tunnels December 2017 Traffic Trends**

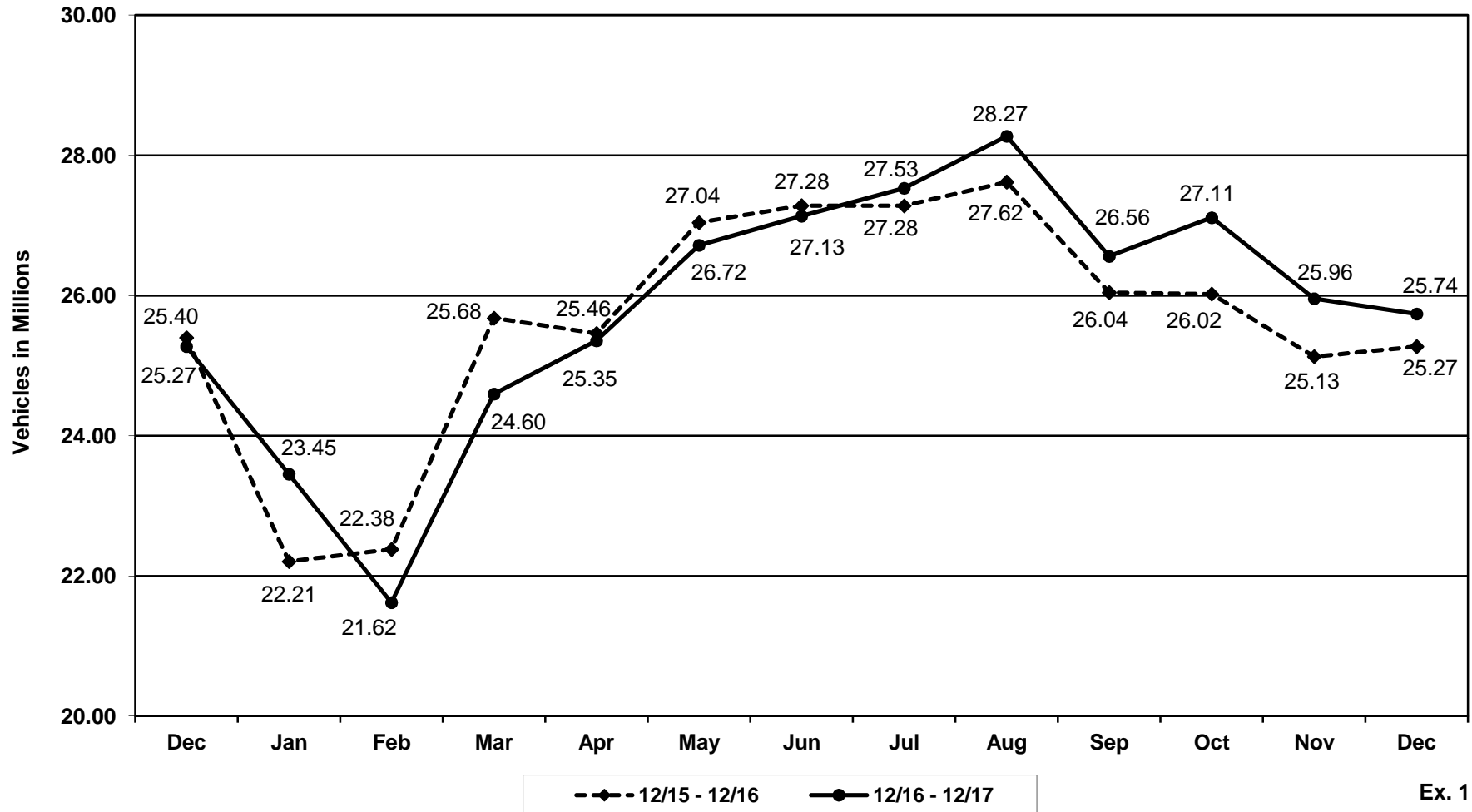
### **Summary**

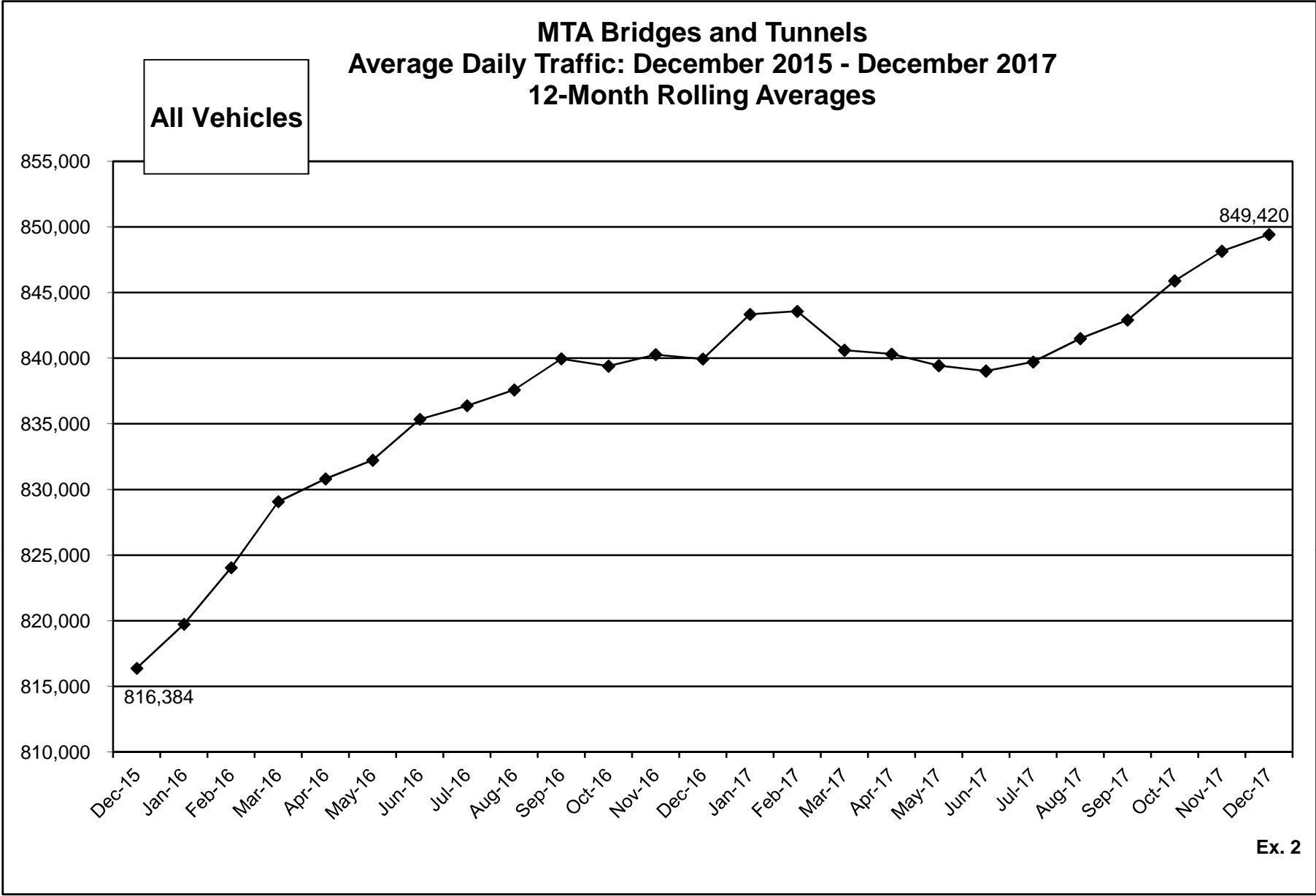
Traffic was higher on a year-to-year basis, with 25.7 million crossings this month vs. 25.3 million crossings in December 2016, an increase of 1.8% (Exhibit 1).

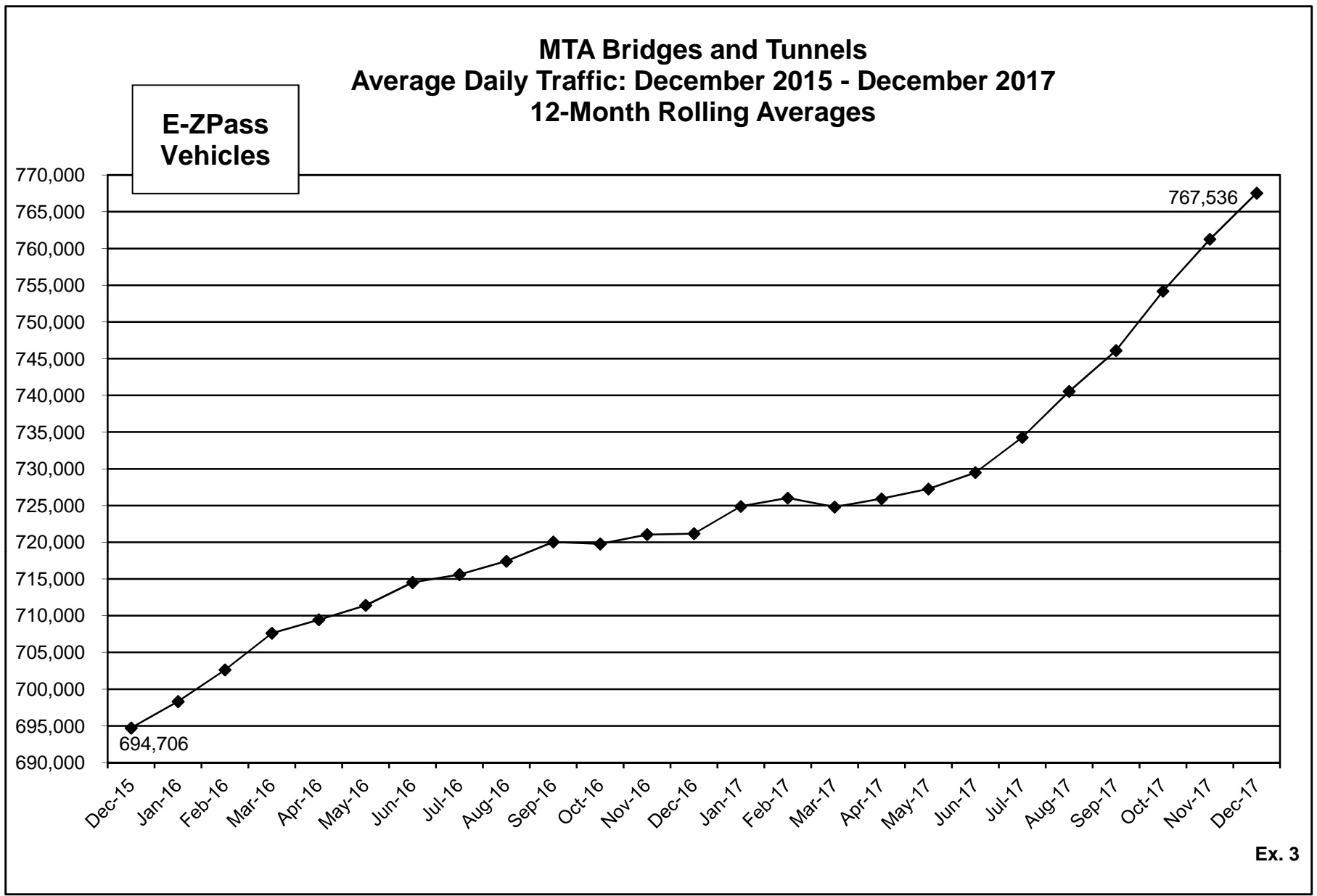
Snowfall was 7.2 inches this year compared to 3.0 inches in 2016. Rainfall this year was 2.0 inches compared to 3.0 inches last year. Gas prices averaged \$2.62 per gallon this December, which was \$0.18 more than last year at this time.

E-ZPass volume increased by 10.5% on a year-to-year basis for the month while crossings using Tolls by Mail declined 52.5% compared to Tolls by Mail, cash and other payment methods used in December 2016 (Exhibit 7). Passenger car travel increased 1.8% and other vehicle travel increased 2.2% from December 2016 (Exhibit 8).

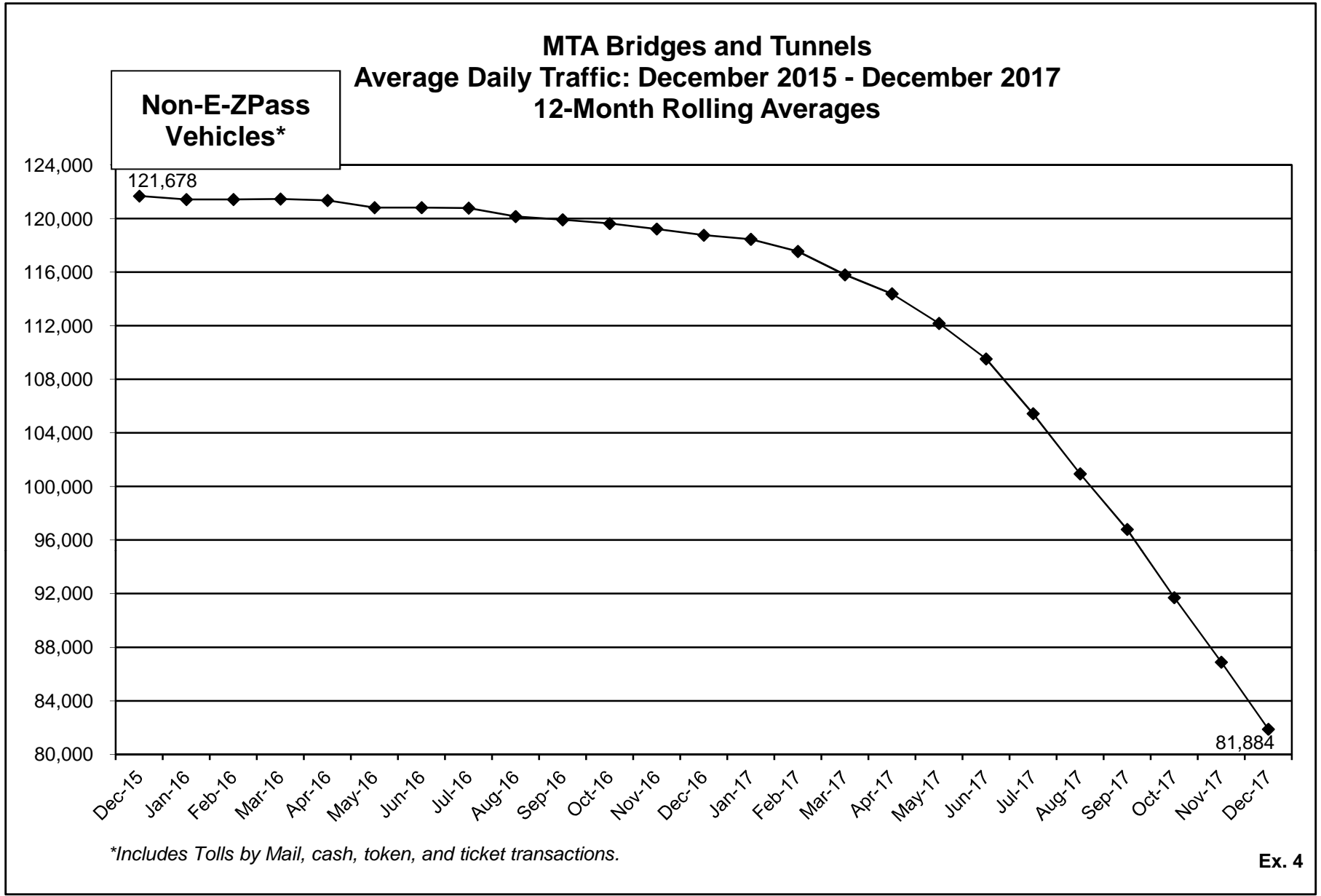
# **MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2017**





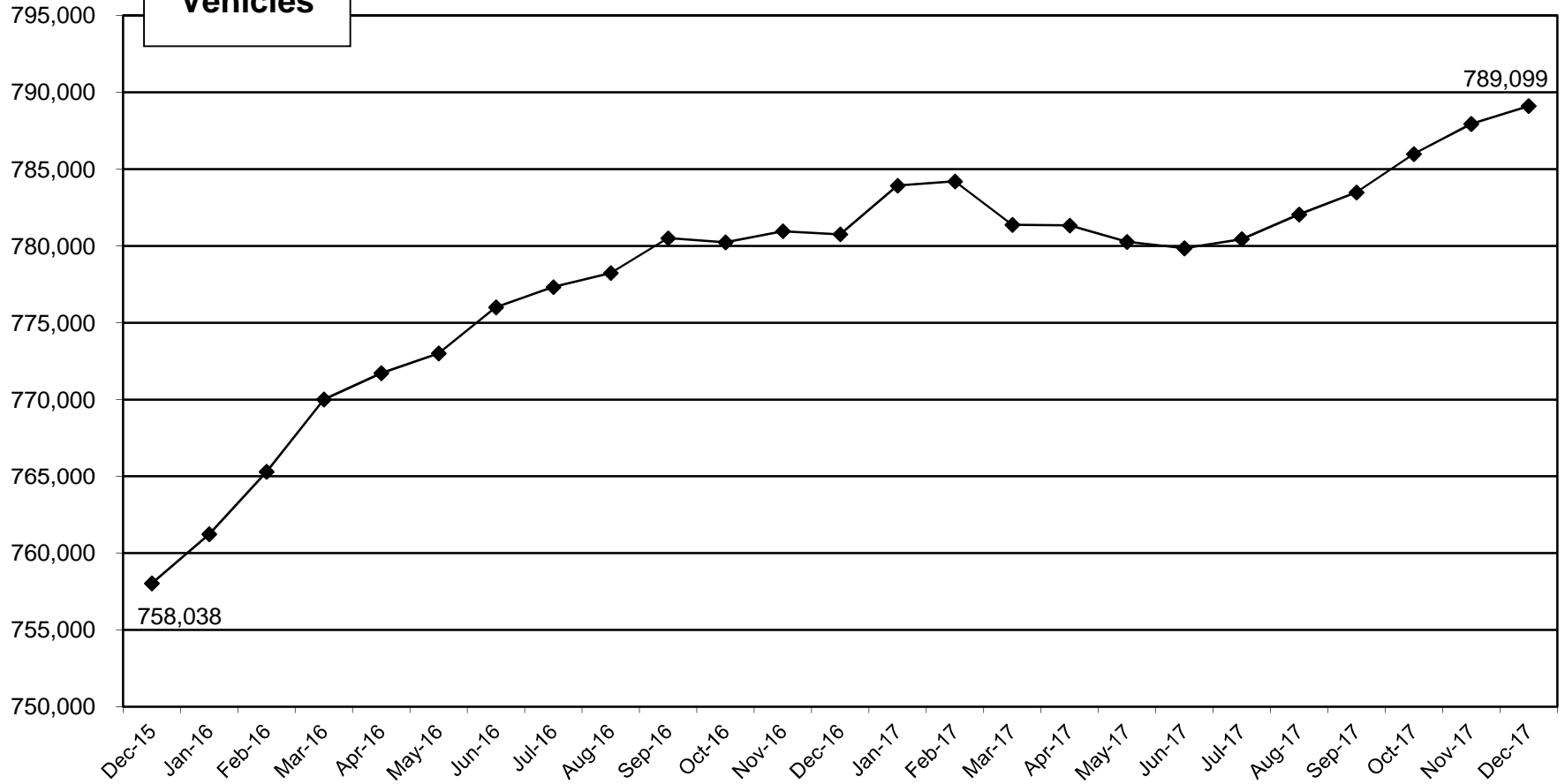




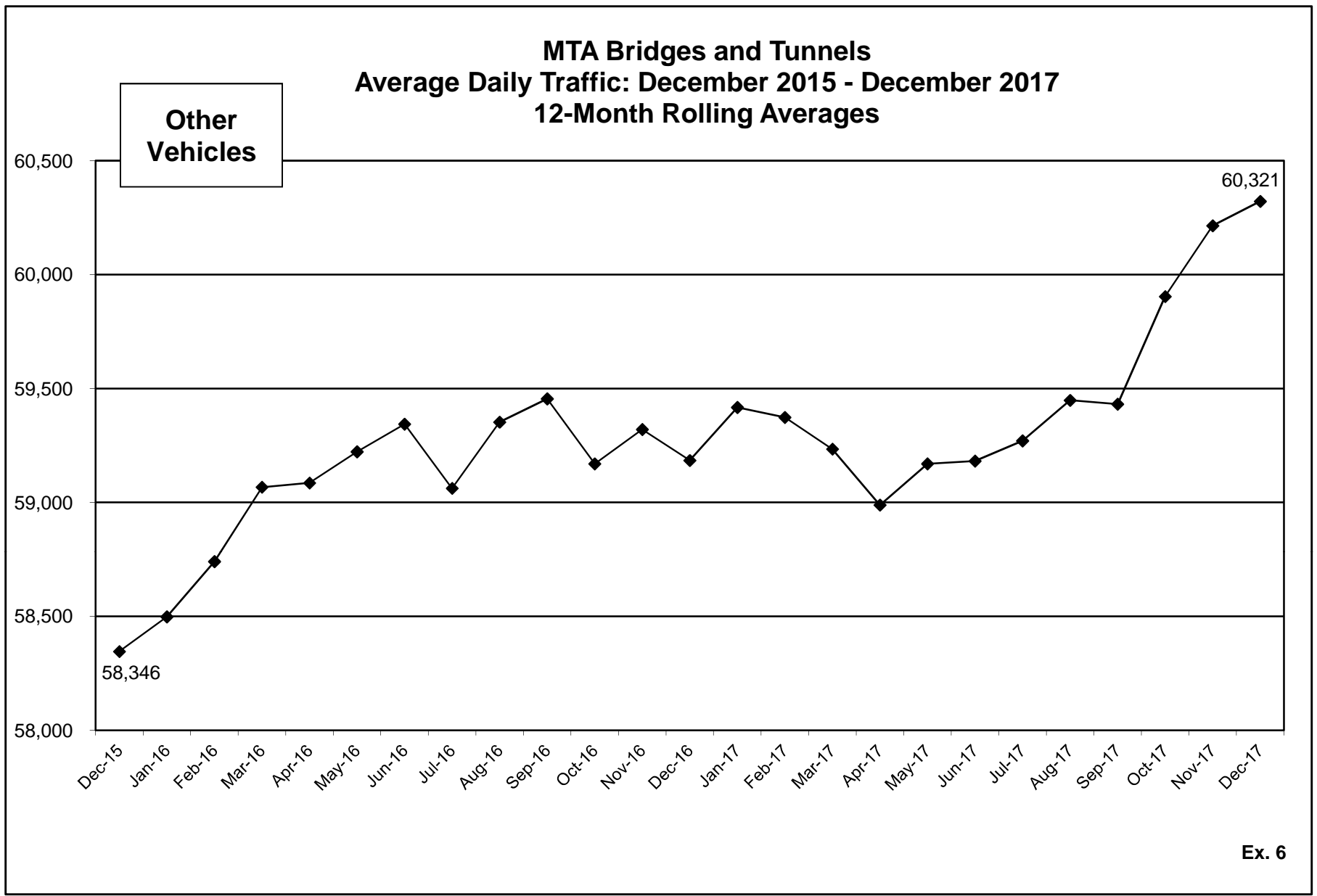


**MTA Bridges and Tunnels  
Average Daily Traffic: December 2015 - December 2017  
12-Month Rolling Averages**

**Passenger  
Vehicles**



**Ex. 5**



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

Corridor	Toll Media	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	1.8%	3.1%	2.4%	1.4%	1.1%
	E-ZPass	10.5%	11.8%	10.3%	7.7%	6.4%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-52.5%	-52.3%	-44.9%	-36.6%	-31.1%
RFK Bridge	Total Vehicles	2.4%	4.1%	4.5%	2.0%	1.7%
	E-ZPass	14.0%	16.0%	16.4%	11.6%	9.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-55.7%	-55.6%	-52.4%	-44.1%	-36.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.4%	4.2%	1.1%	-3.1%	-4.7%
	E-ZPass	8.7%	9.6%	6.5%	1.9%	0.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-49.3%	-49.8%	-49.4%	-49.7%	-48.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.3%	0.9%	0.0%	-3.8%	1.0%
	E-ZPass	10.9%	11.2%	7.3%	1.4%	6.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-51.4%	-50.8%	-34.6%	-37.5%	-22.5%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	4.5%	4.0%	3.5%	3.3%
	E-ZPass	11.3%	13.4%	12.9%	10.0%	8.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-56.4%	-56.3%	-54.0%	-39.2%	-31.9%
Henry Hudson Bridge	Total Vehicles	1.7%	2.6%	3.6%	4.3%	4.1%
	E-ZPass	3.5%	4.6%	5.2%	5.5%	5.0%
	Tolls By Mail	-23.3%	-24.8%	-18.6%	-12.2%	-9.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.3%	3.1%	2.0%	1.8%	1.6%
	E-ZPass	7.7%	10.7%	10.5%	9.5%	7.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-57.5%	-55.6%	-53.8%	-48.9%	-41.0%

(1) December 2017 vs. December 2016

(2) October 2017 to December 2017 vs. October 2016 to December 2016

(3) July 2017 to December 2017 vs. July 2016 to December 2016

(4) April 2017 to December 2017 vs. April 2016 to December 2016

(5) January 2017 to December 2017 vs. January 2016 to December 2016

(6) Includes tokens and tickets

(7) Tolls by Mail was implemented on the following schedule in 2017: Hugh L. Carey Tunnel, January 4; Queens Midtown Tunnel, January 10; Marine Parkway and Cross Bay Bridges, April 30; RFK Bridge, June 15; Verrazano-Narrows Bridge, July 8; Throgs Neck and Bronx-Whitestone Bridges, September 30

**Ex. 7**

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

Corridor	Toll Media	Dec <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	1.8%	3.1%	2.4%	1.4%	1.1%
	Passenger	1.8%	2.9%	2.3%	1.3%	1.1%
	Other	2.2%	6.1%	3.8%	2.4%	1.9%
RFK Bridge	Total Vehicles	2.4%	4.1%	4.5%	2.0%	1.7%
	Passenger	2.3%	3.8%	4.3%	1.8%	1.6%
	Other	3.8%	8.5%	6.7%	4.2%	3.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.4%	4.2%	1.1%	-3.1%	-4.7%
	Passenger	4.1%	4.5%	1.4%	-3.0%	-4.7%
	Other	-5.5%	-0.1%	-1.9%	-4.4%	-4.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.3%	0.9%	0.0%	-3.8%	1.0%
	Passenger	0.4%	0.8%	0.0%	-4.0%	1.0%
	Other	-0.8%	2.3%	0.6%	-1.3%	1.2%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	4.5%	4.0%	3.5%	3.3%
	Passenger	2.5%	4.1%	3.8%	3.3%	3.1%
	Other	6.3%	10.9%	7.9%	6.4%	5.8%
Henry Hudson Bridge	Total Vehicles	1.7%	2.6%	3.6%	4.3%	4.1%
	Passenger	1.1%	2.3%	3.5%	4.2%	4.1%
	Other	134.7%	42.6%	14.8%	7.8%	2.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.3%	3.1%	2.0%	1.8%	1.6%
	Passenger	-0.4%	2.3%	1.3%	1.3%	1.2%
	Other	11.8%	16.6%	14.1%	10.5%	7.8%

(1) December 2017 vs. December 2016

(2) October 2017 to December 2017 vs. October 2016 to December 2016

(3) July 2017 to December 2017 vs. July 2016 to December 2016

(4) April 2017 to December 2017 vs. April 2016 to December 2016

(5) January 2017 to December 2017 vs. January 2016 to December 2016

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>(1)</sup>			Weather <sup>(2)</sup>			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Dec-15	25,398,337	\$2.18	50	3.9	-	17
Jan-16	22,206,860	\$2.05	36	4.2	28.8	7
Feb-16	22,379,445	\$1.90	39	4.4	5.6	13
Mar-16	25,678,007	\$1.93	49	1.3	1.8	11
Apr-16	25,460,062	\$2.17	53	1.7	-	11
May-16	27,041,559	\$2.33	64	3.9	-	11
Jun-16	27,281,473	\$2.38	74	2.2	-	9
Jul-16	27,279,840	\$2.31	81	5.0	-	12
Aug-16	27,620,446	\$2.22	82	1.1	-	10
Sep-16	26,043,256	\$2.23	74	2.5	-	9
Oct-16	26,022,431	\$2.27	61	4.8	-	6
Nov-16	25,130,058	\$2.39	53	5.4	-	8
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,452,652	\$2.54	40	3.9	10.1	15
Feb-17	21,620,767	\$2.49	43	1.9	10.3	6
Mar-17 <sup>(3)</sup>	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
<b>Oct-17</b>	<b>27,109,361</b>	\$2.65	66	3.8	-	9
<b>Nov-17</b>	<b>25,955,863</b>	\$2.66	66	2.1	-	8
<b>Dec-17</b>	<b>25,737,018</b>	\$2.62	39	2.0	7.2	9

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences**

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
<b>2016 vs. 2015</b>						
December	(125,179)	\$0.26	(10)	(0.9)	3	(7)
<b>2017 vs. 2016</b>						
January	1,245,792	\$0.49	4	(0.3)	(19)	8
February	(758,678)	\$0.59	4	(2.5)	5	(7)
March	(1,082,389)	\$0.51	(8)	3.4	8	(1)
April	(105,232)	\$0.35	5	2.4	-	1
May	(323,809)	\$0.18	(1)	2.1	-	1
June	(148,208)	\$0.11	0	2.0	-	0
July	250,780	\$0.13	(2)	(0.7)	-	(4)
August	651,048	\$0.29	(6)	2.2	-	3
September	515,882	\$0.60	(2)	(0.7)	-	(4)
October	1,086,930	\$0.38	5	(1.0)	-	3
November	825,805	\$0.27	13	(3.3)	-	0
December	463,860	\$0.18	(1)	(1.0)	4	(1)

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 19, 2017

## **Supplemental Data Page for Exhibits 2 through 6**

### **Average Daily Traffic: 12-Month Rolling Averages**

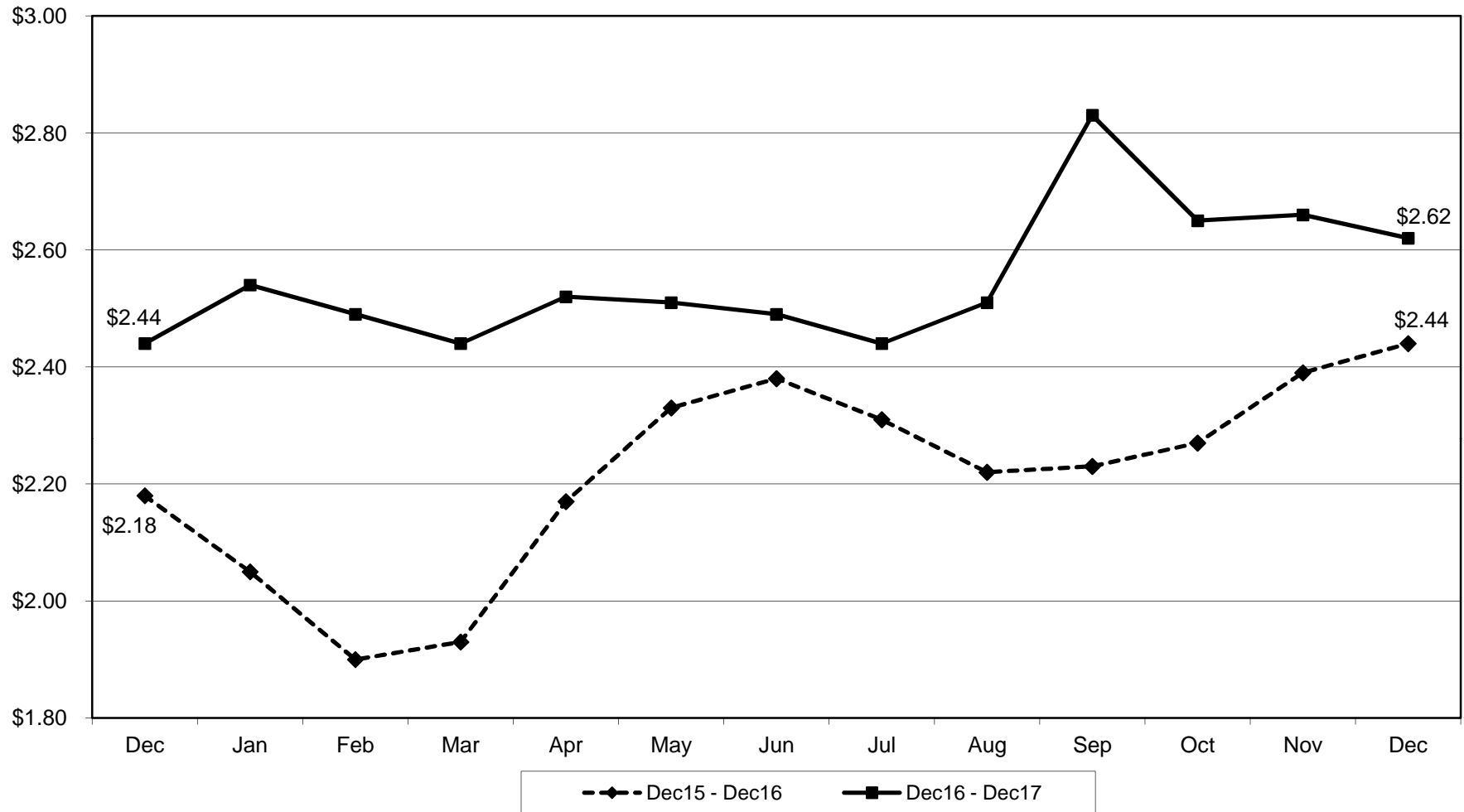
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Dec-15	816,384	694,706	121,678	758,038	58,346
Jan-16	819,736	698,310	121,426	761,238	58,498
Feb-16	824,042	702,619	121,423	765,302	58,741
Mar-16	829,073	707,615	121,458	770,006	59,067
Apr-16	830,808	709,454	121,354	771,723	59,086
May-16	832,232	711,414	120,817	773,009	59,222
Jun-16	835,349	714,533	120,816	776,005	59,343
Jul-16	836,384	715,603	120,780	777,322	59,062
Aug-16	837,587	717,430	120,157	778,235	59,353
Sep-16	839,955	720,046	119,909	780,500	59,455
Oct-16	839,401	719,772	119,629	780,231	59,169
Nov-16	840,278	721,056	119,223	780,958	59,320
Dec-16	839,936	721,175	118,761	780,752	59,184
Jan-17	843,340	724,889	118,451	783,923	59,417
Feb-17	843,572	726,022	117,550	784,199	59,373
Mar-17	840,606	724,805	115,801	781,372	59,234
Apr-17	840,318	725,931	114,387	781,329	58,989
May-17	839,431	727,255	112,175	780,261	59,169
Jun-17	839,025	729,496	109,529	779,843	59,182
Jul-17	839,712	734,273	105,439	780,442	59,270
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
<b>Oct-17</b>	<b>845,887</b>	<b>754,180</b>	<b>91,707</b>	<b>785,983</b>	<b>59,904</b>
<b>Nov-17</b>	<b>848,149</b>	<b>761,258</b>	<b>86,891</b>	<b>787,935</b>	<b>60,214</b>
<b>Dec-17</b>	<b>849,420</b>	<b>767,536</b>	<b>81,884</b>	<b>789,099</b>	<b>60,321</b>

*Note: Bold numbers are preliminary.*

1. Numbers may not add due to rounding.

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

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area December 2015 - December 2017







# **Bridges and Tunnels**

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## **Safety Report December 2017**

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	January 2015 - December 2015	January 2016 - December 2016	January 2017 - December 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.78	7.49	8.00
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.95	0.87	0.99
Employee Accident Reports	247	261	239
Employee Lost Time Injuries Rate per 200,000 worker hours	4.8	6.7	7.2
Construction Injuries per 200,000 worker hours	2.31	1.91	1.49

Leading Indicators				
Roadway Safety	2016		2017	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	49	740	3	926
Fleet Preventative Maintenance Insp.	103	1281	111	1445
Safety Taskforce Inspections	3	13	4	12
Construction Safety	December	Year End	December	Year to Date
Construction Safety Inspections	285	4161	174	3384
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	1	13	1	14
FDNY Liaison Visits	0	25	1	25

### 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.

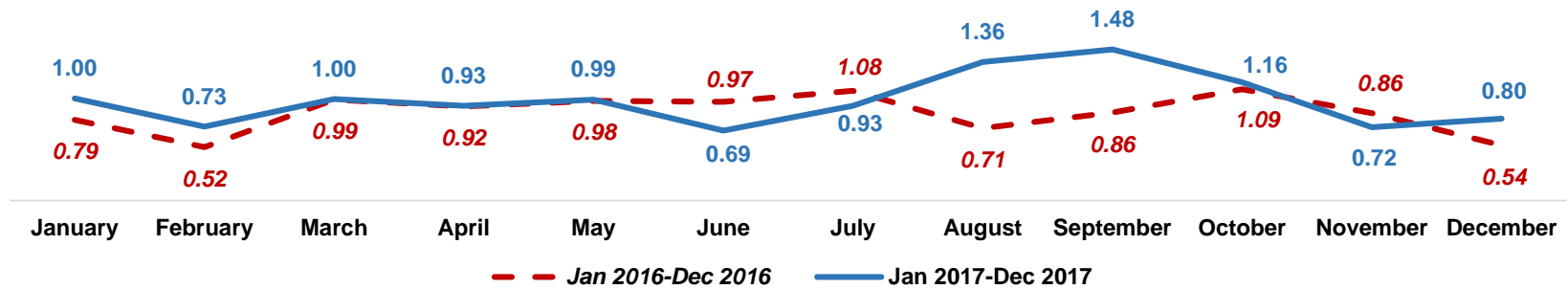
**FDNY Liaison Visits** are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding to emergencies. Additionally, special drills and training exercises are conducted to drill on communications and special rescue operations should they be required.



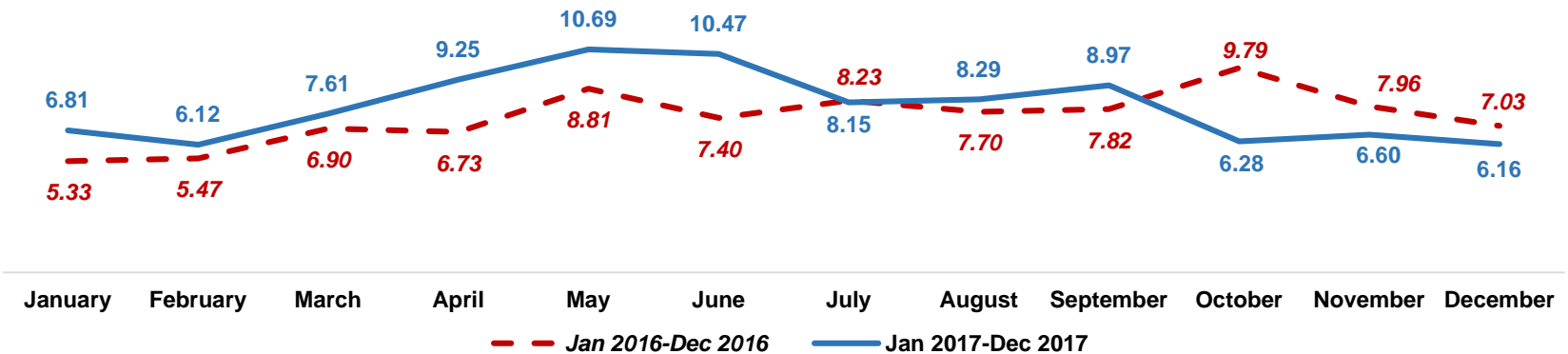
## Bridges and Tunnels

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

#### Collisions with Injuries per Million Vehicles



#### Total Collisions per Million Vehicles

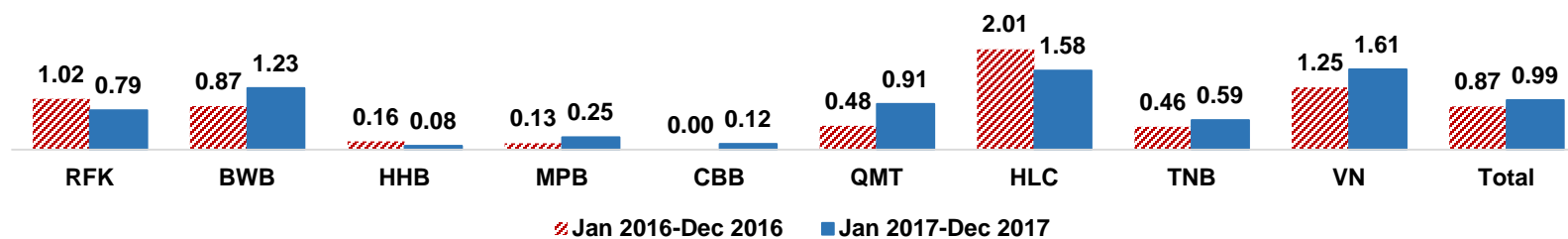




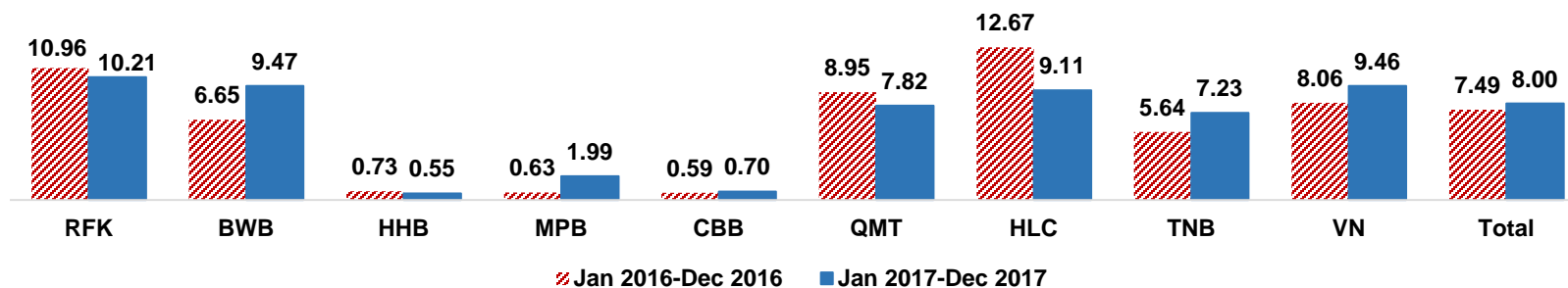
## Bridges and Tunnels

### 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: December 2016 – December 2017

	16-Dec	17-Jan	17-Feb	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec
<b>RFK</b>	8.83	6.56	9.64	13.98	13.77	18.13	14.07	6.93	8.87	7.51	7.42	9.61	6.67
<b>BWB</b>	4.76	5.37	5.22	6.09	11.33	11.59	13.54	11.27	13.26	13.18	9.02	6.80	5.18
<b>TNB</b>	2.79	3.32	3.93	6.01	5.91	11.67	12.63	9.12	8.11	10.32	5.82	2.73	5.37
<b>VNB</b>	8.57	9.81	8.83	7.48	9.82	9.32	10.94	11.82	10.43	10.67	6.66	8.83	8.65
<b>QMT</b>	10.73	10.30	2.21	7.36	11.78	7.93	11.18	3.64	5.51	7.93	7.74	7.55	10.68
<b>HLC</b>	18.19	15.78	7.63	7.36	8.99	14.20	6.55	10.22	6.94	14.78	5.28	7.71	4.09
<b>HHB</b>	0.98	0.54	0.57	1.50	0.46	0.43	0.43	0.45	0.44	0.00	0.87	0.92	0.00
<b>MPB</b>	1.62	1.76	1.97	1.67	5.03	1.41	0.00	3.51	2.45	1.42	1.54	0.00	3.26
<b>CBB</b>	1.49	0.00	0.00	2.99	1.49	0.00	1.22	1.18	0.00	1.38	0.00	0.00	0.00
<b>Total</b>	7.03	6.81	6.12	7.61	9.25	10.69	10.47	8.15	8.29	8.97	6.28	6.60	6.16



## 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:

- 51,244 summonses issued in 2017 period—53.4% higher than in 2016.
- 3,968 summonses issued in December 2017—28.0% higher than in December 2016.
- 73.5% (37,686) of the summonses issued in 2017 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- 70.7% (2,806) of the summonses issued in December 2017 were safety related.

Summons Type	December 2017	December 2016	% Change
Speed	551	351	57.0%
Disobey Signs/Traffic Control Device	858	708	21.2%
Cell Phone/Texting	238	176	35.2%
Unsafe Lane Change/Failure to Signal	265	126	110.3%
*All Other	2,056	1,738	18.3%
<b>Total</b>	<b>3,968</b>	<b>3,099</b>	<b>28.0%</b>

Summons Type	YTD December 2017	YTD December 2016	% Change
Speed	5,931	5,835	1.6%
Disobey Signs/Traffic Control Device	13,837	7,299	89.6%
Cell Phone/Texting	2,579	1,708	51.0%
Unsafe Lane Change/Failure to Signal	3,014	1,086	177.5%
*All Other	25,883	17,470	48.2%
<b>Total</b>	<b>51,244</b>	<b>33,398</b>	<b>53.4%</b>

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

*December data is preliminary.*



# Bridges and Tunnels

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## Customer Environment Survey 4<sup>th</sup> Quarter 2017

## **KEY CUSTOMER SERVICE AREAS**

- ✓ Improve customer service and traffic mobility at all facilities.
- ✓ Ensure the safety of customers traveling over the bridges and tunnels.
- ✓ Enhance the customer environment of bridge and tunnel facilities.

## **SCOPE OF THE OPERATIONS DEPARTMENT**

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The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 300 million vehicles over its facilities annually.

The Operations Department is responsible for the operation and maintenance of:

- 19 Open Road Tolling Zones (Henry Hudson, Cross Bay, Marine Parkway, Verrazano-Narrows, Bronx-Whitestone, Throgs Neck, and Robert F. Kennedy Bridges, and Queens Midtown and Hugh L. Carey Tunnels)
- 5.4 miles of pedestrian walkways
- 149 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 27 electronic variable message signs
- 7,949 roadway, aviation and navigation lights
- 776 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans
- 56 tunnel pumps
- 14 administration, maintenance and fleet buildings
- 431 vehicles including trucks, patrol vehicles, specialized equipment, and a Central Fleet Garage Facility

## **CRITICAL OBJECTIVES**

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, toll plazas, administration buildings, and fleet garages.

## **EXECUTIVE SUMMARY**

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The following is a summary of fourth quarter and year-end 2017 results:

### **Customer Environment**

In the fourth quarter 2017, B&T striped 184,614 linear feet of roadway at the Bronx-Whitestone, Throgs Neck, Verrazano-Narrows, Henry Hudson Bridges and at the Queens Midtown and Hugh L. Carey Tunnels. B&T striped a total of 617,436 linear feet of roadway in 2017. To enhance the customer environment, B&T repaired 439 potholes and swept 2,338 miles of roadway in the fourth quarter 2017. In 2017, a total of 2,899 potholes were repaired and a total of 11,269 miles of roadway were swept.

### **Customer Safety**

The overall collisions per million vehicles rate was 6.35 in the fourth quarter 2017, versus 8.28 in the fourth quarter 2016. The collision with injury rate per million vehicles in the fourth quarter 2017 was 0.90, versus 0.83 in the fourth quarter 2016. In 2017, the overall collisions per million vehicles rate was 8.00, versus 7.49 in 2016. The collision with injury rate per million vehicles in 2017 was 0.99, versus 0.87 in 2016.

### **Customer Service**

B&T exceeded its E-ZPass toll lane availability goal of 99.5% in the fourth quarter 2017, with a total lane availability of 99.9%.



## PERFORMANCE REPORT

### Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the fourth quarter 2017, B&T completed 3,479 work orders, 4 of which were emergencies. During this period, the average time to complete emergency work orders was 0.2 days. B&T completed a total of 13,877 work orders in 2017, 22 of which were for emergencies.

### Roadway Lights in Service (%)

In the fourth quarter 2017, 93.9% of roadway lights were in service, while 87.4% of roadway lights were in service in fourth quarter 2016.

### Roadway Sweeping

B&T swept 11,269 miles of roadway in 2017, 12.6% less than in 2016. B&T swept 2,338 miles of roadway in the fourth quarter 2017, as compared to the 3,236 miles swept in the fourth quarter 2016.

### Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter 2017, B&T striped 184,614 linear feet of roadway at the Bronx-Whitestone, Throgs Neck, Verrazano-

Narrows, and Henry Hudson Bridges and at the Queens Midtown and Hugh L. Carey Tunnels. A total of 617,436 linear feet of roadway were striped in 2016.

### Potholes Repaired

B&T repaired 439 potholes in the fourth quarter 2017, 12.2% less than in the fourth quarter 2017. A total of 2,899 potholes were repaired in 2017.

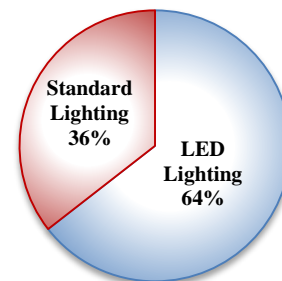
### Storm Drains

B&T cleaned 1,332 storm drains in the fourth quarter 2017, compared to 504 storm drains cleaned in the fourth quarter 2016. A total of 3,269 storm drains were cleaned in 2017.

### LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of fourth quarter 2017, B&T has upgraded 64% of its roadway lighting to LED.

Standard Lighting vs. LED Lighting:  
4th Quarter 2017



Performance Statistics	ACTUAL						
	Year End				4th Qtr	4th Qtr	% Chg B/(W)
	2014	2015	2016	2017	2016	2017	
Completed Maintenance Work Orders (All)	9,615	13,317	12,434	13,877	3,451	3,479	0.8%
Maintenance Work Orders (Emergency)	20	19	24	22	4	4	0.0%
Avg. days to completion for emergency work order	0.2	0.4	0.4	0.3	0.2	0.2	0.0%
Potholes repaired	5,088	4,007	4,120	2,899	500	439	(12.2%)
Roadway sweeping (miles)	15,563	12,601	12,906	11,269	3,236	2,338	(27.8%)
Roadway lights in service (%)	90.2%	90.1%	88.7%	90.9%	87.4%	93.9%	7.5%
Storm drains cleaned	2,115	2,139	2,098	3,269	504	1,332	164.3%
Tunnel cleaning -walls and ceilings (linear ft.)	1,821,638	304,095	113,901	519,690	0	44,898	N/A
Roadway Striping Performance	ACTUAL						
	Year End				4th Qtr	4th Qtr	% Chg B/(W)
	2014	2015	2016	2017	2016	2017	
Roadway striping replaced (linear ft.)	430,803	520,007	379,087	617,436	79,650	184,614	131.8%

## ORT Travel Time

Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation.

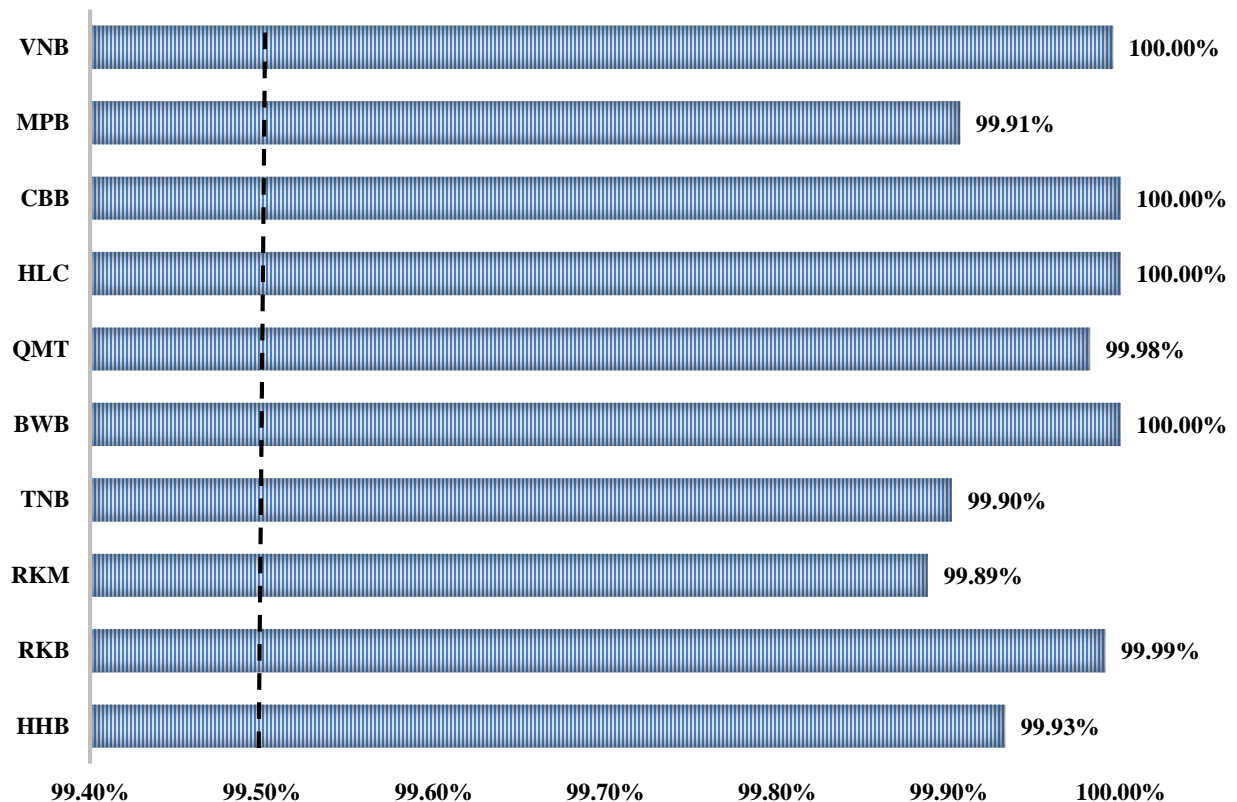
4th Qtr 2017 Peak Travel Time: Cashless Open Road Tolling Facilities					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:44	21.4%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:31	3.2%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:03	12.3%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:36	4.3%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	5:17	11.9%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:41	-6.0%	↑
Verrazano-Narrows Bridge	July 8, 2017	7:13	4:54	32.1%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:34	20.3%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:10	12.5%	↓
Cashless ORT Total				12.4%	↓

YE 2017 Peak Travel Time: Cashless Open Road Tolling Facilities					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:44	21.4%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:31	3.2%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:03	12.3%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:18	9.4%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	5:09	14.2%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:03	8.3%	↓
Verrazano-Narrows Bridge	July 8, 2017	7:13	4:55	31.9%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:31	22.9%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:09	13.8%	↓
Cashless ORT Total				15.5%	↓

### Toll System Availability

Open Road Cashless Tolling (ORT) has been implemented at all B&T facilities. New toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.96% during the fourth quarter 2017.

#### Toll System Availability: 4th Quarter 2017



## Customer Safety

Performance Statistics							
	Year End				4th Qtr	4th Qtr	% Chg B/(W)
	2014	2015	2016	2017	2016	2017	
Collision Rate per Million Vehicles	5.56	5.78	7.49	8.00	8.28	6.35	23.4%
Collision with Injury Rate per Million Vehicles	0.92	0.95	0.87	0.99	0.83	0.90	(7.8%)
Speeding Summonses	7,452	7,094	5,835	5,930	1,444	1,432	(0.8%)
Truck Summonses	2,173	3,496	2,838	2,371	978	642	(34.4%)
Emergency Wrecker Response Time (min:sec)	7:05	7:45	7:47	7:41	8:00	7:36	5.0%

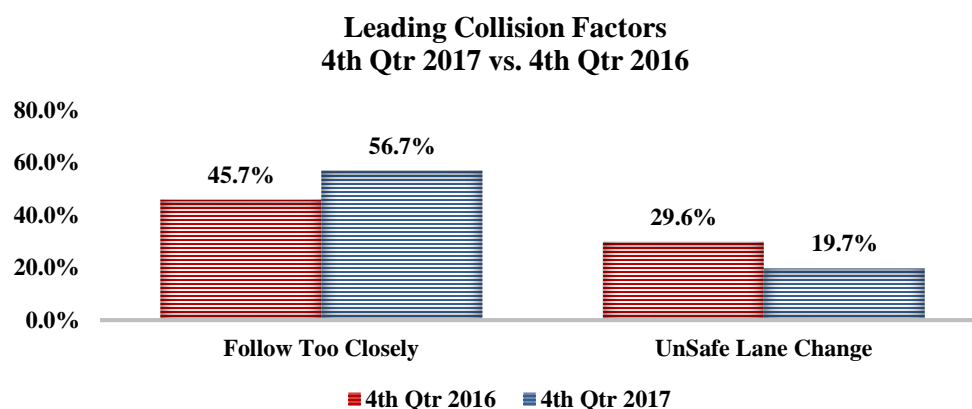
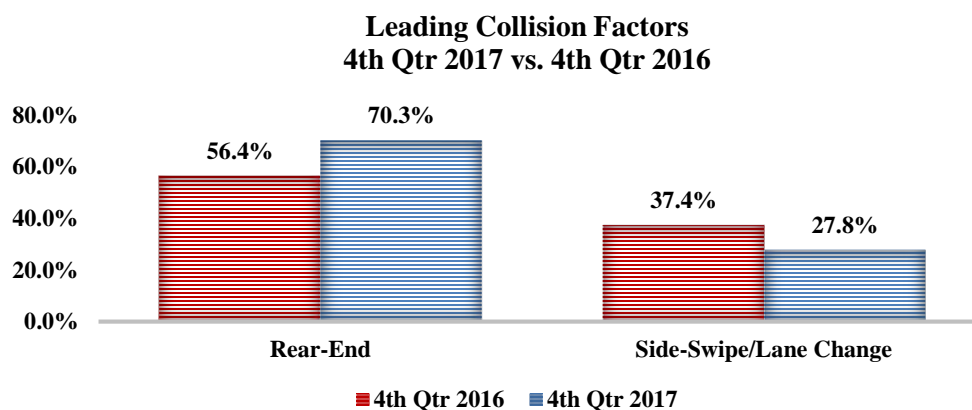
B&T responded to 2,244 roadway incidents in the fourth quarter 2017. The average response time was 7 minutes and 36 seconds. In 2017 B&T responded to 9,968 roadway incidents; the average response time was 7 minutes and 41 seconds. Incidents include disabled vehicles, collisions and debris in the roadway.

In the fourth quarter 2017, the collision rate per million vehicles was 6.35 and the collision with injury rate per million vehicles was 0.90, as compared to 8.28 and 0.83, respectively, for the same period in 2016. In 2017, the overall collision rate per million vehicles was 8.00 and the collision with injury rate per million vehicles was 0.99, as compared to 7.49 and 0.87 respectively in 2016.

70.3% of the collisions at B&T facilities in the fourth quarter 2017 were rear-end collisions, 13.9% higher than in the fourth quarter 2016 (56.4%). In 2017, 62.3% of collision were rear-ends.

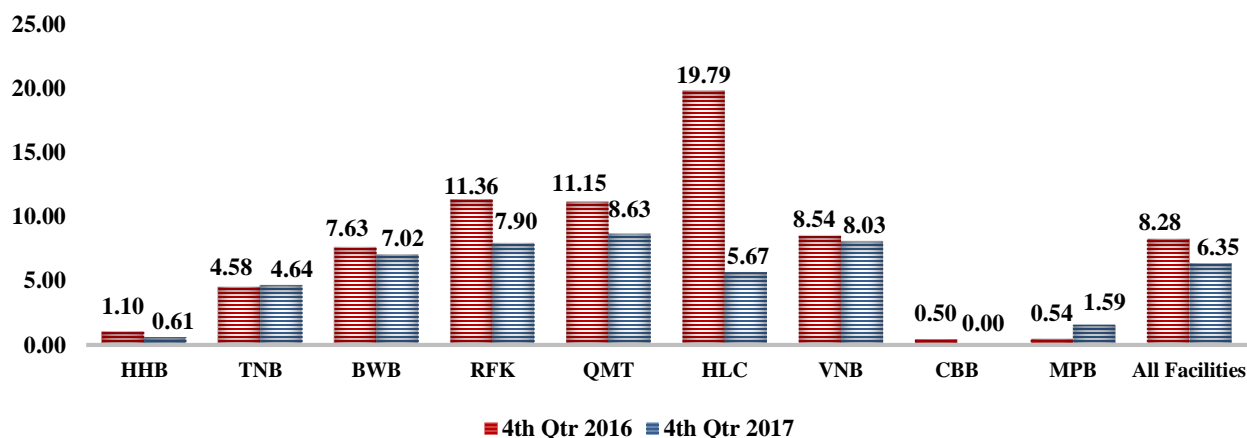
Side-swipe/lane change collisions accounted for 27.8% of all collisions in the fourth quarter 2017, marking a decrease from 37.4% in the fourth quarter 2016.

Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 56.7% of collisions in the fourth quarter 2017 and 45.7% in the fourth quarter 2016.

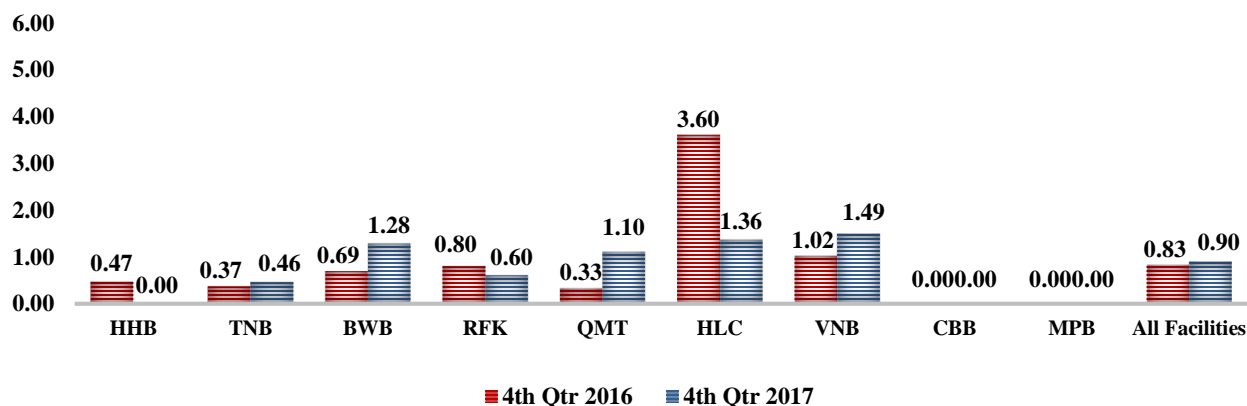


The Verrazano-Narrows, Bronx-Whitestone, and Throgs Neck Bridges had the most significant increases in collision rates. All of these facilities underwent traffic pattern changes throughout the fourth quarter 2017. Mitigation efforts to address these increases included new traffic alerts, signage and lane delineators at the Robert F. Kennedy Bridge, new pavement markings and extended lane delineation at the Bronx-Whitestone Bridge, and additional signage and channelized traffic at the Throgs Neck Bridge.

#### 4th Qtr 2017 vs. 4th Qtr 2016 Total Collision Rates per Million Vehicles



#### 4th Qtr 2017 vs. 4th Qtr 2016 Collision with Injuries Rates per Million Vehicles



## Summonses

Fourth quarter 2017 B&T law enforcement activity addressed visibly unsafe driver behavior, including factors that contribute to accidents, resulting in:

- 11,813 summonses issued in the fourth quarter 2017, 19.3% higher than in the same period in 2016.
- 72.4% (8,553) of the summonses issued in the fourth quarter 2017 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	4th Qtr 2017	4th Qtr 2016	% Change
Speeding	1,432	1,444	-0.8%
Disobey Signs/Traffic Control Devices	3,767	2,151	75.1%
Cell Phone/Texting	695	558	24.6%
Unsafe Lane Change/Fail to Signal	849	399	112.8%
All Other Summonses	5,070	5,351	-5.3%
<b>Total</b>	<b>11,813</b>	<b>9,903</b>	<b>19.3%</b>

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

## INDICATOR DEFINITIONS

CUSTOMER ENVIRONMENT		
Indicator	Description	Source
<b>Roadway Striping Replaced</b>	Percentage of roadway striping completed versus plan. Roadway striping is measured in linear feet	Preventive Maintenance and Engineering & Construction Department
<b>Potholes Repaired</b>	Number of potholes repaired	Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
<b>Roadway Sweeping (Miles)</b>	Length of roadway swept measured in miles	Computerized Maintenance Management System (CMMS)
<b>Completed Maintenance Work Order</b>	The completion of a maintenance task that is either scheduled or requested	Computerized Maintenance Management System (CMMS)
<b>Average Days to Completion for Emergency Work Orders</b>	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.	Computerized Maintenance Management System (CMMS)
<b>Storm Drains Cleaned</b>	Number of storm drains cleaned	Reported by facilities on the third weekend of each month
<b>Roadway Lights in Service (%)</b>	Percent of all roadway lights in service at a monthly point in time	Reported by facilities on the third weekend of each month
<b>Tunnel Cleaning (Walls and Ceilings)</b>	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.	Queens Midtown and Hugh L. Carey Tunnel facility management
<b>Roadway Assistance</b>	The average time recorded from the time a call is reported to the time B&T personnel arrives on the scene. This includes responses to collisions, disabled vehicles, and debris in roadway.	Facility Database
<b>LED Lighting</b>	Standard Lighting (High Pressure Sodium/High Intensity Discharge/ Incandescent) vs. High Efficiency LED Lighting	Reported by facilities on the third weekend of each month



CUSTOMER SERVICE		
Indicator	Description	Source
<b>Travel Speed/Travel Time</b>	Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.	TRANSMIT
Bronx-Whitestone Bridge	Queens: Plaza to Queens anchorage Bronx: Queens anchorage to plaza <i>Point to point Distance-6,978 feet</i>	
Throgs Neck Bridge	Queens: Plaza to sign gantry 7S Bronx: Sign gantry 7S to plaza <i>Point to point Distance-10,300 feet</i>	
Henry Hudson Bridge	Manhattan: Kappock Street to ORT Gantry Bronx: ORT Gantry to Kappock Street <i>Point to point Distance- 2,740 Feet, Average Distance Between Upper and Lower Level Gantry to Kappock Street</i>	
Robert F. Kennedy Bridge	Queens: Manhattan Lift Span to Queens Anchorage <i>Point to point distance - 11,078 feet</i> Manhattan: Queens Anchorage to Manhattan Lift Span <i>Point to point distance - 12,001 feet</i> Bronx: Queens Anchorage to Bruckner Expressway <i>Point to point distance - 11,124 feet</i>	
Queens Midtown Tunnel	Manhattan: LIE NYSDOT Gantry to Manhattan ORT Gantry <i>Point to point Distance-8,130 feet, Average Distance Between North and South Tubes ORT Gantries to Lie NYSDOT Gantry</i>	
Verrazano-Narrows Bridge	Brooklyn: Fingerboard to 92nd Street or Fingerboard to Belt Parkway Staten Island: 92nd Street to Fingerboard or Belt Parkway to Fingerboard <i>Point to point Distance-13,464 feet</i>	
Hugh L. Carey Tunnel	Brooklyn: Brooklyn- Queens Expressway Overpass to ORT Plaza Manhattan: ORT Plaza to Brooklyn- Queens Expressway Overpass <i>Point to point Distance-10,500 Feet</i>	
Marine Parkway Bridge	Brooklyn: Signal Gantry 1 to Plaza Queens: Plaza to Signal Gantry 1 <i>Point to point Distance - 4,850 feet</i>	
Cross Bay Bridge	Queens: Beach Channel Drive to Plaza Rockaways: Plaza to Beach Channel Drive <i>Point to point distance - 3,985 feet</i>	
<b>E-ZPass Toll Lane Availability (%)</b>	Percent of E-ZPass toll lanes available for customer use.	Toll System Maintenance





<b>CUSTOMER SAFETY</b>		
<b>Indicator</b>	<b>Description</b>	<b>Source</b>
<b>Collision Rate per Million Vehicles</b>	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports; traffic data is supplied by the Revenue Management Department.
<b>Collisions by Type per Million Vehicles</b>	The total number of collisions associated with each type of accident per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.
<b>Collisions by Factor per Million Vehicles</b>	The total number of collisions attributed to each of the causal factors per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.



# **Bridges and Tunnels**

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## **Report on Cashless Tolling December 2017**

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**MTA Bridges and Tunnels  
Report on Cashless Tolling  
February 2018 Committee Meeting**

**December 2017 Highlights**

The *Report on Cashless Tolling* replaces the former *E-ZPass Performance Report* and provides monthly data on traffic and revenue performance at MTA Bridges and Tunnels facilities. It also expands the former report to include data from both E-ZPass and Tolls by Mail (TBM) programs. The report is organized along three categories of tables: Traffic, Revenue and E-ZPass Customer Service Statistics.

**TRAFFIC**

**I. Traffic: All B&T Facilities (Former Title: E-ZPass Performance at all B&T Facilities)**

This table presents a summary of traffic by payment type (E-ZPass vs.TBM) and E-ZPass market share for all B&T facilities.

*For the month of December, overall E-ZPass market share was 93.6%, which was 7.3% higher than December 2016.*

**II. Traffic: Average Weekday by Facility (Former Title: Weekday E-ZPass Performance by Facility)**

This table shows the current month average weekday traffic volume by payment type (E-ZPass vs.TBM) and facility, and E-ZPass market share for the current month and the same month in the previous year.

*Average weekday E-ZPass market share was 94.3% overall in December. Each facility was over 90% and five facilities were over 95% (Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 5.7% of toll transactions were subject to the Tolls by Mail (TBM) Program.*

**III. Traffic: Average Weekend by Facility (Former Title: Weekend E-ZPass Performance by Facility)**

This table shows the current month average weekend traffic volume by payment type (E-ZPass vs.TBM) and facility, and E-ZPass market share for the current month and the same month in the previous year.

*Average weekend E-ZPass market share was 92.3% overall in December. For the first time, all facilities were at or above 90%. Overall, 7.7% of toll transactions were subject to TBM.*

**IV. Traffic: Distribution by Time Period (Former Title: Weekday Peak Hour E-ZPass Performance by Facility)**

This table reports the percentage of total traffic occurring in the weekday AM/PM peak periods vs. Off-Peak times at each facility.

*In December, 48% of traffic volume occurred during the weekday peak periods (23% in the AM peak and 25% in the PM peak) and 52% of the volume occurred on off-peak hours.*

**V. Traffic: Distribution of Payment Type (Former Title: E-ZPass Interoperability Statistics)**

This table highlights the share of crossings at each facility that are associated with E-ZPass accounts administered by the New York Customer Service Center (NY CSC) vs. Non-NY CSC E-ZPass and Tolls by Mail accounts. The lion share of transactions at B&T facilities are made by NY CSC E-ZPass customers, who are subject to lower toll rates than Non-NY CSC E-ZPass and Tolls by Mail customers.

*In December, 85.9% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.7% and 6.4% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

**REVENUE**

**VI. Revenue Collection Rates Through December 2017 (New Table)**

This table presents ORT revenue collection performance (revenue collected divided by tolled transactions) at all B&T Facilities. It reports on transactions that have matured for at least six months prior to the current reporting month (December 2017), to allow for the longer Tolls by Mail (TBM) billing and collection period.

*As of December, all the facilities that went live with ORT before June 2017 are showing collections rates above 100%.*

**E-ZPass CUSTOMER SERVICE CENTER STATISTICS**

**VII. E-ZPass Customer Service Statistics**

This table presents tag, account and performance data for the E-ZPass Customer Service Center.

*Active accounts at the end of 2017 were 3,319,274, which was 235,928 accounts or 7.7% higher than year-end 2016.*

**VIII. Chart: Comparison of E-ZPass Market Share Performance – 2015/2016 vs. 2016/2017**

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**December 2017**  
Preliminary data subject to final audit

<b>I. Traffic: All B&amp;T Facilities</b>			
	December 2017	December 2016	2017 YTD
E-ZPass <sup>1</sup>	24,085,437	21,794,100	280,150,661
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,651,581</u>	<u>3,335,958</u>	<u>29,887,715</u>
Total	25,737,018	25,130,058	310,038,376
E-ZPass Market Share:			
Total	93.6%	86.2%	90.4%
Cars	93.5%	85.7%	90.1%
Trucks	94.6%	93.7%	94.1%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	December 2017			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2017	Dec 2016	Change
Bronx-Whitestone Bridge	128,095	118,115	9,980	92.2%	82.9%	9.3%
Cross Bay Bridge	23,784	22,556	1,228	94.8%	88.4%	6.4%
Henry Hudson Bridge	72,818	69,443	3,374	95.4%	93.8%	1.6%
Hugh L. Carey Tunnel	54,028	51,997	2,031	96.2%	92.3%	3.9%
Marine Parkway Bridge	22,059	21,225	834	96.2%	90.5%	5.7%
Queens Midtown Tunnel	77,854	74,531	3,323	95.7%	91.4%	4.4%
Robert F. Kennedy Bridge	184,975	172,825	12,150	93.4%	84.7%	8.7%
Throgs Neck Bridge	116,854	108,694	8,160	93.0%	86.7%	6.3%
Verrazano-Narrows Bridge <sup>1</sup>	<u>208,523</u>	<u>198,580</u>	<u>9,944</u>	<u>95.2%</u>	<u>88.8%</u>	<u>6.4%</u>
<b>All Facilities<sup>1</sup></b>	<b>888,991</b>	<b>837,966</b>	<b>51,025</b>	<b>94.3%</b>	<b>87.7%</b>	<b>6.6%</b>

Notes:

- At the Verrazano-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.
- Tolls by Mail was implemented on the following dates in 2017: Hugh L. Carey Tunnel, January 4; Queens Midtown Tunnel, January 10; Marine Parkway and Cross Bay Bridges, April 30; RFK Bridge, June 15; Verrazano-Narrows Bridge, July 8; Throgs Neck and Bronx-Whitestone Bridges, September 30
- Reference to "Cash" applies to December 2016 and YTD 2017 transactions during months when cash toll collection was still in effect at B&T facilities other than the Henry Hudson Bridge, where cashless tolling was in effect at all times
- Weekday traffic and market share figures do not include holidays

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**December 2017**  
Preliminary data subject to final audit

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	December 2017			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2017	Dec 2016	Change
Bronx-Whitestone Bridge	118,538	106,655	11,883	90.0%	77.2%	12.8%
Cross Bay Bridge	17,820	16,709	1,111	93.8%	85.3%	8.5%
Henry Hudson Bridge	59,458	55,766	3,692	93.8%	92.3%	1.4%
Hugh L. Carey Tunnel	34,593	32,877	1,716	95.0%	89.8%	5.2%
Marine Parkway Bridge	15,342	14,591	751	95.1%	88.3%	6.8%
Queens Midtown Tunnel	44,496	41,847	2,648	94.0%	87.4%	6.7%
Robert F. Kennedy Bridge	159,040	145,665	13,375	91.6%	80.7%	10.9%
Throgs Neck Bridge	107,321	97,209	10,112	90.6%	82.1%	8.5%
Verrazano-Narrows Bridge <sup>1</sup>	<u>182,874</u>	<u>171,129</u>	<u>11,746</u>	<u>93.6%</u>	<u>84.4%</u>	<u>9.1%</u>
<b>All Facilities</b>	<b>739,480</b>	<b>682,448</b>	<b>57,033</b>	<b>92.3%</b>	<b>83.3%</b>	<b>9.0%</b>

<b>IV. Traffic: Distribution by Time Period</b>			
Facility	December 2017		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.2%	21.5%	55.3%
Cross Bay Bridge	22.1%	23.5%	54.3%
Henry Hudson Bridge	21.6%	29.0%	49.4%
Hugh L. Carey Tunnel	26.5%	26.9%	46.6%
Marine Parkway Bridge	24.1%	23.2%	52.8%
Queens Midtown Tunnel	21.5%	23.6%	54.9%
Robert F. Kennedy Bridge	23.8%	26.2%	49.9%
Throgs Neck Bridge	23.8%	23.0%	53.2%
Verrazano-Narrows Bridge <sup>5</sup>	<u>15.6%</u>	<u>28.7%</u>	<u>55.7%</u>
<b>All Facilities</b>	<b>23.1%</b>	<b>25.0%</b>	<b>51.9%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**December 2017**  
Preliminary data subject to final audit

<b>V. Traffic: Distribution of Payment Type</b>			
Facility	December 2017		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	85.4%	6.0%	8.6%
Cross Bay Bridge	93.0%	1.4%	5.5%
Henry Hudson Bridge	82.8%	12.1%	5.1%
Hugh L. Carey Tunnel	89.8%	6.1%	4.1%
Marine Parkway Bridge	93.2%	2.8%	4.1%
Queens Midtown Tunnel	90.2%	5.0%	4.8%
Robert F. Kennedy Bridge	86.0%	6.8%	7.2%
Throgs Neck Bridge	84.0%	8.1%	7.9%
Verrazano-Narrows Bridge	<u>84.3%</u>	<u>10.3%</u>	<u>5.4%</u>
<b>All Facilities</b>	<b>85.9%</b>	<b>7.7%</b>	<b>6.4%</b>

<b>VI. Revenue Collection Rates Through December 2017</b>		
Facility	ORT Go-Live Date	Transactions from Go-Live Date through June (6 months prior to Dec)
Henry Hudson Bridge <sup>6</sup>	11/20/16	103.3%
Hugh L. Carey Tunnel	1/4/17	102.4%
Queens Midtown Tunnel	1/10/17	103.4%
Marine Parkway Bridge	4/30/17	103.7%
Cross Bay Bridge	4/30/17	105.6%
Robert F. Kennedy Bridge	6/15/17	102.4%
Verrazano-Narrows Bridge	7/8/17	N/A
Bronx-Whitestone Bridge	9/30/17	N/A
Throgs Neck Bridge	9/30/17	N/A

Note:

6. Cashless tolling has been in effect at the HHB since 2012. The facility implemented open road cashless tolling on 11/20/16 and its toll booths were removed.

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**December 2017**  
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**VII. E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	December 2017	YTD 2017	YTD 2016	
Accounts Opened:				
Internet	15,384	196,747	102,355	
Walk-In	4,810	58,952	33,314	
Mail	289	5,848	3,190	
On-The-Go	<u>3,426</u>	<u>120,351</u>	<u>123,959</u>	
Total Accounts Opened	23,909	381,898	262,818	
Total Active Accounts		3,319,274	3,083,346	
Number of E-ZPass Tags Issued <sup>7</sup>	37,378	867,864	640,319	
Total Active Tags <sup>8</sup>		5,258,505	4,873,118	
Total Reload Cards Distributed	4,189	174,417	174,996	
Reload Card % of Cash Replenishments	23.2%	20.5%	17.6%	

<b>Customer Service Indicators</b>				
	December 2017	YTD 2017	YTD 2016	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	409,352	4,453,540	3,514,982	
Automated System	<u>834,449</u>	<u>9,337,276</u>	<u>7,649,943</u>	
Total Phone Calls Answered	1,243,801	13,790,816	11,164,925	
Average Phone Call Waiting Time (in min.):				
General Call Unit	4.32	0.28	0.33	
Commercial Call Unit	1.59	0.33	0.37	
Avg. Monthly B&T E-ZPass Trips Per Account	7.18	5.93	5.94	
Average Number of Active Tags Per Account	1.58	1.58	1.59	

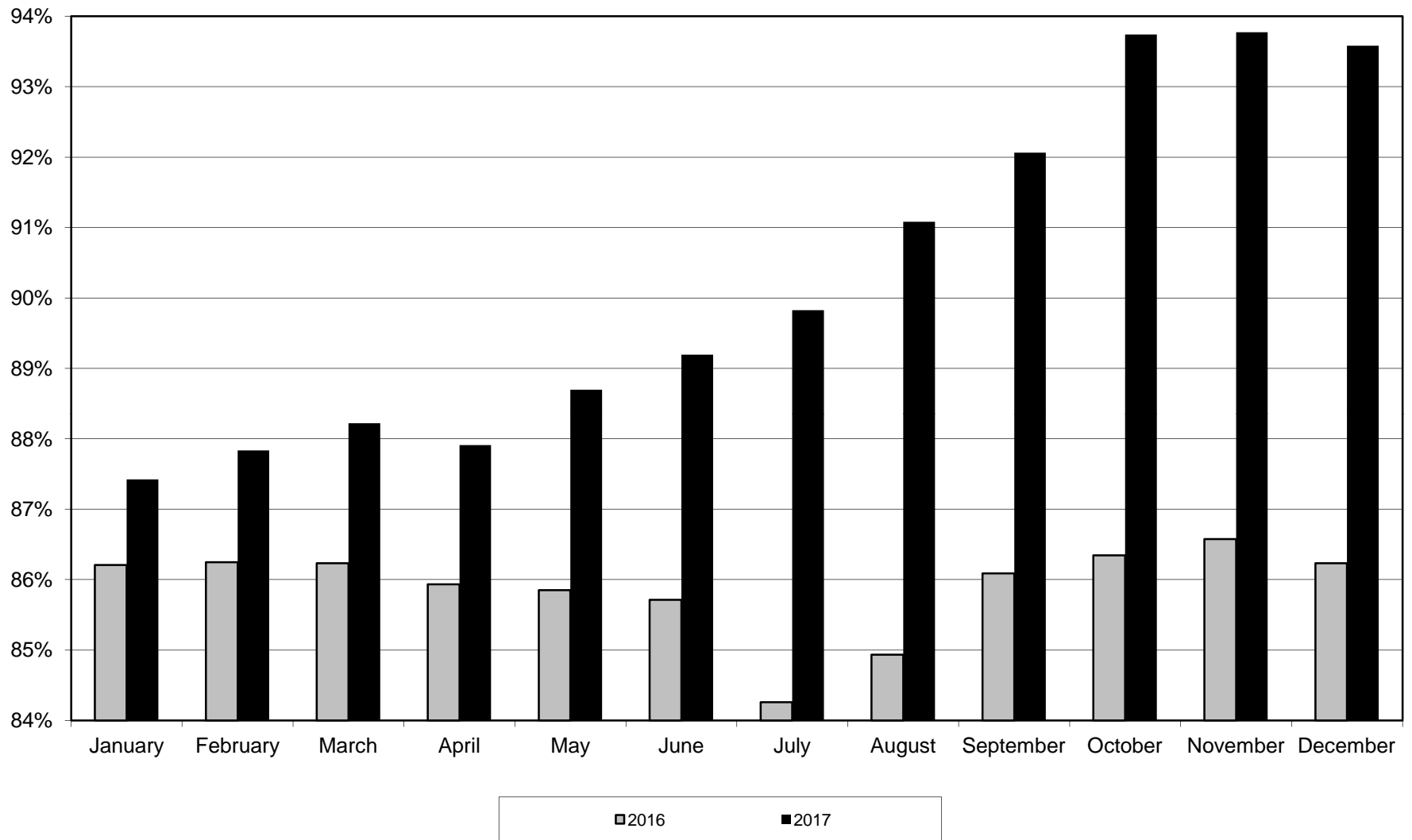
<b>E-ZPass Tag Replacement Program</b>				
	December 2017	YTD 2017	2011-2017	
Number of Replacement Tags Mailed	16,038	90,876	2,048,835	
Number of Tags Returned <sup>9</sup>	8,003	96,497	2,021,044	
Number of Tags Pending Return	N/A	N/A	27,791	

**Notes:**

7. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with new tags.
8. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.
9. Includes tags reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2016 but returned in 2017.



### VIII. E-ZPass Market Shares January 2016 through December 2017





# **Bridges and Tunnels**

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## **Financial Report December 2017**

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of DECEMBER 31, 2017**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	8,420
Investments:	
Unrestricted	103,210
Restricted	716,581
Accrued interest receivable	1,634
Accounts receivable	114,844
Less allowance for uncollectible accounts	-42,025
Tolls due from other agencies	36,541
Insurance recovery receivable	96,325
Less allowance for insurance recovery	-96,325
Due (to)/from MTA - change in fair value of derivative	0
Prepaid expenses	26,040
	<hr/>
Total current assets	965,245

**NONCURRENT ASSETS:**

Investments:	
Restricted	5
Facilities, less acc.dep of \$1,474,691	5,969,083
Capital lease 2 Broadway net acc. dep.	38,887
Derivative Hedge Assets	3,564
Security Deposits	0
	<hr/>
Total noncurrent assets	6,011,539

**TOTAL ASSETS:** 6,976,785

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	112,529
Accumulated decreases in fair value of derivative instruments	178,291
Defeasance costs	268,169
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 558,988

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 7,535,773

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of DECEMBER 31, 2017**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	490,270
Interest Payable	47,494
Accounts Payable	241,122
Accrued Pension Payable	0
Payable to MTA-CAP	359,183
Due to MTA-Operating Expenses	4,811
Due to NYCTA-Operating Expenses	778
Accrued salaries	27,340
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	6,261
Current portion of capital lease obligation	0
Pollution remediation projects	1,829
Due to New York City Transit Authority	40,910
Due to Metropolitan Transportation Authority	64,154
Pension Contribution Payable	0
Unredeemed Tolls	174,092
Tolls due to other agencies	53,358
E-ZPass Airport Toll Liability	4,953
	<hr/>
Total current liabilities	1,532,977

**NONCURRENT LIABILITIES:**

Long term debt	8,859,600
Post Employment Benefits Other than Pensions	717,130
Estimated liability arising from injury	41,299
Capital lease obligations	55,711
Derivative Hedge Liabilities	166,831
Due (to)/from MTA - change in fair value of derivative	15,024
Net Pension Liability	307,596
Security deposits-Contra	0
	<hr/>
Total noncurrent liabilities	10,163,191

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	39,856
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES**

11,736,024

**NET POSITION**

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-4,200,251 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET POSITION**

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7,535,773

\*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**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	1,927.222	1,906.354	1,911.857	(15.365)	(0.8)	5.503	0.3
Other Operating Revenue	21.619	18.936	20.082	(1.537)	(7.1)	1.146	6.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	0.987	0.987	1.477	0.490	49.6	0.490	49.6
<b>Total Revenue</b>	<b>\$1,949.828</b>	<b>\$1,926.277</b>	<b>\$1,933.416</b>	<b>(\$16.412)</b>	<b>(0.8)</b>	<b>\$7.139</b>	<b>0.4</b>
<b>Expenses</b>							
Labor:							
Payroll	\$141.608	\$128.459	\$121.438	\$20.170	14.2	\$7.021	5.5
Overtime	26.658	28.000	28.382	(1.725)	(6.5)	(0.382)	(1.4)
Health and Welfare	31.044	28.783	26.694	4.350	14.0	2.089	7.3
OPEB Current Payment	19.424	20.247	20.096	(0.672)	(3.5)	0.151	0.7
Pensions	41.182	38.928	39.001	2.181	5.3	(0.073)	(0.2)
Other Fringe Benefits	18.936	18.183	19.540	(0.604)	(3.2)	(1.357)	(7.5)
Reimbursable Overhead	(5.368)	(7.420)	(6.805)	1.437	26.8	(0.615)	(8.3)
<b>Total Labor Expenses</b>	<b>\$273.483</b>	<b>\$255.180</b>	<b>\$248.347</b>	<b>\$25.136</b>	<b>9.2</b>	<b>\$6.833</b>	<b>2.7</b>
Non-Labor:							
Electricity - Non-Traction	\$5.971	\$5.184	\$3.683	\$2.288	38.3	\$1.500	28.9
Fuel	1.805	1.762	1.575	0.230	12.8	0.187	10.6
Insurance	15.617	11.699	12.101	3.516	22.5	(0.402)	(3.4)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	176.077	182.178	149.266	26.811	15.2	32.912	18.1
Professional Service Contracts	40.885	47.544	36.674	4.211	10.3	10.870	22.9
Materials & Supplies	4.212	4.785	3.901	0.311	7.4	0.884	18.5
Other Business Expenses	34.795	37.270	34.637	0.158	0.5	2.633	7.1
<b>Total Non-Labor Expenses</b>	<b>\$279.363</b>	<b>\$290.422</b>	<b>\$241.838</b>	<b>\$37.525</b>	<b>13.4</b>	<b>\$48.584</b>	<b>16.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$552.846</b>	<b>\$545.602</b>	<b>\$490.185</b>	<b>\$62.661</b>	<b>11.3</b>	<b>\$55.417</b>	<b>10.2</b>
Depreciation	\$127.853	\$150.000	\$240.375	(\$112.522)	(88.0)	(\$90.375)	(60.3)
OPEB Obligation	70.656	71.832	71.832	(1.176)	(1.7)	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB Pension	(8.740)	11.828	6.274				
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$742.615</b>	<b>\$779.262</b>	<b>\$808.666</b>	<b>(\$51.037)</b>	<b>(6.9)</b>	<b>(\$34.958)</b>	<b>(4.5)</b>
Less: Depreciation	\$127.853	\$150.000	\$240.375	(\$112.522)	(88.0)	(\$90.375)	(60.3)
Less: OPEB Obligation	70.656	71.832	71.832	(1.176)	(1.7)	0.000	0.0
Less: Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB Pension	(8.740)	11.828	6.274	(15.014)	*	5.554	47.0
<b>Total Expenses</b>	<b>\$552.846</b>	<b>\$545.602</b>	<b>\$490.185</b>	<b>\$62.661</b>	<b>11.3</b>	<b>\$55.417</b>	<b>10.2</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,396.982</b>	<b>\$1,380.675</b>	<b>\$1,443.232</b>	<b>\$46.250</b>	<b>3.3</b>	<b>\$62.556</b>	<b>4.5</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**REIMBURSABLE**

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	23.873	23.898	21.361	(2.512)	(10.5)	(2.537)	(10.6)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$23.873</b>	<b>\$23.898</b>	<b>\$21.361</b>	<b>(\$2.512)</b>	<b>(10.5)</b>	<b>(\$2.537)</b>	<b>(10.6)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$9.904	\$8.340	\$8.011	\$1.893	19.1	\$0.329	3.9
Overtime	1.587	2.745	1.333	0.254	16.0	1.412	51.4
Health and Welfare	2.587	1.795	1.718	0.869	33.6	0.077	4.3
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	3.008	2.432	2.361	0.647	21.5	0.071	2.9
Other Fringe Benefits	1.419	1.167	1.133	0.286	20.1	0.034	2.9
Reimbursable Overhead	5.368	7.420	6.805	(1.437)	(26.8)	0.615	8.3
<b>Total Labor Expenses</b>	<b>\$23.873</b>	<b>\$23.898</b>	<b>\$21.361</b>	<b>\$2.512</b>	<b>10.5</b>	<b>\$2.537</b>	<b>10.6</b>
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	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	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$23.873</b>	<b>\$23.898</b>	<b>\$21.361</b>	<b>\$2.512</b>	<b>10.5</b>	<b>\$2.537</b>	<b>10.6</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$23.873</b>	<b>\$23.898</b>	<b>\$21.361</b>	<b>\$2.512</b>	<b>10.5</b>	<b>\$2.537</b>	<b>10.6</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$23.873</b>	<b>\$23.898</b>	<b>\$21.361</b>	<b>\$2.512</b>	<b>10.5</b>	<b>\$2.537</b>	<b>10.6</b>
<b>Net Surplus/(Deficit)</b> (Excluding Subsidies and Debt Service)	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**  
(Page 1 of 2)

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	\$1,927.222	\$1,906.354	\$1,911.857	(\$15.365)	(0.8)	\$5.503	0.3
Other Operating Revenue	21.619	18.936	20.082	(1.537)	(7.1)	1.146	6.1
Capital and Other Reimbursements	23.873	23.898	21.361	(2.512)	(10.5)	(2.536)	(10.6)
Investment Income	0.987	0.987	1.477	0.490	49.6	0.490	49.6
<b>Total Revenue</b>	<b>\$1,973.701</b>	<b>\$1,950.175</b>	<b>\$1,954.778</b>	<b>(\$18.923)</b>	<b>(1.0)</b>	<b>\$4.603</b>	<b>0.2</b>
<b>Expenses</b>							
Labor:							
Payroll	\$151.512	\$136.799	\$129.449	\$22.063	14.6	\$7.349	5.4
Overtime	28.245	30.745	29.715	(1.471)	(5.2)	1.029	3.3
Health and Welfare	33.631	30.578	28.412	5.219	15.5	2.166	7.1
OPEB Current Payment	19.424	20.247	20.096	(0.672)	(3.5)	0.151	0.7
Pensions	44.190	41.360	41.362	2.828	6.4	(0.003)	0.0
Other Fringe Benefits	20.355	19.349	20.673	(0.318)	(1.6)	(1.324)	(6.8)
Reimbursable Overhead	0.000	0.000	0.000	-	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$297.356</b>	<b>\$279.078</b>	<b>\$269.708</b>	<b>\$27.648</b>	<b>9.3</b>	<b>\$9.370</b>	<b>3.4</b>
Non-Labor:							
Electricity - Non-Traction	\$5.971	\$5.184	\$3.683	\$2.288	38.3	\$1.500	28.9
Fuel	1.805	1.762	1.575	0.230	12.8	0.187	10.6
Insurance	15.617	11.699	12.101	3.516	22.5	(0.402)	(3.4)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	176.077	182.178	149.266	26.811	15.2	32.912	18.1
Professional Service Contracts	40.885	47.544	36.674	4.211	10.3	10.870	22.9
Materials & Supplies	4.212	4.785	3.901	0.311	7.4	0.884	18.5
Other Business Expenses	34.795	37.270	34.637	0.158	0.5	2.633	7.1
<b>Total Non-Labor Expenses</b>	<b>\$279.363</b>	<b>\$290.422</b>	<b>\$241.838</b>	<b>\$37.525</b>	<b>13.4</b>	<b>\$48.584</b>	<b>16.7</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$576.719</b>	<b>\$569.499</b>	<b>\$511.546</b>	<b>\$65.173</b>	<b>11.3</b>	<b>\$57.954</b>	<b>10.2</b>
Depreciation	\$127.853	\$150.000	\$240.375	(\$112.522)	(88.0)	(\$90.375)	(60.3)
OPEB Obligation	70.656	71.832	71.832	(1.176)	(1.7)	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	(8.740)	11.828	6.274	(15.014)	*	5.554	47.0
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$766.488</b>	<b>\$803.159</b>	<b>\$830.027</b>	<b>(\$63.539)</b>	<b>(8.3)</b>	<b>(\$26.868)</b>	<b>(3.3)</b>
Less: Depreciation	\$127.853	\$150.000	\$240.375	(\$112.522)	(88.0)	(\$90.375)	(60.3)
Less: OPEB Obligation	70.656	71.832	71.832	(1.176)	(1.7)	0.000	0.0
GASB 68 Pension Adjustment	(8.740)	11.828	6.274	(15.014)	*	5.554	47.0
<b>Total Expenses</b>	<b>\$576.719</b>	<b>\$569.499</b>	<b>\$511.546</b>	<b>\$65.173</b>	<b>11.3</b>	<b>\$57.954</b>	<b>10.2</b>
<b>Net Surplus/(Deficit)</b> (Excluding Subsidies and Debt Service)	<b>\$1,396.982</b>	<b>\$1,380.675</b>	<b>\$1,443.232</b>	<b>\$46.250</b>	<b>3.3</b>	<b>\$62.557</b>	<b>4.5</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE  
(Page 2 of 2)

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,396.982</b>	<b>\$1,380.675</b>	<b>\$1,443.232</b>	<b>\$46.250</b>	<b>3.3</b>	<b>\$62.557</b>	<b>4.5</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$21.714	\$24.813	\$22.032	(\$0.319)	(1.5)	\$2.781	11.2
Reserves and Prepaid Expenses	27.515	27.515	27.347	0.168	0.6	0.168	0.6
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,347.753</b>	<b>\$1,328.347</b>	<b>\$1,393.853</b>	<b>\$46.100</b>	<b>3.4</b>	<b>\$65.506</b>	<b>4.9</b>
Less: Debt Service	664.509	662.709	652.232	12.276	1.8	10.477	1.6
<b>Income Available for Distribution</b>	<b>\$683.245</b>	<b>\$665.638</b>	<b>\$741.621</b>	<b>\$58.376</b>	<b>8.5</b>	<b>\$75.983</b>	<b>11.4</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.987	0.987	1.477	0.490	49.6	0.490	49.6
MTA - Distributable Income	396.598	388.726	429.777	33.179	8.4	41.051	10.6
NYCT - Distributable Income	285.660	275.925	310.367	24.707	8.6	34.442	12.5
<b>Total Distributable Income:</b>	<b>\$683.245</b>	<b>\$665.638</b>	<b>\$741.621</b>	<b>\$58.376</b>	<b>8.5</b>	<b>\$75.983</b>	<b>11.4</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	0.427	0.635	0.635	0.208	48.8	0.000	0.0
MTA - Transfers	397.778	406.189	423.436	25.658	6.5	17.247	4.2
NYCT - Transfers	287.269	286.431	307.556	20.287	7.1	21.125	7.4
<b>Total Cash Transfers:</b>	<b>\$685.473</b>	<b>\$693.255</b>	<b>\$731.627</b>	<b>\$46.154</b>	<b>6.7</b>	<b>\$38.372</b>	<b>5.5</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,973.701	\$1,950.175	\$1,954.778	(18.923)	(1.0)	4.603	0.2
Less: Net Operating Expenses	576.719	569.499	511.546	65.173	11.3	57.954	10.2
<b>Net Surplus/(Deficit)</b>	<b>\$1,396.982</b>	<b>\$1,380.675</b>	<b>\$1,443.232</b>	<b>\$46.250</b>	<b>3.3</b>	<b>\$62.557</b>	<b>4.5</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$298.838	\$294.368	\$271.246	27.592	9.2	23.121	7.9
Capitalized Assets	21.714	24.813	22.032	(0.319)	(1.5)	2.781	11.2
Reserves and Prepaid Expenses	27.515	27.515	27.347	0.168	0.6	0.168	0.6
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Deductions from Operating Inc.</b>	<b>\$348.067</b>	<b>\$346.696</b>	<b>\$320.625</b>	<b>\$27.441</b>	<b>7.9</b>	<b>\$26.071</b>	<b>7.5</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,048.915</b>	<b>\$1,033.979</b>	<b>\$1,122.606</b>	<b>\$73.691</b>	<b>7.0</b>	<b>\$88.627</b>	<b>8.6</b>
<b>Totals may not add due to rounding</b>							
<b>* Variance exceeds 100%.</b>							



**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2017**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR-TO-DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Vehicle Toll Revenue	Nonreimb	5.503	0.3	Higher toll revenue due to 0.9% higher traffic partially offset by a 0.6% lower average toll
Other Operating Revenue	Nonreimb	1.146	6.1	Higher Other Operating Revenue primarily due to higher net income from the Battery Parking Garage
Investment Income	Nonreimb	0.490	49.6	Higher than anticipated short-term investment returns on fund balances
Payroll	Nonreimb	7.021	5.5	Lower payroll expenses due to vacancies
Overtime	Nonreimb	(0.382)	(1.4)	See overtime table
Health and Welfare	Nonreimb	2.089	7.3	Lower health and welfare expenses due to vacancies.
OPEB Current Payment	Nonreimb	0.151	0.7	Minor variance
Pensions	Nonreimb	(0.073)	(0.2)	Minor variance
Other Fringe Benefits	Nonreimb	(1.357)	(7.5)	Higher expenses primarily due to actuarial adjustments to the Worker's Compensation reserve
Reimbursable Overhead	Nonreimb	(0.615)	(8.3)	Lower than estimated overhead charges to the capital program
Electricity - Non-Traction	Nonreimb	1.500	28.9	Lower than planned electricity expenses
Fuel	Nonreimb	0.187	10.6	Lower than planned fuel expenses primarily due to the removal of toll plazas as part of the Open Road Tolling (ORT) program
Insurance	Nonreimb	(0.402)	(3.4)	Higher expenses primarily due to an actuarial adjustment to the general liability reserve
Maintenance and Other Operating Contracts	Nonreimb	32.912	18.1	Lower expenses primarily due to lower than anticipated costs for Major Maintenance projects, E-ZPass Customer Service Center activities and other revenue processing needs, and several contracts across a variety of routine maintenance and operating areas. Approximately 50% of the favorable variance is due to lower than anticipated ORT-related maintenance, toll collection and revenue processing costs.
Professional Service Contracts	Nonreimb	10.870	22.9	Lower expenses primarily for engineering services, miscellaneous consulting, and advertising/marketing costs.
Materials & Supplies	Nonreimb	0.884	18.5	Lower than estimated expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	2.633	7.1	Lower than planned expenses across a variety of miscellaneous expense categories
Capital and Other Reimbursements				
Payroll	Reimb	0.329	3.9	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Overtime	Reimb	1.412	51.4	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Health and Welfare	Reimb	0.077	4.3	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Pensions	Reimb	0.071	2.9	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Other Fringe Benefits	Reimb	0.034	2.9	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Reimbursable Overhead	Reimb	0.615	8.3	Lower than planned overhead charges to the capital program

Master Page # 66 of 138 - Bridges & Tunnels Committee Meeting 2/20/2018

*Totals may not add due to rounding*

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

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2017 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

		Var. - Fav./(Unfav)	December 2017 Year-To-Date
		Actual vs. 2017 Final Est.	
		Hours	Explanations
		\$	
<b>NON-REIMBURSABLE OVERTIME</b>			
<b>Operations &amp; Maintenance</b>			
<u>Scheduled Service</u>	9,472	\$0.592	Lower than planned expenses
	12.4%	12.4%	
<u>Unscheduled Service</u>	1,668	\$0.127	Lower than planned expenses
	52.7%	52.5%	
<u>Programmatic/Routine Maintenance</u>	(15,686)	(\$1.234)	Higher than planned expenses
	-78.0%	-78.0%	
<u>Unscheduled Maintenance</u>	3,905	\$0.307	Lower than planned expenses
	26.9%	26.9%	
<u>Vacancy/Absentee Coverage</u>	(2,769)	(\$0.174)	Higher than planned expenses
	-1.4%	-1.4%	
<u>Weather Emergencies</u>	2,015	\$0.149	Lower than planned expenses due to favorable weather in December
	13.2%	13.3%	
<u>Safety/Security/Law Enforcement</u>	(4,699)	(\$0.291)	Higher than planned expenses
	-26.6%	-26.6%	
<u>Other</u>	(5)	\$0.000	Minor variance
	0.0%	0.0%	
<u>*All Other Departments and Accruals</u>		\$0.142	Primarily due to adjustments for the 28-day OT payroll lag
		7.0%	
Subtotal	(6,099)	(\$0.382)	
	-1.6%	-1.0%	
<b>REIMBURSABLE OVERTIME</b>	11,761	\$1.412	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	32.4%	47.5%	
<b>TOTAL OVERTIME</b>	5,662	\$1.029	
	1.4%	3.3%	

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**  
**2017 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

---

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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)**

**Comparison Current Year vs. Prior Year**

	<b>Prior Year</b>		<b>Current Year*</b>		<b>Percentage Change</b>	
	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
Bronx-Whitestone	45.8	\$320.5	46.1	\$327.8	0.5%	2.3%
Cross Bay	8.3	18.4	8.4	18.7	1.7%	1.3%
Henry Hudson	24.6	76.3	25.6	84.5	3.8%	10.7%
Hugh L. Carey	18.0	109.3	17.5	105.7	-2.5%	-3.3%
Marine Parkway	7.9	17.3	8.0	18.2	0.9%	5.3%
Queens Midtown	26.8	171.1	25.1	157.4	-6.6%	-8.0%
RFK	62.9	428.1	63.8	437.7	1.4%	2.3%
Throgs Neck	43.3	335.7	43.7	345.6	1.0%	2.9%
Verrazano-Narrows	69.8	393.0	71.9	416.3	3.0%	5.9%
Total	307.4	\$1,869.7	310.0	\$1,911.9	0.9%	2.3%
Revenue Per Vehicle		<u>\$6.082</u>		<u>\$6.167</u>		<u>1.4%</u>

\*Toll increase implemented March 19, 2017

**Comparison Actual vs. Adopted Budget and Final Estimate**

	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Prelim Actual</b>	<b>Percentage Change</b>	
				<b>Adopted Budget</b>	<b>Final Estimate</b>
Traffic	305.0	306.7	310.0	1.6%	1.1%
Toll Revenue	\$1,927.2	\$1,906.4	\$1,911.9	-0.8%	0.3%
Revenue Per Vehicle	\$6.318	\$6.215	\$6.167	-2.4%	-0.8%

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

**MTA BRIDGES AND TUNNELS**  
**2017 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**December 2017**

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	12	5	7	1 Managerial vacancy and 6 Professional vacancies
Law <sup>(1)</sup>	16	15	1	1 Professional vacancy
CFO <sup>(2)</sup>	25	23	2	2 Managerial vacancies
Administration <sup>(3)</sup>	37	38	(1)	1 Professional overage
EEO	2	1	1	1 Managerial vacancy
<b>Total Administration</b>	<b>92</b>	<b>82</b>	<b>10</b>	
<b>Operations</b>				
Revenue Management	43	35	8	5 Managerial and 3 Professional vacancies
Operations (Non-Security)	543	441	102	32 Managerial vacancies, 1 Professional overage, and 71 BTO vacancies
<b>Total Operations</b>	<b>586</b>	<b>476</b>	<b>110</b>	
<b>Maintenance</b>				
Maintenance	206	203	3	3 Managerial vacancies, 3 Professional vacancies, and 3 Maintainer overages
Operations - Maintainers	176	176	-	
<b>Total Maintenance</b>	<b>382</b>	<b>379</b>	<b>3</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	154	38	3 Managerial and 35 Professional vacancies
Safety & Health	10	8	2	2 Professional vacancies
Law <sup>(1)</sup>	22	18	4	2 Managerial and 2 Professional vacancies
CFO-Planning & Budget Capital	29	23	6	6 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	44	35	9	7 Managerial and 2 Professional vacancies
<b>Total Public Safety</b>	<b>276</b>	<b>267</b>	<b>9</b>	
<b>Total Positions</b>	<b>1,589</b>	<b>1,407</b>	<b>182</b>	
Non-Reimbursable	<b>1,502</b>	<b>1,320</b>	<b>182</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,589</b>	<b>1,407</b>	<b>182</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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


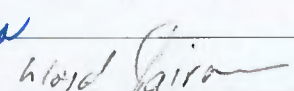
**MTA BRIDGES AND TUNNELS**  
**2017 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**December 2017**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	26	4	2 vacancies in CFO, 1 vacancy in Executive, and 1 vacancy in EEO
Professional, Technical, Clerical	62	56	6	6 vacancies in Executive, 1 vacancy in Law, and 1 overage in Administration
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>92</b>	<b>82</b>	<b>10</b>	
<b>Operations</b>				
Managers/Supervisors	216	179	37	32 vacancies in Operations and 5 in Revenue Management
Professional, Technical, Clerical	34	32	2	3 vacancies in Revenue Management and 1 overage in Operations
Operational Hourlies <sup>(1)</sup>	336	265	71	71 BTO vacancies in Operations
<b>Total Operations</b>	<b>586</b>	<b>476</b>	<b>110</b>	
<b>Maintenance</b>				
Managers/Supervisors	25	22	3	3 vacancies in Maintenance
Professional, Technical, Clerical	14	11	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	346	(3)	3 Maintainer overages in Maintenance
<b>Total Maintenance</b>	<b>382</b>	<b>379</b>	<b>3</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	52	47	5	3 vacancies in Engineering and 2 in Law
Professional, Technical, Clerical	201	156	45	35 vacancies in Engineering, 6 in CFO, 2 in Law, and 2 in Safety and Health
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Managers/Supervisors	48	41	7	7 vacancies in Internal Security
Professional, Technical, Clerical	32	30	2	2 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>276</b>	<b>267</b>	<b>9</b>	
<b>Total Positions</b>				
Managers/Supervisors	371	315	56	
Professional, Technical, Clerical	343	285	58	
Operational Hourlies	875	807	68	
<b>Total Positions</b>	<b>1,589</b>	<b>1,407</b>	<b>182</b>	

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


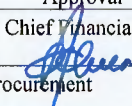
(2) Represents Maintenance personnel. These positions are paid annually, not hourly.

# Staff Summary

<b>Subject:</b>	2017 TBTA Operating Surplus
<b>Department:</b>	Finance
<b>Department Head Name</b>	Mildred Chua
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Lloyd Jairam 

<b>Date</b>	February 14, 2018
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/20/18			
2	MTA Finance Committee	02/20/18			
3	MTA Board	02/20/18			

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

## PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$740,143,952 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$1,476,772 representing 2017 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2018 the amount of \$27,960,932, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Advance the 2018 TBTA Surplus as per attached Resolution.

## DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2017. The amount of surplus available for transfer to the MTA and NYCTA is \$740,143,953. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2017 is \$1,476,772. It is also requested to set aside \$27,960,932 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2018. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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



RESOLVED, that the Chairman and Chief Executive Officer or their related designees are hereby authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2017 is \$740,143,952.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2017, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$1,940,083,157
Operating Expense	<u>490,184,547</u>
	\$1,449,898,610
Establishment of Necessary Reconstruction Reserve Account	(27,515,186)
GASB Reserve	(0)
Debt Service on Bonds	(662,611,787)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	2,236,192
Purchase of Capital Assets Funded from Operations	(22,032,203)
Increase/(Decrease) in Prepaid Expenses and other Adjustments)	<u>168,326</u>
Operating Surplus	<u>\$ 740,143,952</u>

February 20, 2018

RESOLVED, that the amount of \$1,476,772 representing the Authority's investment income for the year 2017 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$1,476,772 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2018 the amount of \$27,960,932 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2018 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer or their related designees are authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2017 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 20, 2018

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

# Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed Upon Procedures Performed in  
Connection with the Schedule of Operating  
Surplus for the Year Ended December 31, 2017

## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board  
Metropolitan Transportation Authority  
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist the Authority in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2017 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2017. The sufficiency of these procedures is solely the responsibility of the parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

This agreed-upon procedures engagement was conducted in accordance with the attestation standards established by the American Institute of Certified Public Accountants. The agreed-upon procedures do not constitute an audit of the financial statements or any part thereof, the objective of which is the expression of an opinion on the financial statements or a part thereof. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Board of Directors of the Metropolitan Transportation Authority and managements of Triborough Bridge and Tunnel Authority, Metropolitan Transportation Authority, and the New York City Transit Authority and is not intended to be and should not be used by anyone other than the specified parties.

*Deloitte & Touche LLP*

February 8, 2018

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2017

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OPERATING REVENUES (Procedure 1)	\$ 1,940,083,157
OPERATING EXPENSES (Procedure 2)	<u>(490,184,547)</u>
NET OPERATING REVENUE	1,449,898,610
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	168,326
DEBT SERVICE ON BONDS (Procedure 3)	(662,611,787)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	2,236,192
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(22,032,203)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>(27,515,186)</u>
OPERATING SURPLUS	<u>\$ 740,143,952</u>

See Independent Accountants' Report on Applying  
Agreed-Upon Procedures and accompanying notes.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

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#### 1. OPERATING SURPLUS CALCULATION REQUIREMENTS

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's consolidated financial statements because they operate under the direction of the MTA Board and the MTA is financially accountable for these entities.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

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#### 1. OPERATING REVENUES

- We agreed the "Operating Revenues" (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

We found no exceptions as a result of the procedures.

#### 2. OPERATING EXPENSES

- We agreed the aggregated "Operating Expenses" of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.

We found no exceptions as a result of the procedures.

- We agreed the following expense items to the general ledger: "Interest Expense on Bond Indebtedness" and "Reimbursement of Personnel Costs," as noted on Exhibit C.

We compared the "Reimbursement of Personnel Costs" as noted on Exhibit C to the general ledger observing a difference of \$22. We found no exceptions as a result of agreeing the "Interest Expense on Bond Indebtedness" as noted on Exhibit C to the general ledger.

- We recalculated the "Increase in Prepaid Expenses and Other Adjustments" appearing in the general ledger and agreed it to the Schedule of Operating Surplus (Exhibit A). We inquired if the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

We found no exceptions as a result of the procedures.



## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

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#### 3. DEBT SERVICE ON BONDS

- We agreed the "Debt Service on Bonds" appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.

We found no exceptions as a result of the procedures.

- We agreed the "Debt Service on Bonds" on the TBTA's portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

We found no exceptions as a result of the procedures.

- We confirmed that in all cases, the debt service represents interest paid and/or accrued applicable to calendar year 2017 and the principal payment due January 1, 2018, on all bond indebtedness and certificates.

We found no exceptions as a result of the procedures.

#### 4. INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS

- We agreed the aggregated amount of "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired if interest income is excluded from operating revenue on the Schedule of Operating Surplus and we have been informed that interest income is excluded from "Operating Revenues" on the Schedule of Operating Surplus.

We found no exceptions as a result of the procedures.

We inquired if interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired that this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

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- operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

We found no exceptions as a result of the procedures.

- We inquired that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

We found no exceptions as a result of the procedures.

#### 5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We agreed the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger after reconciling adjustments were made for Capital Assets funded from the Capital Budget. We inquired that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

We found no exceptions as a result of the procedures.

#### 6. NECESSARY RECONSTRUCTION RESERVE

- We agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA Bridges and Tunnels Financial Plan 2018-2021 to set aside and reduce the operating surplus by \$27,515,186. The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968. We inquired that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

We found no exceptions as a result of the procedures.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

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#### 7. GASB 43 RESERVE

- We agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB 43 Reserve Account" of \$0, to the MTA Bridges and Tunnels Financial Plan 2018-2021 which was approved by the Finance Committee.

We found no exceptions as a result of the procedures.

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# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2017

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TOTAL REVENUES		\$ 1,941,559,929
LESS INTEREST INCOME		<u>1,476,772</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,940,083,157</u>
TOTAL EXPENSES		\$ 871,044,379
LESS: Interest Expense on Bond Indebtedness	\$ 359,498,719	
Reimbursement of Personnel Costs	<u>21,361,113</u>	<u>380,859,832</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 490,184,547</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2016	\$ 26,208,154	
Balance December 31, 2017	<u>26,039,828</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ (168,326)</u>
DEBT SERVICE:		
TBTA	\$ 279,389,886	
MTA	118,788,008	
NYCTA	<u>262,197,701</u>	
Subtotal	660,375,595	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>2,236,192</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 662,611,787</u>



# **Bridges and Tunnels**

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## **2018 Adopted Budget/ Financial Plan 2018-2021**

**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN 2018-2021  
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018-2021.

The February Financial Plan includes expense re-categorizations, which have a net-zero impact on the surplus.

Debt Service adjustments to the November Plan reflect increases of \$5.3 million in 2017 and \$1.7 million in 2018 due to additional general revenue bonds that were issued in 2017. These increases are more than offset by decreases each year from 2019 through 2021 totaling \$43.1 million resulting primarily from interest rate savings generated through multiple refundings.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2018 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2018-2021**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Adj Net Surplus/(Deficit)</b>	<b>1,502</b>	<b>\$1,328.347</b>	<b>1,502</b>	<b>\$1,298.138</b>	<b>1,504</b>	<b>\$1,296.968</b>	<b>1,510</b>	<b>\$1,293.034</b>	<b>1,510</b>	<b>\$1,279.898</b>
<b>Technical Adjustments:</b>										
None										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
None										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2018 February Financial Plan: Adj Net Surplus/(Deficit)</b>	<b>1,502</b>	<b>\$1,328.347</b>	<b>1,502</b>	<b>\$1,298.138</b>	<b>1,504</b>	<b>\$1,296.968</b>	<b>1,510</b>	<b>\$1,293.034</b>	<b>1,510</b>	<b>\$1,279.898</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2018-2021**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Adj Net Surplus/(Deficit)</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
None										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
None										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2018 February Financial Plan: Adj Net Surplus/(Deficit)</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>	<b>87</b>	<b>\$0.000</b>



**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Toll Revenue	\$1,906.354	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136
Other Operating Revenue	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.987	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$1,926.277</b>	<b>\$1,943.385</b>	<b>\$1,957.122</b>	<b>\$1,966.066</b>	<b>\$1,973.313</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$128.459	\$146.144	\$151.988	\$151.836	\$154.357
Overtime	28.000	26.807	27.347	27.895	28.455
Health and Welfare	28.783	34.158	34.896	36.415	38.022
OPEB Current Payments	20.247	22.070	22.555	23.638	24.772
Pension	38.928	37.167	37.177	36.412	37.112
Other Fringe Benefits	18.183	19.558	21.496	22.265	22.458
Reimbursable Overhead	(7.420)	(7.568)	(7.720)	(7.874)	(8.032)
<b>Total Labor Expenses</b>	<b>\$255.180</b>	<b>\$278.335</b>	<b>\$287.739</b>	<b>\$290.586</b>	<b>\$297.144</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.184	\$7.027	\$7.134	\$7.559	\$7.966
Fuel	1.762	1.882	1.897	2.411	2.573
Insurance	11.699	12.426	13.143	13.947	14.816
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	182.178	204.711	207.926	211.788	221.976
Professional Services Contracts	47.544	39.991	39.554	40.847	40.125
Materials and Supplies	4.785	4.711	4.377	4.499	4.618
Other Business Expenses	37.270	47.321	48.383	49.795	51.020
<b>Total Non-Labor Expenses</b>	<b>\$290.422</b>	<b>\$318.069</b>	<b>\$322.414</b>	<b>\$330.845</b>	<b>\$343.095</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$545.602</b>	<b>\$596.405</b>	<b>\$610.153</b>	<b>\$621.432</b>	<b>\$640.239</b>
Depreciation	\$150.000	\$136.766	\$146.300	\$156.499	\$167.409
OPEB Liability Adjustment	71.832	75.424	79.195	83.155	87.312
GASB 68 Pension Expense Adjustment	11.828	15.242	17.184	20.001	21.451
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$779.262</b>	<b>\$823.836</b>	<b>\$852.832</b>	<b>\$881.086</b>	<b>\$916.411</b>
Less: Depreciation	150.000	136.766	146.300	156.499	167.409
Less: OPEB Liability Adjustment	71.832	75.424	79.195	83.155	87.312
Less: GASB 68 Pension Exp Adjustment	11.828	15.242	17.184	20.001	21.451
<b>Total Expenses</b>	<b>\$545.602</b>	<b>\$596.405</b>	<b>\$610.153</b>	<b>\$621.432</b>	<b>\$640.239</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,380.675</b>	<b>\$1,346.980</b>	<b>\$1,346.969</b>	<b>\$1,344.634</b>	<b>\$1,333.074</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.898	23.575	24.046	24.527	25.018
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$23.898</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$8.340	\$8.506	\$8.676	\$8.850	\$9.027
Overtime	2.745	1.999	2.039	2.080	2.121
Health and Welfare	1.795	1.831	1.867	1.905	1.943
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	2.432	2.480	2.530	2.581	2.632
Other Fringe Benefits	1.167	1.190	1.214	1.238	1.263
Reimbursable Overhead	7.420	7.568	7.720	7.874	8.032
<b>Total Labor Expenses</b>	<b>\$23.898</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$23.898</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Non-Reimbursable / Reimbursable</b>					
Page 1 of 2					
<b>Operating Revenue</b>					
Toll Revenue	\$1,906.354	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136
Other Operating Revenue	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	23.898	23.575	24.046	24.527	25.018
Investment Income	0.987	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$1,950.175</b>	<b>\$1,966.960</b>	<b>\$1,981.168</b>	<b>\$1,990.593</b>	<b>\$1,998.330</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$136.799	\$154.650	\$160.664	\$160.686	\$163.384
Overtime	30.745	28.806	29.386	29.975	30.576
Health and Welfare	30.578	35.988	36.763	38.319	39.965
OPEB Current Payments	20.247	22.070	22.555	23.638	24.772
Pension	41.360	39.648	39.707	38.992	39.744
Other Fringe Benefits	19.349	20.748	22.710	23.503	23.721
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$279.078</b>	<b>\$301.910</b>	<b>\$311.785</b>	<b>\$315.114</b>	<b>\$322.162</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$5.184	\$7.027	\$7.134	\$7.559	\$7.966
Fuel	1.762	1.882	1.897	2.411	2.573
Insurance	11.699	12.426	13.143	13.947	14.816
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	182.178	204.711	207.926	211.788	221.976
Professional Services Contracts	47.544	39.991	39.554	40.847	40.125
Materials and Supplies	4.785	4.711	4.377	4.499	4.618
Other Business Expenses	37.270	47.321	48.383	49.795	51.020
<b>Total Non-Labor Expenses</b>	<b>\$290.422</b>	<b>\$318.069</b>	<b>\$322.414</b>	<b>\$330.845</b>	<b>\$343.095</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$569.499</b>	<b>\$619.979</b>	<b>\$634.199</b>	<b>\$645.959</b>	<b>\$665.257</b>
Depreciation	\$150.000	\$136.766	\$146.300	\$156.499	\$167.409
OPEB Liability Adjustment	71.832	75.424	79.195	83.155	87.312
GASB 68 Pension Expense Adjustment	11.828	15.242	17.184	20.001	21.451
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$803.159</b>	<b>\$847.411</b>	<b>\$876.878</b>	<b>\$905.613</b>	<b>\$941.429</b>
Less: Depreciation	150.000	136.766	146.300	156.499	167.409
Less: OPEB Liability Adjustment	71.832	75.424	79.195	83.155	87.312
Less: GASB 68 Pension Exp Adjustment	11.828	15.242	17.184	20.001	21.451
<b>Total Expenses</b>	<b>\$569.499</b>	<b>\$619.979</b>	<b>\$634.199</b>	<b>\$645.959</b>	<b>\$665.257</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,380.675</b>	<b>\$1,346.980</b>	<b>\$1,346.969</b>	<b>\$1,344.634</b>	<b>\$1,333.074</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Non-Reimbursable / Reimbursable</b>					
Page 2 of 2					
<b>Net Surplus/(Deficit)</b>	<b>\$1,380.675</b>	<b>\$1,346.980</b>	<b>\$1,346.969</b>	<b>\$1,344.634</b>	<b>\$1,333.074</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$24.813	\$20.517	\$20.966	\$21.551	\$22.122
B&T Capital Reserves	27.515	27.961	28.573	29.370	30.149
GASB 45 Reserves	0.000	0.364	0.462	0.678	0.905
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,328.347</b>	<b>\$1,298.138</b>	<b>\$1,296.968</b>	<b>\$1,293.034</b>	<b>\$1,279.898</b>
Less: Debt Service	\$662.709	\$664.154	\$707.207	\$725.875	\$754.206
<b>Income Available for Distribution</b>	<b>\$665.638</b>	<b>\$633.983</b>	<b>\$589.760</b>	<b>\$567.159</b>	<b>\$525.692</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.987	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	388.726	377.271	357.877	345.717	324.817
NYCT - Distributable Income	275.925	255.472	230.643	220.201	199.635
<b>Total Distributable Income:</b>	<b>\$665.638</b>	<b>\$633.983</b>	<b>\$589.760</b>	<b>\$567.159</b>	<b>\$525.692</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income - Prior Year	\$0.635	\$0.987	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	406.189	378.418	359.816	346.933	326.907
NYCT - Cash Surplus Transfer	286.431	257.518	233.126	221.246	201.692
<b>Total Cash Transfers:</b>	<b>\$693.255</b>	<b>\$636.923</b>	<b>\$594.182</b>	<b>\$569.419</b>	<b>\$529.839</b>
<b>SUPPORT TO MASS TRANSIT:</b>					
Total Revenue	\$1,950.175	\$1,966.960	\$1,981.168	\$1,990.593	\$1,998.330
Total Expenses Before Non-Cash Liability Adjs.	569.499	619.979	634.199	645.959	665.257
<b>Net Operating Income:</b>	<b>\$1,380.675</b>	<b>\$1,346.980</b>	<b>\$1,346.969</b>	<b>\$1,344.634</b>	<b>\$1,333.074</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$294.368	\$277.272	\$305.847	\$329.078	\$358.303
Capitalized Assets	24.813	20.517	20.966	21.551	22.122
B&T Capital Reserves	27.515	27.961	28.573	29.370	30.149
GASB Reserves	0.000	0.364	0.462	0.678	0.905
<b>Total Deductions from Operating Income:</b>	<b>\$346.696</b>	<b>\$326.114</b>	<b>\$355.848</b>	<b>\$380.678</b>	<b>\$411.479</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,033.979</b>	<b>\$1,020.866</b>	<b>\$991.121</b>	<b>\$963.956</b>	<b>\$921.595</b>

**MTA BRIDGES AND TUNNELS**  
**2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	76,414	\$5.081	19.0%
Unscheduled Service	3,132	0.252	0.9%
Programmatic/Routine Maintenance	18,553	1.550	5.8%
Unscheduled Maintenance	14,535	1.215	4.5%
Vacancy/Absentee Coverage	197,001	13.174	49.1%
Weather Emergencies	5,229	0.358	1.3%
Safety/Security/Law Enforcement	17,692	1.167	4.4%
Other	110	0.012	0.0%
All Other Departments and Adjustments *	0	3.998	14.9%
<b>Subtotal</b>	<b>332,666</b>	<b>\$26.807</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	34,492	\$1.999	
<b>TOTAL OVERTIME</b>	<b>367,158</b>	<b>\$28.806</b>	

\* Includes overtime for all departments other than Operations and Maintenance, in addition to adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Traffic Volume (Utilization)**  
(in millions)

Final Estimate	Adopted Budget			
2017	2018	2019	2020	2021

**TRAFFIC VOLUME**

**Total Traffic Volume**

<b>306.747</b>	<b>308.413</b>	<b>311.027</b>	<b>313.060</b>	<b>314.830</b>
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**TOLL REVENUE**

**Toll Revenue**

<b>\$1,906.354</b>	<b>\$1,923.208</b>	<b>\$1,936.945</b>	<b>\$1,945.889</b>	<b>\$1,953.136</b>
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2018-2021**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2017 Final Estimate</b>	<b>2018 Adopted Budget</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Administration</b>					
Executive	12	12	12	12	12
Law <sup>(1)</sup>	16	16	16	16	16
CFO <sup>(2)</sup>	25	25	25	25	25
Administration <sup>(3)</sup>	37	37	37	37	37
EEO	2	2	2	2	2
<b>Total Administration</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Operations</b>					
Revenue Management	43	43	43	43	43
Operations (Non-Security)	543	543	543	543	543
<b>Total Operations</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>
<b>Maintenance</b>					
Maintenance	206	206	206	206	206
Operations - Maintainers	176	176	176	176	176
<b>Total Maintenance</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>
<b>Engineering/Capital</b>					
Engineering & Construction	192	192	192	192	192
Safety & Health	10	10	10	10	10
Law <sup>(1)</sup>	22	22	22	22	22
Planning & Budget Capital	29	29	31	37	37
<b>Total Engineering/Capital</b>	<b>253</b>	<b>253</b>	<b>255</b>	<b>261</b>	<b>261</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	44	44	44	44	44
<b>Total Public Safety</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>
<b>Total Positions</b>	<b>1,589</b>	<b>1,589</b>	<b>1,591</b>	<b>1,597</b>	<b>1,597</b>
<i>Non-Reimbursable</i>	1,502	1,502	1,504	1,510	1,510
<i>Reimbursable</i>	87	87	87	87	87
<i>Total Full-Time</i>	1,589	1,589	1,591	1,597	1,597
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2018 - 2021**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	30	30	30	30	30
Professional/Technical/Clerical	62	62	62	62	62
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Operations</b>					
Managers/Supervisors	216	216	216	216	216
Professional/Technical/Clerical	34	34	34	34	34
Operational Hourlies (1)	336	336	336	336	336
<b>Total Operations Headcount</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>
<b>Maintenance</b>					
Managers/Supervisors	25	25	25	25	25
Professional/Technical/Clerical	14	14	14	14	14
Operational Hourlies (2)	343	343	343	343	343
<b>Total Maintenance Headcount</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	52	52	52	52	52
Professional/Technical/Clerical	201	201	203	209	209
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>253</b>	<b>253</b>	<b>255</b>	<b>261</b>	<b>261</b>
<b>Public Safety</b>					
Managers/Supervisors	48	48	48	48	48
Professional, Technical, Clerical	32	32	32	32	32
Operational Hourlies (3)	196	196	196	196	196
<b>Total Public Safety Headcount</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>
<b>Total Positions</b>					
Managers/Supervisors	371	371	371	371	371
Professional, Technical, Clerical	343	343	345	351	351
Operational Hourlies	875	875	875	875	875
<b>Total Positions</b>	<b>1,589</b>	<b>1,589</b>	<b>1,591</b>	<b>1,597</b>	<b>1,597</b>

(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**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$143.154	\$133.475	\$151.203	\$156.554	\$165.478	\$168.489	\$171.639	\$178.626	\$165.435	\$168.370	\$161.148	\$159.638	\$1,923.208
Other Operating Revenue	1.596	1.503	1.596	1.565	1.596	1.565	1.596	1.596	1.565	1.596	1.565	1.596	18.936
Investment Income	0.105	0.095	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1.240
<b>Total Revenues</b>	<b>\$144.856</b>	<b>\$135.073</b>	<b>\$152.904</b>	<b>\$158.221</b>	<b>\$167.179</b>	<b>\$170.156</b>	<b>\$173.340</b>	<b>\$180.328</b>	<b>\$167.102</b>	<b>\$170.071</b>	<b>\$162.815</b>	<b>\$161.339</b>	<b>\$1,943.385</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.654	\$10.603	\$11.654	\$11.304	\$11.654	\$11.304	\$12.111	\$11.750	\$11.397	\$11.750	\$11.397	\$19.566	\$146.144
Overtime	2.255	2.264	2.208	2.167	2.172	2.119	2.235	2.234	2.249	2.196	2.327	2.382	26.807
Health and Welfare	2.901	2.620	2.901	2.807	2.901	2.807	2.901	2.901	2.807	2.901	2.807	2.901	34.158
OPEB Current Payments	1.874	1.693	1.874	1.814	1.874	1.814	1.874	1.874	1.814	1.874	1.814	1.874	22.070
Pension	3.047	3.066	3.047	3.053	3.047	3.053	3.140	3.140	3.147	3.140	3.147	3.140	37.167
Other Fringe Benefits	2.555	1.460	1.529	1.501	1.526	1.498	1.564	1.537	1.514	1.535	1.520	1.820	19.558
Reimbursable Overhead	(0.643)	(0.581)	(0.643)	(0.622)	(0.643)	(0.622)	(0.643)	(0.643)	(0.622)	(0.643)	(0.622)	(0.643)	(7.568)
<b>Total Labor Expenses</b>	<b>\$23.643</b>	<b>\$21.125</b>	<b>\$22.570</b>	<b>\$22.025</b>	<b>\$22.531</b>	<b>\$21.973</b>	<b>\$23.184</b>	<b>\$22.795</b>	<b>\$22.306</b>	<b>\$22.753</b>	<b>\$22.390</b>	<b>\$31.041</b>	<b>\$278.335</b>
<b>Non-Labor:</b>													
Electric Power	\$0.597	\$0.539	\$0.597	\$0.578	\$0.597	\$0.578	\$0.597	\$0.597	\$0.578	\$0.597	\$0.578	\$0.597	\$7.027
Fuel	0.189	0.181	0.189	0.140	0.143	0.140	0.112	0.112	0.110	0.189	0.186	0.189	1.882
Insurance	0.963	0.963	0.963	0.964	0.997	0.997	0.997	0.997	0.997	1.016	1.016	1.556	12.426
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.319	11.630	14.988	11.887	11.952	18.891	12.139	14.184	20.936	14.184	14.119	49.482	204.711
Professional Services Contracts	3.091	2.783	3.228	2.875	2.921	3.182	2.921	2.921	3.182	2.921	2.875	7.092	39.991
Materials and Supplies	0.400	0.361	0.400	0.387	0.400	0.387	0.400	0.400	0.387	0.400	0.387	0.400	4.711
Other Business Expenses	4.530	3.550	3.822	3.735	3.822	3.732	3.822	3.823	3.732	3.822	3.732	5.198	47.321
<b>Total Non-Labor Expenses</b>	<b>\$20.089</b>	<b>\$20.008</b>	<b>\$24.187</b>	<b>\$20.565</b>	<b>\$20.833</b>	<b>\$27.908</b>	<b>\$20.988</b>	<b>\$23.034</b>	<b>\$29.922</b>	<b>\$23.130</b>	<b>\$22.893</b>	<b>\$64.513</b>	<b>\$318.069</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$43.732</b>	<b>\$41.133</b>	<b>\$46.757</b>	<b>\$42.590</b>	<b>\$43.364</b>	<b>\$49.880</b>	<b>\$44.172</b>	<b>\$45.829</b>	<b>\$52.227</b>	<b>\$45.883</b>	<b>\$45.283</b>	<b>\$95.554</b>	<b>\$596.405</b>
Depreciation	\$11.616	\$10.492	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$136.766
OPEB Liability Adjustment	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	75.424
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.242	15.242
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$61.633</b>	<b>\$57.910</b>	<b>\$64.658</b>	<b>\$60.116</b>	<b>\$61.265</b>	<b>\$67.407</b>	<b>\$62.073</b>	<b>\$63.730</b>	<b>\$69.754</b>	<b>\$63.784</b>	<b>\$62.809</b>	<b>\$128.697</b>	<b>\$823.836</b>
Less: Depreciation	\$11.616	\$10.492	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$136.766
Less: OPEB Liability Adjustment	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	75.424
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.242	15.242
<b>Total Expenses</b>	<b>\$43.732</b>	<b>\$41.133</b>	<b>\$46.757</b>	<b>\$42.590</b>	<b>\$43.364</b>	<b>\$49.880</b>	<b>\$44.172</b>	<b>\$45.829</b>	<b>\$52.227</b>	<b>\$45.883</b>	<b>\$45.283</b>	<b>\$95.554</b>	<b>\$596.405</b>
<b>Net Surplus/(Deficit)</b>	<b>\$101.124</b>	<b>\$93.940</b>	<b>\$106.147</b>	<b>\$115.631</b>	<b>\$123.815</b>	<b>\$120.276</b>	<b>\$129.168</b>	<b>\$134.499</b>	<b>\$114.875</b>	<b>\$124.188</b>	<b>\$117.533</b>	<b>\$65.785</b>	<b>\$1,346.980</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.000	1.822	1.999	1.941	1.998	1.939	1.998	1.998	1.939	1.998	1.939	1.999	23.575
<b>Total Revenues</b>	<b>\$2.000</b>	<b>\$1.822</b>	<b>\$1.999</b>	<b>\$1.941</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.999</b>	<b>\$23.575</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$0.722	\$0.653	\$0.722	\$0.699	\$0.722	\$0.699	\$0.722	\$0.722	\$0.699	\$0.722	\$0.699	\$0.722	\$8.506
Overtime	0.168	0.167	0.167	0.168	0.166	0.166	0.166	0.166	0.166	0.166	0.166	0.167	1.999
Health and Welfare	0.155	0.140	0.155	0.150	0.155	0.150	0.155	0.155	0.150	0.155	0.150	0.155	1.831
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.211	0.190	0.211	0.204	0.211	0.204	0.211	0.211	0.204	0.211	0.204	0.211	2.480
Other Fringe Benefits	0.101	0.091	0.101	0.098	0.101	0.098	0.101	0.101	0.098	0.101	0.098	0.101	1.190
Reimbursable Overhead	0.643	0.581	0.643	0.622	0.643	0.622	0.643	0.643	0.622	0.643	0.622	0.643	7.568
<b>Total Labor Expenses</b>	<b>\$2.000</b>	<b>\$1.822</b>	<b>\$1.999</b>	<b>\$1.941</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.999</b>	<b>\$23.575</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	0.000	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	0.000	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	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	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	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$2.000</b>	<b>\$1.822</b>	<b>\$1.999</b>	<b>\$1.941</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.998</b>	<b>\$1.939</b>	<b>\$1.999</b>	<b>\$23.575</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable - Page 1 of 2</b>													
<b>Operating Revenue</b>													
Toll Revenue	\$143.154	\$133.475	\$151.203	\$156.554	\$165.478	\$168.489	\$171.639	\$178.626	\$165.435	\$168.370	\$161.148	\$159.638	\$1,923.208
Other Operating Revenue	1.596	1.503	1.596	1.565	1.596	1.565	1.596	1.596	1.565	1.596	1.565	1.596	18.936
Capital and Other Reimbursements	2.000	1.822	1.999	1.941	1.998	1.939	1.998	1.998	1.939	1.998	1.939	1.999	23.575
Investment Income	0.105	0.095	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1.240
<b>Total Revenues</b>	<b>\$146.856</b>	<b>\$136.895</b>	<b>\$154.904</b>	<b>\$160.162</b>	<b>\$169.177</b>	<b>\$172.095</b>	<b>\$175.339</b>	<b>\$182.326</b>	<b>\$169.041</b>	<b>\$172.070</b>	<b>\$164.755</b>	<b>\$163.339</b>	<b>\$1,966.960</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$12.376	\$11.255	\$12.376	\$12.003	\$12.376	\$12.003	\$12.834	\$12.473	\$12.096	\$12.473	\$12.096	\$20.288	\$154.650
Overtime	2.423	2.431	2.375	2.335	2.338	2.285	2.401	2.400	2.415	2.362	2.493	2.549	28.806
Health and Welfare	3.057	2.761	3.057	2.958	3.057	2.958	3.057	3.057	2.958	3.057	2.958	3.057	35.988
OPEB Current Payments	1.874	1.693	1.874	1.814	1.874	1.814	1.874	1.874	1.814	1.874	1.814	1.874	22.070
Pension	3.257	3.257	3.257	3.257	3.257	3.257	3.351	3.351	3.351	3.351	3.351	3.351	39.648
Other Fringe Benefits	2.656	1.551	1.630	1.599	1.627	1.596	1.665	1.639	1.612	1.636	1.618	1.921	20.748
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$25.644</b>	<b>\$22.947</b>	<b>\$24.570</b>	<b>\$23.966</b>	<b>\$24.530</b>	<b>\$23.912</b>	<b>\$25.182</b>	<b>\$24.793</b>	<b>\$24.245</b>	<b>\$24.752</b>	<b>\$24.329</b>	<b>\$33.040</b>	<b>\$301.910</b>
<b>Non-Labor:</b>													
Electric Power	\$0.597	\$0.539	\$0.597	\$0.578	\$0.597	\$0.578	\$0.597	\$0.597	\$0.578	\$0.597	\$0.578	\$0.597	\$7.027
Fuel	0.189	0.181	0.189	0.140	0.143	0.140	0.112	0.112	0.110	0.189	0.186	0.189	1.882
Insurance	0.963	0.963	0.963	0.964	0.997	0.997	0.997	0.997	0.997	1.016	1.016	1.556	12.426
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.319	11.630	14.988	11.887	11.952	18.891	12.139	14.184	20.936	14.184	14.119	49.482	204.711
Professional Services Contracts	3.091	2.783	3.228	2.875	2.921	3.182	2.921	2.921	3.182	2.921	2.875	7.092	39.991
Materials and Supplies	0.400	0.361	0.400	0.387	0.400	0.387	0.400	0.400	0.387	0.400	0.387	0.400	4.711
Other Business Expenses	4.530	3.550	3.822	3.735	3.822	3.732	3.822	3.823	3.732	3.822	3.732	5.198	47.321
<b>Total Non-Labor Expenses</b>	<b>\$20.089</b>	<b>\$20.008</b>	<b>\$24.187</b>	<b>\$20.565</b>	<b>\$20.833</b>	<b>\$27.908</b>	<b>\$20.988</b>	<b>\$23.034</b>	<b>\$29.922</b>	<b>\$23.130</b>	<b>\$22.893</b>	<b>\$64.513</b>	<b>\$318.069</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$45.732</b>	<b>\$42.955</b>	<b>\$48.757</b>	<b>\$44.531</b>	<b>\$45.362</b>	<b>\$51.820</b>	<b>\$46.170</b>	<b>\$47.828</b>	<b>\$54.167</b>	<b>\$47.881</b>	<b>\$47.222</b>	<b>\$97.554</b>	<b>\$619.979</b>
Depreciation	\$11.616	\$10.492	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$136.766
OPEB Liability Adjustment	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	75.424
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.242	15.242
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$63.633</b>	<b>\$59.732</b>	<b>\$66.658</b>	<b>\$62.057</b>	<b>\$63.264</b>	<b>\$69.346</b>	<b>\$64.071</b>	<b>\$65.729</b>	<b>\$71.693</b>	<b>\$65.782</b>	<b>\$64.748</b>	<b>\$130.697</b>	<b>\$847.411</b>
Less: Depreciation	\$11.616	\$10.492	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$11.616	\$11.241	\$11.616	\$11.241	\$11.616	\$136.766
Less: OPEB Liability Adjustment	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	6.285	75.424
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	15.242	15.242
<b>Total Expenses</b>	<b>\$45.732</b>	<b>\$42.955</b>	<b>\$48.757</b>	<b>\$44.531</b>	<b>\$45.362</b>	<b>\$51.820</b>	<b>\$46.170</b>	<b>\$47.828</b>	<b>\$54.167</b>	<b>\$47.881</b>	<b>\$47.222</b>	<b>\$97.554</b>	<b>\$619.979</b>
<b>Net Surplus/(Deficit)</b>	<b>\$101.124</b>	<b>\$93.940</b>	<b>\$106.147</b>	<b>\$115.631</b>	<b>\$123.815</b>	<b>\$120.276</b>	<b>\$129.168</b>	<b>\$134.499</b>	<b>\$114.875</b>	<b>\$124.188</b>	<b>\$117.533</b>	<b>\$65.785</b>	<b>\$1,346.980</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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**Non-Reimbursable / Reimbursable - Page 2 of 2**

<b>Net Surplus/(Deficit)</b>	<b>\$101.124</b>	<b>\$93.940</b>	<b>\$106.147</b>	<b>\$115.631</b>	<b>\$123.815</b>	<b>\$120.276</b>	<b>\$129.168</b>	<b>\$134.499</b>	<b>\$114.875</b>	<b>\$124.188</b>	<b>\$117.533</b>	<b>\$65.785</b>	<b>\$1,346.980</b>
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**Deductions from Income:**

B&T Capitalized Assets	\$1.218	\$1.218	\$1.754	\$1.218	\$1.419	\$2.558	\$1.352	\$1.553	\$2.223	\$1.352	\$1.553	\$3.094	\$20.517
B&T Capital Reserves	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	27.961
B&T Prepaid Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.364

<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$97.575</b>	<b>\$90.392</b>	<b>\$102.063</b>	<b>\$112.082</b>	<b>\$120.065</b>	<b>\$115.387</b>	<b>\$125.486</b>	<b>\$130.615</b>	<b>\$110.321</b>	<b>\$120.506</b>	<b>\$113.649</b>	<b>\$59.996</b>	<b>\$1,298.138</b>
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Total Debt Service	\$55.930	\$55.930	\$55.930	\$55.930	\$51.698	\$55.930	\$55.930	\$55.930	\$55.930	\$55.930	\$52.224	\$56.858	\$664.154
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<b>Income Available for Distribution</b>	<b>\$41.645</b>	<b>\$34.461</b>	<b>\$46.132</b>	<b>\$56.152</b>	<b>\$68.368</b>	<b>\$59.457</b>	<b>\$69.555</b>	<b>\$74.685</b>	<b>\$54.391</b>	<b>\$64.576</b>	<b>\$61.425</b>	<b>\$3.137</b>	<b>\$633.983</b>
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**Distributable To:**

MTA - Investment Income	\$0.105	\$0.095	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$1.240
MTA - Distributable Income	25.824	22.238	28.068	33.080	39.186	34.732	39.780	42.344	32.199	37.290	35.803	6.727	377.271
NYCT - Distributable Income	15.715	12.128	17.959	22.970	29.077	24.623	29.670	32.235	22.090	27.181	25.520	(3.696)	255.472

<b>Total Distributable Income:</b>	<b>\$41.645</b>	<b>\$34.461</b>	<b>\$46.132</b>	<b>\$56.152</b>	<b>\$68.368</b>	<b>\$59.457</b>	<b>\$69.555</b>	<b>\$74.685</b>	<b>\$54.391</b>	<b>\$64.576</b>	<b>\$61.425</b>	<b>\$3.137</b>	<b>\$633.983</b>
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**Actual Cash Transfers:**

MTA - Investment Income - Prior Year	\$0.000	\$0.987	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.987
MTA - Cash Surplus Transfer	0.000	62.115	20.014	25.261	29.772	35.267	31.259	35.802	38.110	28.979	33.561	38.278	378.418
NYCT - Cash Surplus Transfer	0.000	41.736	10.916	16.163	20.673	26.169	22.161	26.703	29.012	19.881	24.462	19.642	257.518

<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$104.838</b>	<b>\$30.930</b>	<b>\$41.424</b>	<b>\$50.445</b>	<b>\$61.436</b>	<b>\$53.420</b>	<b>\$62.505</b>	<b>\$67.122</b>	<b>\$48.860</b>	<b>\$58.023</b>	<b>\$57.920</b>	<b>\$636.923</b>
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**SUPPORT TO MASS TRANSIT:**

Total Revenue	\$146.856	\$136.895	\$154.904	\$160.162	\$169.177	\$172.095	\$175.339	\$182.326	\$169.041	\$172.070	\$164.755	\$163.339	\$1,966.960
Total Expenses Before Non-Cash Liability Adjs.	45.732	42.955	48.757	44.531	45.362	51.820	46.170	47.828	54.167	47.881	47.222	97.554	619.979

<b>Net Operating Income:</b>	<b>\$101.124</b>	<b>\$93.940</b>	<b>\$106.147</b>	<b>\$115.631</b>	<b>\$123.815</b>	<b>\$120.276</b>	<b>\$129.168</b>	<b>\$134.499</b>	<b>\$114.875</b>	<b>\$124.188</b>	<b>\$117.533</b>	<b>\$65.785</b>	<b>\$1,346.980</b>
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**Deductions from Operating Income:**

B&T Debt Service	\$23.797	\$23.797	\$23.797	\$23.797	\$19.565	\$23.797	\$23.797	\$23.797	\$23.797	\$23.797	\$19.632	\$23.900	\$277.272
Capitalized Assets	1.218	1.218	1.754	1.218	1.419	2.558	1.352	1.553	2.223	1.352	1.553	3.094	20.517
Reserves	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	2.330	27.961
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.364

<b>Total Deductions from Operating Income:</b>	<b>\$27.346</b>	<b>\$27.346</b>	<b>\$27.882</b>	<b>\$27.346</b>	<b>\$23.314</b>	<b>\$28.686</b>	<b>\$27.480</b>	<b>\$27.681</b>	<b>\$28.351</b>	<b>\$27.480</b>	<b>\$23.516</b>	<b>\$29.689</b>	<b>\$326.114</b>
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<b>Total Support to Mass Transit:</b>	<b>\$73.778</b>	<b>\$66.594</b>	<b>\$78.265</b>	<b>\$88.285</b>	<b>\$100.501</b>	<b>\$91.590</b>	<b>\$101.688</b>	<b>\$106.818</b>	<b>\$86.524</b>	<b>\$96.709</b>	<b>\$94.017</b>	<b>\$36.096</b>	<b>\$1,020.866</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$0.380	\$0.390	\$0.393	\$0.393	\$0.398	\$0.352	\$0.455	\$0.454	\$0.467	\$0.420	\$0.482	\$0.497	<b>\$5.081</b>
Unscheduled Service	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	<b>0.252</b>
Programmatic/Routine Maintenance	0.130	0.130	0.129	0.129	0.129	0.129	0.129	0.129	0.129	0.129	0.129	0.129	<b>1.550</b>
Unscheduled Maintenance	0.102	0.101	0.101	0.102	0.102	0.101	0.101	0.101	0.101	0.101	0.101	0.101	<b>1.215</b>
Vacancy/Absentee Coverage	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.097	1.097	<b>13.174</b>
Weather Emergencies	0.089	0.088	0.037	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.055	0.089	<b>0.358</b>
Safety/Security/Law Enforcement	0.098	0.098	0.098	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	<b>1.167</b>
Other	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	<b>0.012</b>
All Other Departments and Accruals	0.336	0.337	0.330	0.326	0.326	0.320	0.333	0.333	0.335	0.329	0.344	0.350	<b>3.998</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$2.255</b>	<b>\$2.264</b>	<b>\$2.208</b>	<b>\$2.167</b>	<b>\$2.172</b>	<b>\$2.119</b>	<b>\$2.235</b>	<b>\$2.234</b>	<b>\$2.249</b>	<b>\$2.196</b>	<b>\$2.327</b>	<b>\$2.382</b>	<b>\$26.807</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$0.168</b>	<b>\$0.167</b>	<b>\$0.167</b>	<b>\$0.168</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.167</b>	<b>\$1.999</b>
<b>TOTAL OVERTIME</b>	<b>\$2.423</b>	<b>\$2.431</b>	<b>\$2.375</b>	<b>\$2.335</b>	<b>\$2.338</b>	<b>\$2.285</b>	<b>\$2.401</b>	<b>\$2.400</b>	<b>\$2.415</b>	<b>\$2.362</b>	<b>\$2.493</b>	<b>\$2.549</b>	<b>\$28.806</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Traffic Volume (Utilization)**  
(in millions)

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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**TRAFFIC VOLUME**

Traffic Volume

23.220	21.646	24.482	25.238	26.595	27.008	27.404	28.003	26.377	26.985	25.836	25.619	308.413
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**TOLL REVENUE**

Toll Revenue

\$143.154	\$133.475	\$151.203	\$156.554	\$165.478	\$168.489	\$171.639	\$178.626	\$165.435	\$168.370	\$161.148	\$159.638	\$1,923.208
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	12	12	12	12	12	12	12	12	12	12	12	12
Law <sup>(1)</sup>	16	16	16	16	16	16	16	16	16	16	16	16
CFO <sup>(2)</sup>	25	25	25	25	25	25	25	25	25	25	25	25
Administration <sup>(3)</sup>	37	37	37	37	37	37	37	37	37	37	37	37
EEO	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Operations</b>												
Revenue Management	43	43	43	43	43	43	43	43	43	43	43	43
Operations (Non-Security)	543	543	543	543	543	543	543	543	543	543	543	543
<b>Total Operations</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>
<b>Maintenance</b>												
Maintenance	206	206	206	206	206	206	206	206	206	206	206	206
Operations - Maintainers	176	176	176	176	176	176	176	176	176	176	176	176
<b>Total Maintenance</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>
<b>Engineering/Capital</b>												
Engineering & Construction	192	192	192	192	192	192	192	192	192	192	192	192
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Law <sup>(1)</sup>	22	22	22	22	22	22	22	22	22	22	22	22
Planning & Budget Capital	29	29	29	29	29	29	29	29	29	29	29	29
<b>Total Engineering/Capital</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	44	44	44	44	44	44	44	44	44	44	44	44
<b>Total Public Safety</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>
<b>Total Positions</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>
<i>Non-Reimbursable</i>	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	30	30	30	30	30	30	30	30	30	30	30	30
Professional/Technical/Clerical	62	62	62	62	62	62	62	62	62	62	62	62
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Operations</b>												
Managers/Supervisors	216	216	216	216	216	216	216	216	216	216	216	216
Professional/Technical/Clerical	34	34	34	34	34	34	34	34	34	34	34	34
Operational Hourlies	336	336	336	336	336	336	336	336	336	336	336	336
<b>Total Operations Headcount</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>	<b>586</b>
<b>Maintenance</b>												
Managers/Supervisors	25	25	25	25	25	25	25	25	25	25	25	25
Professional/Technical/Clerical	14	14	14	14	14	14	14	14	14	14	14	14
Operational Hourlies	343	343	343	343	343	343	343	343	343	343	343	343
<b>Total Maintenance Headcount</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>	<b>382</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	52	52	52	52	52	52	52	52	52	52	52	52
Professional/Technical/Clerical	201	201	201	201	201	201	201	201	201	201	201	201
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Managers/Supervisors	48	48	48	48	48	48	48	48	48	48	48	48
Professional, Technical, Clerical	32	32	32	32	32	32	32	32	32	32	32	32
Operational Hourlies	196	196	196	196	196	196	196	196	196	196	196	196
<b>Total Public Safety Headcount</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>	<b>276</b>
<b>Total Positions</b>												
Managers/Supervisors	371	371	371	371	371	371	371	371	371	371	371	371
Professional, Technical, Clerical	343	343	343	343	343	343	343	343	343	343	343	343
Operational Hourlies	875	875	875	875	875	875	875	875	875	875	875	875
<b>Total Positions</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>	<b>1,589</b>





# **Bridges and Tunnels**

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## **Capital Program Project Status Report January 2018**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2018

Introduction

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

2018 Overview

In 2018, Bridges and Tunnels, in aggregate, plans to commit \$809.7 million. There are nine significant commitments, totaling \$616.9 million, planned for this year (See *Attachment 2 – 2018 Major Commitments and Attachment 2a– 2017 Major Commitments*) which are:

Construction awards:

- Reconstruction of the Toll Plaza Structure & RFK Ramps - \$21 million
- Anchorage & Pier Rehabilitation and Sealing – VN Bridge - \$35 million
- Steel repair, Concrete Rehabilitation and Structural Painting – VN Bridge - \$55 million
- Replacement of the Grid Decks on the TN Bridge Suspended Spans - \$319 million

Design-Build awards:

- Electrical/Mechanical Rehabilitation of Harlem River Lift Span at the RFK - \$26 million
- Rehabilitation of the HC Tunnel Ventilation Systems - \$67 million
- Scour protection and Repair/Replacement CB/MP Pier Fender Systems - \$35 million
- Rehabilitation of QM Tunnel Controls and Communication Systems - \$32 million
- VN Tower Pier Rehabilitation/Construct Mooring Platform & Tower Elevator Rehabilitation - \$27 million

In 2018, Bridges and Tunnels plans to complete 11 projects totaling \$1.42 billion. There are five significant projects, totaling \$1.16 billion planned for this year (See *Attachment 4 – 2018 Major Commitments*) which are:

- BB28S/BB28: HCT Sandy Restoration and Replacement of the Fire lines & Roadway Rehabilitation - \$378 million
- QM40S/QM40: QMT Sandy Restoration and Replacement of the Fire lines, Upgrade Ceiling Hangers - \$326 million
- MP03/MP16: MPB Rehabilitation of the Lift Span Electrical and Mechanical Systems and Miscellaneous Structural Rehabilitation and Zone Painting - \$103 million
- RK65A: RFK Bridge Deck Replacement: Bronx/Manhattan Ramps & Bronx Toll Plaza Structure - \$253 million
- Tun-Mit-01: HCT and QMT Sandy Mitigation – Install Floodgates and Raise the Governor's Island Vent Building Seawalls - \$96 million

Year to Date Progress

Commitments

In January, four commitments were made with a total value of \$3.3 million compared to the plan calling for 3 commitments with a total value of \$2.9 million from the 2018 Plan (See *Attachment 1, 2018 Commitment Chart; Attachment 7 – 2018 Commitment Plan*).

Completions

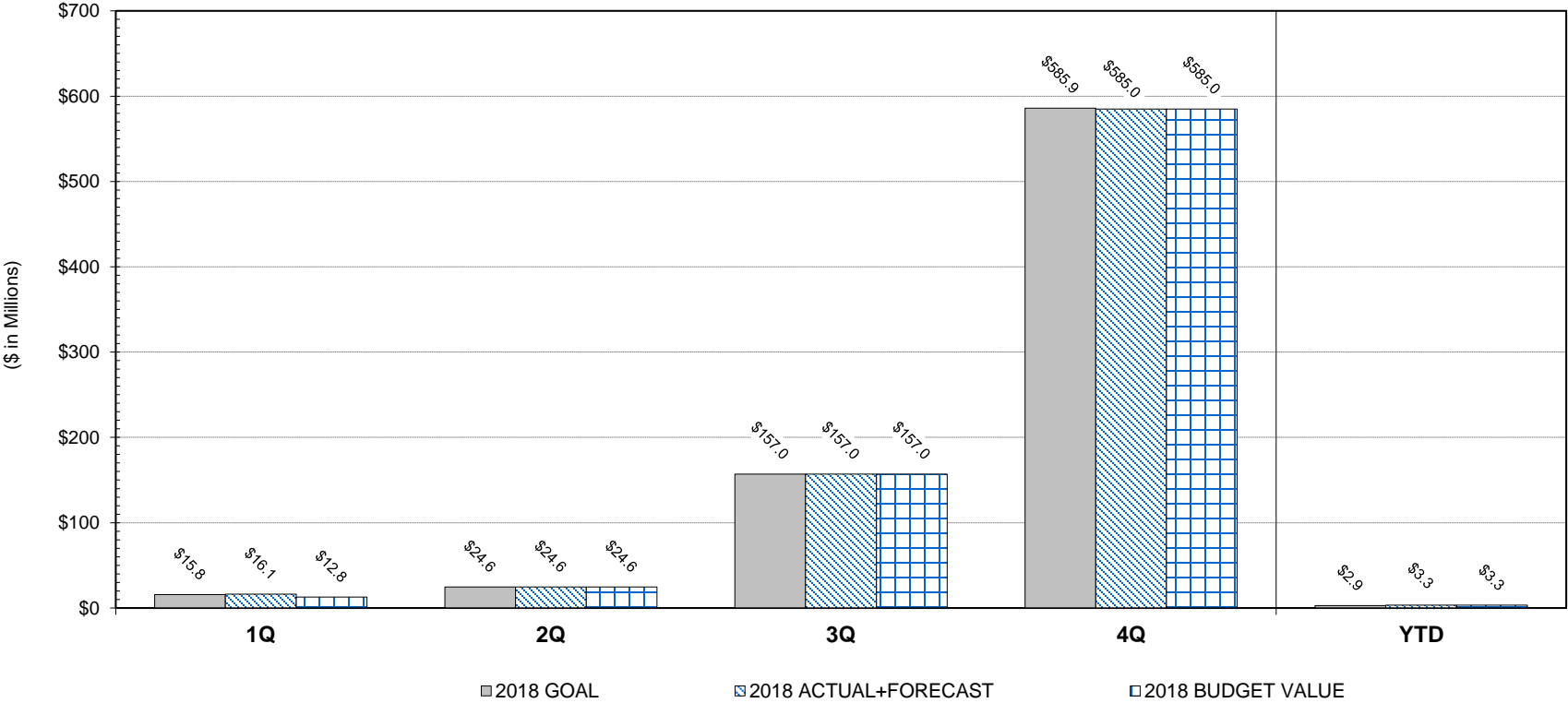
There were no projects planned or completed in January (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions; Attachment 5 - 2018 Project Completion Plan; Attachment 10 – 2017 Completion Plan*).

Close-outs

There were five task level closeouts in January for \$1.4 million. (See *Attachment 6 – 2018 Task Level Closeouts*).

**MTA Bridges and Tunnels**  
**Commitments as of January 31, 2018**

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$782.8	
YTD Goal:	\$2.9	
YTD Actual:	\$3.3	(113.3% of YTD Goal)
YTD Budgeted Value:	\$3.3	(113.3% of YTD Goal)
Left to Commit:	\$779.5	

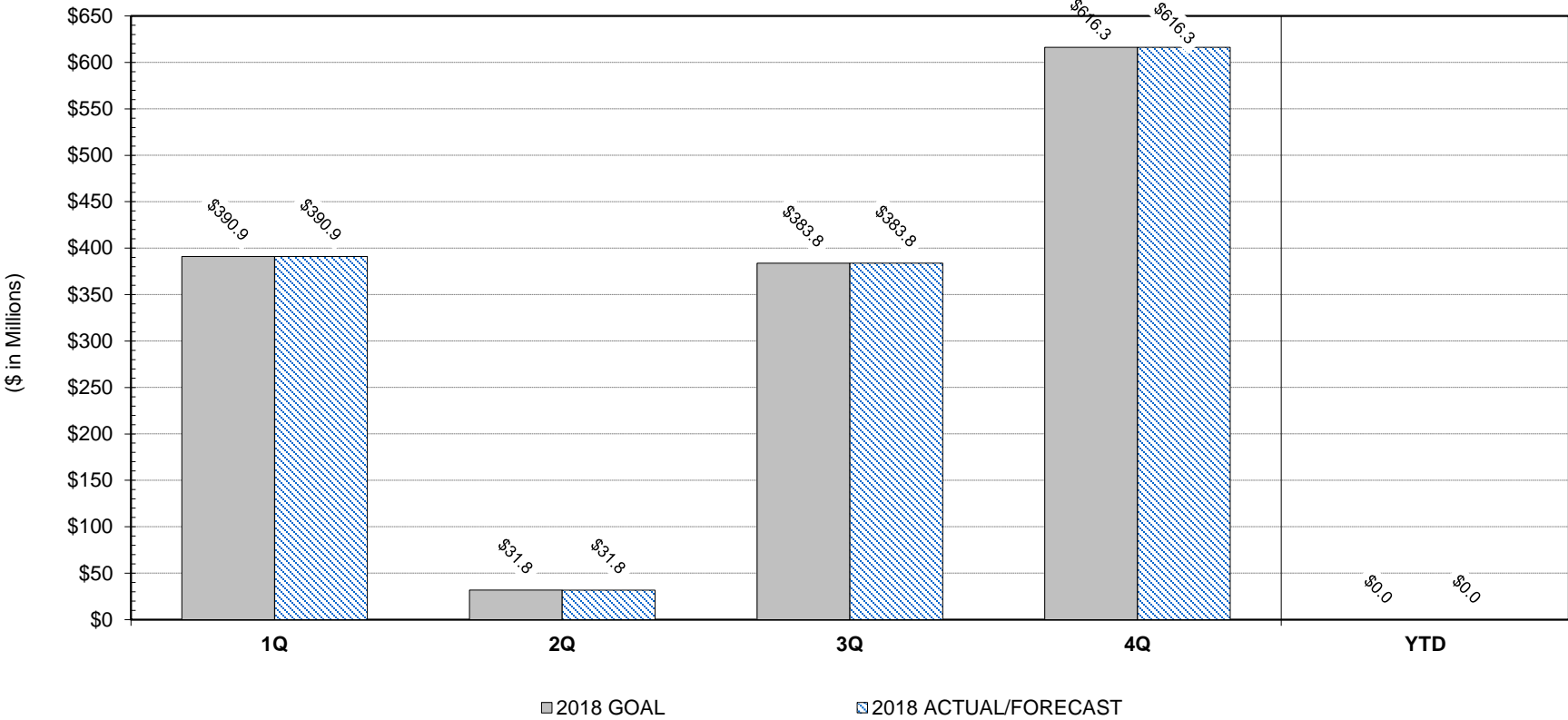


## MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	Feb-18	Jul-18	F
VN10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$35.1	\$35.1	\$35.1	Jul-18	Jan-18	Jul-18	F
VN30/VN89	D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$27.2	\$27.2	\$27.2	Jul-18	Jan-18	Jul-18	F
	D704VN30	Elevator Rehabilitation							
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction Adm. Services)	\$23.2	\$23.2	\$23.2	Sep-18	2017	Sep-18	F
	D707TN49	Structural Painting (Construction Adm. Services)							
HC07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$66.9	\$66.9	\$66.9	Oct-18	Mar-18	Oct-18	F
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$55.3	\$55.3	Oct-18	Apr-18	Oct-18	F
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							
CB18	D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$35.1	\$35.1	\$35.1	Nov-18	Mar-18	Nov-18	F
QM81	D704QM81	Rehab of Tunnel Controls & Communication Systems	\$31.5	\$31.5	\$31.5	Nov-18	Mar-18	Nov-18	F
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction)	\$318.8	\$318.8	\$318.8	Dec-18	Feb-18	Dec-18	F
	D707TN49	Structural Painting (Construction )							

**MTA Bridges and Tunnels**  
**Completions as of January 31, 2018**

2018 Budget Goal: \$1,422.8  
2018 Annual Forecast: \$1,422.8  
YTD Goal: \$0.0  
YTD Actual: \$0.0  
Left to Complete: \$1,422.8



## MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2018

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	95%	23%	Mar-18	Mar-18	F	
	Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway								
CB99S/MP03S	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building	\$31.8	\$31.8	80%	76%	Jun-18	Jun-18	F	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	86%	81%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	78%	45%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers								
TN60	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	74%	3%	Oct-18	Oct-18	F	
BW14/BW84	Miscellaneous Structural Rehabilitaiton and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	89%	25%	Dec-18	Dec-18	F	
	Cable & Suspender Rope Investigation/Testing								
MP03/MP16	MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System	\$102.8	\$102.8	69%	19%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitaiton and Zone Painting								
RK75	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	90%	88%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	67%	72%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	61%	22%	Dec-18	Dec-18	F	
	Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls								

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

MTA Bridges and Tunnels: 2017 Major Commitments Status as of January 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2017 Goal	Actual / Forecast*	Budgeted Value	2017 Goal	Advertisement Date	Actual / Forecast	
RK07	D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$26.0	\$26.0	Nov-17	Jan-17	Apr-18	F 1

1. Design/Build teams requested additional time to review RFP documents.

MTA Bridges and Tunnels: 2017 Major Completions    Status as of January 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
CB24	ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10.0	\$10	95%	0%	Dec-17	Mar-18	F	1

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

Note:1: Additional time required for structural data collection and traffic analysis





# Bridges and Tunnels

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## Procurements February 2018

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# Staff Summary



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

<b>Date</b> 02/12/2018
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	President	02/12/2018			
2	MTA B&T Committee	02/20/2018			
3	MTA Board	02/22/2018			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations
	Executive Vice President		VP & Chief Engineer
	SVP & General Counsel		VP & Chief Procurement Officer
	VP & Chief Financial Officer		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		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:

### Schedules Requiring Majority Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$10.277M
Schedule H: Modifications to Personal Service Contracts and Misc. Service Contracts Awarded as Contracts for Services	3	\$75.683M
<b>SUBTOTAL</b>	<b>4</b>	<b>\$85.960M</b>

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

<b>TOTAL</b>	<b>4</b>	<b>\$85.960M</b>
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## 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.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2018**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

1. Stantec Consulting Services, Inc.	\$3,040,422.65	<u>Staff Summary Attached</u>
WSP USA, Inc.	\$2,536,229.92	
HAKS Engineers, Architects & Land		
Surveyors, P.C.	\$3,090,886.00	
AI Engineers, Inc.	<u>\$1,609,637.68</u>	
	\$10,277,176.25	
Contract No(s). PSC-15-3005A		
PSC-15-3005B		
PSC-15-3005C		
PSC-15-3005D		

2yr., 9 month Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award four personal service contracts for the 2018 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line, (ii) Robert F. Kennedy Bridge (Approach Ramps & Lift Span), (iii) Verrazano-Narrows Bridge (Main Spans), and (iv) Verrazano-Narrows Bridge (Approach Ramps).

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

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

1. Transcore, LP	\$73,011,502.00	<u>Staff Summary Attached</u>
Contract No. PSC-13-2949		

8yr. Contract- Competitive RFP

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-13-2949 with Transcore, LP for cashless tolling maintenance services at the Authority toll facilities.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2018**

2. **JHK Engineering, P.C.** **\$ 1,700,000.00** **Staff Summary Attached**  
**Henningson, Durham & Richardson**  
**Architecture & Engineering, P.C.**

**Contract No(s). PSC-15-2980A**  
**PSC-15-2980B**

4yr. Contract- Competitive RFP

B&T is seeking Board approval in accordance with the All-Agency Guidelines for Procurement of Services to modify two personal service contracts, PSC-15-2980A and PSC-15-2980B for additional support and technical consulting services for Miscellaneous ITS Design at all of the Authority's facilities.

3. **EnviroMed Services, Inc.** **\$ 970,593.11** **Staff Summary Attached**  
**Contract No. PSC-16-3002**

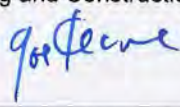
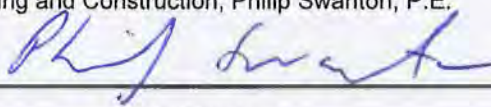
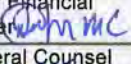




2yr. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend personal service contract PSC-16-3002 in order to provide continued services for independent safety monitoring of ongoing B&T construction projects.



# Staff Summary

Page 1 of 3

<b>Item Number: 1 (Final)</b>						<b>SUMMARY INFORMATION</b>			
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. 						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"> <b>Vendor Name</b>            A) Stantec Consulting Services, Inc.            B) WSP USA, Inc.            C) HAKS Engineers, Architects &amp; Land Surveyors, P.C.            D) AI Engineers, Inc.         </td> <td style="width: 30%; padding: 5px;"> <b>Contract No.</b>            PSC-17-3005A            PSC-17-3005B            PSC-17-3005C            PSC-17-3005D         </td> </tr> </table>		<b>Vendor Name</b> A) Stantec Consulting Services, Inc. B) WSP USA, Inc. C) HAKS Engineers, Architects & Land Surveyors, P.C. D) AI Engineers, Inc.	<b>Contract No.</b> PSC-17-3005A PSC-17-3005B PSC-17-3005C PSC-17-3005D
<b>Vendor Name</b> A) Stantec Consulting Services, Inc. B) WSP USA, Inc. C) HAKS Engineers, Architects & Land Surveyors, P.C. D) AI Engineers, Inc.	<b>Contract No.</b> PSC-17-3005A PSC-17-3005B PSC-17-3005C PSC-17-3005D								
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Philip Swanton, P.E. 						<b>Description</b> 2018 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Robert F. Kennedy & Verrazano Narrows Bridges			
<b>Board Reviews</b>						<b>Total Amount</b> PSC-17-3005A, \$3,040,422.65;      PSC-17-3005B, \$2,536,229.92; PSC-17-3005C, \$3,090,886.00;      PSC-17-3005D, \$1,609,637.68			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Contract Term (including Options, if any)</b> Two years, nine months (through 12/31/20)			
1	President	2/07/18				<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
2	MTA B&T Committee	2/20/18				<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
3	MTA Board	2/22/18				<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
<b>Internal Approvals</b>						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					
1	Chief Financial Officer 	4	Executive Vice President 						
2	General Counsel 	5	President 						
3	Chief Procurement Officer 								

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award four personal service contracts for the 2018 Biennial Bridge Inspections at the: (i) Robert F. Kennedy Bridge: Main Line (Contract PSC-17-3005A) to Stantec Consulting Services, Inc. (SCS), (ii) Robert F. Kennedy Bridge (Approach Ramps & Lift Span) (Contract PSC-17-3005B) to WSP USA, Inc. (WSP), (iii) Verrazano-Narrows Bridge (Main Spans) (Contract PSC-17-3005C) to HAKS Engineers, Architects & Land Surveyors, P.C. (HAKS), and (iv) Verrazano-Narrows Bridge (Approach Ramps) (Contract PSC-17-3005D) to AI Engineers, Inc. (AI). The negotiated contract amounts are: (A) \$3,040,422.65 (B) \$2,536,229.92 (C) \$3,090,886.00 (D) \$1,609,637.68. Each contract will be for a duration of approximately two years, nine months through December 31, 2020.

### II DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy and Verrazano-Narrows Bridges. These inspections assist in our mission to keep B&T's assets in a state of good repair, and are required by the New York State Department of Transportation.

The requirements were publicly advertised. Eleven firms submitted qualification information for review and evaluation by the selection committee. Eight firms were chosen to receive the RFP based on a review of those qualifications and all eight submitted proposals: AI Engineers, Inc. (AI); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); Hardesty & Hanover, LLC (H&H); HNTB New York Engineering & Architecture, P.C. (HNTB); Louis Berger U. S., Inc. (LB); Stantec Consulting Services, Inc. (SCS); Thornton Tomasetti (TT); and WSP USA, Inc. (WSP). 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. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected SCS for Group A (Robert F. Kennedy Bridge: Main Line), WSP for Group B (Robert F. Kennedy Bridge: Approach Ramps & Lift Span), HAKS for Group C (Verrazano-Narrows Bridge: Main Spans) and AI for Group D (Verrazano-Narrows Bridge: Approach Ramps).

The Committee's selections were based on the following:

- SCS has a knowledgeable Project Manager, Quality Control Engineer, Safety Officer and Inspection Team that have been working together for many years and have a demonstrated strong record of performance for other agencies on their facility inspections.
- WSP demonstrated strong experience with lift span inspections, such as the Marine Parkway Bridge and proposed a team with a proven record of performance on prior biennial inspections.
- HAKS has a record of sound management of previous biennial inspections and a responsiveness to the Authority.
- AI submitted an innovative approach to field inspections and provided an experienced team including members of its top management to manage the project. AI has a good record of inspection experience as a subconsultant on TBTA facilities and as a prime consultant for other area facilities.

The overall cost of the four recommended 2018 Biennial Contracts reflects a decrease of 0.03% compared with the preceding 2016 Biennial Contracts (PSC-15-2978). The following represents a summary of costs for the 2016 Biennial Contracts, and the costs proposed, estimated and negotiated for the recommended 2018 Biennial Contracts (all excluding allowances).

	<b>2016 Contracts</b>	<b>2018 Contracts</b>			<b>Comparisons</b>	
<b>Group</b>	<b>Amount</b>	<b>B&amp;T Estimate</b>	<b>Proposed</b>	<b>Negotiated</b>	<b>2018 Negotiated vs. 2016</b>	<b>2018 Negotiated vs. Estimate</b>
A	\$2,214,389.18	\$2,417,957.00	\$2,570,176.00	\$2,290,422.65	3.43%	-5.27%
B	\$2,197,800.00	\$2,063,857.00	\$2,035,565.82	\$1,936,229.92	-11.9%	-6.18%
C	\$2,021,888.69	\$2,257,129.00	\$2,174,666.00	\$2,140,886.00	5.89%	-5.15%
D	\$1,145,469.00	\$1,204,620.00	\$1,238,256.23	\$1,209,637.68	5.60%	0.39%

\* All costs above exclude allowances.

With all groups being not more than 6% higher than the preceding 2016 Biennial Contracts (PSC-17-2978), the negotiated amounts are considered fair and reasonable. AI, SCS and WSP are each considered to be responsible consultants.

In connection with a previous contract awarded to the Consultant, HAKS was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA Acting General Counsel on January 12, 2017. No new SAI has been found relating to the consultant and HAKS has been found to be responsible.

<b>Summary of 2018 Proposed Contracts</b>			
<b>Group</b>	<b>Negotiated Amount</b>	<b>Allowance</b>	<b>Contract Amount with Allowance</b>
A	\$2,290,422.65	\$750,000.00	\$3,040,422.65
B	\$1,936,229.92	\$600,000.00	\$2,536,229.92
C	\$2,140,886.00	\$950,000.00	\$3,090,886.00
D	\$1,209,637.68	\$400,000.00	\$1,609,637.68

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the

# Staff Summary

Page 3 of 3

repair of defective structural conditions; (v) preliminary studies and scope development for future capital improvement projects; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility.

### **III. DBE/MBE/WBE/SDVOB INFORMATION**

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for each of these contracts. WSP USA, Inc. (formerly WSP|PB and WSP USA Corporation) has achieved its MWDBE goals on previously completed MTA contracts. AI Engineers, Inc. has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time. HAKS Engineers, Architects & Land Surveyors, P.C. has achieved its MWDBE goals on previously completed MTA contracts. Stantec Consulting Services, Inc. has achieved its MWDBE goals on previously completed MTA contracts. SDVOB goals have never been assigned to prior contracts of any of the firms. As such, none have any record of performance in this diversity category.

### **IV. IMPACT ON FUNDING**

Funding in the amount of \$10,277,176.25 is available in the Operating Budget under GFM-523, General Ledger #711101.

### **V. ALTERNATIVES**

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements.



## Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: 2 (Final)

<b>Vendor Name (&amp; Location)</b> TransCore, LP		<b>Contract Number</b> PSC-13-2949	<b>AWO/Modification</b>
<b>Description</b> All-Electronic Open Road Tolling (ORT)		<b>Original Amount:</b>	\$7,968,282.00
<b>Contract Term (including Options, if any)</b> July 18, 2014 – July 17, 2022		<b>Prior Modifications:</b>	\$73,551,478
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$81,519,760
<b>Solicitation Type</b>	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$73,011,502
<b>Funding Source</b>		<b>% of This Request to Current Amount:</b>	90%
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of Modifications (including This Request) to Original Amount:</b>	1826%
<b>Requesting Dept./Div &amp; Dept/Div Head Name:</b> Operations/ VP and Chief of Operations, Patrick Parisi			

### Discussion

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-13-2949 with TransCore, LP for cashless tolling maintenance services at the Authority toll facilities in the not-to exceed amount of \$73,011,502 for a period of six years with three (3) one-year option periods. This contract was awarded to TransCore in July 2014 on a competitive basis in the amount of \$7,968,282 for a duration of eight (8) years to install and maintain an AET/ORT system (cashless tolling system) at the Henry Hudson Bridge (HHB). Subsequent amendments added cashless tolling at the eight additional Authority toll Facilities and increased the contract value by \$73,551,478.

Cashless tolling has been in operation at all Authority facilities since September 2017. While the original RFP focused primarily on the Henry Hudson Bridge, the RFP also advised all proposers that the awarded contract may be amended to expand cashless tolling to the other B&T toll facilities. In October 2016, the Board approved an amendment to fund the contract for the implementation of cashless tolling at all the Authority's facilities and for a one-year maintenance term. This proposed amendment will add maintenance services for six (6) years to the contract and modify the contract's Key Performance Indicators (KPIs). KPIs are metrics that demonstrate how the system is performing and whether it is meeting the functional requirements of the contract. It is noted that TransCore will provide a revenue guaranty for the Authority's \$1.9 billion revenue stream. Therefore, to ensure optimal system performance and protect the Authority's revenue stream, it will cost the Authority approximately \$12 million annually to maintain and operate the cashless toll collection system.

The maintenance services include (i) 24/7/365 monitoring of the system at each facility; (ii) performance of maintenance required due to normal wear and tear and damage to the equipment; (iii) establishment and management of an inventory of spare parts; (iv) provision of preventive and scheduled maintenance; and (v) providing software maintenance and support services. TransCore will also monitor and audit the performance of the cashless system monthly which will be reviewed and verified by the Authority. The Authority has also modified the KPIs in the contract to ensure they are clearly defined, simple, practicable, transparent, and 100% measurable. Each of the KPIs corresponds to a revenue function performed by the system (e.g. the capturing of tag reads, collection of images, etc.). The Authority has also augmented the revenue protection features of the contract by adding performance requirements for equipment availability, maximum repair time, and lost revenue events not covered under the above noted KPI provisions. The KPIs and added requirements are critical for the protection of the Authority's approximately \$1.9 billion revenue stream and will be used to calculate any damages resulting from lost revenue or the Contractor's failure to meet performance at the levels established under the contract.

TransCore initially proposed a cost of \$72,000,000. As a result of negotiations, both parties agreed to \$69,411,502 for a savings of \$2,588,498. The user's estimate of \$68,444,570 is 1.4% lower than the negotiated amount, which is considered fair and reasonable. The not-to-exceed amount of \$73,011,502 includes an allowance for spare parts inventory in the amount of \$2,600,000 and an allowance for special events coverage in the amount of \$1,000,000. TransCore has been found to be a responsible Contractor. Funding is available in the Operating Budget under General Ledger #711420.

## Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: 3 (Final)

<b>Vendor Name (&amp; Location)</b> 1) JHK Engineering, P.C., New York, NY 2) Henningson, Durham and Richardson Architecture and Engineering, P.C., New York, NY	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;"><b>Contract Number</b> PSC-15-2980A, PSC-15-2980B</td> <td style="width: 40%;"><b>AWO/Modification #</b></td> </tr> </table>	<b>Contract Number</b> PSC-15-2980A, PSC-15-2980B	<b>AWO/Modification #</b>
<b>Contract Number</b> PSC-15-2980A, PSC-15-2980B	<b>AWO/Modification #</b>		
<b>Description</b> Miscellaneous ITS Design Consultant on an As-Needed Basis			
<b>Contract Term (including Options, if any)</b> 08/26/2016 – 08/25/2020			
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> <b>Department, Name</b>			

<b>Original Amount:</b>	\$3,000,000.00
<b>Prior Modifications:</b>	\$ 0.00
<b>Prior Budgetary Increases:</b>	\$ 0.00
<b>Current Amount:</b>	\$3,000,000.00
<b>This Request:</b>	\$1,700,000.00
<b>% of This Request to Current Amount:</b>	56.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	56.5%

### Discussion:

B&T is seeking Board approval in accordance with the All-Agency Guidelines for Procurement of Services to modify two personal service contracts, PSC-15-2980A and PSC-15-2980B to (A) JHK Engineering, P.C. (JHK), and (B) Henningson, Durham and Richardson Architecture and Engineering, P.C., (HDR) for additional design services in the not-to exceed amount of \$1,700,000 .

The contracts were competitively awarded to JHK and HDR in September 2016 to provide miscellaneous design services for Intelligent Transportation Systems (ITS) projects on an as-needed basis in the aggregate not-to-exceed amount of \$3,000,000 over a period of four (4) years. ITS systems provide innovative services for different modes of transportation and enable the public to make informed, safer and coordinated decisions when using transportation networks. These contract services will be assigned on an as-needed basis by issuing work orders.

As a result of cashless tolling and its impacts on the existing Traffic Management and Intelligent Transportation related systems, additional design services are required for the following items: (i) a new Over Height Vehicle Detection System at QMT and HLCT approach roadway on facility and off-facility, (ii) a traffic/queue detection system to reduce collisions at BW and VN exits lanes, (iii) updating specifications for video signs, variable message signs, and IP cameras, (iv) the new command center for centralized operation and (v) new B&T Operations system architecture.

As a result of the above, additional money in the amount of \$1,700,000 is needed so that both JHK and HDR can continue to assist the Authority with the existing traffic management and intelligent transportation related systems. Funding is available in the 2015 – 2019 Capital Program under the agency-wide (AW) projects (WAR Certificates will be requested on a work order basis).

## Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: 4 (Final)

<b>Vendor Name (&amp; Location)</b> EnviroMed Services, Inc., Meriden CT	<b>Contract Number</b> PSC-16-3002	<b>AWOModification#</b>
<b>Description</b> Independent Safety Monitor for Ongoing Authority Construction Projects.		
<b>Contract Term (including Options, if any)</b> April 11, 2017 – April 10, 2019		
<b>Option(s) included in Total Amount</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		
	<b>Original Amount:</b>	\$1,931,869.10
	<b>Prior Modifications:</b>	\$0.00
	<b>Prior Budgetary Increases:</b>	\$0.00
	<b>Current Amount:</b>	\$1,931,869.10
	<b>This Request:</b>	\$970,593.11
	<b>% of This Request to Current Amount:</b>	50.2%
	<b>% of Modifications (including This Request) to Original Amount:</b>	50.2%

### Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with EnviroMed Services, Inc. (EnviroMed) to provide continued services for independent safety monitoring of ongoing B&T construction projects in the amount of \$970,593.11.

On April 11, 2017 pursuant to Board approval the subject contract was awarded to EnviroMed in the agreed amount of \$1,931,869.10 for a duration of two (2) years to provide independent safety monitoring services for B&T construction projects. EnviroMed performs short term and continuous on-site monitoring as directed; safety analysis; report preparation and presentations; training and additional services as required to aid in ensuring a safe working environment on B&T construction projects.

The Engineer requires additional funding for ongoing monitoring services resulting from: (i) The consultant dedicating additional unanticipated resources for the increased work being performed at the Hugh L. Carey and Queens Midtown Tunnels (Sandy Restoration Projects) and Open Road Tolling Initiatives at all B&T locations; (ii) an increase of detailed site safety audits for both contractor safety programs and consultant inspection contracts and; (iii) added outside training that included crane safety for B&T Engineering personnel. As a result of the additional construction work on existing contracts, the Independent Safety Monitor has expended 3,982 hours or 41% more hours of work as compared to those initially anticipated. This increased effort in terms of hours coincides with the number of construction labor hours worked by B&T contractors which has increased by 51% (1.3 million man-hours in 2015 to 2.45 million man-hours in 2017).

EnviroMed submitted a proposal in the amount of \$970,593.11. The Engineer's estimate is \$953,238.32. The consultant's proposal is 2% above the estimate and is considered fair and reasonable. Funding is available in the Operating Budget under GES-239.



# Bridges and Tunnels

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## Diversity Report Fourth Quarter 2017

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# Executive Summary

## **MTA Bridges and Tunnels** February 20, 2018



# EEO 4<sup>th</sup> Quarter 2017 Executive Summary

- ❑ MTA Bridges and Tunnels overall workforce is currently comprised of **1,413** employees; of which **318 (23%)** are Females,\* **776 (55%)** are Minorities and **87 (6%)** are Veterans.\*
- ❑ The percentage of Females in the workforce has **increased by 1%** compared to the representation of Females in 4<sup>th</sup> quarter 2016.
- ❑ The overall composition of MTA Bridges and Tunnels workforce **increased by 1%** as it relates to Race and Ethnicity as compared to 4<sup>th</sup> quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to 4<sup>th</sup> quarter 2016.
- ❑ B&T hired **99** employees in 2017, of which **37 (37%)** were Females\*, **57 (58%)** were Minorities; and **2 (2%)** were Veterans.
- ❑ Females were **hired at higher** percentage compared to their current representation of **23%** in the workforce. Minorities were **hired at higher** percentage compared to their current representation of **55%** in the workforce.
- ❑ B&T handled a total of **15** EEO complaints; of which **8** were internal and **7** were external.
- ❑ B&T handled a total of **0** Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

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



# EEO 4<sup>th</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of December 31, 2017 of MTA Bridges and Tunnels numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		WHITES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>241</b>		115	48%	<b>51</b>	21%	<b>20</b>	8%	<b>30</b>	12%	<b>1</b>	0%	<b>0</b>	0%	<b>13</b>	5%	<b>126</b>	52%	<b>7</b>	3%
F	<b>69</b>	29%	46	19%	<b>25</b>	10%	<b>6</b>	2%	<b>10</b>	4%	<b>1</b>	0%	<b>0</b>	0%	<b>4</b>	2%	<b>23</b>	10%	<b>1</b>	14%
M	<b>172</b>	71%	69	29%	<b>26</b>	11%	<b>14</b>	6%	<b>20</b>	8%	<b>0</b>	0%	<b>0</b>	0%	<b>9</b>	4%	<b>103</b>	43%	<b>6</b>	86%
<b>Professionals</b>	<b>213</b>		125	59%	<b>40</b>	19%	<b>39</b>	18%	<b>30</b>	14%	<b>0</b>	0%	<b>1</b>	0%	<b>15</b>	7%	<b>88</b>	41%	<b>11</b>	5%
F	<b>94</b>	44%	67	31%	<b>29</b>	14%	<b>21</b>	10%	<b>13</b>	6%	<b>0</b>	0%	<b>0</b>	0%	<b>4</b>	2%	<b>27</b>	13%	<b>2</b>	18%
M	<b>119</b>	56%	58	27%	<b>11</b>	5%	<b>18</b>	8%	<b>17</b>	8%	<b>0</b>	0%	<b>1</b>	0%	<b>11</b>	5%	<b>61</b>	29%	<b>9</b>	82%
<b>Technicians</b>	<b>119</b>		60	50%	<b>20</b>	17%	<b>32</b>	27%	<b>6</b>	5%	<b>0</b>	0%	<b>0</b>	0%	<b>2</b>	2%	<b>59</b>	50%	<b>10</b>	8%
F	<b>23</b>	19%	17	14%	<b>8</b>	7%	<b>7</b>	6%	<b>1</b>	1%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	1%	<b>6</b>	5%	<b>1</b>	10%
M	<b>96</b>	81%	43	36%	<b>12</b>	10%	<b>25</b>	21%	<b>5</b>	4%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	1%	<b>53</b>	45%	<b>9</b>	90%
<b>Protective Services</b>	<b>459</b>		293	64%	<b>156</b>	34%	<b>107</b>	23%	<b>17</b>	4%	<b>1</b>	0%	<b>0</b>	0%	<b>12</b>	3%	<b>166</b>	36%	<b>43</b>	9%
F	<b>95</b>	21%	85	19%	<b>65</b>	14%	<b>15</b>	3%	<b>1</b>	0%	<b>1</b>	0%	<b>0</b>	0%	<b>3</b>	1%	<b>10</b>	2%	<b>4</b>	9%
M	<b>364</b>	79%	208	45%	<b>91</b>	20%	<b>92</b>	20%	<b>16</b>	3%	<b>0</b>	0%	<b>0</b>	0%	<b>9</b>	2%	<b>156</b>	34%	<b>39</b>	91%
<b>Paraprofessionals</b>	<b>0</b>		<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
F	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
M	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
<b>Administrative Support</b>	<b>33</b>		29	88%	<b>22</b>	67%	<b>4</b>	12%	<b>3</b>	9%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>4</b>	12%	<b>2</b>	6%
F	<b>25</b>	76%	24	73%	<b>20</b>	61%	<b>3</b>	9%	<b>1</b>	3%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	3%	<b>2</b>	100%
M	<b>8</b>	24%	5	15%	<b>2</b>	6%	<b>1</b>	3%	<b>2</b>	6%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>3</b>	9%	<b>0</b>	0%
<b>Skilled Craft</b>	<b>0</b>		<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
F	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
M	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%
<b>Service Maintenance</b>	<b>348</b>		154	44%	<b>73</b>	21%	<b>52</b>	15%	<b>11</b>	3%	<b>3</b>	1%	<b>0</b>	0%	<b>15</b>	4%	<b>194</b>	56%	<b>14</b>	4%
F	<b>12</b>	3%	10	3%	<b>2</b>	1%	<b>7</b>	2%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	0%	<b>2</b>	1%	<b>0</b>	0%
M	<b>336</b>	97%	144	41%	<b>71</b>	20%	<b>45</b>	13%	<b>11</b>	3%	<b>3</b>	1%	<b>0</b>	0%	<b>14</b>	4%	<b>192</b>	55%	<b>14</b>	100%
<b>Total</b>	<b>1,413</b>		776	55%	362	26%	254	18%	97	7%	5	0%	1	0%	57	4%	637	45%	87	6%

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



# MTA Bridges and Tunnels

## **Workforce**

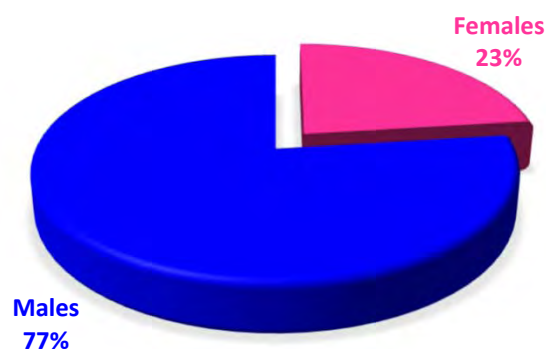
As of December 31, 2017



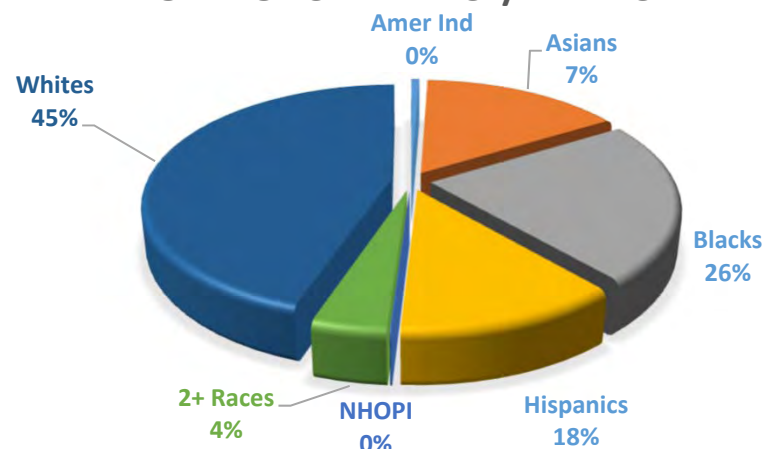


# MTA Bridges and Tunnels Workforce as of December 31, 2017

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA Bridges and Tunnels workforce consist of **1,413** employees.

- ❑ **23%** Females, **55%** Minorities, and **6%** Veterans.
- ❑ The percentage of Females employed **remained constant** since the prior quarter.
- ❑ The percentage of Minorities has **did not change** as it relates to Race and Ethnicity since the prior quarter.



# 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 Bridges and Tunnels Underutilization Analysis

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bridges and Tunnels **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	8%	10%	5%	2%	3%	4%	0%	0%	0%	0%	1%	2%	8%	10%
	M	8%	11%	6%	6%	5%	8%	0%	0%	0%	0%	3%	4%		
Professionals	F	8%	14%	4%	10%	3%	6%	0%	0%	0%	0%	1%	2%	13%	13%
	M	8%	5%	9%	8%	4%	8%	0%	0%	0%	0%	1%	5%		
Technicians	F	11%	7%	3%	6%	0%	1%	0%	0%	0%	0%	1%	1%	2%	5%
	M	16%	10%	16%	21%	3%	4%	0%	0%	0%	0%	2%	1%		
Protective Services	F	4%	14%	3%	3%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%
	M	4%	20%	7%	20%	2%	3%	0%	0%	0%	0%	0%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: The shaded areas represent underutilization. Due to federal requirements *white males* have been excluded from the availability analysis.



# MTA Bridges and Tunnels Underutilization Analysis

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bridges and Tunnels **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
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	37%	61%	9%	9%	3%	3%	0%	0%	0%	0%	0%	0%	13%	3%
	M	4%	6%	3%	3%	4%	6%	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	3%	1%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%
	M	14%	20%	24%	13%	3%	3%	0%	1%	0%	0%	1%	4%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: The shaded areas represent underutilization. Due to federal requirements **white males** have been excluded from the availability analysis.



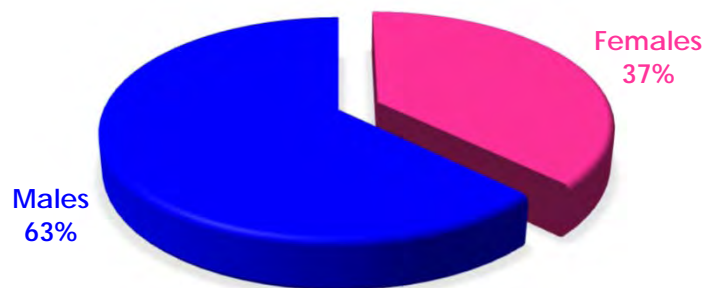
# MTA Bridges and Tunnels

## **New Hires and Veterans** February 20, 2018

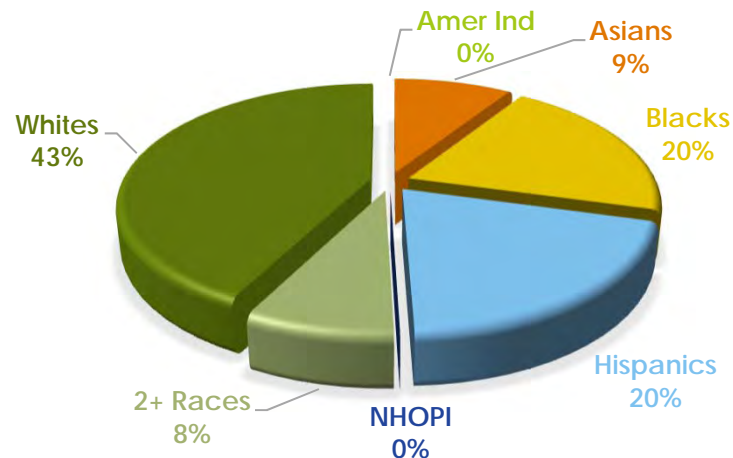


## MTA Bridges and Tunnels New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to December 31, 2017

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



MTA Bridges and Tunnels hired **99** Employees including **2 (2%)** Veterans.

- ❑ **37%** Females in which **0%** were Female Veterans.
- ❑ Females were **hired at higher** percentage compared to their current representation of **23%** in the workforce.
- ❑ **58%** Minorities in which **0%** were Minority Veterans.
- ❑ Minorities were **hired at higher** percentage compared to their current representation of **55%** in the workforce.



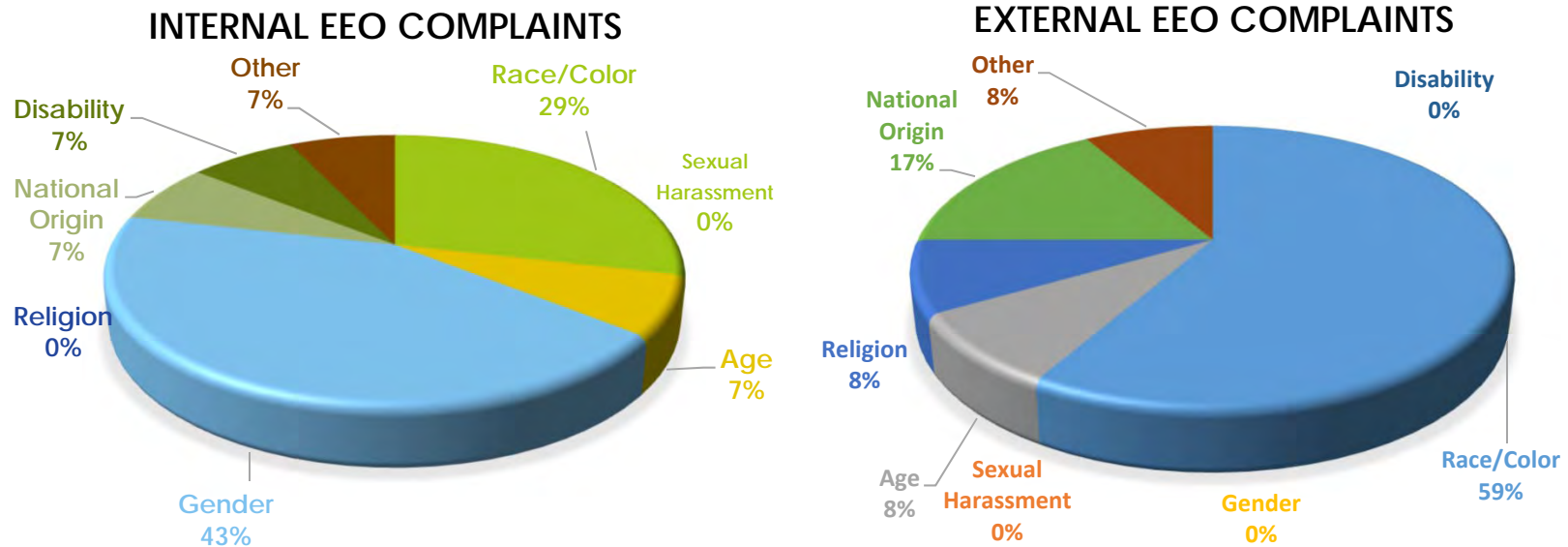
# MTA Bridges and Tunnels

## Complaints and Lawsuits

February 20, 2018



## MTA Bridges and Tunnels Internal/External EEO Complaints and Lawsuits January 1, 2017 to December 31, 2017



B&T handled **15** EEO complaints, citing **26** separate allegations, and **0** Lawsuits.

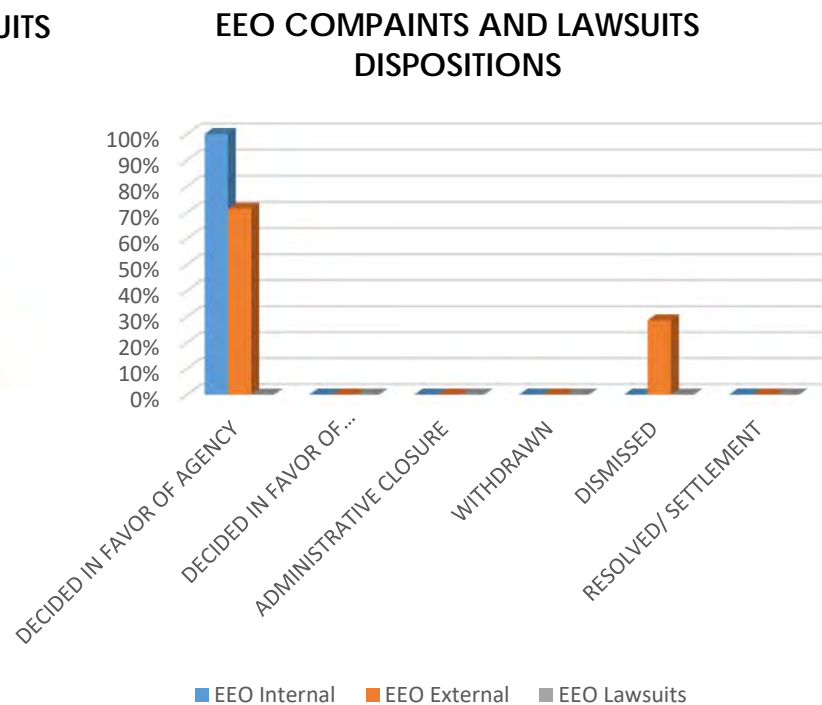
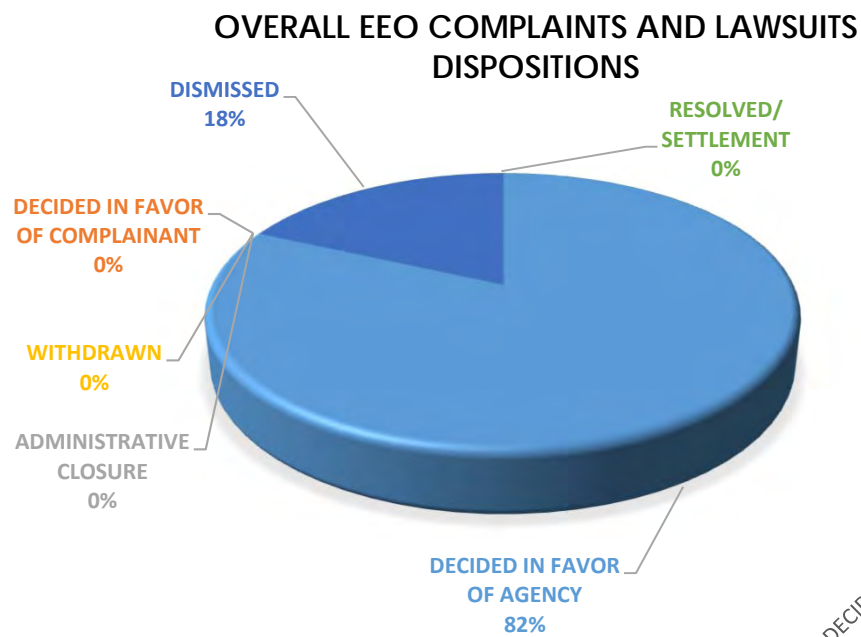
- ❑ **8** filed Internal complaints.
- ❑ **7** filed External complaints.
- ❑ The most frequently cited basis Internally was Gender and Externally was Race/Color.



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



## MTA Bridges and Tunnel EEO Complaint and Lawsuits Dispositions January 1, 2017 to December 31, 2017



B&T disposed **11** EEO complaints and **0** EEO Lawsuits.

- **82%** complaints/lawsuits decided in Favor of the Agency.
- **0%** complaints /lawsuits decided in Favor of the Complainant.
- **0%** complaints/lawsuits were Administrative Closures.
- **0%** complaints/lawsuits were Resolved/Settlement.



MTA Bridges and Tunnels  
Title VI Discrimination Complaints, Lawsuits and Dispositions  
January 1, 2017 to December 31, 2017

**There are no B&T Title VI Discrimination  
Complaints, Lawsuits, or Dispositions for Reporting Period  
(January 1, 2017 – December 31, 2017)**

