



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## March 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 New York 10004**

**Monday, 3/19/2018  
12:00 - 12:30 PM ET**

## **1. Public Comments Period**

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

*B&T Committee Minutes - February 2018 - Page 3*

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

*B&T Committee Work Plan - Page 11*

## **4. Report on Operations - January 2018**

*B&T Report on Operations - January 2018 - Page 19*

## **5. Safety Report - January 2018**

*B&T Safety Report - January 2018 - Page 32*

## **6. Report on Cashless Tolling - January 2018**

*B&T Report on Cashless Tolling - January 2018 - Page 38*

## **7. Financial Report - January 2018**

*B&T Financial Report - January 2018 - Page 46*

## **8. Capital Program Project Status Report - February 2018**

*BT Capital Program Project Status Report - February 2018 - Page 60*

## **9. Procurements - No Procurements**

## **10. Annual Procurement Contracts Report - Fiscal Year 2017 (Under Separate Cover)**

Next Meeting: Monday, April 23, 2018 at 11:30 a.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting February 2018



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

**February 20, 2018**

**11:30 a.m.**

In attendance were the Honorable:

Charles G. Moerdler, Chairman  
Norman Brown  
Mitchell H. Pally  
Polly Trottenberg  
Veronica Vanterpool  
Peter Ward  
Neal Zuckerman

Also in Attendance:  
David Jones

Cedrick T. Fulton, President  
Dore Abrams, Acting Assistant Vice President and Deputy Chief Financial Officer  
Brian Bajor, Acting Vice President and Chief Procurement Officer  
Pashko Camaj, Senior Director, Safety and Health Compliance  
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  
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**

**February 20, 2018**

Minutes of TBTA Committee held February 20, 2018 at 11:30 a.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin discussed yellow roadway line markings at the Bronx-Whitestone Bridge (BWB).

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 22, 2018 were approved.

**Committee Work Plan**

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

**President Fulton's Opening Remarks**

Mr. Fulton commended Queens Midtown Tunnel (QMT) Bridge and Tunnel Officer (BTO) Reginald Ledee, and all other assisting officers, for two recent remarkable arrests. On January 26, 2018, BTO Ledee stopped a vehicle for no front license plate. The motorist could not produce identification but presented a New Mexico police shield and said that he had a loaded firearm in the vehicle. Upon investigation, the motorist's license was suspended in New York and he was charged with criminal possession of a firearm and impersonation of a police officer. On February 1, 2018, BTO Ledee stopped another vehicle for no front license plate. The vehicle then fled into the QMT after striking BTO Ledee with its side mirror. BTO Ledee, TBTA Sergeant Burgos and New York State Trooper Simon followed the vehicle. They radioed officers at the exit of the tunnel to prevent the vehicle from escaping into Manhattan and arrested the driver for multiple charges, including assault of a Peace Officer and criminal possession of controlled substances, allegedly marijuana and crack cocaine. Further investigation determined that the motorist was driving with a suspended license and had an outstanding parole warrant. Mr. Fulton stated that the arrests demonstrate TBTA's commitment to public safety as its enforcement activities focus on roadway safety, security and toll violations, which can result in bringing potentially dangerous criminals to justice.

**Report on Operations**

Mr. DeCrescenzo stated that TBTA set a record for the highest recorded vehicle traffic in 2017 with 310 million vehicles. With regard to the Report on Operations for December 2017, as compared to December 2016, Mr. DeCrescenzo stated that traffic was higher by 1.8%; E-ZPass volume increased by 10.5%; non-E-ZPass transactions decreased by 52.5%; passenger vehicle traffic increased by 1.8%; and other vehicle traffic increased by 2.2%. Preliminary traffic figures for January 2018 are 1.2% higher than January 2017. Through December 2017, as compared to the same period in 2016, 53.4% more summonses have been issued with the largest increases in summonses for unsafe lane change, disobey a traffic control device and cellular telephone violations. Also through December 2017, collisions at TBTA's old toll plaza locations have been reduced by 77%. In December 2017, the total number of collisions decreased to 6.16 per million vehicles as compared to 7.03 in December 2016.

**Safety Report**

With regard to the Safety Report for December 2017, Mr. Camaj stated that while the total collision rate in 2017 was 8.0 per million vehicles, which was higher than the 2016 rate of 7.49, the recent positive

performance has reduced the difference between these rates significantly. For 2017, there were 0.51 more collisions per million vehicles than in 2016, which is almost one collision per million vehicles better than performance through September 2017 where there were 1.49 more collisions per million vehicles than in the previous 12 months. In December 2017, employee lost time injuries increased ending a five month trend of better employee safety performance; the 12 month average employee lost time injury rate increased from 6.6 injuries per 200,000 work hours in November 2017 to 7.2 in December 2017, and is higher than the rate of 6.7 for the same period ending December 2016. Even with the increase in December, TBTA experienced a 35% reduction in total lost time injuries on duty in the last six months compared to the same period in 2016. The contractor lost time injury rate of 1.49 per 200,000 work hours for the 12 months ending December 2017 is lower than the rate of 1.91 for the same period ending December 2016 and is slightly higher than the 1.48 rate reported last month for the same period ending November 2017.

### **Customer Environment Survey – Fourth Quarter 2017**

During the Fourth Quarter of 2017, Mr. Parisi reported the following:

- TBTA striped over 184,000 linear feet of roadway, which brought the total 2017 striping to over 617,000 linear feet. This helped customers safely navigate Cashless Tolling and Capital Construction areas and contributed to improving customer safety performance especially in the reduction of side swipe collisions.
- There was a 30% reduction in potholes repaired in 2017 due to toll plaza repaving as part of Cashless Tolling implementation and concurrent capital roadway construction.
- The percentage of roadway lighting in service improved in 2017 and the improvement is expected to continue as major Capital Construction projects are completed. Approximately 64% of the conventional roadway lighting has been converted to high efficiency LED (light-emitting diode) up from 29%, which was reported at the beginning of 2017.
- Post Cashless Tolling peak period travel time improved as much as 32% at the Verrazano-Narrows Bridge (VNB), with improvements across all facilities averaging 15.5% at year end. While the Hugh Carey Tunnel (HCT) experienced a slight uptick in the Fourth Quarter, it had an 8.3% improvement in travel time for the entire year.
- TBTA increased the number of storm drains cleaned in 2017 by 56%, as it is an important way to improve customer safety and preserve bridge structures by reducing flooded roadways and standing water.

### **Report on Cashless Tolling**

With regard to the Report on Cashless Tolling for December 2017, Ms. Chua stated that the E-ZPass market share was at 93.6%, which is 7.3% higher than December 2016 and noted that the remaining 6.4% are Tolls by Mail (TBM) transactions. Open Road Tolling (ORT) has been a driving force behind the increased market shares in 2017 as the December average weekday shares at all facilities is 94.3% overall with every facility over 90% and five out of nine facilities over 95%. Ms. Chua stated that as of December 2017, the Henry Hudson Bridge (HHB), QMT, HCT, Cross Bay Veterans Memorial Bridge (CBB), Marine Parkway – Gil Hodges Memorial Bridge (MPB) and the Robert F. Kennedy Bridge (RFKB) Cashless Tolling facilities have collection rates, including tolls and violation fees, through June 2017 above 100%. The remaining facilities that went live with ORT after June 2017 will be reported on moving forward monthly 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.

Commissioner Zuckerman remarked that there have been disturbing articles regarding payment and collection through Conduent and Transworld Systems and he asked TBTA to think about how to improve customer treatment and service. Mr. Fulton responded that he and Ms. Terry have a meeting scheduled next week with Conduent to ensure that customers are being fairly treated. While Mr. Fulton stated that TBTA has a

very high E-ZPass market share, the two types of complaints involve either TBM customers or E-ZPass customers, which are uniquely different. He will be discussing issues with Conduent to ensure that they have enough customer service representatives to answer customer questions and inquiries; that they get the mail out on a timely basis; and that they use customer-friendly and focused scripts to address tolls and violation fees.

### **Financial Report**

Ms. Chua stated that through December 2017, annual toll revenue was \$1.912 billion, which is \$5.5 million or 0.3% higher than the final estimate. Total traffic for 2017 was a record of 310 million crossings, which was 1.1% above the final estimate and 0.9% higher than 2016. Preliminary January 2018 toll revenue was approximately \$146.2 million, which is \$3.1 million or 2.1% greater than budget and traffic was 23.7 million crossings, which was \$0.5 million or 2.2% above budget. For 2017, total expenses were \$511.5 million, which is \$58.0 million or 10.2% lower than the final estimate. Non-labor costs were \$241.8 million, which is \$48.6 million or 16.7% lower than plan due to timing of expenses as well as the lower than anticipated ORT costs for the back office. Labor costs were \$269.7 million, which is \$9.4 million or 3.4% lower than plan due to payroll vacancies. Overtime was down 3.3% against plan or \$1.0 million. For 2017, total support to mass transit was \$1.122 billion, which is \$88.6 million or 8.6% better than plan.

### **2017 TBTA Operating Surplus – Action Item**

Ms. Chua introduced eight resolutions associated with transferring the 2017 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$740,143,952 in 2017 operating surplus to the MTA and New York City Transit (NYCT) pursuant to Public Authorities Law §1219-a(2)(b);
- Resolutions to transfer the 2017 Investment Income of \$1,476,772 to the MTA pursuant to Public Authorities Law §569-c;
- Resolutions to deduct from FY 2018 operating revenues of TBTA the amount of \$27,960,932 to be deposited into a Necessary Reconstruction Reserve, which was adopted by a Board Resolution on March 29, 1968. Money credited to the Reserve will be applied to the payment of the cost and expense of current and anticipated necessary construction of TBTA facilities; and
- Pursuant to the Public Authorities Law, Resolutions to advance monthly the FY 2018 TBTA surplus to the MTA and NYCT in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to NYCT and the remaining sum split 50% to NYCT, less applicable bond service, and 50% to the MTA, less applicable bond service.

Upon a motion duly made and seconded, the transfer of the TBTA Operating Surplus was approved.

A copy of the documents and details of the above items are filed with the minutes of the meeting of the TBTA Committee held this day.

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

Ms. Chua referred the Committee to the 2018 Adopted Budget and Financial Plan 2018-2021 contained in the Committee materials, which include schedules detailing the monthly allocation of revenue and expenses for the purpose of reporting actual results on a monthly basis to the Board. She also stated that the 2018 Adopted Budget and Financial Plan 2018-2021 is essentially the same as what was adopted by the Board in December 2017.

## Capital Program Status Report

With regard to the Capital Program Status Report for January 2018, Mr. Keane stated that overall in 2018, TBTA plans to award 100 tasks with a cumulative value of over \$800 million and to complete 31 projects with a cumulative value of approximately \$1.43 billion. This represents the highest value of project completions in TBTA history. Planned awards include five design-build projects and major deck replacement at the Throgs Neck Bridge (TNB). The completion plan includes several significant completions for tunnel restoration and flood mitigation projects at the QMT and HCT, as well as the reconstruction of the RFKB Bronx Plaza structure. Mr. Keane stated that in January 2018, TBTA committed four tasks for \$3.3 million. There were no project completions planned or achieved in January 2018.

### Procurements

For February 2018, Mr. Bajor stated that there are four competitive procurements totaling \$85.96 million.

### Non-Competitive Procurements

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

### Competitive Procurements

Mr. Bajor stated that there are four competitive procurements in the amount of \$85.96 million, as follows:

- One competitively solicited personal service contract for biennial bridge inspections covering contracts awarded to four separate engineering firms in the total amount of \$10.28 million; and
- Three personal service contract modifications. The first one adds funding to Transcore for Cashless Tolling maintenance services for a period of six years at all facilities in the amount of \$73.01 million; the second one adds funding for JHK Engineering and HDR to provide Intelligent Transportation Systems (ITS) designs in the maximum amount of \$1.7 million; and the third one adds funding for EnviroMed for independent site safety monitoring of ongoing construction projects in the amount of \$971,000. The total amount of the modification is \$75.68 million.

### Personal Service Contracts

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

TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines 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).

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

Transcore, LP	Contract No. PSC-13-2949 TBTA 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 Authority toll facilities.	\$73,011,502.00
JHK Engineering, P.C. Henningson, Durham & Richardson Architecture & Engineering, P.C.	Contract No(s): PSC-15-2980A PSC-15-2980B  TBTA is seeking Board approval in accordance with the All Agency Service Contract Procurement Guidelines 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.	\$1,700,000.00
EnviroMed Services, Inc.	Contract No. PSC-16-3002 TBTA 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 TBTA construction projects.	\$970,593.11

Mr. Bajor stated that there are no ratifications.

Chairman Moerdler asked Ms. Terry whether the Transcore six year Cashless Tolling maintenance services can be terminated earlier for convenience and she responded yes. Commissioner Vanterpool asked why four firms were needed to do bridge inspections, whether they are the same firms that have been used previously and why bridge inspections cannot be done using trained TBTA personnel. Mr. Keane responded that for quality control and to maintain the integrity of the bridge inspection program and process, the four firms are rotated so that the same firm does not inspect the same bridge consecutively. He also stated that the structures are large and complex and the reporting requirements are stringent. He did state that while some biennial inspections of pedestrian overpasses and other structures are performed using in-house personnel, staff is limited and the larger bridges are beyond the capacity of in-house resources. Mr. Bajor responded that two of the bridge inspection firms are new this year.

Commissioner Vanterpool asked how the Transcore cost at \$12 million annually to maintain the toll collection system compares to the cost to maintain the toll collection system at the former toll plazas and whether TBTA anticipates that the \$12 million will increase in subsequent years. Ms. Chua responded that toll

collection system maintenance increased from \$9 million to \$12 million annually based on an estimate of costs at the HHB and that TBTA will reassess the cost for the next plan as actuals and efficiencies are realized.

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurements.

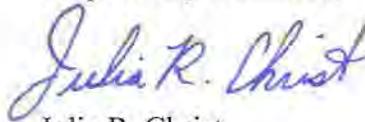
**Diversity Report – Fourth Quarter 2017**

Chairman Moerdler referred the Committee to the Diversity Report – Fourth Quarter 2017 contained in the Committee materials. There were no questions from the Committee members.

**Adjournment**

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

Respectfully submitted,



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

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

Operations  
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

February 2019

Preliminary Review of 2018 Operating Budget Results  
2019 Adopted Budget/Financial Plan 2018-2021  
2018 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2018  
Diversity Report – 4<sup>th</sup> Quarter 2018

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

## **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**

### **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.

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

### 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.

## **FEBRUARY 2019**

### Preliminary Review of 2018 Operating Budget Results

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

### 2019 Adopted Budget and February Financial Plan 2019-2022

The Agency will present its revised 2018 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2018 meeting and any Agency technical adjustments.

**FEBRUARY 2019 (cont'd)**

2018 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th 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.

Diversity Report – 4<sup>th</sup> Quarter 2018

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



# Bridges and Tunnels

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## Report on Operations January 2018



## **MTA Bridges and Tunnels January 2018 Traffic Trends**

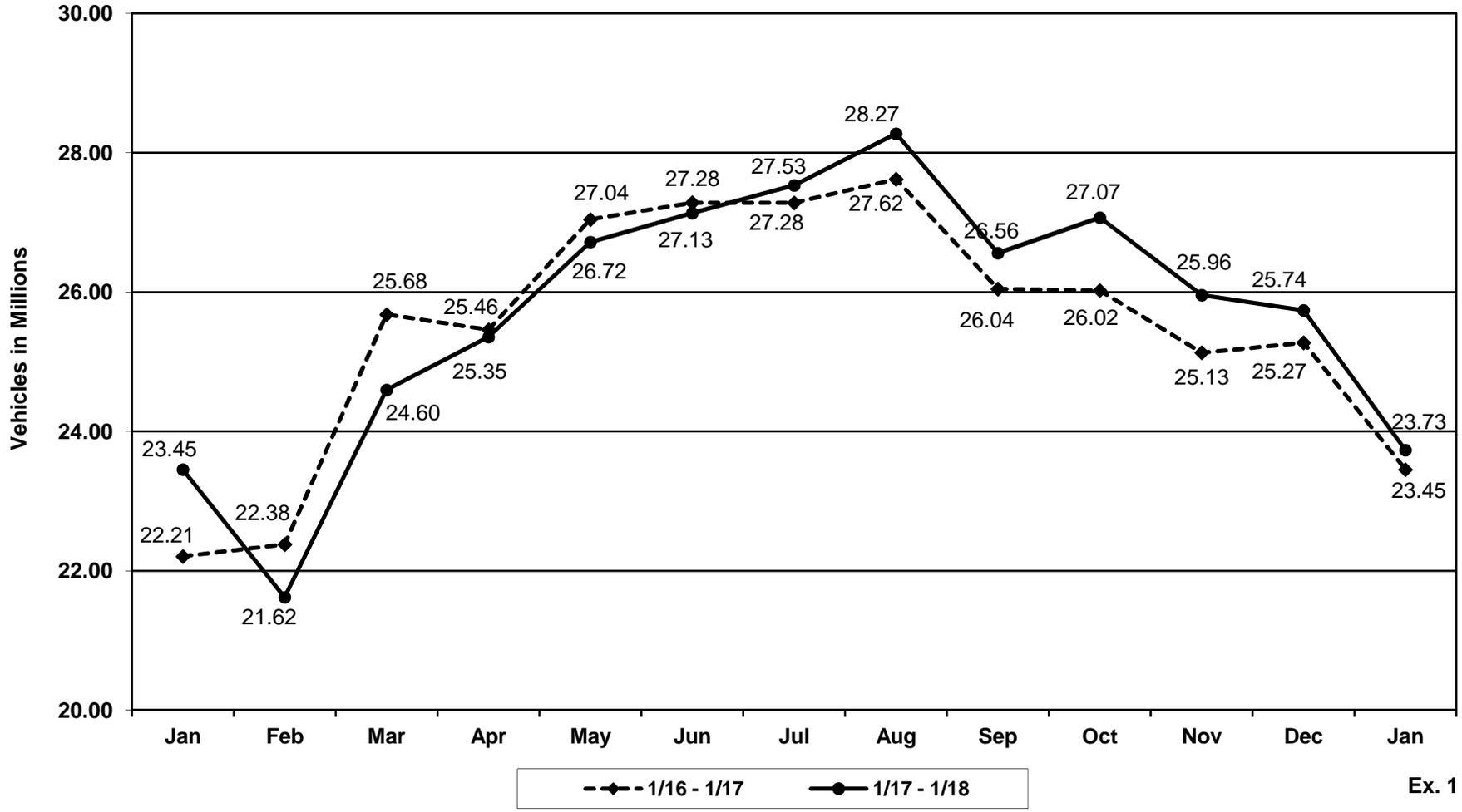
### **Summary**

Traffic was higher on a year-to-year basis, with 23.7 million crossings this month vs. 23.5 million crossings in January 2017, an increase of 1.2% (Exhibit 1).

Snowfall was 8.7 inches this year compared to 10.1 inches in 2017. Rainfall this year was 2.1 inches compared to 3.9 inches last year. Gas prices averaged \$2.69 per gallon this January, which was \$0.15 more than last year at this time.

E-ZPass volume increased by 9.1% on a year-to-year basis for the month while crossings using Tolls by Mail declined 53.6% compared to Tolls by Mail, cash and other payment methods used in January 2017 (Exhibit 7). Passenger car travel increased 0.9% and other vehicle travel increased 5.3% from January 2017 (Exhibit 8).

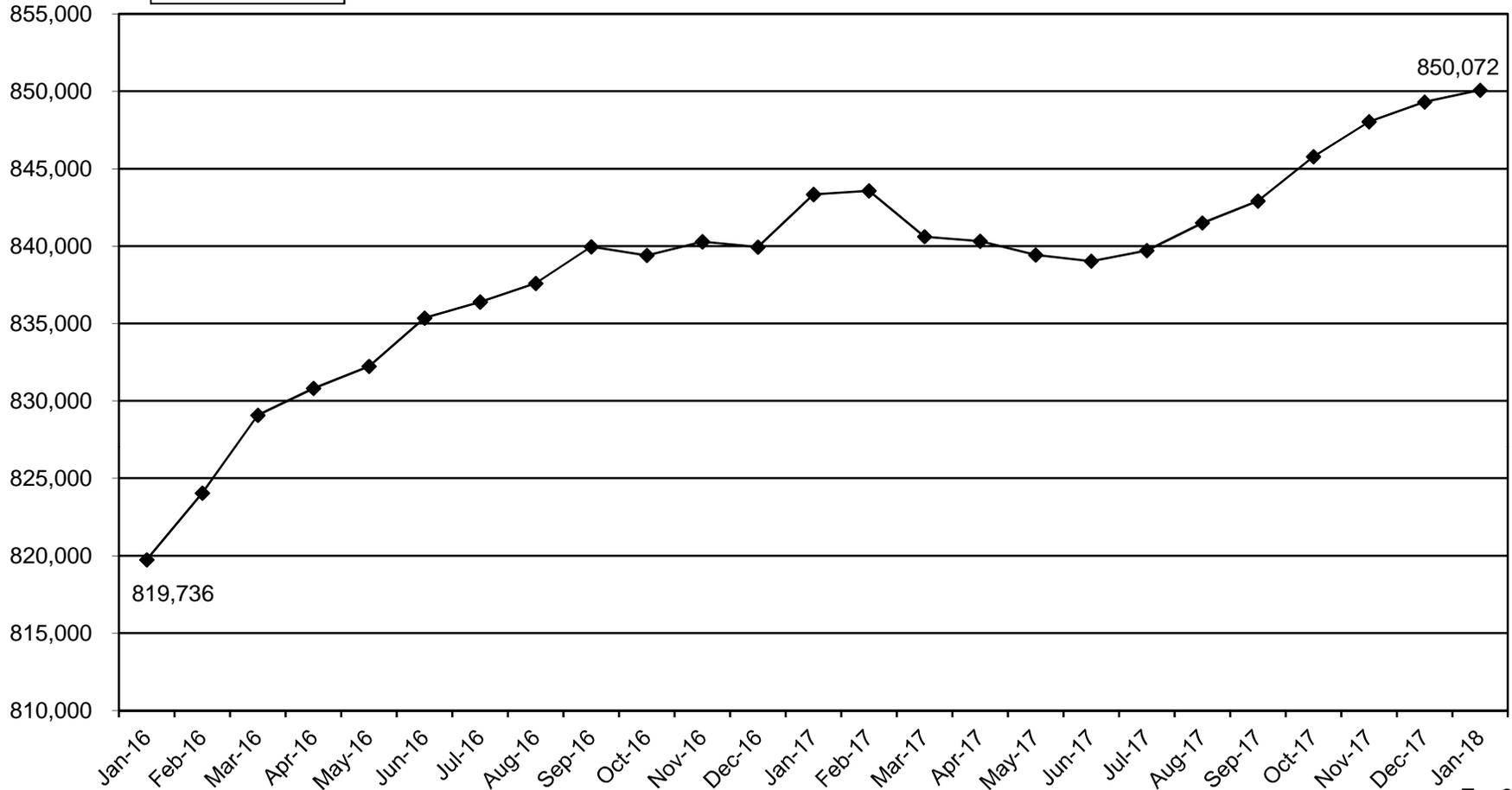
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending January 2018



Ex. 1

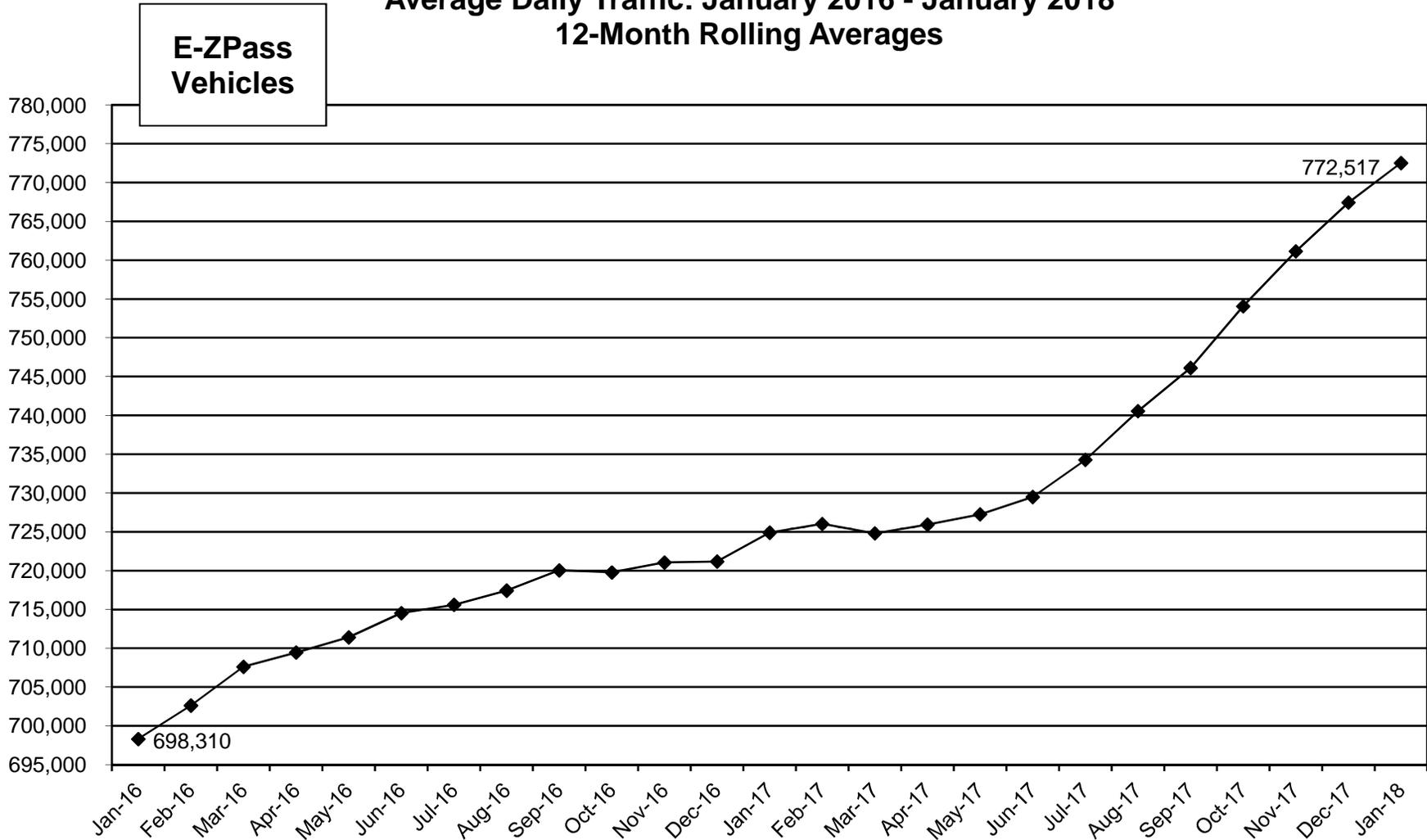
### MTA Bridges and Tunnels Average Daily Traffic: January 2016 - January 2018 12-Month Rolling Averages

All Vehicles



Ex. 2

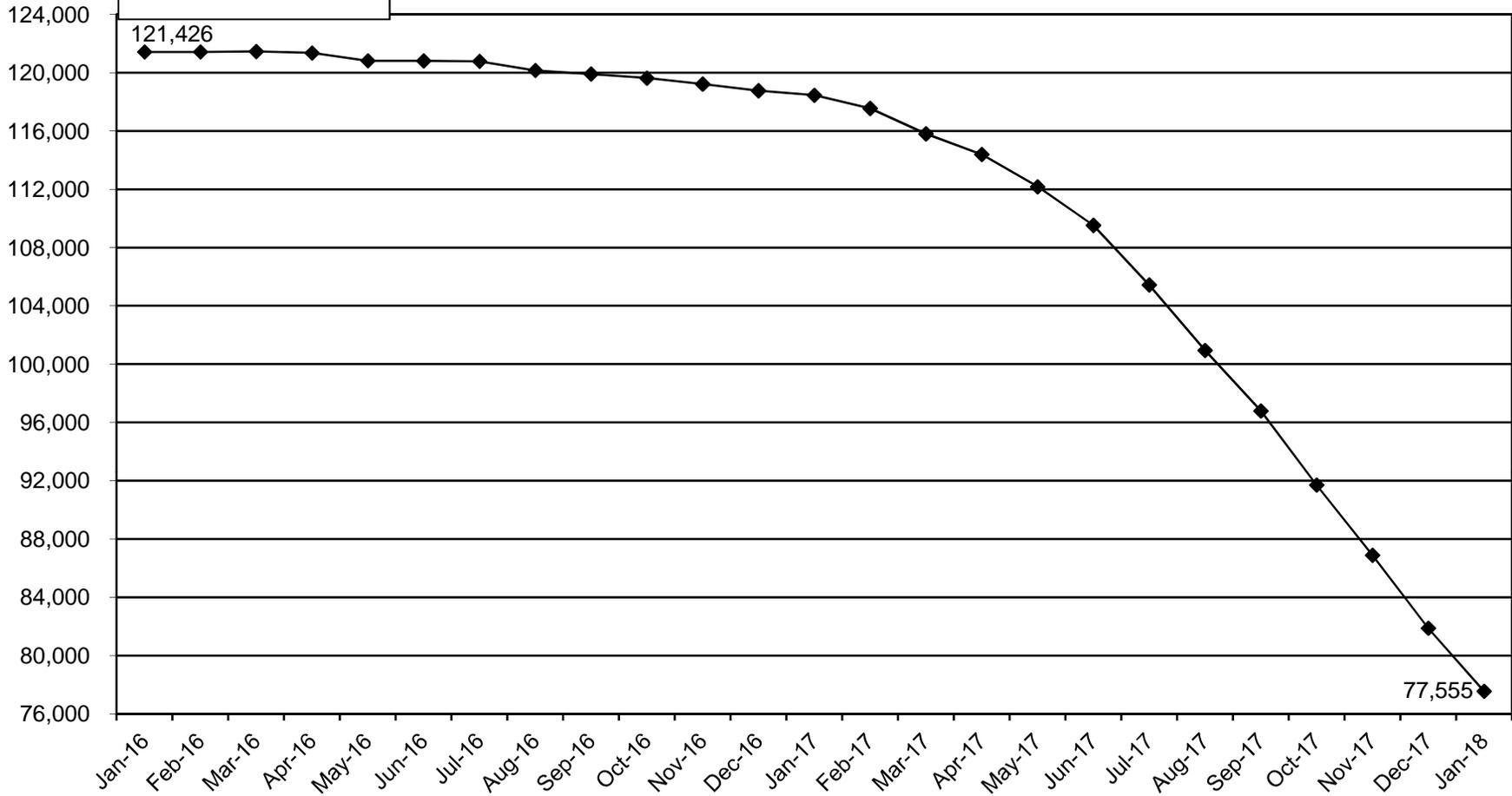
### MTA Bridges and Tunnels Average Daily Traffic: January 2016 - January 2018 12-Month Rolling Averages



Ex. 3

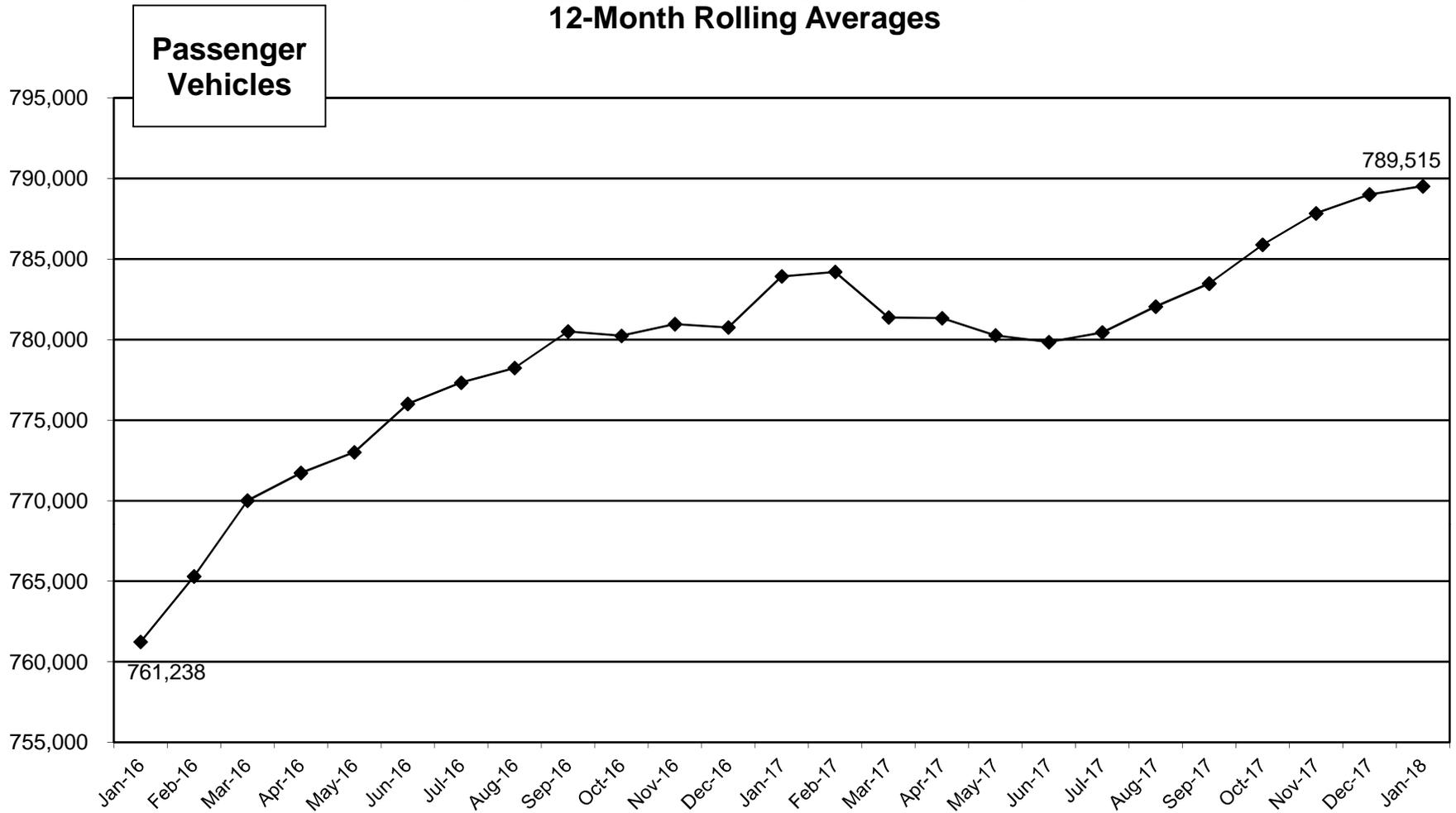
### MTA Bridges and Tunnels Average Daily Traffic: January 2016 - January 2018 12-Month Rolling Averages

**Non-E-ZPass  
Vehicles\***



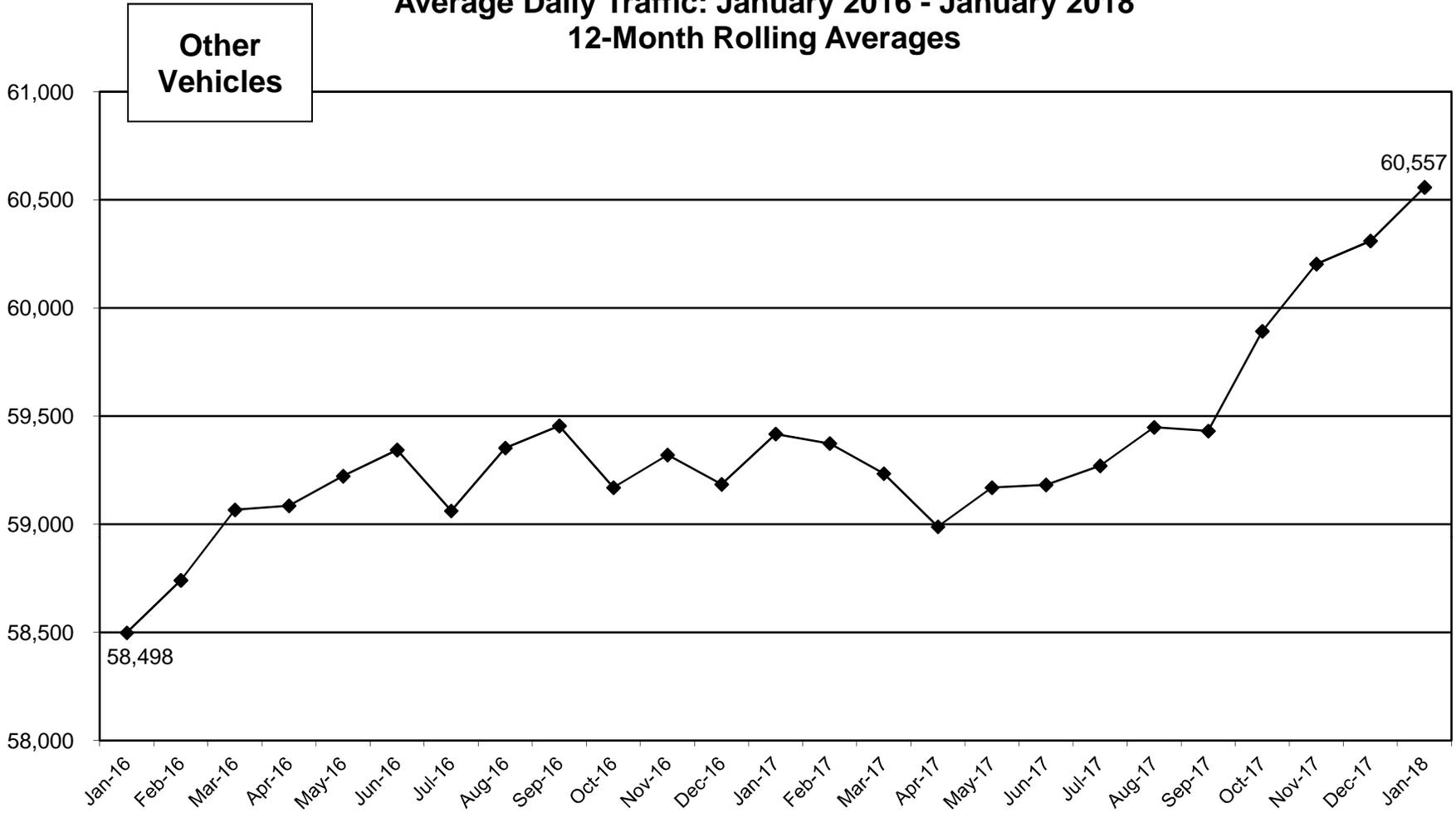
\*Includes Tolls by Mail, cash, token, and ticket transactions.

### MTA Bridges and Tunnels Average Daily Traffic: January 2016 - January 2018 12-Month Rolling Averages



Ex. 5

### MTA Bridges and Tunnels Average Daily Traffic: January 2016 - January 2018 12-Month Rolling Averages



Ex. 6

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

Corridor	Toll Media	Jan <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	1.2%	2.1%	2.5%	1.5%	0.8%
	E-ZPass	9.1%	10.5%	10.5%	8.4%	6.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-53.6%	-52.7%	-48.1%	-40.5%	-34.5%
RFK Bridge	Total Vehicles	2.9%	3.5%	4.4%	2.6%	1.4%
	E-ZPass	14.1%	15.0%	16.2%	13.0%	10.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-57.0%	-55.9%	-54.1%	-47.9%	-40.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.8%	2.5%	2.2%	-1.6%	-4.3%
	E-ZPass	3.5%	6.9%	7.1%	3.3%	0.3%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-38.2%	-46.6%	-47.9%	-48.9%	-48.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	0.4%	-0.1%	-4.5%	0.4%
	E-ZPass	9.3%	10.7%	8.2%	1.3%	6.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-53.8%	-51.8%	-40.8%	-41.7%	-26.4%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.4%	4.1%	3.5%	2.9%
	E-ZPass	10.9%	11.9%	13.0%	10.7%	8.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-58.1%	-56.9%	-56.8%	-44.6%	-36.1%
Henry Hudson Bridge	Total Vehicles	1.0%	1.4%	3.0%	3.7%	3.6%
	E-ZPass	2.6%	3.2%	4.7%	5.0%	4.7%
	Tolls By Mail	-24.4%	-24.8%	-20.6%	-14.9%	-11.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.3%	1.3%	1.9%	1.8%	1.2%
	E-ZPass	7.3%	8.6%	9.9%	10.0%	7.9%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-58.9%	-57.1%	-55.7%	-52.7%	-44.6%

(1) January 2018 vs. January 2017

(2) November 2017 to January 2018 vs. November 2016 to January 2017

(3) August 2017 to January 2018 vs. August 2016 to January 2017

(4) May 2017 to January 2018 vs. May 2016 to January 2017

(5) February 2017 to January 2018 vs. February 2016 to January 2017

(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

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

Corridor	Toll Media	Jan <sup>(1)</sup>	3 Months <sup>(2)</sup> (Nov-Jan)	6 Months <sup>(3)</sup> (Aug-Jan)	9 Months <sup>(4)</sup> (May-Jan)	12 Months <sup>(5)</sup> (Feb-Jan)
All Facilities	Total Vehicles	1.2%	2.1%	2.5%	1.5%	0.8%
	Passenger	0.9%	1.9%	2.3%	1.4%	0.7%
	Other	5.3%	4.6%	4.3%	3.5%	1.9%
RFK Bridge	Total Vehicles	2.9%	3.5%	4.4%	2.6%	1.4%
	Passenger	2.5%	3.2%	4.2%	2.3%	1.3%
	Other	8.1%	7.1%	7.1%	5.6%	3.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.8%	2.5%	2.2%	-1.6%	-4.3%
	Passenger	1.2%	3.0%	2.5%	-1.4%	-4.3%
	Other	-2.8%	-3.0%	-1.6%	-3.2%	-4.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.8%	0.4%	-0.1%	-4.5%	0.4%
	Passenger	-1.1%	0.3%	-0.1%	-4.7%	0.4%
	Other	2.1%	1.4%	0.8%	-0.8%	0.8%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.4%	4.1%	3.5%	2.9%
	Passenger	2.0%	2.9%	3.7%	3.2%	2.7%
	Other	11.8%	9.9%	9.2%	7.8%	6.1%
Henry Hudson Bridge	Total Vehicles	1.0%	1.4%	3.0%	3.7%	3.6%
	Passenger	0.8%	1.1%	2.8%	3.6%	3.6%
	Other	24.6%	46.5%	21.7%	12.4%	5.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.3%	1.3%	1.9%	1.8%	1.2%
	Passenger	-0.5%	0.6%	1.2%	1.2%	0.8%
	Other	12.0%	13.0%	14.6%	12.8%	8.5%

(1) January 2018 vs. January 2017

(2) November 2017 to January 2018 vs. November 2016 to January 2017

(3) August 2017 to January 2018 vs. August 2016 to January 2017

(4) May 2017 to January 2018 vs. May 2016 to January 2017

(5) February 2017 to January 2018 vs. February 2016 to January 2017

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>(1)</sup></u>		<u>Weather<sup>(2)</sup></u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Oct-17	27,068,258	\$2.65	66	3.8	-	9
<b>Nov-17</b>	<b>25,955,863</b>	<b>\$2.66</b>	<b>66</b>	<b>2.1</b>	<b>-</b>	<b>8</b>
<b>Dec-17</b>	<b>25,737,018</b>	<b>\$2.62</b>	<b>39</b>	<b>2.0</b>	<b>7.2</b>	<b>9</b>
<b>Jan-18</b>	<b>23,731,797</b>	<b>\$2.69</b>	<b>32</b>	<b>2.1</b>	<b>8.7</b>	<b>7</b>

Note: Bold numbers are preliminary.

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

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<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	1,045,827	\$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)
<b>2018 vs. 2017</b>						
January	279,145	\$0.15	(8)	(1.8)	(1)	(8)

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

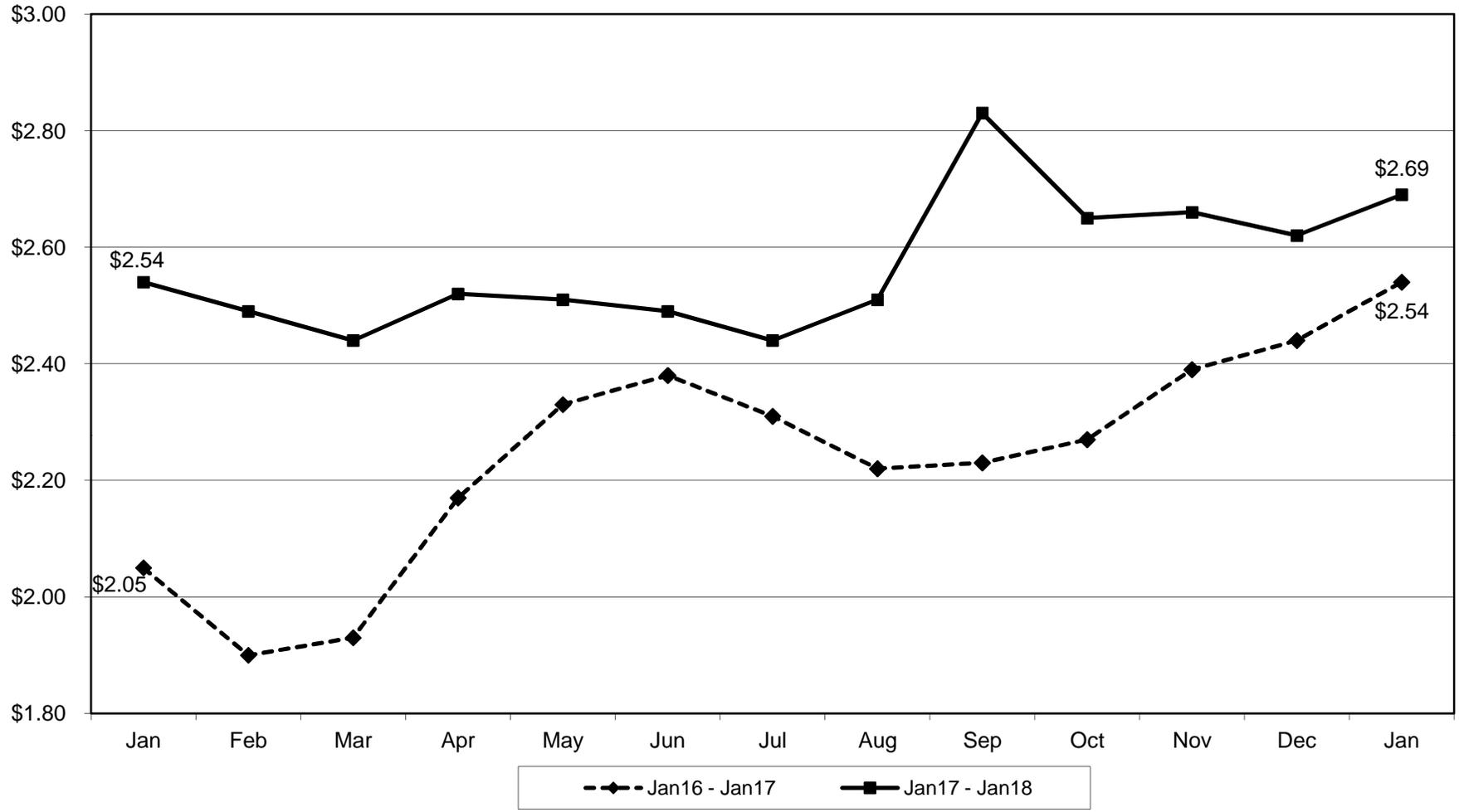
### Average Daily Traffic: 12-Month Rolling Averages

<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>
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
Oct-17	845,774	754,069	91,705	785,882	59,892
<b>Nov-17</b>	<b>848,037</b>	<b>761,148</b>	<b>86,889</b>	<b>787,834</b>	<b>60,203</b>
<b>Dec-17</b>	<b>849,308</b>	<b>767,426</b>	<b>81,882</b>	<b>788,998</b>	<b>60,310</b>
<b>Jan-18</b>	<b>850,072</b>	<b>772,517</b>	<b>77,555</b>	<b>789,515</b>	<b>60,557</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 January 2016 - January 2018





# Bridges and Tunnels

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## Safety Report January 2018

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	February 2015 - January 2016	February 2016 - January 2017	February 2017 - January 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.87	7.59	7.83
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.97	0.88	0.95
Employee Accident Reports	233	275	222
Employee Lost Time Injuries Rate per 200,000 worker hours	4.7	6.7	7.0
Construction Injuries per 200,000 worker hours	2.08	1.84	1.41

Leading Indicators				
Roadway Safety	2017		2018	
	January	Year End	January	Year to Date
Workforce Development (# of Participants)	22	926	30	30
Fleet Preventative Maintenance Insp.	124	1445	158	158
Safety Taskforce Inspections	0	12	0	0
Construction Safety	January	Year End	January	Year to Date
Construction Safety Inspections	291	3384	158	158
Fire Safety	January	Year End	January	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	25	0	0

### 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.

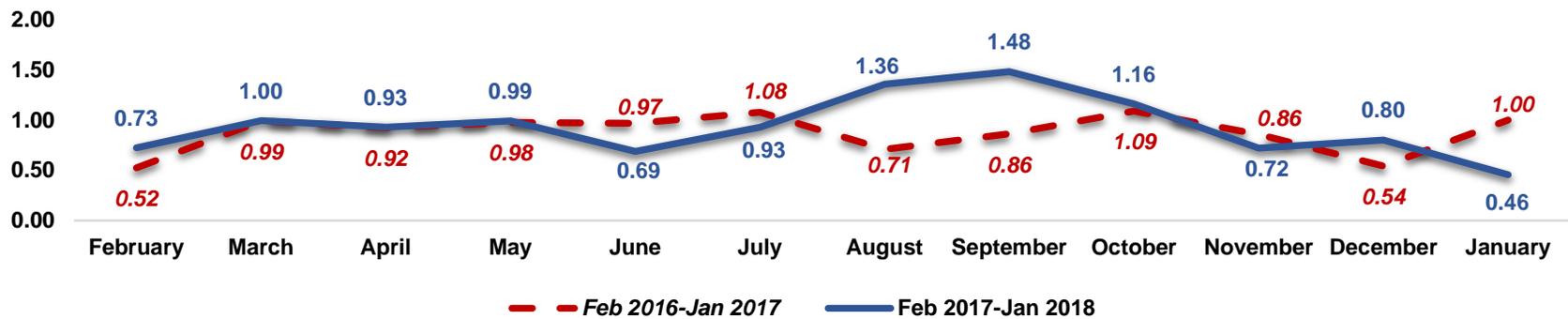
**Fire Code Audits** are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**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.

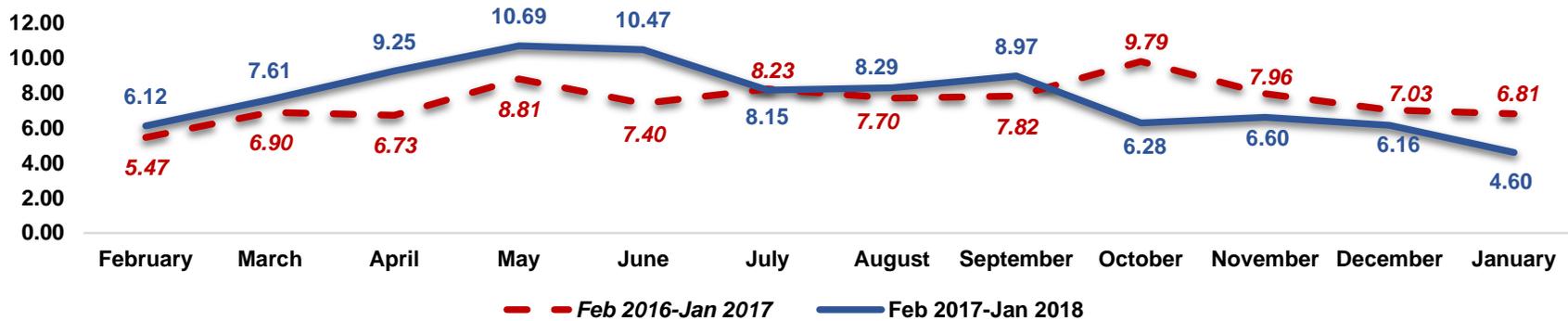


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



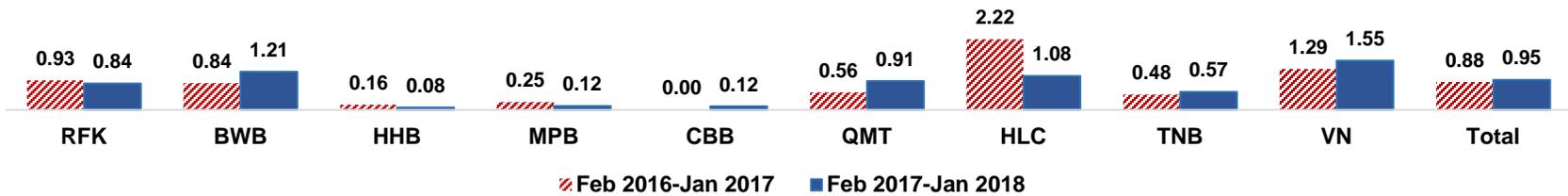
Total Collisions per Million Vehicles



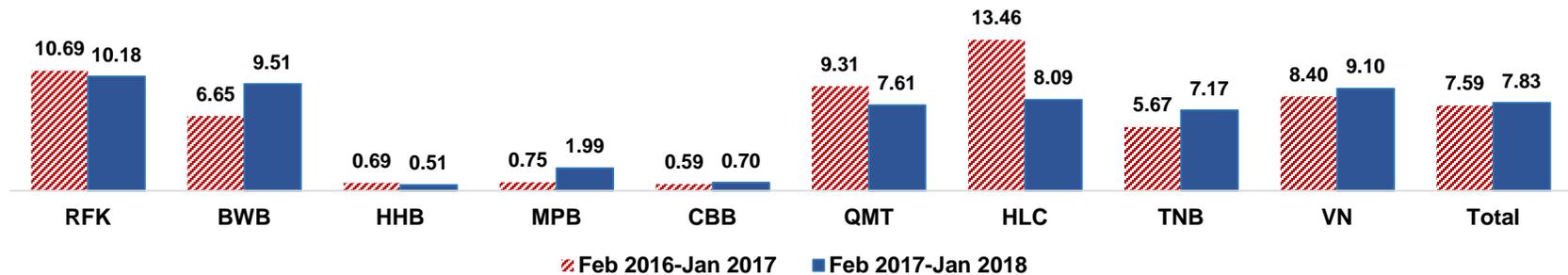


## Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





## Collision Rates by Facility

### Total Collisions per Million Vehicles: January 2017 – January 2018

	17-Jan	17-Feb	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan
<b>RFK</b>	6.56	9.64	13.98	13.77	18.13	14.07	6.93	8.87	7.51	7.42	9.61	6.67	6.24
<b>BWB</b>	5.37	5.22	6.09	11.33	11.59	13.54	11.27	13.26	13.18	9.02	6.80	5.18	5.91
<b>TNB</b>	3.32	3.93	6.01	5.91	11.67	12.63	9.12	8.11	10.32	5.82	2.73	5.37	2.47
<b>VNB</b>	9.80	8.83	7.48	9.82	9.32	10.94	11.82	10.43	10.67	6.66	8.83	8.65	5.23
<b>QMT</b>	10.30	2.21	7.36	11.78	7.93	11.18	3.64	5.51	7.93	7.74	7.55	10.68	7.65
<b>HLC</b>	15.78	7.63	7.36	8.99	14.20	6.55	10.22	6.94	14.78	5.28	7.71	4.09	2.87
<b>HHB</b>	0.54	0.57	1.50	0.46	0.43	0.43	0.45	0.44	0.00	0.87	0.92	0.00	0.00
<b>MPB</b>	1.76	1.97	1.67	5.03	1.41	0.00	3.51	2.45	1.42	1.54	0.00	3.26	1.76
<b>CBB</b>	0.00	0.00	2.99	1.49	0.00	1.22	1.18	0.00	1.38	0.00	0.00	0.00	0.00
<b>Total</b>	6.81	6.12	7.61	9.25	10.69	10.47	8.15	8.29	8.97	6.28	6.60	6.16	4.60



## 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:

- 3,512 summonses issued in January 2018 period—30.4% higher than in 2017.
- 77.6% (2,726) of the summonses issued in January 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	Jan-17	Jan-18	% Change
Speed	274	620	126.3%
Disobey Signs/Traffic Control Device	425	639	50.4%
Cell Phone/Texting	101	193	91.1%
Unsafe Lane Change/Failure to Signal	82	235	186.6%
*All Other	1,811	1,825	0.8%
<b>Total</b>	<b>2,693</b>	<b>3,512</b>	<b>30.4%</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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## Report on Cashless Tolling January 2018

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

**January 2018 Highlights**

The *Report on Cashless Tolling* provides monthly data on traffic and revenue performance at MTA Bridges and Tunnels facilities. The report is organized along three categories of information: Traffic, Revenue and Customer Service Center Statistics.

**TRAFFIC**

**I. Traffic: All B&T Facilities by Method of Payment**

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

*For the month of January, overall E-ZPass market share was 94.2%, which was 6.8% points higher than January 2017.*

**II. Traffic: Average Weekday by Facility**

This table shows the current month average weekday traffic volume by payment type (E-ZPass vs. Tolls by Mail) 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 94.9% overall in January. Every facility was over 90%, and six facilities were over 95% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 5.1% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.*

**III. Traffic: Average Weekend by Facility**

This table shows the current month average weekend traffic volume by payment type (E-ZPass vs. Tolls by Mail) 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 92.6% overall in January. Each facility was at or above 90%. Overall, 7.4% of toll transactions were subject to TBM.*

**IV. Traffic: Distribution by Facility and Time Period**

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

*In January, 48.4% of traffic volume occurred during the weekday peak periods (23.3% in the AM peak and 25.1% in the PM peak) and 51.6% of the volume occurred on off-peak hours.*

**V. Traffic: Distribution by Facility and Payment Method**

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 (TBM) 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 January, 87.3% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 6.8% and 5.9% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

**REVENUE**

**VI. Revenue Collection Rates Through January 2018**

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 (January 2018), to allow for the longer Tolls by Mail (TBM) billing and collection period.

*As of January, all the facilities that went live with ORT through July 2017 are showing collection rates above 100%, that is, when tolls and fees are considered, with the exception of the Verrazano Narrows Bridge, which is at 98.4%. Due to one-way toll collection at the VNB, the time frame to reach a 100% collection rate is longer at this facility than the average six-month collection period at our other facilities.*

**CUSTOMER SERVICE CENTER**

**VII. Customer Service Center Metrics**

These tables present metrics for E-ZPass, tag, accounts and expanded call center performance data for the E-ZPass and Tolls by Mail (TBM) Programs.

*In January, the number of active MTA E-ZPass accounts exceeded 3.3 million accounts and the number of active MTA E-ZPass tags exceeded 5.2 million tags. Call volumes handled by the Customer Service Center continue to increase in all categories (E-ZPass, Tolls by Mail, Violations) with nearly 69% of calls handled by the interactive voice response system.*

**VIII. Toll Processing Metrics**

This table presents ORT metrics for the Tolls by Mail (TBM) and E-ZPass programs, including toll transactions, Toll Bills issued, and Violation Notices issued. Toll Bills Issued represent consolidated Toll Bills that contain a combination of ORT transactions for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey. E-ZPass and Toll Bill transactions are reported by transaction date. Toll Bills and Violation Notices issued are reported by Mail Date.

*In January, E-ZPass and TBM transactions were 94% and 6% of all toll transactions, respectively. About 1.5% of E-ZPass transactions resulted in violations. 786,191 toll bills were issued under the TBM program and 181,763 MTA B&T violation notices were issued to customers.*

**IX. Chart: Comparison of E-ZPass Market Share Performance – 2016/2017 vs. 2017/2018**

**MTA Bridges and Tunnels  
Report on Cashless Tolling  
January 2018**  
Preliminary data subject to final audit

<b>I. Traffic: All B&amp;T Facilities by Method of Payment</b>			
	January 2018	January 2017	2018 YTD
E-ZPass <sup>1</sup>	22,361,955	20,503,380	22,361,955
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,369,842</u>	<u>2,949,272</u>	<u>1,369,842</u>
<b>Total</b>	<b>23,731,797</b>	<b>23,452,652</b>	<b>23,731,797</b>
<b>E-ZPass Market Share:</b>			
Total	94.2%	87.4%	94.2%
Cars	94.1%	86.9%	94.1%
Trucks	95.2%	94.1%	95.2%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	January 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Jan 2018	Jan 2017	Change
Bronx-Whitestone Bridge	114,226	106,143	8,083	92.9%	84.1%	8.8%
Cross Bay Bridge	21,966	20,902	1,063	95.2%	89.3%	5.8%
Henry Hudson Bridge	63,904	61,400	2,503	96.1%	94.8%	1.3%
Hugh L. Carey Tunnel	49,877	48,184	1,694	96.6%	94.9%	1.7%
Marine Parkway Bridge	20,046	19,394	651	96.8%	91.3%	5.5%
Queens Midtown Tunnel	70,507	67,853	2,654	96.2%	93.9%	2.3%
Robert F. Kennedy Bridge	164,908	155,087	9,822	94.0%	85.9%	8.1%
Throgs Neck Bridge	104,834	98,501	6,333	94.0%	87.7%	6.2%
Verrazano-Narrows Bridge <sup>1</sup>	<u>187,896</u>	<u>179,944</u>	<u>7,952</u>	<u>95.8%</u>	<u>89.9%</u>	<u>5.9%</u>
<b>All Facilities<sup>1</sup></b>	<b>798,163</b>	<b>757,408</b>	<b>40,755</b>	<b>94.9%</b>	<b>89.0%</b>	<b>5.9%</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**  
**January 2018**  
Preliminary data subject to final audit

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	January 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Jan 2018	Jan 2017	Change
Bronx-Whitestone Bridge	113,973	102,608	11,366	90.0%	77.9%	12.2%
Cross Bay Bridge	16,346	15,403	943	94.2%	86.1%	8.2%
Henry Hudson Bridge	53,660	50,702	2,958	94.5%	92.8%	1.7%
Hugh L. Carey Tunnel	32,846	31,313	1,533	95.3%	92.7%	2.6%
Marine Parkway Bridge	14,100	13,537	563	96.0%	89.0%	7.0%
Queens Midtown Tunnel	43,709	41,365	2,344	94.6%	91.2%	3.5%
Robert F. Kennedy Bridge	145,989	134,146	11,843	91.9%	80.8%	11.1%
Throgs Neck Bridge	102,069	93,144	8,925	91.3%	82.6%	8.7%
Verrazano-Narrows Bridge <sup>1</sup>	<u>168,892</u>	<u>158,496</u>	<u>10,395</u>	<u>93.8%</u>	<u>84.7%</u>	<u>9.1%</u>
<b>All Facilities</b>	<b>691,583</b>	<b>640,714</b>	<b>50,869</b>	<b>92.6%</b>	<b>84.0%</b>	<b>8.6%</b>

<b>IV. Traffic: Distribution by Facility &amp; Time Period</b>			
Facility	January 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	24.4%	22.0%	53.6%
Cross Bay Bridge	23.3%	23.7%	53.0%
Henry Hudson Bridge	24.2%	29.5%	46.2%
Hugh L. Carey Tunnel	28.3%	26.9%	44.8%
Marine Parkway Bridge	25.7%	23.8%	50.5%
Queens Midtown Tunnel	22.8%	23.9%	53.3%
Robert F. Kennedy Bridge	25.4%	27.7%	46.9%
Throgs Neck Bridge	25.4%	23.9%	50.7%
Verrazano-Narrows Bridge <sup>5</sup>	<u>16.0%</u>	<u>30.4%</u>	<u>53.7%</u>
<b>All Facilities</b>	<b>23.3%</b>	<b>25.1%</b>	<b>51.6%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**January 2018**  
Preliminary data subject to final audit

<b>V. Traffic: Distribution by Facility and Payment Method</b>			
Facility	January 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.3%	5.8%	8.0%
Cross Bay Bridge	93.6%	1.3%	5.1%
Henry Hudson Bridge	85.1%	10.5%	4.4%
Hugh L. Carey Tunnel	90.5%	5.7%	3.7%
Marine Parkway Bridge	94.1%	2.4%	3.4%
Queens Midtown Tunnel	91.1%	4.7%	4.1%
Robert F. Kennedy Bridge	86.9%	6.5%	6.6%
Throgs Neck Bridge	85.6%	7.5%	6.9%
Verrazano-Narrows Bridge	<u>85.5%</u>	<u>9.7%</u>	<u>4.9%</u>
<b>All Facilities</b>	<b>87.3%</b>	<b>6.8%</b>	<b>5.9%</b>

<b>VI. Revenue Collection Rates Through January 2018</b>		
Facility	ORT Go-Live Date	Transactions from Go-Live Date through July (6 months prior to Jan)
Henry Hudson Bridge <sup>6</sup>	11/20/16	103.4%
Hugh L. Carey Tunnel	1/4/17	102.6%
Queens Midtown Tunnel	1/10/17	103.6%
Marine Parkway Bridge	4/30/17	104.3%
Cross Bay Bridge	4/30/17	105.9%
Robert F. Kennedy Bridge	6/15/17	102.6%
Verrazano-Narrows Bridge	7/8/17	98.4%
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 November 20, 2016 when its tollbooths were removed.

**MTA Bridges and Tunnels  
Report on Cashless Tolling  
January 2018**

Preliminary data subject to final audit

<b>VII. Customer Service Center</b>		
<i>E-ZPass</i>	<b>Current Month January 2018</b>	<b>YTD</b>
Total Accounts Opened	24,340	24,340
Total Active Accounts		3,336,103
Total Active Tags		5,283,998
Total Reload Cards Distributed	4,034	4,034
Reload Card % of Cash Replenishments	22.60%	22.60%
Total Active Reload Cards	175,376	175,376

	<b>Current Month January 2018</b>	<b>YTD</b>
<b>Customer Service Center Metrics</b>		
<b>Number of Phone Calls Handled by Customer Service Center</b>		
General E-ZPass	219,727	219,727
Tolls by Mail	114,130	114,130
Violations	59,226	59,226
Other <sup>7</sup>	8,781	8,781
Interactive Voice Response System	882,842	882,842
Total	1,284,706	1,284,706
<b>Average Phone Call Waiting Time (in minutes)</b>		
General E-ZPass Call Unit	6:56	6:56
Violations Call Unit	7:16	7:16
Tolls By Mail Call Unit	2:58	2:58

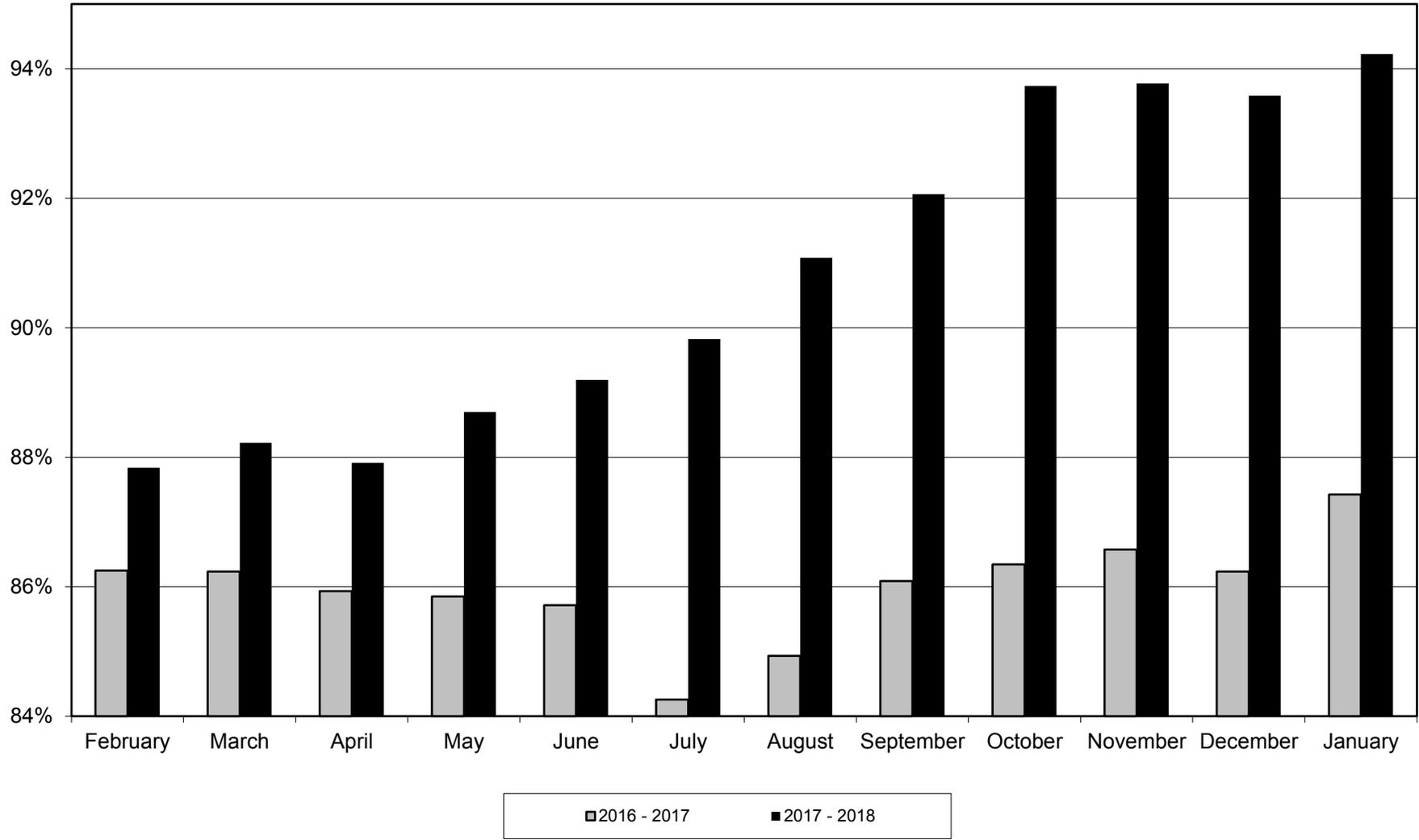
<b>VIII. Toll Processing Metrics</b>		
<i>E-ZPass and Tolls by Mail Metrics</i>	<b>Current Month January 2018</b>	<b>YTD</b>
<b>E-ZPass Program</b>		
# of Transactions	19,677,772	19,677,772
# of Violations	302,772	302,772
# of Violation Notices Issued (By Mail Date)	188,372	188,372
<b>Tolls by Mail Program (TBM)</b>		
# of Transactions	1,252,650	1,252,650
# of Toll Bills Issued (By Mail Date) <sup>8</sup>	786,191	786,191
# of Violation Notices Issued (By Mail Date)	181,763	181,763

Note:

7. Business and retail tag registration calls

8. Toll Bills issued include bills issued under the consolidated ORT program for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey.

### IX. E-ZPass Market Shares February 2016 through January 2018





# Bridges and Tunnels

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## Financial Report January 2018



# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of January 31, 2018

(in thousands)

### ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

#### CURRENT ASSETS:

Cash-Unrestricted	8,005
Investments:	
Unrestricted	168,046
Restricted	646,199
Accrued interest receivable	1,517
Accounts receivable	108,527
Less allowance for uncollectible accounts	-50,866
Tolls due from other agencies	34,471
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	7,646
	<u>7,646</u>
Total current assets	<u>923,545</u>

#### NONCURRENT ASSETS:

Investments:	
Restricted	5
Facilities, less acc.dep of \$1,471,650	5,972,679
Capital lease 2 Broadway net acc. dep.	38,800
Derivative Hedge Assets	3,545
Security Deposits	-
	<u>-</u>
Total noncurrent assets	<u>6,015,029</u>

#### TOTAL ASSETS:

6,938,573

#### DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	100,903
Accumulated decreases in fair value of derivative instruments	169,283
Defeasance costs	262,033
	<u>262,033</u>

#### TOTAL DEFERRED OUTFLOWS OF RESOURCES:

532,219

#### TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

7,470,793

**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION**

As of January 31, 2018

(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES****CURRENT LIABILITIES:**

Current portion-long term debt	213,315
Interest Payable	70,618
Accounts Payable	221,674
Accrued Pension Payable	-
Payable to MTA-CAP	353,872
Due to MTA-Operating Expenses	3,889
Due to NYCTA-Operating Expenses	746
Accrued salaries	24,179
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	5,739
Current portion of capital lease obligation	-
Pollution remediation projects	-
Due to New York City Transit Authority	64,257
Due to Metropolitan Transportation Authority	97,564
Unredeemed Tolls	176,911
Tolls due to other agencies	47,973
E-ZPass Airport Toll Liability	6,977
	<hr/>
Total current liabilities	1,304,137

**NONCURRENT LIABILITIES:**

Long term debt	9,049,822
Post Employment Benefits Other than Pensions	723,116
Estimated liability arising from injury	41,959
Capital lease obligations	55,711
Derivative Hedge Liabilities	155,426
Due (to)/from MTA - change in fair value of derivative	17,402
Net Pension Liability	271,608
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,315,043

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	54,244
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES**

11,673,424

**NET POSITION**

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-4,202,631**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

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7,470,793

\*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**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2018**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	143.154	146.222	3.067	2.1	0.000	0.000	0.000	-	143.154	146.222	3.067	2.1
Other Operating Revenue	1.596	2.188	0.592	37.1	0.000	0.000	0.000	-	1.596	2.188	0.592	37.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.000	1.190	(0.811)	(40.5)	2.000	1.190	(0.811)	(40.5)
Investment Income	0.105	0.145	0.040	38.0	0.000	0.000	0.000	-	0.105	0.145	0.040	38.0
<b>Total Revenue</b>	<b>\$144.856</b>	<b>\$148.555</b>	<b>\$3.699</b>	<b>2.6</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>(\$0.811)</b>	<b>(40.5)</b>	<b>\$146.856</b>	<b>\$149.745</b>	<b>\$2.888</b>	<b>2.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.654	\$10.273	\$1.381	11.9	\$0.722	\$0.482	\$0.240	33.2	12.376	\$10.755	\$1.621	13.1
Overtime	2.255	2.443	(0.188)	(8.3)	0.168	0.015	0.153	90.8	2.423	2.458	(0.035)	(1.5)
Health and Welfare	2.901	2.267	0.634	21.9	0.155	0.104	0.052	33.2	3.057	2.371	0.686	22.4
OPEB Current Payment	1.874	1.804	0.070	3.7	0.000	0.000	0.000	-	1.874	1.804	0.070	3.7
Pensions	3.047	3.123	(0.076)	(2.5)	0.211	0.141	0.070	33.2	3.257	3.264	(0.006)	(0.2)
Other Fringe Benefits	2.555	2.511	0.044	1.7	0.101	0.067	0.034	33.7	2.656	2.578	0.078	2.9
Reimbursable Overhead	(0.643)	(0.380)	(0.263)	(40.8)	0.643	0.380	0.263	40.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$23.643</b>	<b>\$22.040</b>	<b>\$1.603</b>	<b>6.8</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$25.644</b>	<b>\$23.229</b>	<b>\$2.414</b>	<b>9.4</b>
<i>Non-Labor:</i>												
Electric Power	\$0.597	\$0.149	\$0.448	75.1	\$0.000	\$0.000	\$0.000	-	\$0.597	\$0.149	\$0.448	75.1
Fuel	0.189	0.164	0.025	13.1	0.000	0.000	0.000	-	0.189	0.164	0.025	13.1
Insurance	0.963	0.802	0.160	16.6	0.000	0.000	0.000	-	0.963	0.802	0.160	16.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.319	5.799	4.520	43.8	0.000	0.000	0.000	-	10.319	5.799	4.520	43.8
Professional Service Contracts	3.091	1.591	1.500	48.5	0.000	0.000	0.000	-	3.091	1.591	1.500	48.5
Materials & Supplies	0.400	0.167	0.233	58.3	0.000	0.000	0.000	-	0.400	0.167	0.233	58.3
Other Business Expenses	4.530	3.620	0.910	20.1	0.000	0.000	0.000	-	4.530	3.620	0.910	20.1
<b>Total Non-Labor Expenses</b>	<b>\$20.089</b>	<b>\$12.292</b>	<b>\$7.797</b>	<b>38.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.089</b>	<b>\$12.292</b>	<b>\$7.797</b>	<b>38.8</b>
<b>Other Expense Adjustments:</b>												
Other	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>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$43.732</b>	<b>\$34.332</b>	<b>\$9.400</b>	<b>21.5</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$45.732</b>	<b>\$35.522</b>	<b>\$10.211</b>	<b>22.3</b>
Depreciation	\$11.616	\$14.912	(\$3.296)	(28.4)	\$0.000	\$0.000	\$0.000	-	11.616	\$14.912	(\$3.296)	(28.4)
OPEB Obligation	6.285	5.986	0.299	4.8	0.000	0.000	0.000	-	6.285	5.986	0.299	4.8
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$61.633</b>	<b>\$55.230</b>	<b>\$6.403</b>	<b>10.4</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$63.633</b>	<b>\$56.419</b>	<b>\$7.214</b>	<b>11.3</b>
Less: Depreciation	\$11.616	\$14.912	(\$3.296)	(28.4)	\$0.000	\$0.000	\$0.000	-	\$11.616	\$14.912	(\$3.296)	(28.4)
Less: OPEB Obligation	6.285	5.986	0.299	4.8	0.000	0.000	0.000	-	6.285	5.986	0.299	4.8
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$43.732</b>	<b>\$34.332</b>	<b>\$9.400</b>	<b>21.5</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$45.732</b>	<b>\$35.522</b>	<b>\$10.211</b>	<b>22.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$101.123</b>	<b>\$114.223</b>	<b>\$13.100</b>	<b>13.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>
Less: Capitalized Assets									1.218	0.353	0.866	71.0
Reserves									2.330	2.330	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$97.575</b>	<b>\$111.540</b>	<b>\$13.965</b>	<b>14.3</b>
Less: Debt Service									55.930	54.783	1.147	2.1
<b>Income Available for Distribution</b>									<b>\$41.645</b>	<b>\$56.757</b>	<b>\$15.112</b>	<b>36.3</b>
Distributable To:												
MTA - Investment Income									0.105	0.145	0.040	38.0
MTA - Distributable Income									25.824	33.265	7.440	28.8
NYCTR - Distributable Income									15.715	23.347	7.632	48.6
<b>Total Distributable Income</b>									<b>\$41.645</b>	<b>\$56.757</b>	<b>\$15.112</b>	<b>36.3</b>
<b>Support to Mass Transit:</b>												
Total Revenues									146.856	149.745	2.888	2.0
Less: Total Operating Expenses									<u>45.732</u>	<u>35.522</u>	<u>10.211</u>	22.3
<b>Net Operating Income/(Deficit)</b>									<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.218	0.353	0.866	71.0
Reserves									2.330	2.330	0.000	0.0
B&T Debt Service									23.797	21.729	2.068	8.7
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$27.346</b>	<b>\$24.412</b>	<b>\$2.934</b>	<b>10.7</b>
<b>Total Support to Mass Transit</b>									<b>\$73.778</b>	<b>\$89.811</b>	<b>\$16.033</b>	<b>21.7</b>

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	143.154	146.222	3.067	2.1	0.000	0.000	0.000	-	143.154	146.222	3.067	2.1
Other Operating Revenue	1.596	2.188	0.592	37.1	0.000	0.000	0.000	-	1.596	2.188	0.592	37.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.000	1.190	(0.811)	(40.5)	2.000	1.190	(0.811)	(40.5)
Investment Income	0.105	0.145	0.040	38.0	0.000	0.000	0.000	-	0.105	0.145	0.040	38.0
<b>Total Revenue</b>	<b>\$144.856</b>	<b>\$148.555</b>	<b>\$3.699</b>	<b>2.6</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>(\$0.811)</b>	<b>(40.5)</b>	<b>\$146.856</b>	<b>\$149.745</b>	<b>\$2.888</b>	<b>2.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.654	\$10.273	\$1.381	11.9	\$0.722	\$0.482	\$0.240	33.2	12.376	\$10.755	\$1.621	13.1
Overtime	2.255	2.443	(0.188)	(8.3)	0.168	0.015	0.153	90.8	2.423	2.458	(0.035)	(1.5)
Health and Welfare	2.901	2.267	0.634	21.9	0.155	0.104	0.052	33.2	3.057	2.371	0.686	22.4
OPEB Current Payment	1.874	1.804	0.070	3.7	0.000	0.000	0.000	-	1.874	1.804	0.070	3.7
Pensions	3.047	3.123	(0.076)	(2.5)	0.211	0.141	0.070	33.2	3.257	3.264	(0.006)	(0.2)
Other Fringe Benefits	2.555	2.511	0.044	1.7	0.101	0.067	0.034	33.7	2.656	2.578	0.078	2.9
Reimbursable Overhead	(0.643)	(0.380)	(0.263)	(40.8)	0.643	0.380	0.263	40.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$23.643</b>	<b>\$22.040</b>	<b>\$1.603</b>	<b>6.8</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$25.644</b>	<b>\$23.229</b>	<b>\$2.414</b>	<b>9.4</b>
<i>Non-Labor:</i>												
Electric Power	\$0.597	\$0.149	\$0.448	75.1	0.000	\$0.000	\$0.000	-	\$0.597	\$0.149	\$0.448	75.1
Fuel	0.189	0.164	0.025	13.1	0.000	0.000	0.000	-	0.189	0.164	0.025	13.1
Insurance	0.963	0.802	0.160	16.6	0.000	0.000	0.000	-	0.963	0.802	0.160	16.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.319	5.799	4.520	43.8	0.000	0.000	0.000	-	10.319	5.799	4.520	43.8
Professional Service Contracts	3.091	1.591	1.500	48.5	0.000	0.000	0.000	-	3.091	1.591	1.500	48.5
Materials & Supplies	0.400	0.167	0.233	58.3	0.000	0.000	0.000	-	0.400	0.167	0.233	58.3
Other Business Expenses	4.530	3.620	0.910	20.1	0.000	0.000	0.000	-	4.530	3.620	0.910	20.1
<b>Total Non-Labor Expenses</b>	<b>\$20.089</b>	<b>\$12.292</b>	<b>\$7.797</b>	<b>38.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.089</b>	<b>\$12.292</b>	<b>\$7.797</b>	<b>38.8</b>
<b>Other Expense Adjustments</b>												
Other	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>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$43.732</b>	<b>\$34.332</b>	<b>\$9.400</b>	<b>21.5</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$45.732</b>	<b>\$35.522</b>	<b>\$10.211</b>	<b>22.3</b>
Depreciation	\$11.616	\$14.912	(\$3.296)	(28.4)	0.000	\$0.000	\$0.000	-	11.616	\$14.912	(\$3.296)	(28.4)
OPEB Obligation	6.285	5.986	0.299	4.8	0.000	0.000	0.000	-	6.285	5.986	0.299	4.8
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$61.633</b>	<b>\$55.230</b>	<b>\$6.403</b>	<b>10.4</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$63.633</b>	<b>\$56.419</b>	<b>\$7.214</b>	<b>11.3</b>
Less: Depreciation	\$11.616	\$14.912	(\$3.296)	(28.4)	\$0.000	\$0.000	\$0.000	-	\$11.616	\$14.912	(\$3.296)	(28.4)
Less: OPEB Obligation	6.285	5.986	0.299	4.8	0.000	0.000	0.000	-	6.285	5.986	0.299	4.8
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$43.732</b>	<b>\$34.332</b>	<b>\$9.400</b>	<b>21.5</b>	<b>\$2.000</b>	<b>\$1.190</b>	<b>\$0.811</b>	<b>40.5</b>	<b>\$45.732</b>	<b>\$35.522</b>	<b>\$10.211</b>	<b>22.3</b>
<b>Net Surplus/(Deficit)</b>	<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JANUARY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>	
Less: Capitalized Assets								1.218	0.353	\$0.866	71.0	
Reserves								2.330	2.330	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$97.575</b>	<b>\$111.540</b>	<b>\$13.965</b>	<b>14.3</b>	
Less: Debt Service								55.930	54.783	1.147	2.1	
<b>Income Available for Distribution</b>								<b>\$41.645</b>	<b>\$56.757</b>	<b>\$15.112</b>	<b>36.3</b>	
Distributable To:												
MTA - Investment Income								0.105	0.145	0.040	38.0	
MTA - Distributable Income								25.824	33.265	7.440	28.8	
NYCTR - Distributable Income								15.715	23.347	7.632	48.6	
<b>Total Distributable Income</b>								<b>\$41.645</b>	<b>\$56.757</b>	<b>\$15.112</b>	<b>36.3</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								146.856	149.745	2.888	2.0	
Less: Total Operating Expenses								<u>45.732</u>	<u>35.522</u>	<u>10.211</u>	22.3	
<b>Net Operating Income/(Deficit)</b>								<b>\$101.124</b>	<b>\$114.223</b>	<b>\$13.099</b>	<b>13.0</b>	
Deductions from Net Operating Income:												
Capitalized Assets								1.218	0.353	0.866	71.0	
Reserves								2.330	2.330	0.000	0.0	
B&T Debt Service								23.797	21.729	2.068	8.7	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$27.346</b>	<b>\$24.412</b>	<b>\$2.934</b>	<b>10.7</b>	
<b>Total Support to Mass Transit</b>								<b>\$73.778</b>	<b>\$89.811</b>	<b>\$16.033</b>	<b>21.7</b>	

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		January 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	3.067	2.1%	Higher toll revenue due to 2.2% higher traffic	3.067	2.1%	Higher toll revenue due to 2.2% higher traffic
Other Operating Revenue	0.592	37.1%	Higher Other Operating Revenue primarily due to higher revenue from E-ZPass administrative fees	0.592	37.1%	Higher Other Operating Revenue primarily due to higher revenue from E-ZPass administrative fees
Investment Income	0.040	38.0%	Higher than anticipated short-term investment returns on fund balances	0.040	38.0%	Higher than anticipated short-term investment returns on fund balances
Payroll	1.381	11.9%	Lower payroll expenses primarily due to vacancies	1.381	11.9%	Lower payroll expenses primarily due to vacancies
Overtime	(0.188)	-8.3%	See overtime tables	(0.188)	-8.3%	See overtime tables
Health and Welfare	0.634	21.9%	Lower expenses primarily due to vacancies	0.634	21.9%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.070	3.7%	Lower expenses primarily due to timing against the monthly budget allocation	0.070	3.7%	Lower expenses primarily due to timing against the monthly budget allocation
Pensions	(0.076)	-2.5%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget	(0.076)	-2.5%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget
Other Fringe Benefits	0.044	1.7%	Lower expenses primarily due to vacancies	0.044	1.7%	Lower expenses primarily due to vacancies
Electric Power	0.448	75.1%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.448	75.1%	Lower electricity expenses primarily due to timing against the YTD budget allocation
Fuel	0.025	13.1%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.025	13.1%	Lower fuel expenses primarily due to timing against the monthly budget allocation
Insurance	0.160	16.6%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.160	16.6%	Lower fuel expenses primarily due to timing against the monthly budget allocation
Maintenance and Other Operating Contracts	4.520	43.8%	Lower expenses primarily due to the timing of E-Z Pass Customer Service Center costs (\$2.983 Mill), routine maintenance costs (\$0.392 Mill) and major maintenance projects (\$0.273 Mill) against the monthly budget allocation	4.520	43.8%	Lower expenses primarily due to the timing of E-ZPass Customer Service Center costs (\$2.983 Mill), routine maintenance costs (\$0.392 Mill) and major maintenance projects (\$0.273 Mill) against the monthly budget allocation
Professional Service Contracts	1.500	48.5%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$0.906 Mill), engineering services (\$0.206 Mill) and other contracted services (\$0.205 Mill)	1.500	48.5%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$0.906 Mill), engineering services (\$0.206 Mill) and other contracted services (\$0.205 Mill)
Materials & Supplies	0.233	58.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.233	58.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.910	20.1%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees	0.910	20.1%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees
Depreciation	(3.296)	-28.4%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(3.296)	-28.4%	Higher depreciation expense primarily due to timing against the monthly budget allocation
Other Post Employment Benefits	0.299	4.8%	Lower expense due to a decreased actuarial assessment of OPEB obligations.	0.299	4.8%	Lower expense due to a decreased actuarial assessment of OPEB obligations.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0.811)	-40.5%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.811)	-40.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.240	33.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.240	33.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.153	90.8%	See overtime tables	0.153	90.8%	See overtime tables
Health and Welfare	0.052	33.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.052	33.2%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.070	33.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.070	33.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.034	33.7%	Lower capital reimbursements due to timing against the monthly budget allocation	0.034	33.7%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.263	40.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.263	40.8%	Lower capital reimbursements due to timing against the YTD budget allocation

\*Variance exceeds 100%

**MTA Bridges and Tunnels**  
**2018 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	5,741	\$0.380	3,778	\$0.250	1,964	\$0.130	5,741	\$0.380	3,778	\$0.250	1,964	\$0.130
					34.2%	34.2%					34.2%	34.2%
<u>Unscheduled Service</u>	261	\$0.021	753	\$0.061	(492)	(\$0.040)	261	\$0.021	753	\$0.061	(492)	(\$0.040)
					**	**					**	**
<u>Programmatic/Routine Maintenance</u>	1,552	\$0.130	4,549	\$0.381	(2,997)	(\$0.251)	1,552	\$0.130	4,549	\$0.381	(2,997)	(\$0.251)
					**	**					**	**
<u>Unscheduled Maintenance</u>	1,215	\$0.102	1,030	\$0.086	185	\$0.016	1,215	\$0.102	1,030	\$0.086	185	\$0.016
					15.2%	15.7%					15.2%	15.7%
<u>Vacancy/Absentee Coverage</u>	16,425	\$1.098	12,092	\$0.808	4,334	\$0.290	16,425	\$1.098	12,092	\$0.808	4,334	\$0.290
					26.4%	26.4%					26.4%	26.4%
<u>Weather Emergencies</u>	1,306	\$0.089	3,395	\$0.231	(2,089)	(\$0.142)	1,306	\$0.089	3,395	\$0.231	(2,089)	(\$0.142)
					**	**					**	**
<u>Safety/Security/Law Enforcement</u>	1,488	\$0.098	1,172	\$0.077	317	\$0.021	1,488	\$0.098	1,172	\$0.077	317	\$0.021
					21.3%	21.4%					21.3%	21.4%
<u>Other</u>	11	\$0.001	2,704	\$0.246	(2,693)	(\$0.245)	11	\$0.001	2,704	\$0.246	(2,693)	(\$0.245)
					**	**					**	**
<u>*All Other Departments and Accruals</u>		\$0.336		\$0.303		\$0.033		\$0.336		\$0.303		\$0.033
						9.8%						9.8%
Subtotal	27,999	\$2.255	29,471	\$2.443	(1,472)	(\$0.188)	27,999	\$2.255	29,471	\$2.443	(1,472)	(\$0.188)
					-5.3%	-8.3%					-5.3%	-8.3%
<b>REIMBURSABLE OVERTIME</b>	2,890	\$0.168	232	\$0.015	2,658	\$0.153	2,890	\$0.168	232	\$0.015	2,658	\$0.153
<b>TOTAL OVERTIME</b>	<b>30,889</b>	<b>\$2.423</b>	<b>29,703</b>	<b>\$2.458</b>	<b>1,186</b>	<b>(\$0.035)</b>	<b>30,889</b>	<b>\$2.423</b>	<b>29,703</b>	<b>\$2.458</b>	<b>1,186</b>	<b>(\$0.035)</b>
					3.8%	-1.4%					3.8%	-1.4%

Figures are preliminary

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

**MTA Bridges and Tunnels**  
**2018 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	1,964 34.2%	\$0.130 34.2%	Lower than planned expenses	1,964 34.2%	\$0.130 34.2%	Lower than planned expenses
<u>Unscheduled Service</u>	(492) **	(\$0.040) **	Higher than planned expenses	(492) **	(\$0.040) **	Higher than planned expenses
<u>Programmatic/Routine Maintenance</u>	(2,997) **	(\$0.251) **	Higher than planned expenses	(2,997) **	(\$0.251) **	Higher than planned expenses
<u>Unscheduled Maintenance</u>	185 15.2%	\$0.016 15.7%	Lower than planned expenses	185 15.2%	\$0.016 15.7%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	4,334 26.4%	\$0.290 26.4%	Lower than planned expenses	4,334 26.4%	\$0.290 26.4%	Lower than planned expenses
<u>Weather Emergencies</u>	(2,089) **	(\$0.142) **	Higher than planned expenses	(2,089) **	(\$0.142) **	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	317 21.3%	\$0.021 21.4%	Lower than planned expenses	317 21.3%	\$0.021 21.4%	Lower than planned expenses
<u>Other</u>	(2,693) **	(\$0.245) **	Higher than planned expenses	(2,693) **	(\$0.245) **	Higher than planned expenses
* <u>All Other Departments and Accruals</u>		\$0.033 9.8%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.033 9.8%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	(1,472) -5.3%	(\$0.188) -8.3%		(1,472) -5.3%	(\$0.188) -8.3%	
<b>REIMBURSABLE OVERTIME</b>	2,658 0.0%	\$0.153 0.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,658 0.0%	\$0.153 0.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>1,186</b>	<b>(\$0.035)</b>		<b>1,186</b>	<b>(\$0.035)</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2018 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)**

**Month of January**

**Year to date ending January 2018**

**Comparison Current Year vs. Prior Year:**

<u>*Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>*Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
3.5	\$24.6	3.5	\$25.0	0.5%	1.8%	Bronx-Whitestone	3.5	\$24.6	3.5	\$25.0	0.5%	1.8%
0.6	1.3	0.6	\$1.4	0.3%	3.9%	Cross Bay	0.6	1.3	0.6	\$1.4	0.3%	3.9%
1.9	6.2	1.9	\$6.2	1.0%	-1.1%	Henry Hudson	1.9	6.2	1.9	\$6.2	1.0%	-1.1%
1.4	7.8	1.4	\$8.4	0.3%	7.8%	Hugh L. Carey	1.4	7.8	1.4	\$8.4	0.3%	7.8%
0.6	1.2	0.6	\$1.2	0.2%	2.2%	Marine Parkway	0.6	1.2	0.6	\$1.2	0.2%	2.2%
1.9	11.5	1.9	\$12.4	1.2%	8.3%	Queens Midtown	1.9	11.5	1.9	\$12.4	1.2%	8.3%
4.8	32.4	4.9	\$33.7	2.9%	3.9%	RFK	4.8	32.4	4.9	\$33.7	2.9%	3.9%
3.3	25.3	3.2	\$25.3	-2.2%	-0.3%	Throgs Neck	3.3	25.3	3.2	\$25.3	-2.2%	-0.3%
5.5	30.4	5.6	\$32.7	2.7%	7.4%	Verrazano-Narrows	5.5	30.4	5.6	\$32.7	2.7%	7.4%
<b>23.5</b>	<b>\$140.8</b>	<b>23.7</b>	<b>\$146.2</b>	<b>1.2%</b>	<b>3.9%</b>	<b>Total</b>	<b>23.5</b>	<b>\$140.8</b>	<b>23.7</b>	<b>\$146.2</b>	<b>1.2%</b>	<b>3.9%</b>
	<u><b>\$6.002</b></u>		<u><b>\$6.161</b></u>		<u><b>2.7%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.002</b></u>		<u><b>\$6.161</b></u>		<u><b>2.7%</b></u>

Note: Numbers may not add due to rounding

\*Toll Increase implemented March 19, 2017

**Comparison Actual vs. Adopted Budget:**

<u>Jan Budget</u>		<u>Jan Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
23.2	143.2	23.7	146.2	2.2%	2.1%	Total All	23.2	143.2	\$23.7	\$146.2	2.2%	2.1%
	<u><b>\$6.165</b></u>		<u><b>\$6.161</b></u>		<u><b>-0.1%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.165</b></u>		<u><b>\$6.161</b></u>		<u><b>-0.1%</b></u>

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2018**

Department	Adopted Budget	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	25	-	1 Managerial vacancy and 1 Professional overage
Administration <sup>(3)</sup>	37	39	(2)	2 Professional overages
EEO	2	-	2	2 Managerial vacancies
<b>Total Administration</b>	<b>92</b>	<b>84</b>	<b>8</b>	
<b>Operations</b>				
Revenue Management	43	35	8	5 Managerial and 3 Professional vacancies
Operations (Non-Security)	543	436	107	32 Managerial and 75 BTO vacancies
<b>Total Operations</b>	<b>586</b>	<b>471</b>	<b>115</b>	
<b>Maintenance</b>				
Maintenance	206	201	5	4 Managerial vacancies, 2 Professional vacancies, and 1 Maintainer overage
Operations - Maintainers	176	176	-	
<b>Total Maintenance</b>	<b>382</b>	<b>377</b>	<b>5</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	155	37	3 Managerial and 34 Professional vacancies
Safety & Health	10	8	2	2 Professional vacancies
Law <sup>(1)</sup>	22	19	3	2 Managerial vacancies and 1 Professional vacancy
CFO-Planning & Budget Capital	29	23	6	6 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>205</b>	<b>48</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	7 Managerial vacancies and 1 Professional vacancy
Internal Security - Operations	44	36	8	
<b>Total Public Safety</b>	<b>276</b>	<b>268</b>	<b>8</b>	
<b>Total Positions</b>	<b>1,589</b>	<b>1,405</b>	<b>184</b>	
Non-Reimbursable	<b>1,502</b>	<b>1,318</b>	<b>184</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,589</b>	<b>1,405</b>	<b>184</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**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2018**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	26	4	1 vacancy in Executive, 1 in CFO, and 2 vacancies in EEO
Professional, Technical, Clerical	62	58	4	6 vacancies in Executive, 1 vacancy in Law, 2 overages in Admin and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>92</b>	<b>84</b>	<b>8</b>	
<b>Operations</b>				
Managers/Supervisors	216	179	37	32 vacancies in Operations and 5 in Revenue Management
Professional, Technical, Clerical	34	31	3	3 vacancies in Revenue Management
Operational Hourlies <sup>(1)</sup>	336	261	75	75 BTO vacancies in Operations
<b>Total Operations</b>	<b>586</b>	<b>471</b>	<b>115</b>	
<b>Maintenance</b>				
Managers/Supervisors	25	21	4	4 vacancies in Maintenance
Professional, Technical, Clerical	14	12	2	2 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	344	(1)	1 Maintainer overage in Maintenance
<b>Total Maintenance</b>	<b>382</b>	<b>377</b>	<b>5</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	52	47	5	3 vacancies in in Engineering and 2 in Law
Professional, Technical, Clerical	201	158	43	34 vacancies in Engineering, 6 in CFO, 2 in Safety and Health, and 1 vacancy in Law
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>205</b>	<b>48</b>	
<b>Public Safety</b>				
Managers/Supervisors	48	41	7	7 vacancies in Internal Security
Professional, Technical, Clerical	32	31	1	1 vacancy in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>276</b>	<b>268</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	371	314	57	
Professional, Technical, Clerical	343	290	53	
Operational Hourlies	875	801	74	
<b>Total Positions</b>	<b>1,589</b>	<b>1,405</b>	<b>184</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.



# **Bridges and Tunnels**

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

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
FEBRUARY 28, 2018

Introduction

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

Commitments

In February, 11 commitments were made with a total value of \$10.3 million compared to the plan calling for 10 commitments with a total value of \$12.8 million from the 2018 Plan (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*).

Year-to-date 16 commitments, totaling \$13.8 million have been made, against a plan of 13 commitments with a total value of \$15.8 million.

Completions

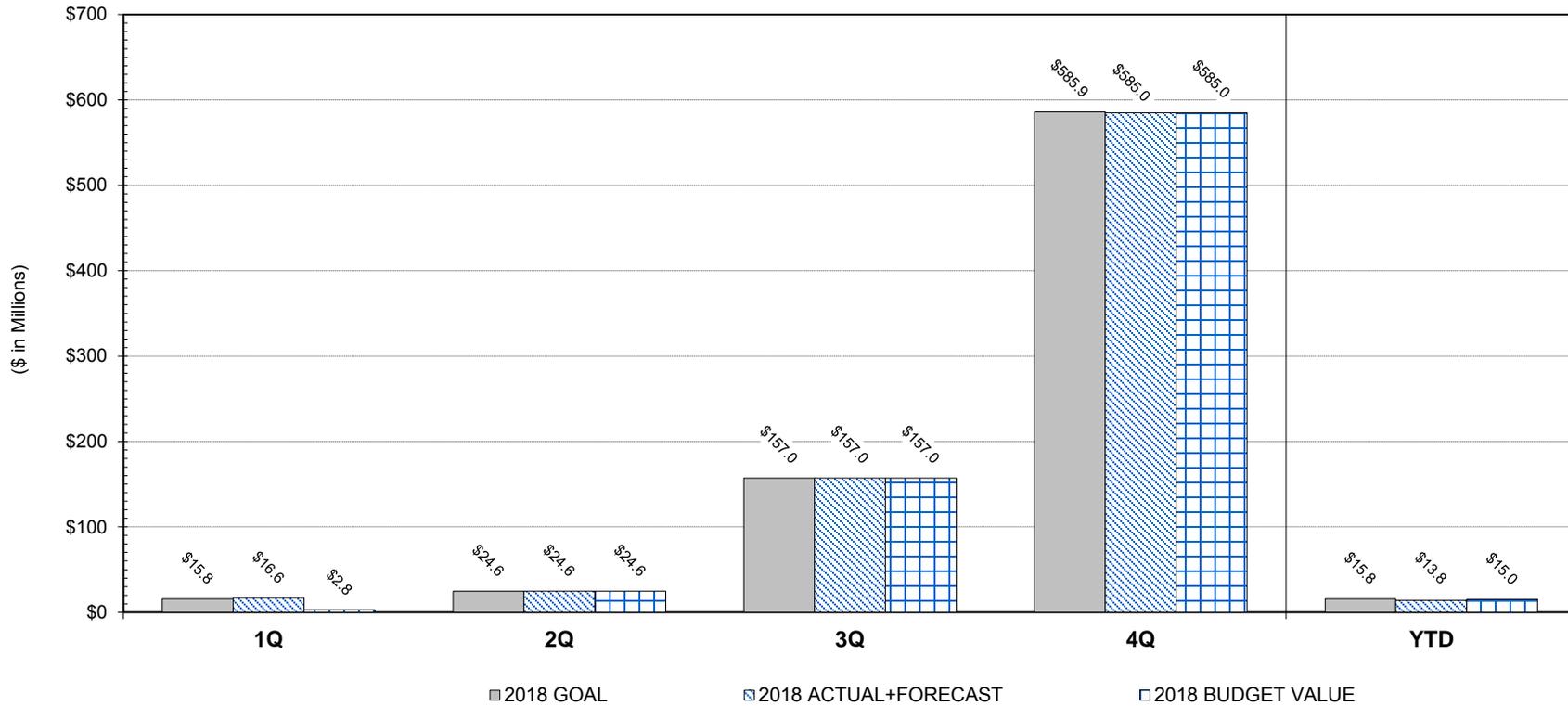
There were no projects planned or completed in February (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

Close-outs

There was one task level closeout in February for \$0.3 million, bringing the year-to-date total to six task closeouts for a total of \$1.8 million.

**MTA Bridges and Tunnels**  
**Commitments as of February 28, 2018**

2018 Budget Goal:	\$783.4	
2018 Annual Forecast:	\$783.3	
YTD Goal:	\$15.8	
YTD Actual:	\$13.8	(87.6% of YTD Goal)
YTD Budgeted Value:	\$15.0	(95.5% of YTD Goal)
Left to Commit:	\$769.5	

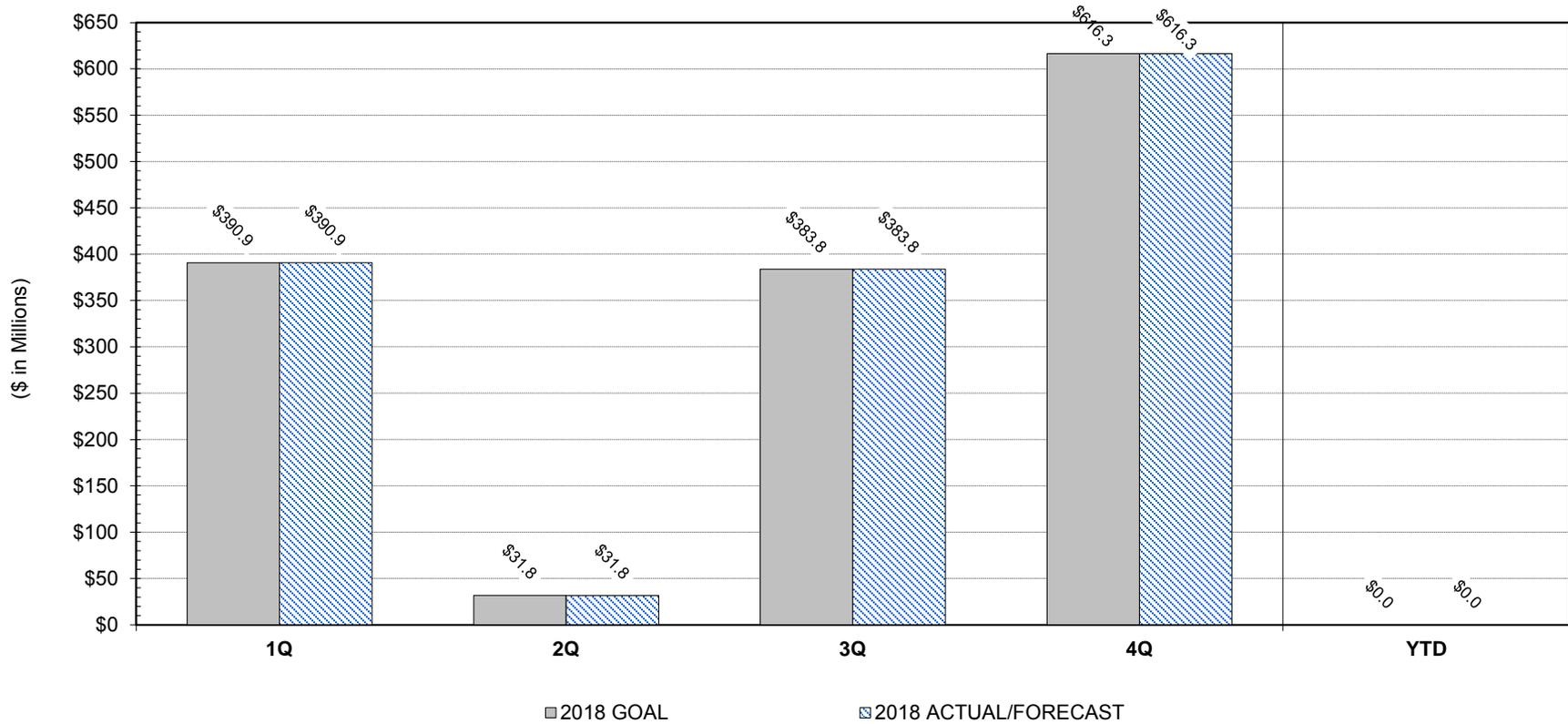


**MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2018**

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 February 28, 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 February 28, 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	
<b>BB28S/BB28</b>	Hugh L. Carey Tunnel Sandy Restoration Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway	\$377.5	\$377.5	97%	24%	Mar-18	Mar-18	F
<b>CB99S/MP03S</b>	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System	\$31.8	\$31.8	85%	72%	Jun-18	Jun-18	F
<b>QM30</b>	Queens Midtown Tunnel - Vent Building Electrical Upgrades Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation	\$57.4	\$57.4	88%	81%	Jul-18	Jul-18	F
<b>QM40S/QM40</b>	Queens Midtown Tunnel - Sandy Restoration Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers	\$326.4	\$326.4	82%	17%	Jul-18	Jul-18	F
<b>TN60</b>	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	76%	3%	Oct-18	Oct-18	F
<b>BW14/BW84</b>	Miscellaneous Structural Rehabilitaiton and Painting of Interior Bridge Tower Cells and Struts Cable & Suspender Rope Investigation/Testing	\$59.8	\$59.8	90%	25%	Dec-18	Dec-18	F
<b>MP03/MP16</b>	MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System Miscellaneous Structural Rehabilitaiton and Zone Painting	\$102.8	\$102.8	73%	74%	Dec-18	Dec-18	F
<b>RK75</b>	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	90%	91%	Dec-18	Dec-18	F
<b>RK65A</b>	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	\$252.6	\$252.6	74%	71%	Dec-18	Dec-18	F
<b>Tun-Mit-01</b>	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls	\$96.3	\$96.3	63%	25%	Dec-18	Dec-18	F

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

**MTA Bridges and Tunnels: 2017 Major Commitments Status as of February 28, 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	\$30.9	\$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 February 28, 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