



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## May 2018

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### Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

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

**Monday, 5/21/2018  
12:00 - 12:30 PM ET**

## **1. Public Comments Period**

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

*B&T Committee Minutes - Page 4*

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

*Committee Work Plan - Page 11*

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

*B&T Operations Report - March 2018 - Page 19*

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

*BT Safety Report - March 2018 - Page 32*

## **6. Customer Environment Survey - First Quarter 2018**

*B&T Customer Environment Survey - 1st Quarter 2018 - Page 38*

## **7. Report on Cashless Tolling - March 2018**

*B&T Cashless Tolling Report - March 2018 - Page 48*

## **8. Financial Report - March 2018**

*B&T Financial Report - March 2018 - Page 56*

## **9. Capital Program Project Status Report - April 2018**

*B&T Capital Program Project Status Report - April 2018 - Page 70*

## **10. Procurements**

*B&T Procurements - May 2018 - Page 78*

### **Competitive**

*B&T Competitive - May 2018 - Page 81*

## **11. Diversity Report - First Quarter 2018**

*B&T Diversity Report - 1st Quarter - Page 90*

Next Meeting: Monday, June 18, 2018 at 11:30 a.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting April 2018

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

**April 23, 2018**

**11:30 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
David R. Jones

Cedrick T. Fulton, President  
Tim Baker, Assistant Vice President, Strategic Initiatives  
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, Vice President and Chief of Staff  
Eric Osnes, Vice President, Safety and Health  
Patrick J. Parisi, Vice President, Maintenance and Operations Support  
Patrick Smith, Vice President, Human Resources  
M. Margaret Terry, Senior Vice President and General Counsel  
Brian Walsh, Director, Procurement

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

**April 23, 2018**

Minutes of TBTA Committee held April 23, 2018 at 11:30 a.m. A list of those in attendance is attached.

## **Public Speakers**

There was one public speaker. Murray Bodin discussed roadways, signage and the importance of communication.

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on March 19, 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 stated that, due to the robust economy, preliminary revenue through March indicates that traffic is approximately 5% higher and toll revenue is more than \$13 million higher. He also stated that the results of the Customer Satisfaction Survey, conducted while significant work was being performed at the toll plazas for conversion to Cashless Tolling, indicated direct customer sensitivity to activity in the toll plazas that disrupts travel. Subsequently, a mini-survey was conducted and there was a high customer appreciation for the mobility improvements made after Cashless Tolling was completed.

## **Report on Operations**

With regard to the Report on Operations for February 2018, Mr. DeCrescenzo stated that traffic was higher by 5.2%; passenger vehicle traffic increased by 5.1%; and other vehicle traffic increased by 5.8%. Preliminary traffic figures for March 2018 are 4.4% higher than March 2017. For February 2018, as compared to the same period in 2017, 26.5% more summonses were issued with the largest increases in summonses for unsafe lane change, speeding and disobeying traffic control devices. In February 2018, the total number of collisions decreased to 5.24 per million vehicles as compared to 6.12 in February 2017, which is a 14.4% improvement.

Commissioner Pally asked what the reason is for unsafe lane change summonses since customers no longer have to change lanes to pay the tolls. Mr. DeCrescenzo responded that at the Bronx-Whitestone Bridge (BWB) near the Cross Island Parkway and the Whitestone Expressway and at the Verrazano-Narrows Bridge (VNB) dedicated HOV and Belt Parkway lanes, motorists crisscross over the double white lane lines which causes collisions. Chairman Moerdler requested that statistics be reviewed regarding sleep deprived drivers and the effect that may have on accidents, especially during morning and evening commutes. Mr. Parisi commented that time-of-day accidents are tracked and that 18.9% of the accidents occur during the a.m. rush, 30.8% occur midday and 27.9% occur during the p.m. rush.

## **Safety Report**

With regard to the Safety Report for February 2018, Mr. Osnes stated that the February 2018 collision rate was 14.4% better than the collision rate in February 2017, which reduced the average rate for the 12 months ending February 2018 to 7.76 collisions per million vehicles from the 7.83 rate reported last month. The collisions with injuries rate for the past 12 months was 0.94 per million vehicles, which was slightly higher than the 0.90 rate in the previous 12 months and slightly lower than the 0.97 rate in the 12 months prior to that time period. In February 2018, employee lost time injuries increased to 7.8 injuries per 200,000 work hours from the 7.0 rate

reported last month and is higher than the rate of 6.6 for the previous 12 months ending February 2017. The contractor lost time injury rate of 1.43 per 200,000 work hours for the 12 months ending February 2018 is lower than the rate of 1.84 for the same period ending February 2017 and is slightly higher than the 1.41 rate reported last month for the 12 months ending January 2017.

Commissioner Zuckerman congratulated TBTA on the positive trend in reducing collisions and asked what goal TBTA wants to achieve for collision reduction. Mr. Fulton responded that since we are now operating in a barrier-free tolling environment, the goal is to get as low as possible. Targeted enforcement efforts are helping to reduce collisions but it is too soon to establish a target. Chairman Moerdler asked for an explanation as to why there is an increase in employee injuries. Mr. Osnes responded that the injuries are predominantly from soft tissue injuries and motor vehicle accidents and he provided some statistics. Chairman Moerdler asked that an explanation as to why, and not statistically how many, be reported to the Committee at a later date.

### **Report on Cashless Tolling**

With regard to the Report on Cashless Tolling for February 2018, Ms. Chua stated that the E-ZPass market share is 94.8% or seven percentage points higher than the same period last year. As of February 2018, all facilities that went live with ORT through August 2017 have collection rates, including tolls and violation fees, above 100%, with the exception of the VNB which is at 98.6%. The combined collection rate for all facilities that went live through July 2017 is 102.4%. The Throgs Neck Bridge (TNB) and BWB went live in September 2017 so the revenue collection performance for those facilities will be reported at the June 2018 Committee Meeting, which will cover transactions through April 2018 and is consistent with the six month timeframe that allows for complete billing and collection cycles. With regard to the enhanced report on Customer Service Center performance statistics, Ms. Chua stated that due to the increase in Tolls by Mail transactions, average telephone call waiting time has increased significantly with large call volumes and general customer inquiries due to Cashless Tolling. The February 2018 average call waiting time of 4:50 for the E-ZPass call queue and 4:28 for the violation call queue are far below the performance requirement established for the back office contractor. The standard metric is that 80% of the calls must be answered in 45 seconds or less. Penalties have been imposed on the contractor for failure to meet this performance requirement. Call capacity has since been increased, wait time messages have been implemented and additional staff has been hired and trained. As of this month, call wait time currently averages 16 seconds for the general call queue, a reduction of over 4-1/2 minutes since February 2018, and the call wait time currently averages 10 seconds for the violation call queue, a reduction of over 4 minutes since February 2018. Ms. Chua also discussed recent media reports concerning customers who are enrolled in resident discount and rebate E-ZPass programs and the apparent need for better communication and information on Cashless Tolling. An information campaign is being launched to communicate that: 1) Customers must keep their accounts adequately funded to receive program benefits and avoid violations; 2) They can sign up for mobile alerts to help them monitor their account activity and to alert them of any issues, and 3) TBTA will partner with local community representatives to help their constituents better understand Resident Program benefits, eligibility, enrollment, and plan requirements. TBTA is also reaching out directly to customers on a case-by-case basis to provide assistance in resolving their account issues.

Commissioner Jones asked what the process is for customers who fail to pay their tolls. Ms. Chua responded that customers who receive toll bills have 30 days to pay. If they do not pay, then they are sent another bill plus a \$5 late fee and they have another 30 days to pay. If they fail to pay the second bill then a Notice of Violation is issued and that includes the toll and either a \$50.00 or \$100.00 violation fee per violation depending on the facility. Commissioner Jones then stated that if someone jumps a subway turnstile they are fined \$100 but if someone fails to pay their toll nothing happens. Ms. Chua reiterated that the Notice of Violation imposes either a \$50 or \$100 violation fee. Chairman Moerdler also commented that vehicle registrations may be suspended for failure to pay tolls. With regard to the collection rate at around 102%, not including the VNB, Commissioner Zuckerman asked what is the fully loaded cost of collection. Mr. Fulton stated that TBTA will get back to the Committee on this question but stated that there are three cost paradigms pre-E-ZPass, E-ZPass and ORT with a key variable being the more costly Tolls by Mail program. With regard to the 2017 Year-End Operating Results,

Commissioner Vanterpool asked whether operating costs under ORT will increase over time because the results indicate that total non-reimbursable operating expenses were lower and that 50% of the favorable non-labor variance is due to lower than anticipated costs associated with the implementation and operation of ORT. Ms. Chua responded that the original estimates for ORT expenses were based on the experience at the Henry Hudson Bridge (HHB). In the November 2016 Financial Plan, \$149 million was programmed in to support the expansion of ORT at all other facilities but since then the costs have been reduced due to efficiencies. Commissioner Pally asked what percentage of E-ZPass customers have automatic replenishment. Ms. Terry responded that 79% of TBTA's customers have it; the others make one-time payments using cash, credit or debit card and that Tim Baker will be discussing how we are trying to encourage more customers to sign up for automatic replenishment. Chairman Moerdler asked whether there was data on toll violations comparing passenger vehicles to trucks and how many vehicles are issued toll violations and fail to pay. Ms. Chua responded that the data is collected and there is an aging waterfall report both of which will be provided to the Committee.

### **Financial Report**

Ms. Chua stated that in February 2018, toll revenue was \$285.2 million, which is \$8.5 million or 3.1% better than budget. Traffic in February 2018 was 46.5 million crossings, which is up against the budget by 3.6% or 1.6 million crossings. Preliminary March 2018 toll revenue was approximately \$155.9 million, which is \$4.7 million or 3.1% above budget and traffic is 25.7 million vehicles or 4.9% better than forecast. Total expenses were \$78.5 million, which is \$10.1 million or 11.4% lower than plan. TBTA's support to mass transit was \$163.9 million, which is \$23.5 million or 16.8% better than plan.

### **Final Review of 2017 Year-End Operating Results**

Ms. Chua referred the Committee to the final review of 2017 Year-End Operating results, contained in the Committee materials. She stated that they are the same results that she had reported in February. There were no questions from the Committee members.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for March 2018, Mr. Keane stated that TBTA awarded 10 commitments totaling \$6.6 million. There were no planned commitments for the month of March. Year to date, 26 commitments were awarded for \$20.4 million against 13 planned commitments totaling \$15.8 million. There were 14 task level closeouts in March for \$12.9 million and 20 closeouts year-to-date totaling \$14.7 million. There are \$1.4 billion in planned 2018 completions, of which \$387.5 million or 27.0% have been completed to date. There were two completions in March, including the Superstorm Sandy Restoration of the Hugh Carey Tunnel (HCT) at a value of \$377.5 million. The majority of the funding for the project was provided through a grant from the Federal Emergency Management Agency.

### **Procurements**

For April 2018, Mr. Walsh stated that there are two competitive procurements totaling \$31.47 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Walsh stated that there are two competitive procurements in the amount of \$31.47 million, as follows:

- One competitively solicited design-build contract for the electrical and mechanical rehabilitation to the Harlem River Lift Span at the Robert F. Kennedy Bridge (RFKB) in the amount of \$29.44 million; and



- One personal service contract modification at the Marine Parkway Bridge (MPB) for additional funding for ongoing construction inspection and administration for Project MP-03/MP-16 in the amount of \$2.03 million.

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

Kiewit Infrastructure Co.	Contract No. RK-07	\$29,440,000.00
	TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for electrical and mechanical rehabilitations to the Harlem River Lift Span at the Robert F. Kennedy Bridge to Kiewit Infrastructure Co. The work is necessary to maintain the existing lift span electrical and mechanical systems in a state of good repair.	

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

LiRo Engineers, Inc.	Contract No. PSC-15-2965	\$2,031,154.00
	TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend personal service contract PSC-15-2965 in order to provide ongoing construction inspection and administration services for the electrical and mechanical rehabilitation, friction mitigation, miscellaneous steel repairs, painting and fire standpipe installation at the Marine Parkway-Gil Hodges Memorial Bridge.	

Mr. Walsh stated that there are no ratifications.

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

### **2017 Customer Satisfaction Survey**

With regard to the 2017 customer surveys, Mr. Baker stated that because TBTA facilities were undergoing a transformation to open road Cashless Tolling when the full annual survey was performed, TBTA did a follow-up mini-survey after Cashless Tolling was fully implemented to measure what customers think of the changes and to more effectively implement customer service improvements. While TBTA customers reacted in the midyear survey to the widespread changes with a 68% overall satisfaction, their satisfaction rebounded to 80% at the end of the year when most of the changes were completed. TBTA customers consistently rank ease of crossing as the most important factor in their evaluation of service and satisfaction ratings for this attribute closely tracked overall customer satisfaction in 2017. Approximately 95% of TBTA customers were satisfied with overall E-ZPass performance in the midyear survey. Customer satisfaction increases in the year-end survey were widely spread across TBTA facilities. The most significant increases were at facilities that had not yet gone live with


Cashless Tolling at midyear. Those facilities realized 18 to 22 percentage point increases in their overall satisfaction level. The only two facilities that did not register an increase in satisfaction in the year-end surveys were undergoing significant construction activity. In the year-end survey, 33% of customers were very satisfied with TBTA, our highest rating ever. A significant number of customers strongly appreciated the improved mobility and decreased travel time resulting from Cashless Tolling. The 7% of customers who were very dissatisfied is better than in the midyear survey, but slightly worse than in previous years when the ratings were in the 4% to 6% range, an indication that some customers are having difficulty adapting to Cashless Tolling. Outreach efforts prior to Cashless Tolling focused on increasing E-ZPass market share. After the implementation of Cashless Tolling, the primary focus has been on providing information to customers to help them avoid violations and improve voluntary toll payment compliance. Customers are encouraged to sign up for mobile alerts to help them know when their account balances are low and to alert them to other important information to avoid violations. Customers who are most at risk of receiving violations, such as those who do not automatically replenish their E-ZPass accounts, are being sent personalized account cards, and directions for signing up for mobile alerts and automatic replenishment, and information about how to avoid violations.

With regard to the "Ease of Crossing Attribute Satisfaction by Year" chart on page 120 of the Committee materials, Commissioner Vanterpool stated that the "Travel experience now that Cashless Tolling has been implemented" should have an asterisk for the years that applied only to the HHB since the data begins in 2013 prior to the implementation of Cashless Tolling at all TBTA facilities. Mr. Baker agreed. She also asked why the overall appearance and cleanliness rating dropped from 94% in 2013 to 77% in 2017. Mr. Baker responded that there are likely two factors responsible for the change: a streamlining of facility appearance sub-attribute survey questions in 2015 resulted in lower scores for the overall facility appearance question, and customers were also responding to the extensive facility construction activity at the time of the 2017 survey.

#### 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

### 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

March 2019

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

## **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**

### **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.

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

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

### **JUNE 2018**

No items scheduled.

### **JULY 2018**

No items scheduled.

### **AUGUST 2018**

No meeting scheduled.

### **SEPTEMBER 2018**

#### Customer Environment Survey – 2nd Quarter 2018

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

#### 2019 Preliminary Budget

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

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

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

### **OCTOBER 2018**

#### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

### **NOVEMBER 2018**

#### Customer Environment Survey – 3rd Quarter 2018

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



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

### 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.

### 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.

## **MARCH 2019**

### 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 2019**

Final Review of 2018 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.



# **Bridges and Tunnels**

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## **Report on Operations March 2018**

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

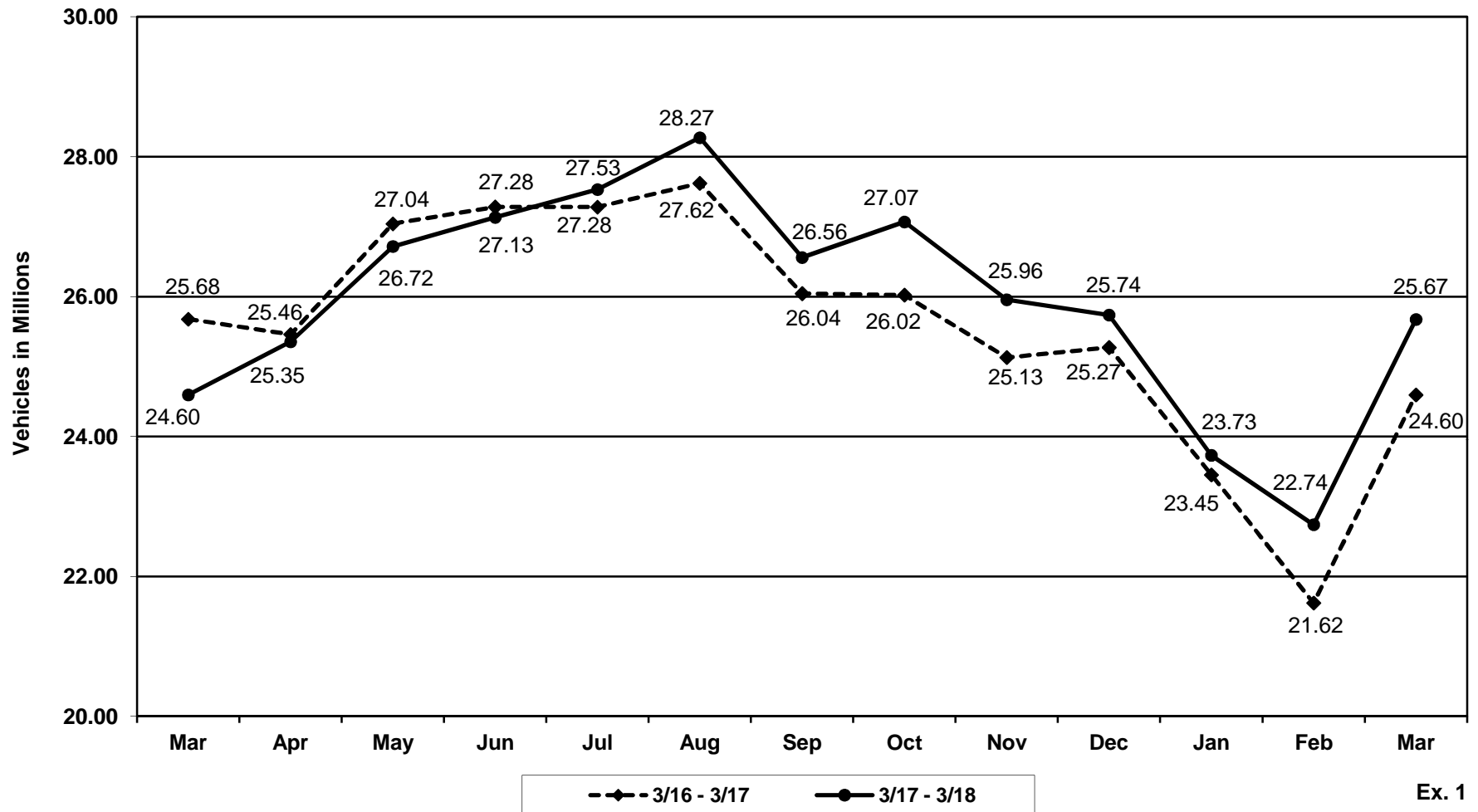
### **Summary**

Traffic was higher on a year-to-year basis, with 25.7 million crossings this month vs. 24.6 million crossings in March 2017, an increase of 4.4% (Exhibit 1).

Snowfall was 11.6 inches this year compared to 9.8 inches in 2017. Rainfall this year was 4.1 inches compared to 4.7 inches last year. Gas prices averaged \$2.68 per gallon this March, which was \$0.24 more than last year at this time.

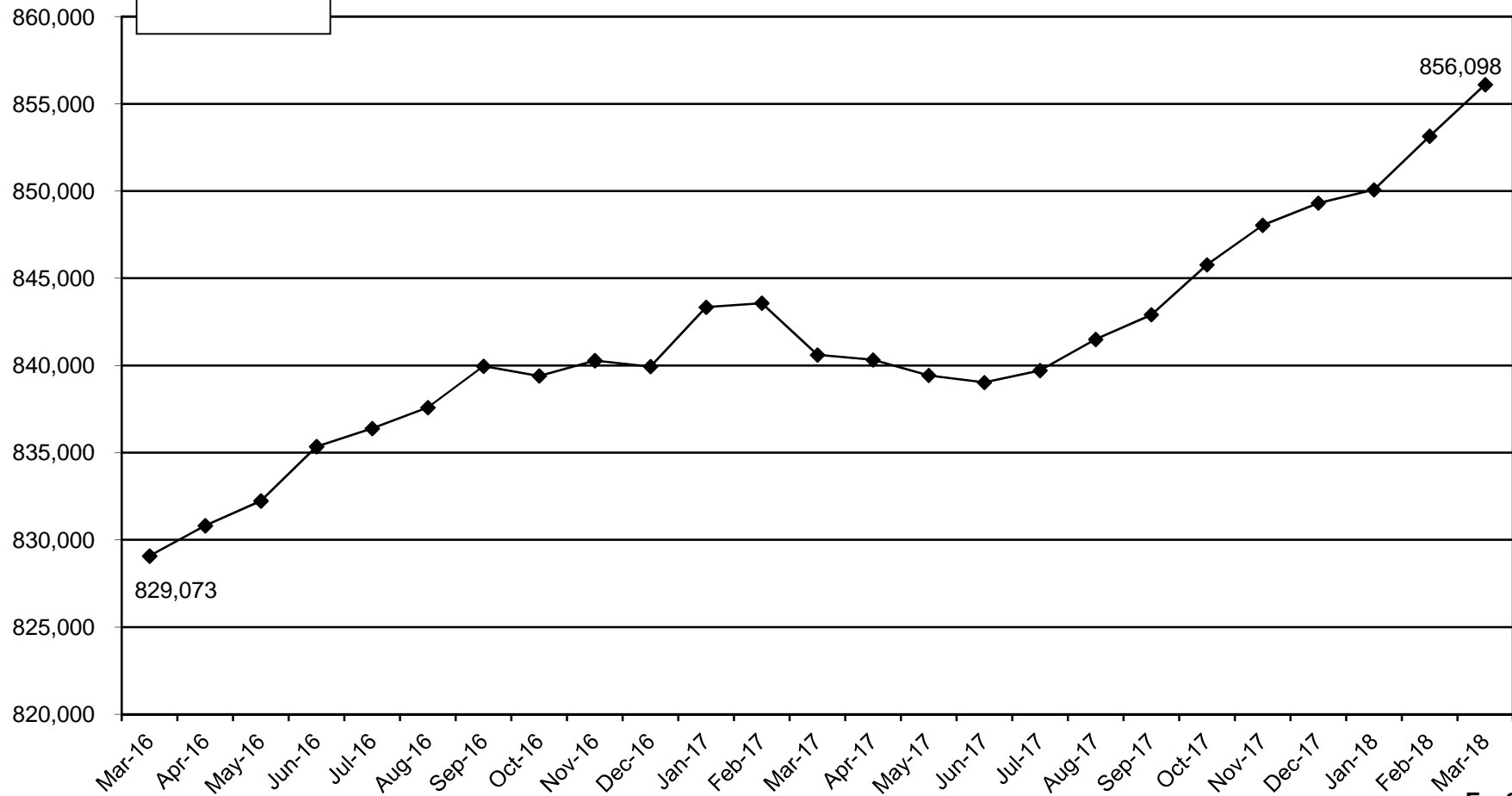
E-ZPass volume increased by 12.3% on a year-to-year basis for the month while crossings using Tolls by Mail declined 54.7% compared to Tolls by Mail, cash and other payment methods used in March 2017 (Exhibit 7). Passenger car travel increased 4.6% and other vehicle travel increased 1.2% from March 2017 (Exhibit 8).

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

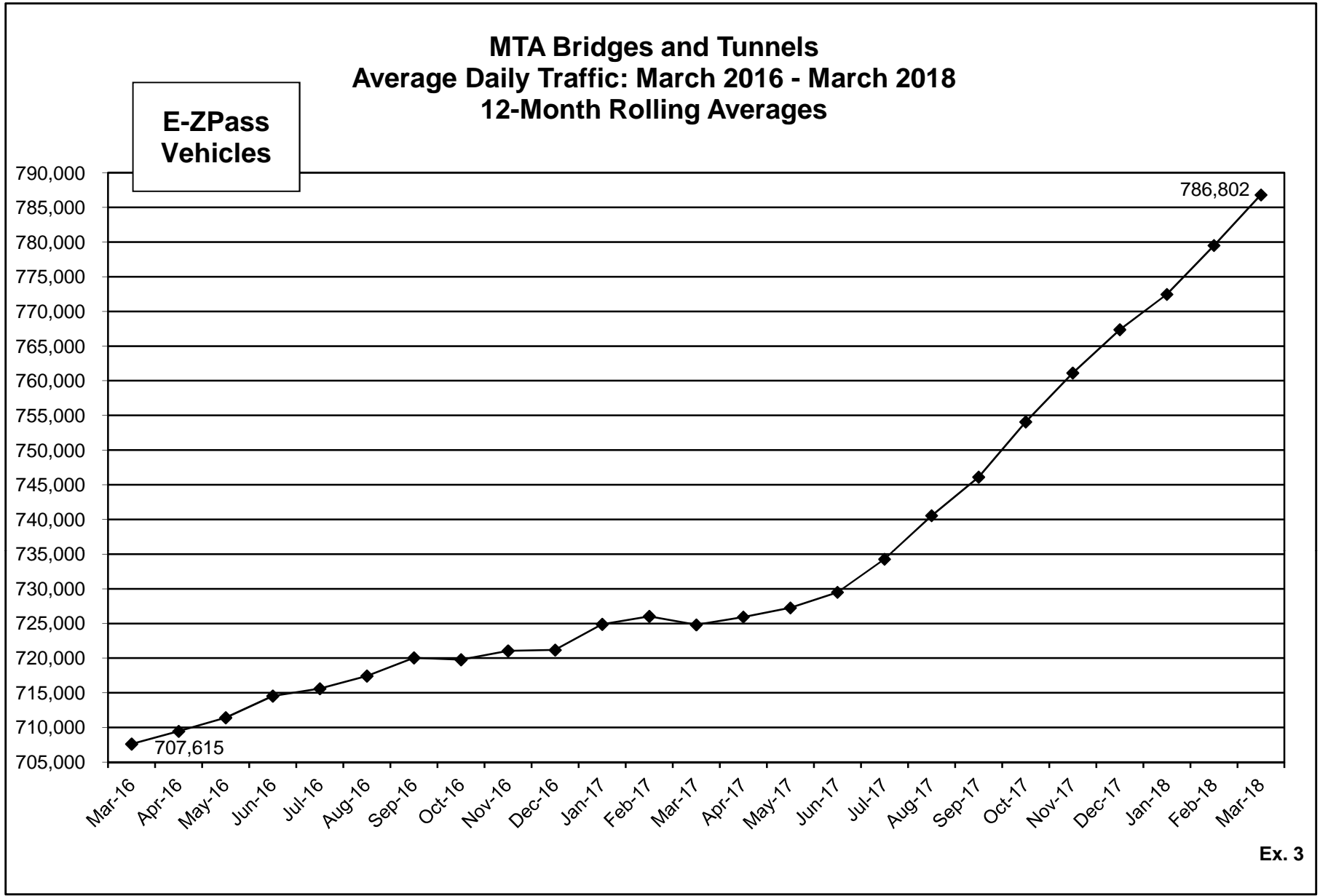


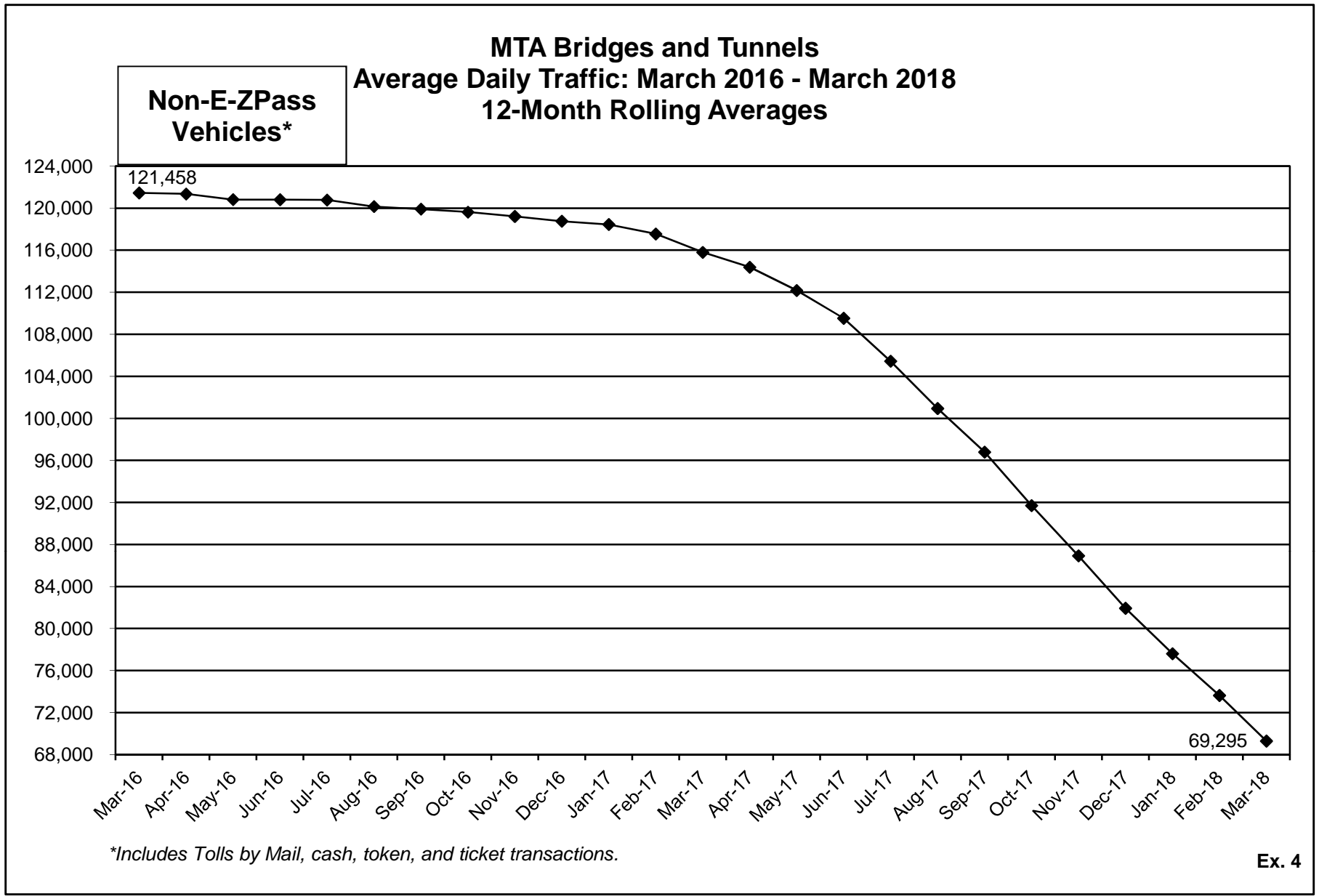
**MTA Bridges and Tunnels  
Average Daily Traffic: March 2016 - March 2018  
12-Month Rolling Averages**

**All Vehicles**



**Ex. 2**

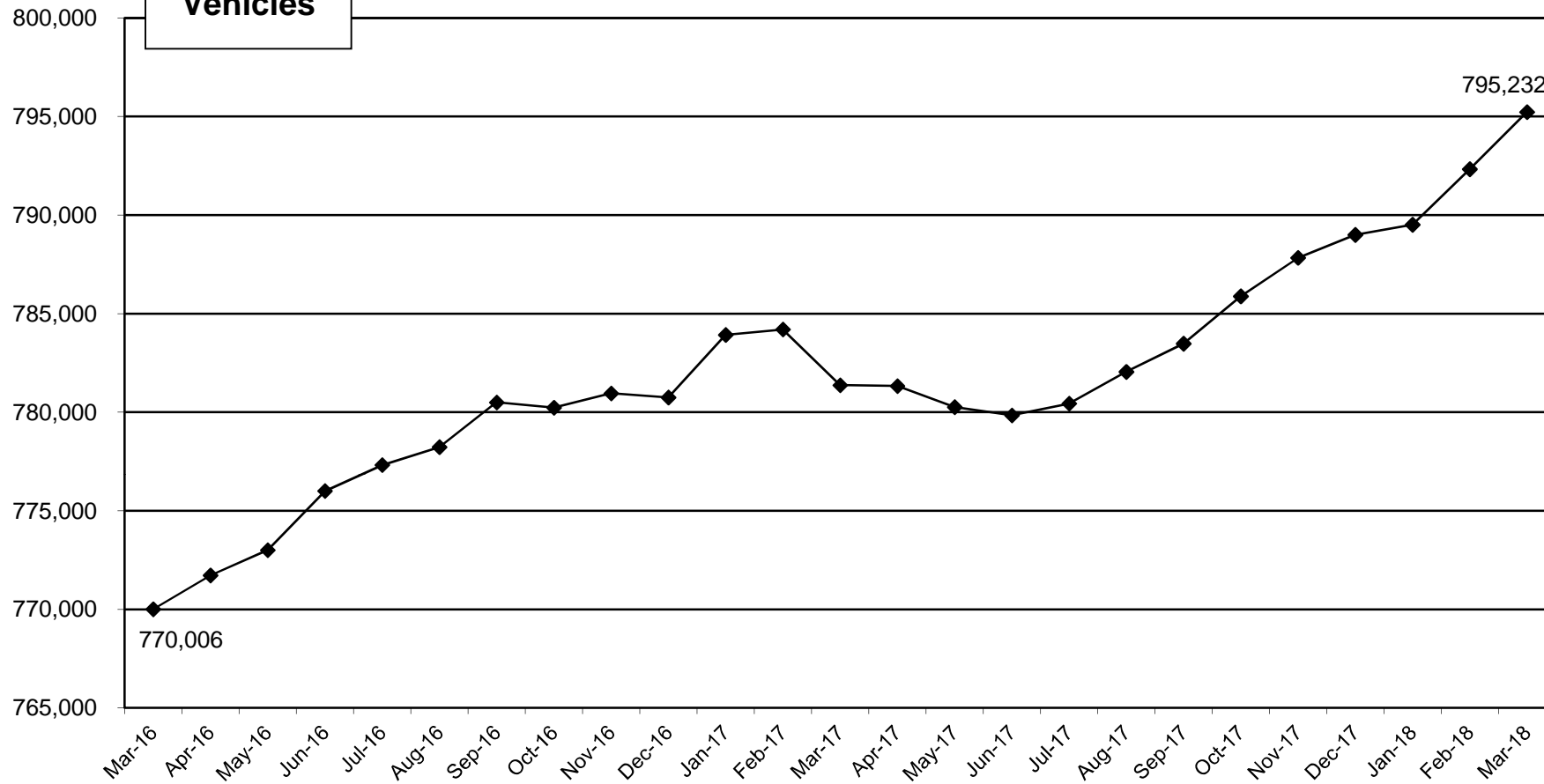




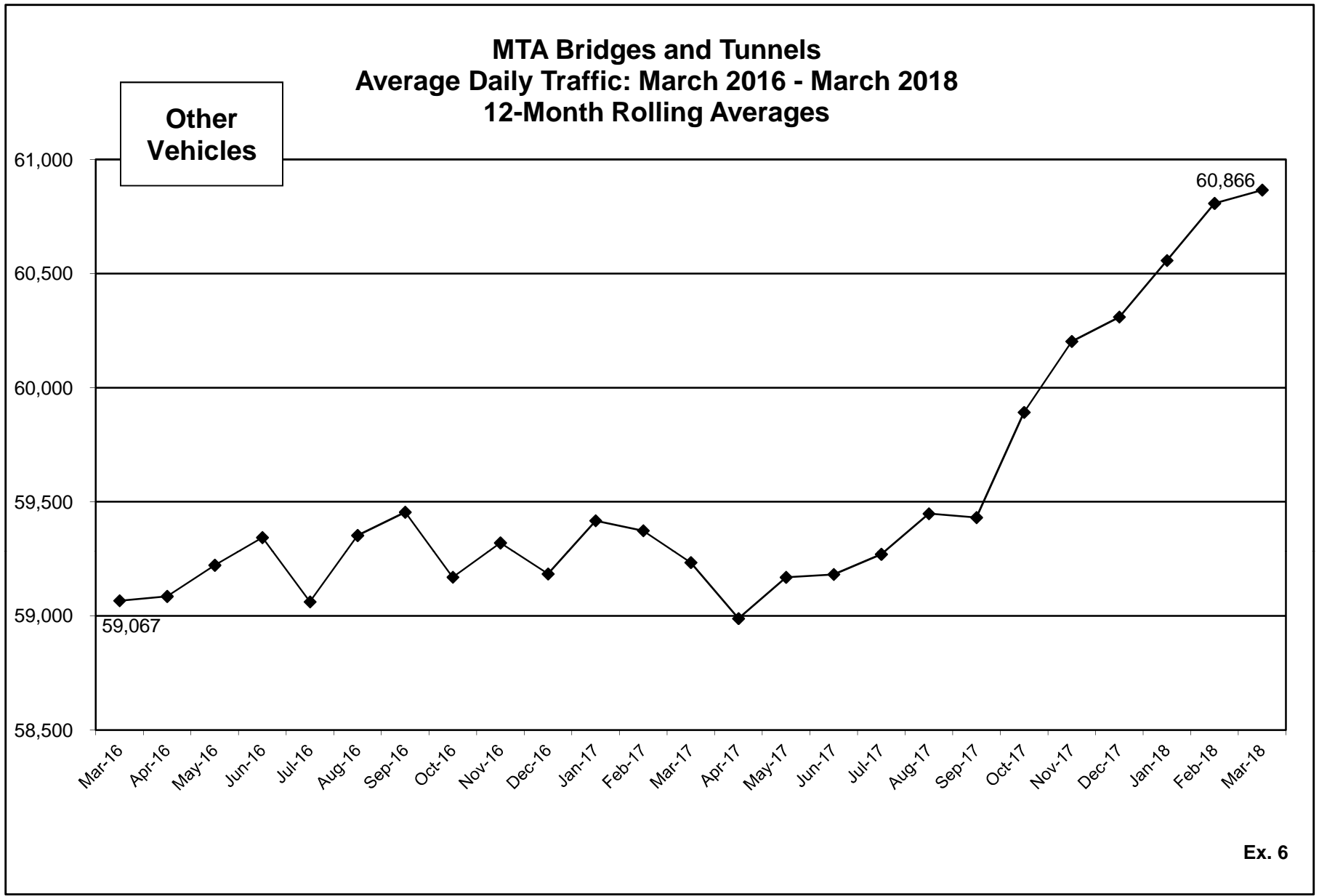


# MTA Bridges and Tunnels Average Daily Traffic: March 2016 - March 2018 12-Month Rolling Averages

Passenger  
Vehicles



Ex. 5



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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	4.4%	3.6%	3.3%	2.7%	1.8%
	E-ZPass	12.3%	11.6%	11.7%	10.7%	8.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-54.7%	-54.4%	-53.2%	-47.4%	-40.2%
RFK Bridge	Total Vehicles	11.4%	7.7%	5.8%	5.5%	3.3%
	E-ZPass	23.1%	19.4%	17.6%	17.3%	13.4%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-56.5%	-57.1%	-56.2%	-53.7%	-46.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.8%	2.5%	3.4%	1.6%	-1.8%
	E-ZPass	3.9%	4.9%	7.2%	6.0%	2.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-35.2%	-35.8%	-44.1%	-46.3%	-47.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	0.9%	0.8%	-4.7%	0.6%
	E-ZPass	11.3%	11.4%	11.2%	1.9%	7.5%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-56.2%	-55.3%	-52.8%	-49.2%	-33.1%
Verrazano-Narrows Bridge	Total Vehicles	4.9%	4.5%	4.5%	4.2%	3.7%
	E-ZPass	13.2%	12.8%	13.1%	12.9%	10.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-60.0%	-59.5%	-57.7%	-55.5%	-43.4%
Henry Hudson Bridge	Total Vehicles	3.7%	2.7%	2.7%	3.3%	3.9%
	E-ZPass	5.2%	4.3%	4.4%	4.9%	5.2%
	Tolls By Mail	-21.1%	-23.6%	-23.5%	-19.5%	-14.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.2%	2.2%	2.7%	2.0%	1.9%
	E-ZPass	9.5%	9.6%	10.2%	10.3%	9.5%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-62.8%	-61.4%	-58.4%	-55.8%	-51.2%

(1) March 2018 vs. March 2017

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

(3) October 2017 to March 2018 vs. October 2016 to March 2017

(4) July 2017 to March 2018 vs. July 2016 to March 2017

(5) April 2017 to March 2018 vs. April 2016 to March 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

**Ex. 7**

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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	4.4%	3.6%	3.3%	2.7%	1.8%
	Passenger	4.6%	3.5%	3.2%	2.7%	1.8%
	Other	1.2%	4.0%	5.0%	3.8%	2.8%
RFK Bridge	Total Vehicles	11.4%	7.7%	5.8%	5.5%	3.3%
	Passenger	12.0%	7.7%	5.6%	5.4%	3.1%
	Other	5.8%	7.5%	8.0%	6.9%	4.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.8%	2.5%	3.4%	1.6%	-1.8%
	Passenger	2.7%	3.2%	3.9%	1.9%	-1.6%
	Other	-7.4%	-4.4%	-2.3%	-2.7%	-4.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.0%	0.9%	0.8%	-4.7%	0.6%
	Passenger	1.3%	0.9%	0.7%	-4.9%	0.6%
	Other	-1.4%	1.6%	1.9%	-1.4%	1.0%
Verrazano-Narrows Bridge	Total Vehicles	4.9%	4.5%	4.5%	4.2%	3.7%
	Passenger	5.0%	4.2%	4.2%	3.9%	3.5%
	Other	4.4%	8.1%	9.6%	8.0%	6.8%
Henry Hudson Bridge	Total Vehicles	3.7%	2.7%	2.7%	3.3%	3.9%
	Passenger	3.6%	2.5%	2.4%	3.2%	3.8%
	Other	11.3%	19.2%	30.4%	16.2%	10.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.2%	2.2%	2.7%	2.0%	1.9%
	Passenger	1.5%	1.5%	1.9%	1.4%	1.4%
	Other	12.1%	13.2%	14.9%	13.8%	11.2%

(1) March 2018 vs. March 2017

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

(3) October 2017 to March 2018 vs. October 2016 to March 2017

(4) July 2017 to March 2018 vs. July 2016 to March 2017

(5) April 2017 to March 2018 vs. April 2016 to March 2017

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>(1)</sup>			Weather <sup>(2)</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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	44	2.0	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
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
<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>
<b>Feb-18</b>	<b>22,741,094</b>	<b>\$2.75</b>	<b>43</b>	<b>5.9</b>	<b>4.9</b>	<b>17</b>
<b>Mar-18</b>	<b>25,674,462</b>	<b>\$2.68</b>	<b>41</b>	<b>4.1</b>	<b>11.6</b>	<b>11</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</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>						
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	825,811	\$0.27	13	(3.3)	-	0
December	463,897	\$0.18	(1)	(1.0)	4	(1)
<b>2018 vs. 2017</b>						
January	279,145	\$0.15	(8)	(1.8)	(1)	(8)
February	1,120,327	\$0.26	(1)	3.9	(5)	11
March	1,078,844	\$0.24	0	(0.6)	2	1

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll Increase, March 19, 2017

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

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

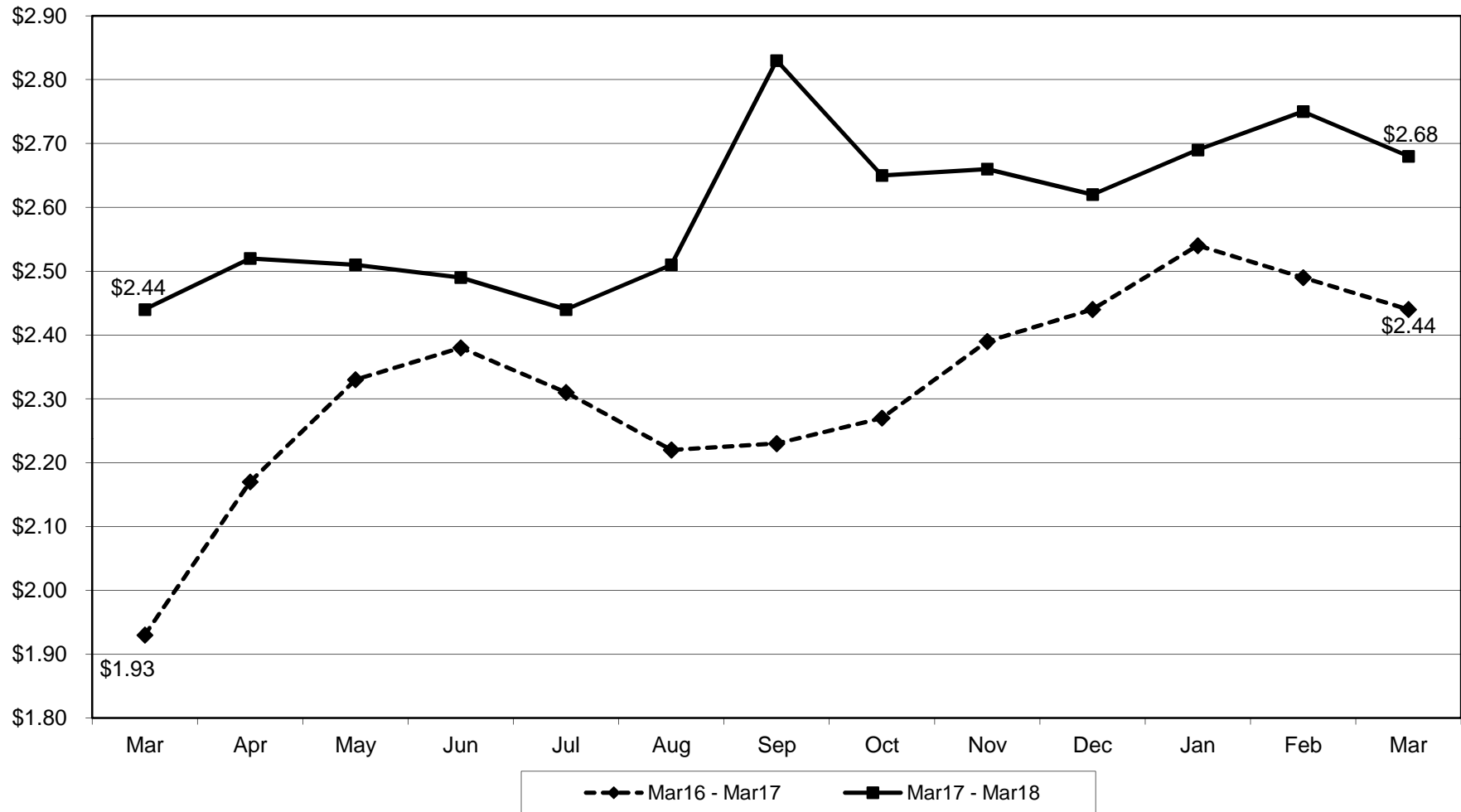
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Mar-16	829,073	707,615	121,458	770,006	59,067
Apr-16	830,808	709,454	121,354	771,723	59,086
May-16	832,232	711,414	120,817	773,009	59,222
Jun-16	835,349	714,533	120,816	776,005	59,343
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
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
<b>Jan-18</b>	<b>850,072</b>	<b>772,463</b>	<b>77,609</b>	<b>789,515</b>	<b>60,557</b>
<b>Feb-18</b>	<b>853,142</b>	<b>779,508</b>	<b>73,634</b>	<b>792,334</b>	<b>60,808</b>
<b>Mar-18</b>	<b>856,098</b>	<b>786,802</b>	<b>69,295</b>	<b>795,232</b>	<b>60,866</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 March 2016 - March 2018





# Bridges and Tunnels

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## **Safety Report** **March 2018**

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.14	7.70	7.66
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.98	0.90	0.94
Employee Accident Reports	230	293	211
Employee Lost Time Injuries Rate per 200,000 worker hours	4.9	7.5	7.2
Construction Injuries per 200,000 worker hours	2.19	1.72	1.45

Leading Indicators				
Roadway Safety	2017		2018	
	March	Year End	March	Year to Date
Workforce Development (# of Participants)	29	926	73	284
Fleet Preventative Maintenance Insp.	112	1445	124	389
Safety Taskforce Inspections	1	12	1	1
Construction Safety	March	Year End	March	Year to Date
Construction Safety Inspections	302	3384	164	471
Fire Safety	March	Year End	March	Year to Date
Fire Code Audits Completed	3	14	3	3
FDNY Liaison Visits	1	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.

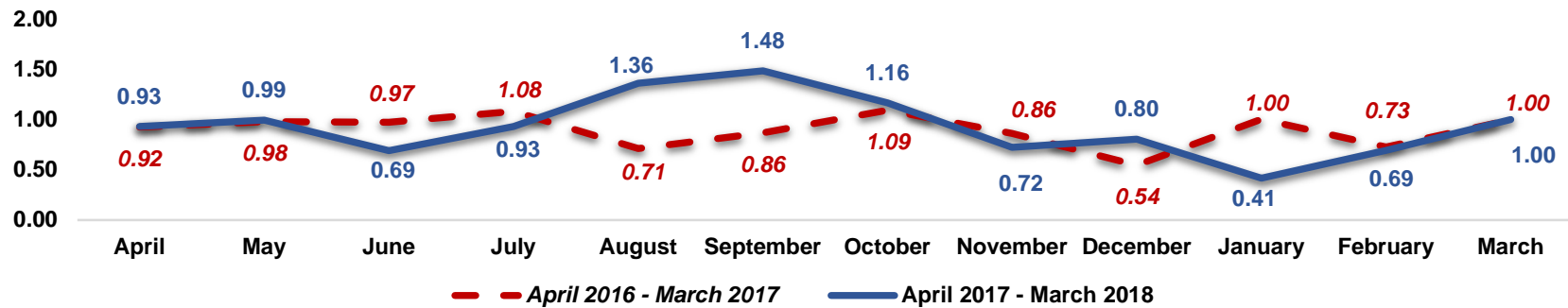
**FDNY Liaison Visits** are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



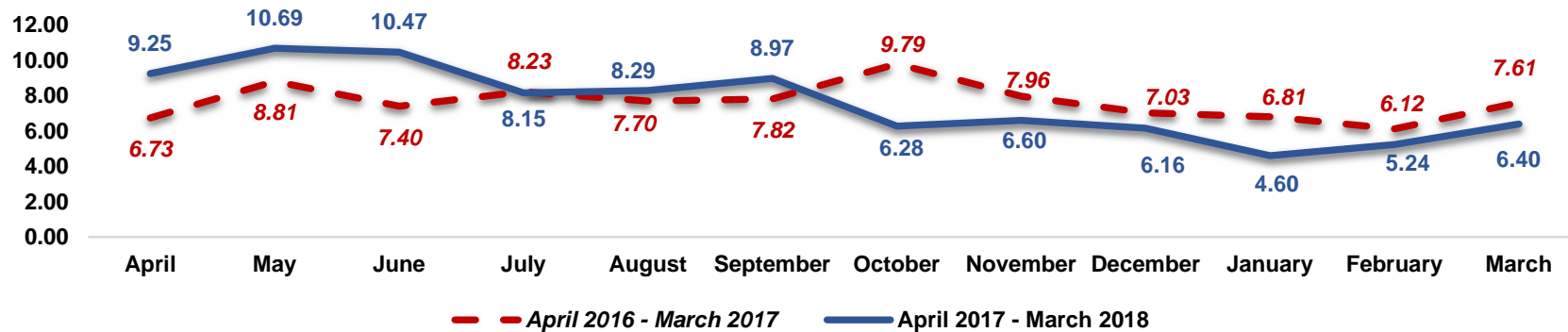
## Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

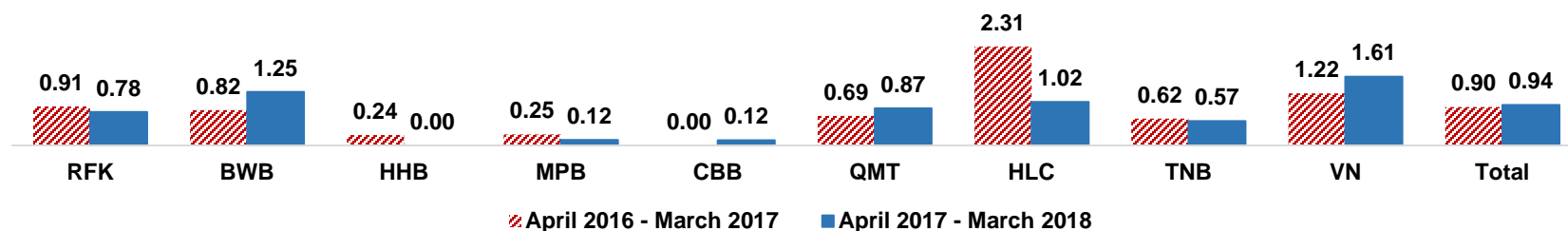




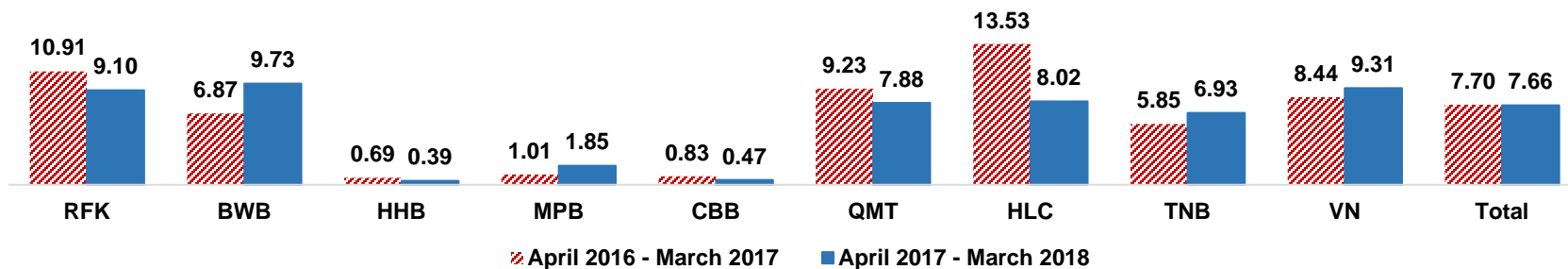
## Bridges and Tunnels

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

#### Collisions with Injuries per Million Vehicles



#### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar
<b>RFK</b>	13.98	13.77	18.13	14.07	6.93	8.87	7.51	7.42	9.61	6.67	6.24	4.17	5.62
<b>BWB</b>	6.09	11.33	11.59	13.54	11.27	13.26	13.18	9.02	6.80	5.18	5.91	6.79	7.60
<b>TNB</b>	6.01	5.91	11.67	12.63	9.12	8.11	10.32	5.82	2.73	5.37	2.47	2.59	4.25
<b>VNB</b>	7.48	9.82	9.32	10.94	11.82	10.43	10.67	6.66	8.83	8.65	5.23	8.73	10.20
<b>QMT</b>	7.36	11.78	7.93	11.18	3.64	5.51	7.93	7.74	7.55	10.68	7.65	6.25	7.12
<b>HLC</b>	7.36	8.99	14.20	6.55	10.22	6.94	14.78	5.28	7.71	4.09	2.87	6.62	7.39
<b>HHB</b>	1.50	0.46	0.43	0.43	0.45	0.44	0.00	0.87	0.92	0.00	0.00	0.00	0.48
<b>MPB</b>	1.67	5.03	1.41	0.00	3.51	2.45	1.42	1.54	0.00	3.26	1.76	0.00	1.63
<b>CBB</b>	2.99	1.49	0.00	1.22	1.18	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	7.61	9.25	10.69	10.47	8.15	8.29	8.97	6.28	6.60	6.16	4.60	5.24	6.40



## 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:

- 4,441 summonses were issued in March 2018 period—9.8% higher than in 2017.
- 76.8% (3,409) of the summonses issued in March 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	Mar-17	Mar-18	% Change
Speed	512	557	8.8%
Disobey Signs/Traffic Control Device	757	1,211	60.0%
Cell Phone/Texting	202	201	(0.5%)
Unsafe Lane Change/Failure to Signal	132	294	122.7%
*All Other	2,443	2,178	(10.8%)
<b>Total</b>	<b>4,046</b>	<b>4,441</b>	<b>9.8%</b>

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



# **Bridges and Tunnels**

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## **Customer Environment Survey First Quarter 2018**



## **KEY CUSTOMER SERVICE AREAS**

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

## **SCOPE OF THE OPERATIONS DEPARTMENT**

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

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

- 19 Open Road Tolling Zones
- 5.4 miles of pedestrian walkways
- 149 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 27 electronic variable message signs
- 7,949 roadway, aviation and navigation lights
- 776 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans
- 56 tunnel pumps
- 14 administration, maintenance and fleet buildings
- 431 vehicles including trucks, patrol vehicles, specialized equipment, and a Central Fleet Garage Facility
- 132 Law Enforcement/Patrol Vehicles

## **CRITICAL OBJECTIVES**

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

## **EXECUTIVE SUMMARY**

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The following is a summary of first quarter 2018 results:

### **Customer Environment**

In the first quarter 2018, B&T striped 62,809 linear feet of roadway at the Verrazano-Narrows, Robert F. Kennedy, and Henry Hudson Bridges and at the Hugh L. Carey Tunnel. This task is in alignment with B&T collision mitigation efforts to reduce collisions. To enhance the customer environment, B&T repaired 2,153 potholes and swept 2,978 miles of roadway in the first quarter 2018.

### **Customer Safety**

The overall collisions per million vehicles rate was 5.44 in the first quarter 2018, versus 6.88 in the first quarter 2017, representing a 20.9% improvement. The collision with injury rate per million vehicles in the first quarter 2018 was 0.71, versus 0.91 in the first quarter 2017, representing a 22.4% improvement.

### **ORT Travel Time**

Peak Period Travel Time was reduced 16.2%, on average, across all B&T facilities, as compared to pre-ORT travel times.

**PERFORMANCE REPORT****Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the first quarter 2018, B&T completed 3,465 work orders, 5 of which were emergencies. During this period, the average time to complete emergency work orders was 0.1 days.

**Roadway Lights in Service (%)**

In the first quarter 2018, 95.3% of roadway lights were in service, 4.1% more than the first quarter 2017.

**Roadway Sweeping**

B&T swept 2,978 miles of roadway in the first quarter 2018, 1.8% less than in first quarter 2017.

**Roadway Striping**

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the first quarter 2018, B&T striped 62,809 linear feet of roadway at the Verrazano-Narrows, Robert F. Kennedy, and Henry Hudson Bridges and at the Hugh L. Carey Tunnel.

**Potholes Repaired**

B&T repaired 2,153 potholes in the first quarter 2018, 94.1% more than in the first quarter 2017.

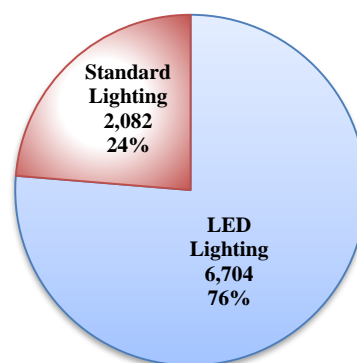
**Storm Drains**

B&T cleaned 197 storm drains in the first quarter 2018, which was a 27.1% increase compared to the first quarter 2017.

**LED Lighting**

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of first quarter 2018, B&T has upgraded 76% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:  
1st Quarter 2018**



Performance Statistics	Year End				1st Qtr		% Chg
	2014	2015	2016	2017	2017	2018	
Completed Maintenance Work Orders (All)	9,615	13,317	12,434	13,877	3,543	3,465	(2.2%)
Maintenance Work Orders (Emergency)	20	19	24	22	6	5	(16.7%)
Avg. days to completion for emergency work order	0.2	0.4	0.4	0.3	0.4	0.1	75.0%
Potholes repaired	5,088	4,007	4,120	2,899	1,109	2,153	94.1%
Roadway sweeping (miles)	15,563	12,601	12,906	11,269	3,033	2,978	(1.8%)
Roadway lights in service (%)	90.2%	90.1%	88.7%	90.9%	91.5%	95.3%	4.1%
Storm drains cleaned	2,115	2,139	2,098	3,269	155	197	27.1%
Tunnel cleaning -walls and ceilings (linear ft.)	1,821,638	304,095	113,901	519,690	0	223,401	N/A
Roadway striping replaced (linear ft.)	430,803	520,007	379,087	617,436	68,327	62,809	(8.1%)





## ORT Travel Time

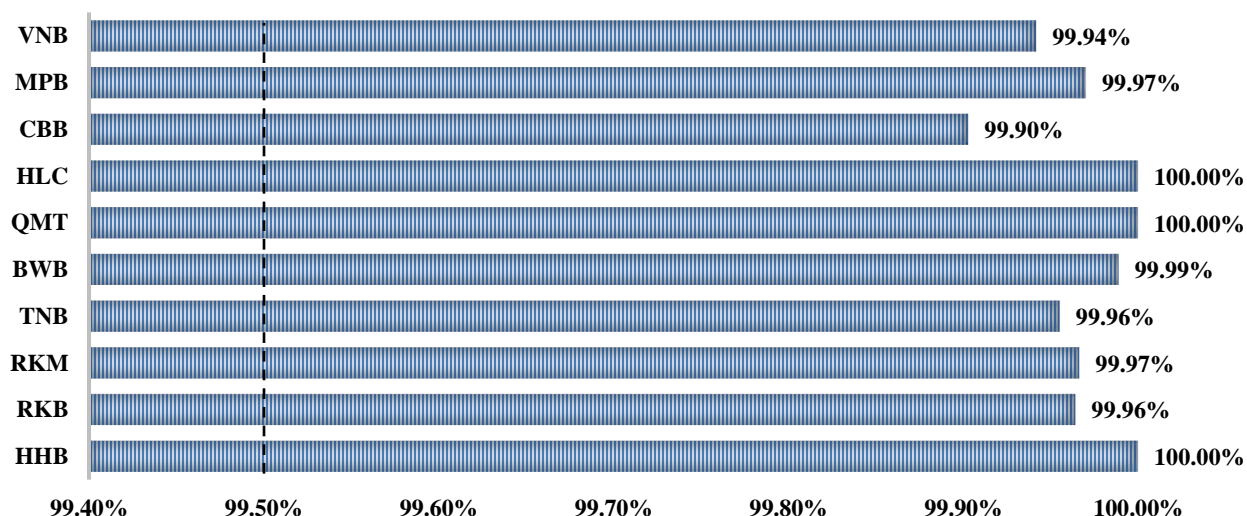
Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation. In the first quarter of 2018, peak period travel time was down an average of 16.2% across all B&T facilities.

1st Quarter 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:45	19.6%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:18	9.2%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:00	13.4%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:20	8.8%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	5:05	15.3%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:06	7.2%	↓
Verrazano-Narrows Bridge	July 8, 2017	7:13	4:54	32.1%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:31	22.9%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:10	12.5%	↓
Cashless ORT Total				16.2%	↓

## Toll System Availability

Open Road Cashless Tolling (ORT) has been implemented at all B&T facilities. New toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.97% during the first quarter 2018.

### Toll System Availability: 4th Quarter 2017





## Customer Safety

Performance Statistics							
	Year End				1st Qtr	1st Qtr	% Chg B/(W)
	2014	2015	2016	2017	2017	2018	
Collision Rate per Million Vehicles	5.56	5.78	7.49	8.00	6.88	5.44	20.9%
Collision with Injury Rate per Million Vehicles	0.92	0.95	0.87	0.99	0.91	0.71	22.4%
Speeding Summonses	7,452	7,094	5,782	5,930	1,053	1,641	55.8%
Truck Summonses	2,173	3,496	2,840	2,371	645	806	25.0%
Emergency Response Time (min:sec)	7:05	7:45	7:47	7:41	7:53	7:07	9.7%

B&T responded to 2,131 roadway incidents in the first quarter 2018. The average response time was 7 minutes and 7 seconds. Incidents include disabled vehicles, collisions and debris in the roadway.

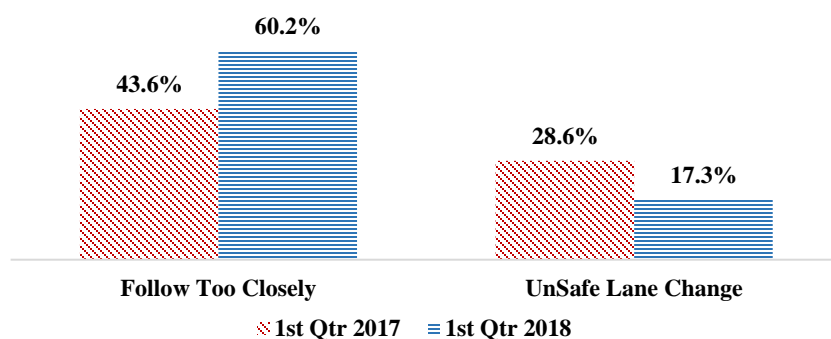
In the first quarter 2018, the collision rate per million vehicles was 5.44 and the collision with injury rate per million vehicles was 0.71, as compared to 6.88 and 0.91, respectively, for the same period in 2017.

69.4% of the collisions at B&T facilities in the first quarter 2018 were rear-end collisions, 13.6% higher than in the first quarter 2017 (55.8%).

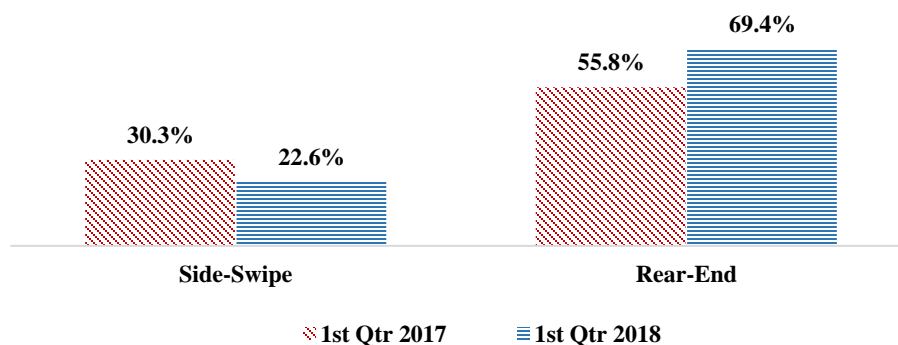
Side-swipe/lane change collisions accounted for 22.6% of all collisions in the first quarter 2018, marking a decrease from 30.3% in the first quarter 2017.

Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 60.2% of collisions in the first quarter 2018.

**Leading Collision Factors**  
1st Qtr 2018 vs. 1st Qtr 2017

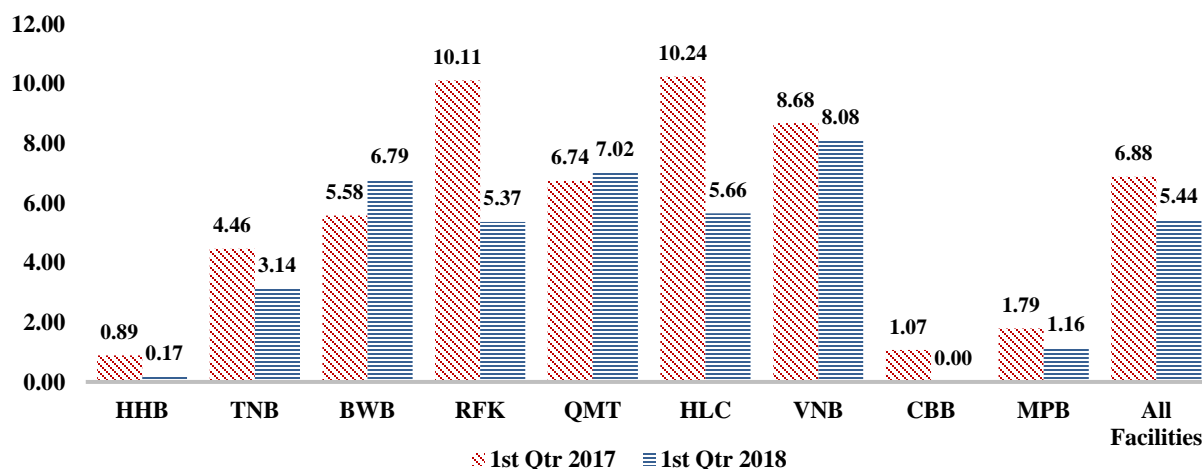


**Leading Collisions Types**  
1st Qtr 2018 vs. 1st Qtr 2017

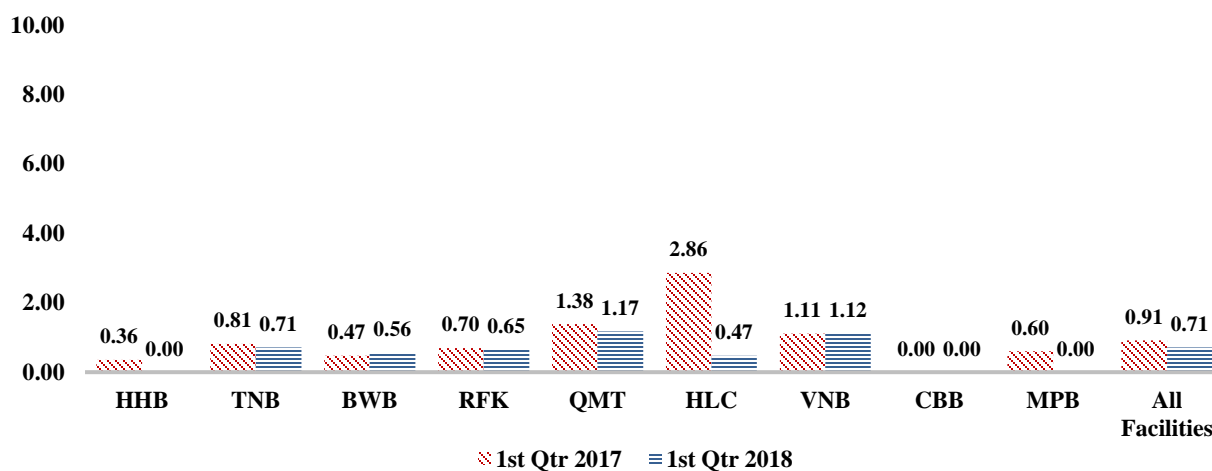


7 out of 9 facilities had lower collisions rate in the 1<sup>st</sup> quarter 2018, as compared to the first quarter 2017.

### 1st Qtr 2018 vs. 1st Qtr 2017 Total Collision Rates per Million Vehicles



### 1st Qtr 2018 vs. 1st Qtr 2017 Collision with Injuries Rates per Million Vehicles



## Safety Enforcement

First quarter 2018 B&T law enforcement activity addressed visibly unsafe driver behavior, including factors that contribute to accidents, resulting in:

- 11,562 summonses issued in the first quarter 2018, 20.5% higher than in the same period in 2017.
- 76.2% (8,808) of the summonses issued in the first quarter 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	1st Qtr 2017	1st Qtr 2018	% Change
Speeding	1,047	1,615	54.3%
Disobey Signs/Traffic Control Devices	1,734	2,729	57.4%
Cell Phone/Texting	421	531	26.1%
Unsafe Lane Change/Fail to Signal	282	884	213.5%
All Other Summonses	6,108	5,803	-5.0%
<b>Total</b>	<b>9,592</b>	<b>11,562</b>	<b>20.5%</b>

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



## INDICATOR DEFINITIONS

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



CUSTOMER SERVICE		
Indicator	Description	Source
<b>Travel Speed/Travel Time</b>	Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.	TRANSMIT
Bronx-Whitestone Bridge	Queens: HRP/South Lafayette Avenue to Queens anchorage <i>Point to point Distance-10,586 feet</i> Bronx: Queens anchorage to old plaza <i>Point to point Distance-6,864 feet</i>	
Throgs Neck Bridge	Queens: Lafayette Avenue to Gantry 7 <i>Point to point Distance-18,914 feet</i> Bronx: Gantry 7 to old plaza <i>Point to point Distance-10,148 feet</i>	
Henry Hudson Bridge	Manhattan: Kappock Street to ORT Gantry Bronx: ORT Gantry to Kappock Street <i>Point to point Distance- 2,740 Feet, Average Distance Between Upper and Lower Level Gantry to Kappock Street</i>	
Robert F. Kennedy Bridge	Queens: Manhattan Lift Span to Queens Anchorage <i>Point to point distance - 11,078 feet</i> Manhattan: Queens Anchorage to Manhattan Lift Span <i>Point to point distance - 12,001 feet</i> Bronx: Queens Anchorage to Bruckner Expressway <i>Point to point distance - 11,124 feet</i>	
Queens Midtown Tunnel	Manhattan: LIE NYSDOT Gantry to Manhattan ORT Gantry <i>Point to point Distance-8,130 feet, Average Distance Between North and South Tubes ORT Gantries to Lie NYSDOT Gantry</i>	
Verrazano-Narrows Bridge	Brooklyn: Fingerboard to 92nd Street or Fingerboard to Belt Parkway Staten Island: 92nd Street to Fingerboard or Belt Parkway to Fingerboard <i>Point to point Distance-13,464 feet</i>	
Hugh L. Carey Tunnel	Brooklyn: Brooklyn- Queens Expressway Overpass to ORT Plaza Manhattan: ORT Plaza to Brooklyn- Queens Expressway Overpass <i>Point to point Distance-10,500 Feet</i>	
Marine Parkway Bridge	Brooklyn: Signal Gantry 1 to Plaza Queens: Plaza to Signal Gantry 1 <i>Point to point Distance - 4,850 feet</i>	
Cross Bay Bridge	Queens: Beach Channel Drive to Plaza Rockaways: Plaza to Beach Channel Drive <i>Point to point distance - 3,985 feet</i>	
<b>E-ZPass Toll Lane Availability (%)</b>	Percent of E-ZPass toll lanes available for customer use.	Toll System Maintenance



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



# **Bridges and Tunnels**

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## **Report on Cashless Tolling March 2018**

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

**March 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 March, overall E-ZPass market share was 94.9%, which was 6.7% points higher than March 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 95.5% overall in March. Every facility was over 90%, and six facilities were over 96% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 4.5% 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 93.3% overall in March. Each facility was above 90%. Overall, 6.7% 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 March, 47.4% of traffic volume occurred during the weekday peak periods (22.9% in the AM peak and 24.5% in the PM peak) and 52.6% 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 March, 87.7% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.1% and 5.1% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

## **REVENUE**

## **VI. Revenue Collection Rates Through February 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 (March 2018), to allow for the longer Tolls by Mail (TBM) billing and collection period.

*As of March, all the facilities that went live with ORT through September 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 98.6%. 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 March, the number of active MTA E-ZPass accounts exceeded 3.3 million accounts and the number of active MTA E-ZPass tags exceeded 5.3 million tags. Call waiting times have returned to acceptable levels. Average wait times for each call unit (General E-ZPass, Violations and Tolls by Mail) were well below the 45 second contractual standard.*

## **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 March, E-ZPass and TBM transactions were 94.9% and 5.1% of all toll transactions, respectively. About 1.2% of E-ZPass transactions resulted in violations. 640,224 toll bills were issued under the TBM program and 180,013 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**  
**March 2018**  
Preliminary data subject to final audit

<b>I. Traffic: All B&amp;T Facilities by Method of Payment</b>			
	March 2018	March 2017	2018 YTD
E-ZPass <sup>1</sup>	24,360,974	21,698,536	68,285,034
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,313,488</u>	<u>2,897,082</u>	<u>3,862,319</u>
<b>Total</b>	<b>25,674,462</b>	<b>24,595,618</b>	<b>72,147,353</b>
E-ZPass Market Share:			
Total	94.9%	88.2%	94.6%
Cars	94.8%	87.8%	94.6%
Trucks	95.7%	94.0%	95.5%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	March 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Mar 2018	Mar 2017	Change
Bronx-Whitestone Bridge	119,728	112,137	7,591	93.7%	84.5%	9.1%
Cross Bay Bridge	22,546	21,668	877	96.1%	89.6%	6.5%
Henry Hudson Bridge	66,301	63,781	2,520	96.2%	94.8%	1.4%
Hugh L. Carey Tunnel	51,907	50,430	1,477	97.2%	95.5%	1.6%
Marine Parkway Bridge	20,976	20,360	616	97.1%	91.6%	5.4%
Queens Midtown Tunnel	75,488	73,054	2,434	96.8%	94.8%	2.0%
Robert F. Kennedy Bridge	176,251	167,217	9,034	94.9%	86.5%	8.3%
Throgs Neck Bridge	109,292	103,397	5,896	94.6%	87.9%	6.8%
Verrazano-Narrows Bridge <sup>1</sup>	<u>191,434</u>	<u>184,377</u>	<u>7,057</u>	<u>96.3%</u>	<u>90.1%</u>	<u>6.2%</u>
<b>All Facilities<sup>1</sup></b>	<b>833,922</b>	<b>796,421</b>	<b>37,501</b>	<b>95.5%</b>	<b>89.4%</b>	<b>6.1%</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**  
**March 2018**  
Preliminary data subject to final audit

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	March 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Mar 2018	Mar 2017	Change
Bronx-Whitestone Bridge	126,663	115,416	11,248	91.1%	78.8%	12.3%
Cross Bay Bridge	18,386	17,446	939	94.9%	85.7%	9.2%
Henry Hudson Bridge	65,567	61,858	3,709	94.3%	92.6%	1.8%
Hugh L. Carey Tunnel	37,381	35,805	1,576	95.8%	93.3%	2.5%
Marine Parkway Bridge	16,380	15,755	625	96.2%	88.8%	7.3%
Queens Midtown Tunnel	47,970	45,684	2,286	95.2%	92.2%	3.1%
Robert F. Kennedy Bridge	176,214	163,579	12,635	92.8%	81.7%	11.1%
Throgs Neck Bridge	119,584	110,092	9,491	92.1%	82.8%	9.3%
Verrazano-Narrows Bridge <sup>1</sup>	<u>190,975</u>	<u>180,055</u>	<u>10,920</u>	<u>94.3%</u>	<u>84.5%</u>	<u>9.7%</u>
<b>All Facilities</b>	<b>799,120</b>	<b>745,690</b>	<b>53,429</b>	<b>93.3%</b>	<b>84.4%</b>	<b>8.9%</b>

<b>IV. Traffic: Distribution by Facility &amp; Time Period</b>			
Facility	March 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.9%	23.0%	54.1%
Cross Bay Bridge	25.6%	23.8%	50.7%
Henry Hudson Bridge	23.0%	29.6%	47.4%
Hugh L. Carey Tunnel	25.1%	26.1%	48.8%
Marine Parkway Bridge	27.7%	26.9%	45.4%
Queens Midtown Tunnel	22.5%	23.2%	54.3%
Robert F. Kennedy Bridge	23.7%	21.6%	54.8%
Throgs Neck Bridge	25.0%	23.5%	51.5%
Verrazano-Narrows Bridge <sup>5</sup>	<u>16.0%</u>	<u>29.3%</u>	<u>54.6%</u>
<b>All Facilities</b>	<b>22.9%</b>	<b>24.5%</b>	<b>52.6%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

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

<b>V. Traffic: Distribution by Facility and Payment Method</b>			
Facility	March 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.3%	5.6%	7.1%
Cross Bay Bridge	94.5%	1.3%	4.2%
Henry Hudson Bridge	84.6%	11.0%	4.4%
Hugh L. Carey Tunnel	91.3%	5.6%	3.2%
Marine Parkway Bridge	94.4%	2.4%	3.2%
Queens Midtown Tunnel	91.8%	4.6%	3.6%
Robert F. Kennedy Bridge	87.9%	6.4%	5.7%
Throgs Neck Bridge	86.3%	7.6%	6.2%
Verrazano-Narrows Bridge	<u>86.1%</u>	<u>9.6%</u>	<u>4.3%</u>
<b>All Facilities</b>	<b>87.7%</b>	<b>7.1%</b>	<b>5.1%</b>

<b>VI. Revenue Collection Rates Through March 2018</b>		
Facility	ORT Go-Live Date	Transactions from Go-Live Date through September (6 months prior to Mar)
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	103.8%
Marine Parkway Bridge	4/30/17	104.2%
Cross Bay Bridge	4/30/17	105.1%
Robert F. Kennedy Bridge	6/15/17	102.1%
Verrazano-Narrows Bridge	7/8/17	98.6%
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  
March 2018**  
Preliminary data subject to final audit

<b>VII. Customer Service Center</b>			
<b>E-ZPass</b>	<b>March 2018</b>	<b>March 2017</b>	<b>YTD 2018</b>
Total Accounts Opened	25,626	24,394	73,783
Total Active Accounts			3,375,907
Total Active Tags			5,320,419
Total Reload Cards Distributed	4,048	2,372	11,669
Reload Card % of Cash Replenishments			23.78%
Total Active Reload Cards			174,759

	<b>March 2018</b>	<b>March 2017</b>	<b>YTD 2018</b>
<b>Customer Service Center Metrics</b>			
<b>Number of Phone Calls Handled by Customer Service Center</b>			
General E-ZPass	296,750	250,589	770,544
Tolls by Mail	115,182	26,670	348,092
Violations	48,929	27,674	160,090
Other <sup>7</sup>	15,464	13,691	34,365
Interactive Voice Response System	804,290	698,641	2,517,889
Total	1,280,615	1,017,265	3,830,980
<b>Average Phone Call Waiting Time (in minutes)</b>			
General E-ZPass Call Unit	0:16	0:13	4:01
Violations Call Unit	0:10	0:09	3:58
Tolls By Mail Call Unit	0:04	0:14	1:24

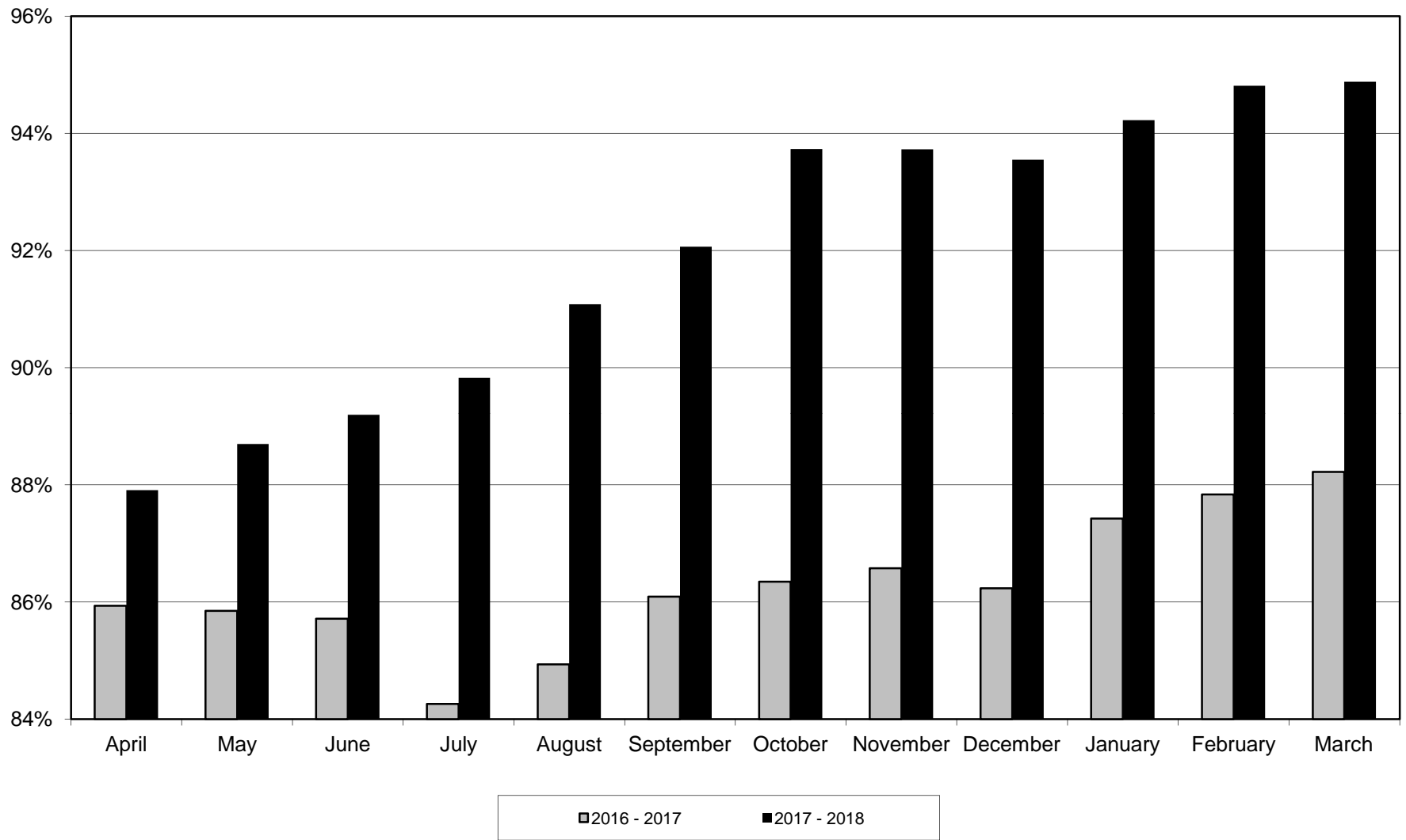
<b>VIII. Toll Processing Metrics</b>		
	<b>March 2018</b>	<b>YTD 2018</b>
<b>E-ZPass and Tolls by Mail Metrics</b>		
<b>E-ZPass Program</b>		
# of Transactions	24,360,974	68,285,034
# of Violations	284,015	846,467
# of First Violation Notices Issued (By Mail Date)	99,865	371,418
<b>Tolls by Mail Program (TBM)</b>		
# of Transactions	1,313,488	3,862,319
# of Toll Bills Issued (By Mail Date) <sup>8</sup>	640,224	2,046,374
# of Violation Notices Issued (By Mail Date)	180,013	536,879

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 April 2016 through March 2018





# Bridges and Tunnels

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## Financial Report March 2018

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**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of March 31, 2018**

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES****CURRENT ASSETS:**

Cash-Unrestricted	51,593
Investments:	
Unrestricted	65,563
Restricted	882,892
Accrued interest receivable	1,887
Accounts receivable	65,742
Tolls due from other agencies	38,548
Due (to)/from MTA	164,140
Prepaid expenses	6,026
	<hr/>
Total current assets	1,276,393

**NONCURRENT ASSETS:**

Investments:	
Restricted	11
Facilities, less acc.dep of \$1,549,274	6,041,353
Capital lease 2 Broadway net acc. dep.	38,625
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,083,534

**TOTAL ASSETS:** 

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7,359,927**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	60,913
Accumulated decreases in fair value of derivative instruments	169,283
Defeasance costs	256,810
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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487,007**TOTAL ASSETS AND DEFERRED OUTFLOWS**

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

**As of March 31, 2018**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	245,505
Interest Payable	126,894
Accounts Payable	205,824
Payable to MTA-CAP	359,589
Due to MTA-Operating Expenses	4,782
Due to NYCTA-Operating Expenses	1,084
Accrued salaries	27,554
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	4,695
Current portion of capital lease obligation	-
Due to New York City Transit Authority	26,803
Due to Metropolitan Transportation Authority	39,138
Unredeemed Tolls	173,647
Tolls due to other agencies	61,439
E-ZPass Airport Toll Liability	5,178
	<hr/>
Total current liabilities	1,298,556

**NONCURRENT LIABILITIES:**

Long term debt	9,239,863
Post Employment Benefits Other than Pensions	726,992
Estimated liability arising from injury	42,883
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	0
	<hr/>
Total noncurrent liabilities	10,509,884

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	20,754
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF  
RESOURCES**

11,829,193

**NET POSITION**

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-3,982,260

**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

---

7,846,933

\*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**  
**MARCH 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	151.203	155.947	4.744	3.1	0.000	0.000	0.000	-	151.203	155.947	4.744	3.1
Other Operating Revenue	1.596	2.547	0.951	59.6	0.000	0.000	0.000	-	1.596	2.547	0.951	59.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.999	0.680	(1.319)	(66.0)	1.999	0.680	(1.319)	(66.0)
Investment Income	0.105	0.069	(0.036)	(34.0)	0.000	0.000	0.000	-	0.105	0.069	(0.036)	(34.0)
<b>Total Revenue</b>	<b>\$152.904</b>	<b>\$158.563</b>	<b>\$5.659</b>	<b>3.7</b>	<b>\$1.999</b>	<b>\$0.680</b>	<b>(\$1.319)</b>	<b>(66.0)</b>	<b>\$154.904</b>	<b>\$159.243</b>	<b>\$4.340</b>	<b>2.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.654	\$10.512	\$1.142	9.8	\$0.722	\$0.265	\$0.457	63.3	12.376	\$10.777	\$1.599	12.9
Overtime	2.208	2.341	(0.133)	(6.0)	0.167	(0.042)	0.209	*	2.375	2.299	0.077	3.2
Health and Welfare	2.901	2.430	0.471	16.2	0.155	0.063	0.093	59.8	3.057	2.492	0.564	18.5
OPEB Current Payment	1.874	1.786	0.088	4.7	0.000	0.000	0.000	-	1.874	1.786	0.088	4.7
Pensions	3.047	3.186	(0.139)	(4.6)	0.211	0.073	0.138	65.6	3.257	3.259	(0.001)	(0.0)
Other Fringe Benefits	1.529	1.408	0.121	7.9	0.101	0.037	0.064	63.8	1.630	1.444	0.185	11.4
Reimbursable Overhead	(0.643)	(0.286)	(0.357)	(55.6)	0.643	0.286	0.357	55.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.570</b>	<b>\$21.377</b>	<b>\$1.193</b>	<b>5.3</b>	<b>\$1.999</b>	<b>\$0.680</b>	<b>\$1.319</b>	<b>66.0</b>	<b>\$24.570</b>	<b>\$22.058</b>	<b>\$2.512</b>	<b>10.2</b>
<i>Non-Labor:</i>												
Electric Power	\$0.597	\$0.448	\$0.148	24.9	\$0.000	\$0.000	\$0.000	-	\$0.597	\$0.448	\$0.148	24.9
Fuel	0.189	0.310	(0.121)	(63.8)	0.000	0.000	0.000	-	0.189	0.310	(0.121)	(63.8)
Insurance	0.963	0.800	0.163	16.9	0.000	0.000	0.000	-	0.963	0.800	0.163	16.9
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	14.988	13.437	1.551	10.3	0.000	0.000	0.000	-	14.988	13.437	1.551	10.3
Professional Service Contracts	3.228	2.981	0.246	7.6	0.000	0.000	0.000	-	3.228	2.981	0.246	7.6
Materials & Supplies	0.400	0.712	(0.311)	(77.8)	0.000	0.000	0.000	-	0.400	0.712	(0.311)	(77.8)
Other Business Expenses	3.822	3.351	0.472	12.3	0.000	0.000	0.000	-	3.822	3.351	0.472	12.3
<b>Total Non-Labor Expenses</b>	<b>\$24.187</b>	<b>\$22.038</b>	<b>\$2.149</b>	<b>8.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$24.187</b>	<b>\$22.038</b>	<b>\$2.149</b>	<b>8.9</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>\$46.757</b>	<b>\$43.416</b>	<b>\$3.341</b>	<b>7.1</b>	<b>\$1.999</b>	<b>\$0.680</b>	<b>\$1.319</b>	<b>66.0</b>	<b>\$48.757</b>	<b>\$44.096</b>	<b>\$4.661</b>	<b>9.6</b>
Depreciation	\$11.616	\$4.210	\$7.406	63.8	\$0.000	\$0.000	\$0.000	-	11.616	\$4.210	\$7.406	63.8
OPEB Obligation	6.285	5.250	1.035	16.5	0.000	0.000	0.000	-	6.285	5.250	1.035	16.5
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>\$64.658</b>	<b>\$52.876</b>	<b>\$11.782</b>	<b>18.2</b>	<b>\$1.999</b>	<b>\$0.680</b>	<b>\$1.319</b>	<b>66.0</b>	<b>\$66.658</b>	<b>\$53.556</b>	<b>\$13.101</b>	<b>19.7</b>
Less: Depreciation	\$11.616	\$4.210	\$7.406	63.8	\$0.000	\$0.000	\$0.000	-	\$11.616	\$4.210	\$7.406	63.8
Less: OPEB Obligation	6.285	5.250	1.035	16.5	0.000	0.000	0.000	-	6.285	5.250	1.035	16.5
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>\$46.757</b>	<b>\$43.416</b>	<b>\$3.341</b>	<b>7.1</b>	<b>\$1.999</b>	<b>\$0.680</b>	<b>\$1.319</b>	<b>66.0</b>	<b>\$48.757</b>	<b>\$44.096</b>	<b>\$4.661</b>	<b>9.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$106.146</b>	<b>\$115.147</b>	<b>\$9.001</b>	<b>8.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$106.147</b>	<b>\$115.147</b>	<b>\$9.000</b>	<b>8.5</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**  
**MARCH 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>\$106.147</b>	<b>\$115.147</b>	<b>\$9.000</b>	<b>8.5</b>
Less: Capitalized Assets									1.754	0.920	0.834	47.6
Reserves									2.330	2.330	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$102.063</b>	<b>\$111.897</b>	<b>\$9.835</b>	<b>9.6</b>
Less: Debt Service									55.930	56.037	(0.106)	(0.2)
<b>Income Available for Distribution</b>									<b>\$46.132</b>	<b>\$55.861</b>	<b>\$9.728</b>	<b>21.1</b>
Distributable To:												
MTA - Investment Income									0.105	0.069	(0.036)	(34.0)
MTA - Distributable Income									28.068	32.873	4.805	17.1
NYCTR - Distributable Income									17.959	22.918	4.959	27.6
<b>Total Distributable Income</b>									<b>\$46.132</b>	<b>\$55.861</b>	<b>\$9.728</b>	<b>21.1</b>
<b>Support to Mass Transit:</b>												
Total Revenues									154.904	159.243	4.340	2.8
Less: Total Operating Expenses									<u>48.757</u>	<u>44.096</u>	<u>4.661</u>	9.6
<b>Net Operating Income/(Deficit)</b>									<b>\$106.147</b>	<b>\$115.147</b>	<b>\$9.000</b>	<b>8.5</b>
Deductions from Net Operating Income:												
Capitalized Assets									1.754	0.920	0.834	47.6
Reserves									2.330	2.330	0.000	0.0
B&T Debt Service									23.797	22.887	0.910	3.8
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$27.882</b>	<b>\$26.137</b>	<b>\$1.745</b>	<b>6.3</b>
<b>Total Support to Mass Transit</b>									<b>\$78.265</b>	<b>\$89.010</b>	<b>\$10.745</b>	<b>13.7</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**  
**MARCH Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	427.832	441.113	13.281	3.1	0.000	0.000	0.000	-	427.832	441.113	13.281	3.1
Other Operating Revenue	4.695	5.382	0.687	14.6	0.000	0.000	0.000	-	4.695	5.382	0.687	14.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.822	4.589	(1.234)	(21.2)	5.822	4.589	(1.234)	(21.2)
Investment Income	0.306	0.398	0.092	30.1	0.000	0.000	0.000	-	0.306	0.398	0.092	30.1
<b>Total Revenue</b>	<b>\$432.833</b>	<b>\$446.893</b>	<b>\$14.060</b>	<b>3.2</b>	<b>\$5.822</b>	<b>\$4.589</b>	<b>(\$1.234)</b>	<b>(21.2)</b>	<b>\$438.655</b>	<b>\$451.482</b>	<b>\$12.826</b>	<b>2.9</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$33.911	\$29.209	\$4.701	13.9	\$2.097	\$1.949	\$0.149	7.1	36.008	\$31.158	\$4.850	13.5
Overtime	6.727	6.763	(0.036)	(0.5)	0.502	0.056	0.446	88.9	7.229	6.819	0.410	5.7
Health and Welfare	8.422	6.869	1.553	18.4	0.451	0.459	(0.008)	(1.7)	8.874	7.328	1.545	17.4
OPEB Current Payment	5.442	5.384	0.058	1.1	0.000	0.000	0.000	-	5.442	5.384	0.058	1.1
Pensions	9.160	9.249	(0.089)	(1.0)	0.612	0.532	0.079	13.0	9.772	9.781	(0.009)	(0.1)
Other Fringe Benefits	5.543	5.157	0.386	7.0	0.293	0.269	0.025	8.4	5.836	5.426	0.411	7.0
Reimbursable Overhead	(1.866)	(1.324)	(0.542)	(29.1)	1.866	1.324	0.542	29.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$67.339</b>	<b>\$61.307</b>	<b>\$6.031</b>	<b>9.0</b>	<b>\$5.822</b>	<b>\$4.589</b>	<b>\$1.234</b>	<b>21.2</b>	<b>\$73.161</b>	<b>\$65.896</b>	<b>\$7.265</b>	<b>9.9</b>
<i>Non-Labor:</i>												
Electric Power	\$1.733	\$0.943	\$0.790	45.6	0.000	\$0.000	\$0.000	-	\$1.733	\$0.943	\$0.790	45.6
Fuel	0.559	0.686	(0.126)	(22.6)	0.000	0.000	0.000	-	0.559	0.686	(0.126)	(22.6)
Insurance	2.888	2.405	0.483	16.7	0.000	0.000	0.000	-	2.888	2.405	0.483	16.7
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	36.937	28.168	8.769	23.7	0.000	0.000	0.000	-	36.937	28.168	8.769	23.7
Professional Service Contracts	9.102	12.622	(3.520)	(38.7)	0.000	0.000	0.000	-	9.102	12.622	(3.520)	(38.7)
Materials & Supplies	1.162	1.250	(0.088)	(7.6)	0.000	0.000	0.000	-	1.162	1.250	(0.088)	(7.6)
Other Business Expenses	11.902	10.671	1.231	10.3	0.000	0.000	0.000	-	11.902	10.671	1.231	10.3
<b>Total Non-Labor Expenses</b>	<b>\$64.284</b>	<b>\$56.744</b>	<b>\$7.540</b>	<b>11.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$64.284</b>	<b>\$56.744</b>	<b>\$7.540</b>	<b>11.7</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>\$131.622</b>	<b>\$118.051</b>	<b>\$13.571</b>	<b>10.3</b>	<b>\$5.822</b>	<b>\$4.589</b>	<b>\$1.234</b>	<b>21.2</b>	<b>\$137.444</b>	<b>\$122.640</b>	<b>\$14.804</b>	<b>10.8</b>
Depreciation	\$33.723	\$34.034	(\$0.311)	(0.9)	0.000	\$0.000	\$0.000	-	33.723	\$34.034	(\$0.311)	(0.9)
OPEB Obligation	18.856	17.222	1.634	8.7	0.000	0.000	0.000	-	18.856	17.222	1.634	8.7
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>\$184.201</b>	<b>\$169.307</b>	<b>\$14.894</b>	<b>8.1</b>	<b>\$5.822</b>	<b>\$4.589</b>	<b>\$1.234</b>	<b>21.2</b>	<b>\$190.023</b>	<b>\$173.896</b>	<b>\$16.128</b>	<b>8.5</b>
Less: Depreciation	\$33.723	\$34.034	(\$0.311)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$33.723	\$34.034	(\$0.311)	(0.9)
Less: OPEB Obligation	18.856	17.222	1.634	8.7	0.000	0.000	0.000	-	18.856	17.222	1.634	8.7
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>\$131.622</b>	<b>\$118.051</b>	<b>\$13.571</b>	<b>10.3</b>	<b>\$5.822</b>	<b>\$4.589</b>	<b>\$1.234</b>	<b>21.2</b>	<b>\$137.444</b>	<b>\$122.640</b>	<b>\$14.804</b>	<b>10.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$301.211</b>	<b>\$328.842</b>	<b>\$27.631</b>	<b>9.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$301.211</b>	<b>\$328.842</b>	<b>\$27.631</b>	<b>9.2</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**  
**MARCH 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>\$301.211</b>	<b>\$328.842</b>	<b>\$27.631</b>	<b>9.2</b>
Less: Capitalized Assets									4.191	1.476	\$2.715	64.8
Reserves									6.990	6.990	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$290.030</b>	<b>\$320.376</b>	<b>\$30.346</b>	<b>10.5</b>
Less: Debt Service									167.791	166.676	1.115	0.7
<b>Income Available for Distribution</b>									<b>\$122.238</b>	<b>\$153.700</b>	<b>\$31.461</b>	<b>25.7</b>
Distributable To:												
MTA - Investment Income									0.306	0.398	0.092	30.1
MTA - Distributable Income									76.130	91.536	15.406	20.2
NYCTR - Distributable Income									45.803	61.766	15.963	34.9
<b>Total Distributable Income</b>									<b>\$122.238</b>	<b>\$153.700</b>	<b>\$31.461</b>	<b>25.7</b>
<b>Support to Mass Transit:</b>												
Total Revenues									438.655	451.482	12.826	2.9
Less: Total Operating Expenses									<u>137.444</u>	<u>122.640</u>	<u>14.804</u>	10.8
<b>Net Operating Income/(Deficit)</b>									<b>\$301.211</b>	<b>\$328.842</b>	<b>\$27.631</b>	<b>9.2</b>
Deductions from Net Operating Income:												
Capitalized Assets									4.191	1.476	2.715	64.8
Reserves									6.990	6.990	0.000	0.0
B&T Debt Service									71.392	67.470	3.921	5.5
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$82.573</b>	<b>\$75.936</b>	<b>\$6.637</b>	<b>8.0</b>
<b>Total Support to Mass Transit</b>									<b>\$218.638</b>	<b>\$252.905</b>	<b>\$34.268</b>	<b>15.7</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		March 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	Reason for Variance		
				\$	%	
Nonreimbursable						
Vehicle Toll Revenue	4.744	3.1%	Higher toll revenue due to 4.9% higher traffic	13.281	3.1%	Higher toll revenue due to 4.0% higher traffic
Other Operating Revenue	0.951	59.6%	Higher Other Operating Revenue primarily due to the timing of revenue from E-ZPass administrative fees	0.687	14.6%	Higher Other Operating Revenue primarily due to the timing of revenue from E-ZPass administrative fees
Investment Income	(0.036)	-34.0%	Lower than anticipated short-term investment returns on fund balances	0.092	30.1%	Higher than anticipated short-term investment returns on fund balances
Payroll	1.142	9.8%	Lower payroll expenses primarily due to vacancies	4.701	13.9%	Lower payroll expenses primarily due to vacancies
Overtime	(0.133)	-6.0%	See overtime tables	(0.036)	-0.5%	See overtime tables
Health and Welfare	0.471	16.2%	Lower expenses primarily due to vacancies	1.553	18.4%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.088	4.7%	Lower expenses primarily due to timing against the monthly budget allocation	0.058	1.1%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.139)	-4.6%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget	(0.089)	-1.0%	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	0.121	7.9%	Lower expenses primarily due to vacancies	0.386	7.0%	Lower expenses primarily due to vacancies
Electric Power	0.148	24.9%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.790	45.6%	Lower electricity expenses primarily due to timing against the YTD budget allocation
Fuel	(0.121)	-63.8%	Higher fuel expenses primarily due to timing against the monthly budget allocation	(0.126)	-22.6%	Higher fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.163	16.9%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.483	16.7%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.551	10.3%	Lower expenses primarily due to lower E-ZPass Customer Service Center costs	8.769	23.7%	Lower expenses primarily due to lower E-ZPass Customer Service Center costs (\$7.391 Mill) and the timing of major maintenance projects (\$0.869 Mill) and security equipment purchases (\$0.608 Mill)
Professional Service Contracts	0.246	7.6%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs	(3.520)	-38.7%	Higher expenses primarily due to timing against the YTD budget allocation for customer outreach costs (\$5.034 Mill) partially offset by lower expenses for bond issuance (\$0.936 Mill) and miscellaneous consulting services (\$0.335 Mill)
Materials & Supplies	(0.311)	-77.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.088)	-7.6%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.472	12.3%	Lower expenses primarily due to timing against the monthly budget allocation for credit/debit card fees and other toll collection costs	1.231	10.3%	Lower expenses primarily due to timing against the YTD budget allocation for credit/debit card fees and other toll collection costs
Depreciation	7.406	63.8%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(0.311)	-0.9%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	1.035	16.5%	Lower expense due to a decreased actuarial assessment of OPEB obligations	1.634	8.7%	Lower expense due to a decreased actuarial assessment of OPEB obligations
Reimbursable						
Capital and Other Reimbursements	(1.319)	-66.0%	Lower capital reimbursements due to timing against the monthly budget allocation	(1.234)	-21.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.457	63.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.149	7.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.209	*	See overtime tables	0.446	88.9%	See overtime tables
Health and Welfare	0.093	59.8%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.008)	-1.7%	Higher capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.138	65.6%	Lower capital reimbursements due to timing against the monthly budget allocation	0.079	13.0%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.064	63.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.025	8.4%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.357	55.6%	Lower capital reimbursements due to timing against the monthly budget allocation	0.542	29.1%	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)

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	5,900	\$0.393	3,921	\$0.261	1,979 33.5%	\$0.132 33.6%	17,491	\$1.163	11,763	\$0.782	5,728 32.7%	\$0.381 32.8%
<u>Unscheduled Service</u>	261	\$0.021	18	\$0.001	244 93.3%	\$0.020 95.2%	783	\$0.063	75	\$0.006	708 90.4%	\$0.057 90.5%
<u>Programmatic/Routine Maintenance</u>	1,548	\$0.129	2,556	\$0.213	(1,008) -65.1%	(\$0.084) -65.1%	4,649	\$0.389	10,968	\$0.918	(6,319) **	(\$0.529) **
<u>Unscheduled Maintenance</u>	1,213	\$0.101	561	\$0.047	653 53.8%	\$0.054 53.5%	3,641	\$0.304	2,343	\$0.196	1,298 35.6%	\$0.108 35.5%
<u>Vacancy/Absentee Coverage</u>	16,418	\$1.098	9,296	\$0.622	7,122 43.4%	\$0.476 43.4%	49,261	\$3.294	34,404	\$2.301	14,857 30.2%	\$0.993 30.1%
<u>Weather Emergencies</u>	553	\$0.037	5,724	\$0.383	(5,171) **	(\$0.346) **	3,146	\$0.214	11,754	\$0.800	(8,608) **	(\$0.586) **
<u>Safety/Security/Law Enforcement</u>	1,478	\$0.098	1,353	\$0.090	125 8.5%	\$0.008 8.2%	4,446	\$0.294	3,667	\$0.242	780 17.5%	\$0.052 17.7%
<u>Other</u>	9	\$0.001	2,486	\$0.276	(2,477) **	(\$0.275) **	28	\$0.003	6,913	\$0.741	(6,885) **	(\$0.738) **
<u>*All Other Departments and Accruals</u>		\$0.330		\$0.448		(\$0.118) -35.7%		\$1.003		\$0.777		\$0.226 22.5%
Subtotal	27,380	\$2.208	25,913	\$2.341	1,467 5.4%	(\$0.133) -6.0%	83,445	\$6.727	81,886	\$6.763	1,559 1.9%	(\$0.036) -0.5%
<b>REIMBURSABLE OVERTIME</b>	2,874	\$0.167	0	(\$0.042)	2,874 100.0%	\$0.209 **	8,638	\$0.502	589	\$0.056	8,049 93.2%	\$0.446 88.8%
<b>TOTAL OVERTIME</b>	<b>30,254</b>	<b>\$2.375</b>	<b>25,913</b>	<b>\$2.299</b>	<b>4,341 14.3%</b>	<b>\$0.077 3.2%</b>	<b>92,083</b>	<b>\$7.229</b>	<b>82,475</b>	<b>\$6.819</b>	<b>9,608 10.4%</b>	<b>\$0.410 5.7%</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%



**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	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,979 33.5%	\$0.132 33.6%	Lower than planned expenses	5,728 32.7%	\$0.381 32.8%	Lower than planned expenses
<u>Unscheduled Service</u>	244 93.3%	\$0.020 95.2%	Lower than planned expenses	708 90.4%	\$0.057 90.5%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,008) -65.1%	(\$0.084) -65.1%	Higher than planned expenses	(6,319) **	(\$0.529) **	Higher than planned expenses
<u>Unscheduled Maintenance</u>	653 53.8%	\$0.054 53.5%	Lower than planned expenses	1,298 35.6%	\$0.108 35.5%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	7,122 43.4%	\$0.476 43.4%	Lower than planned expenses	14,857 30.2%	\$0.993 30.1%	Lower than planned expenses
<u>Weather Emergencies</u>	(5,171) **	(\$0.346) **	Higher than planned expenses	(8,608) **	(\$0.586) **	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	125 8.5%	\$0.008 8.2%	Lower than planned expenses	780 17.5%	\$0.052 17.7%	Lower than planned expenses
<u>Other</u>	(2,477) **	(\$0.275) **	Higher than planned expenses	(6,885) **	(\$0.738) **	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.118) -35.7%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.226 22.5%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	1,467 5.4%	(\$0.133) -6.0%		1,559 1.9%	(\$0.036) -0.5%	
REIMBURSABLE OVERTIME	2,874 100.0%	\$0.209 **	Due to lower than planned overtime needed on projects eligible for reimbursement from the capital program and prior period adjustments.	8,049 93.2%	\$0.446 88.8%	Due to lower than planned overtime needed on projects eligible for reimbursement from the capital program and prior period adjustments.
TOTAL OVERTIME	4,341	\$0.077		9,608	\$0.410	

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**

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<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 MarchYear to date ending March 2018**Comparison Current Year vs. Prior Year:**

<b>*Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>			<b>*Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
3.8	\$26.7	3.8	\$26.3	1.1%	-1.3%	Bronx-Whitestone	10.5	\$73.8	10.7	\$74.9	1.8%	1.5%
0.7	1.4	0.7	1.5	1.3%	3.9%	Cross Bay	1.8	4.0	1.9	4.1	1.5%	2.7%
2.0	6.9	2.1	6.6	3.7%	-4.8%	Henry Hudson	5.6	18.8	5.8	18.6	2.7%	-1.3%
1.5	8.8	1.5	9.0	-0.3%	1.9%	Hugh L. Carey	4.2	24.0	4.2	25.6	1.2%	6.9%
0.6	1.3	0.6	1.3	3.1%	0.4%	Marine Parkway	1.7	3.5	1.7	3.7	2.9%	4.6%
2.0	12.7	2.1	13.3	3.3%	5.0%	Queens Midtown	5.8	35.0	6.0	38.0	3.5%	8.5%
4.9	34.0	5.5	36.8	11.4%	8.2%	RFK	14.1	96.0	15.2	102.7	7.7%	7.0%
3.5	27.5	3.5	27.1	0.9%	-1.3%	Throgs Neck	9.8	76.1	9.8	76.3	0.0%	0.2%
5.7	32.2	6.0	34.0	4.9%	5.7%	Verrazano-Narrows	16.2	90.5	17.0	97.2	4.5%	7.4%
<b>24.6</b>	<b>\$151.5</b>	<b>25.7</b>	<b>\$155.9</b>	<b>4.4%</b>	<b>2.9%</b>	<b>Total</b>	<b>69.7</b>	<b>\$421.7</b>	<b>72.1</b>	<b>\$441.1</b>	<b>3.6%</b>	<b>4.6%</b>
	<b>\$6.160</b>		<b>\$6.074</b>		<b>-1.4%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.053</b>		<b>\$6.114</b>		<b>1.0%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented on March 19, 2017

**Comparison Actual vs. Adopted Budget:**

<b>Feb Budget</b>		<b>Feb Actual</b>		<b>Percentage Change</b>			<b>YTD Budget</b>		<b>YTD Actual</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
<b>24.5</b>	<b>151.2</b>	<b>25.7</b>	<b>155.9</b>	<b>4.9%</b>	<b>3.1%</b>	<b>Total All</b>	<b>69.3</b>	<b>\$427.8</b>	<b>72.1</b>	<b>\$441.1</b>	<b>4.0%</b>	<b>3.1%</b>
	<b>\$6.176</b>		<b>\$6.074</b>		<b>-1.7%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.169</b>		<b>\$6.114</b>		<b>-0.9%</b>

**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**  
**March 2018**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	12	6	6	6 Professional vacancies
Law <sup>(1)</sup>	16	15	1	1 Professional vacancy
CFO <sup>(2)</sup>	25	24	1	2 Managerial vacancies and 1 Professional overage
Administration <sup>(3)</sup>	37	37	-	1 Managerial vacancy and 1 Professional overage
EEO	2	-	2	2 Managerial vacancies
<b>Total Administration</b>	<b>92</b>	<b>82</b>	<b>10</b>	
<b>Operations</b>				
Revenue Management	43	33	10	6 Managerial vacancies, 3 Professional vacancies, and 1 BTO vacancy
Operations (Non-Security)	543	424	119	35 Managerial and 84 BTO vacancies
<b>Total Operations</b>	<b>586</b>	<b>457</b>	<b>129</b>	
<b>Maintenance</b>				
Maintenance	206	200	6	4 Managerial and 2 Professional vacancies
Operations - Maintainers	176	176	-	
<b>Total Maintenance</b>	<b>382</b>	<b>376</b>	<b>6</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	156	36	4 Managerial and 32 Professional vacancies
Safety & Health	10	8	2	2 Professional vacancies
Law <sup>(1)</sup>	22	18	4	2 Managerial and 2 Professional vacancies
CFO-Planning & Budget Capital	29	21	8	1 Managerial vacancy and 7 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	44	38	6	3 Managerial and 3 Professional vacancies
<b>Total Public Safety</b>	<b>276</b>	<b>270</b>	<b>6</b>	
<b>Total Positions</b>	<b>1,589</b>	<b>1,388</b>	<b>201</b>	
Non-Reimbursable	<b>1,502</b>	<b>1,301</b>	<b>201</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,589</b>	<b>1,388</b>	<b>201</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**  
**March 2018**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	25	5	2 vacancies in CFO and EEO and 1 vacancy in Administration
Professional, Technical, Clerical	62	57	5	6 vacancies in Executive, 1 vacancy in Law, 1 overage in Admin and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>92</b>	<b>82</b>	<b>10</b>	
<b>Operations</b>				
Managers/Supervisors	216	175	41	35 vacancies in Operations and 6 in Revenue Management
Professional, Technical, Clerical	34	31	3	3 vacancies in Revenue Management
Operational Hourlies <sup>(1)</sup>	336	251	85	84 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management
<b>Total Operations</b>	<b>586</b>	<b>457</b>	<b>129</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	343	-	
<b>Total Maintenance</b>	<b>382</b>	<b>376</b>	<b>6</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	52	45	7	4 vacancies in Engineering, 2 in Law, and 1 vacancy in CFO
Professional, Technical, Clerical	201	158	43	32 vacancies in Engineering, 7 in CFO, 2 in Safety and Health, and 2 in Law
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Managers/Supervisors	48	45	3	3 vacancies in Internal Security
Professional, Technical, Clerical	32	29	3	3 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>276</b>	<b>270</b>	<b>6</b>	
<b>Total Positions</b>				
Managers/Supervisors	371	311	60	
Professional, Technical, Clerical	343	287	56	
Operational Hourlies	875	790	85	
<b>Total Positions</b>	<b>1,589</b>	<b>1,388</b>	<b>201</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 April 2018**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
APRIL 30, 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 April, 10 commitments were made with a total value of \$12.1 million compared to the plan calling for 10 commitments with a total value of \$9.8 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*).

Year-to-date 36 commitments, totaling \$32.5 million have been made, against a plan of 23 commitments with a total value of \$25.6 million.

Completions

In April, CB99S/MP03S – Marine Parkway/Cross Bay Bridges Sandy Restoration was completed from the 2018 plan for \$32 million accomplishing 105% of year to date goal of \$390.9 million. (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

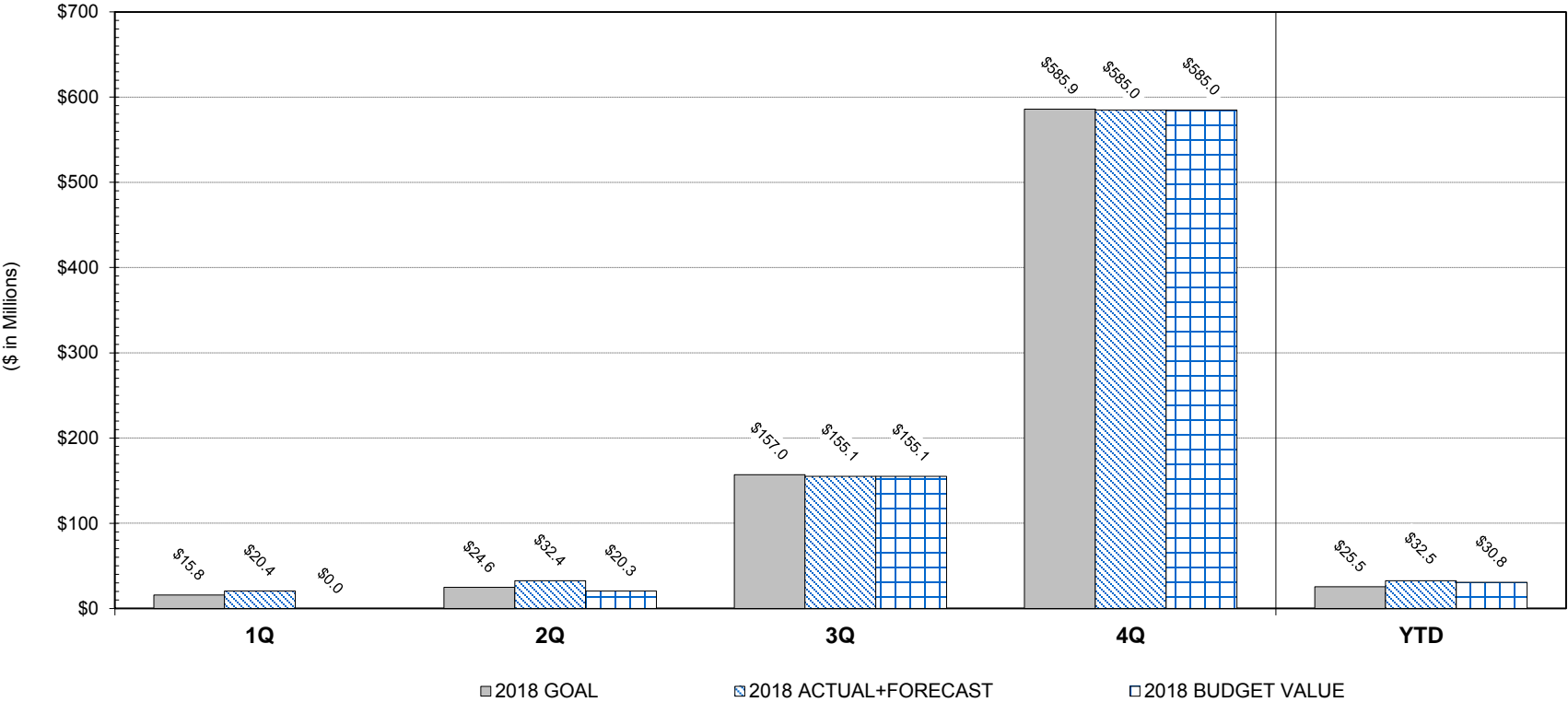
For the year-to-date, there were a total of three Completions for \$419.6 million.

Close-outs

There were 5 task level closeouts in April for \$32.4 million, bringing the year-to-date total to 25 task closeouts for a total of \$47.1 million.

**MTA Bridges and Tunnels**  
**Commitments as of April 30, 2018**

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$792.9	
YTD Goal:	\$25.5	
YTD Actual:	\$32.5	(127.3% of YTD Goal)
YTD Budgeted Value:	\$30.8	(120.5% of YTD Goal)
Left to Commit:	\$760.4	



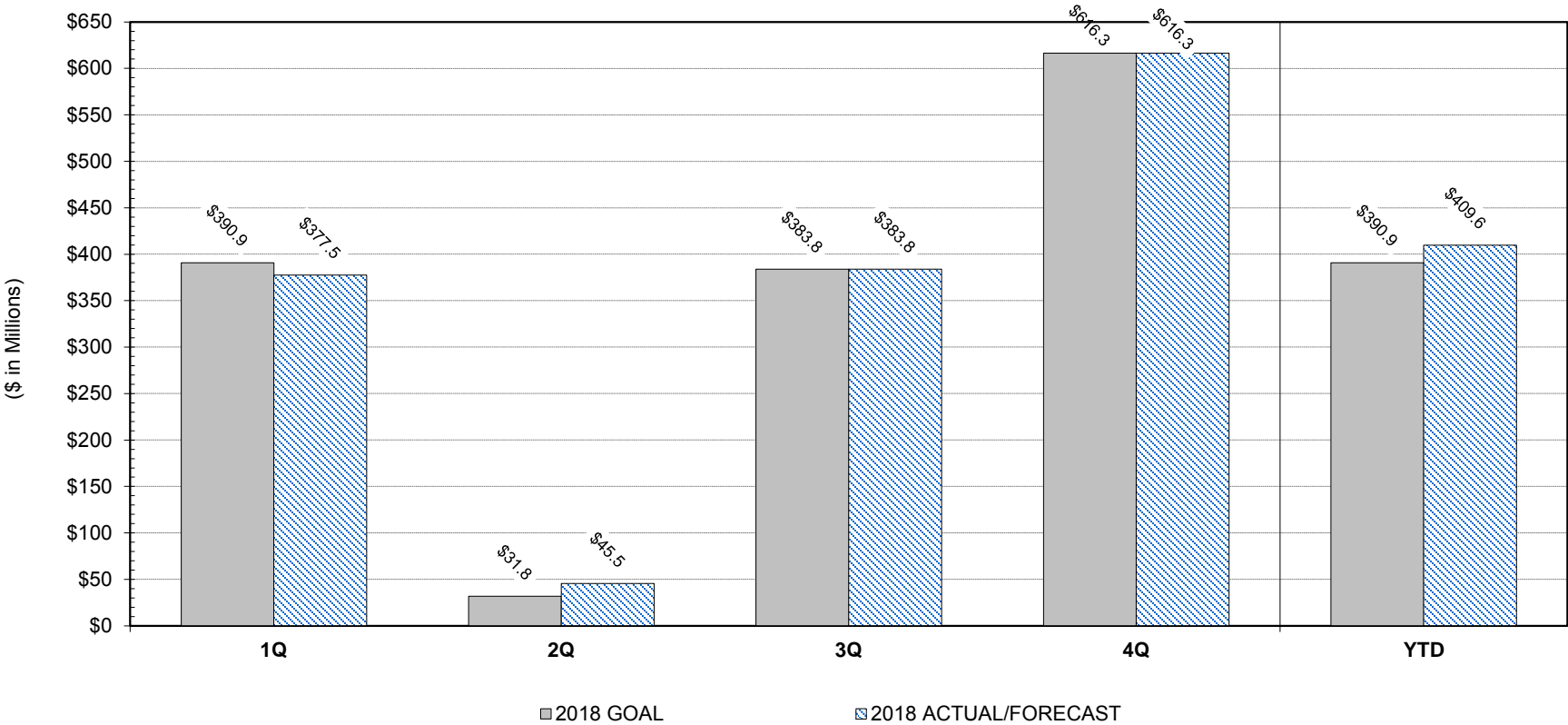


## MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
<b>RK65B</b>	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	Feb-18	Jul-18	F
<b>VN10</b>	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$35.1	\$35.1	\$35.1	Jul-18	Jan-18	Jul-18	F
<b>VN30/VN89</b>	D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$27.2	\$27.2	\$27.2	Jul-18	Jan-18	Jul-18	F
	D704VN30	Elevator Rehabilitation							
<b>TN49</b>	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)							
<b>HC07</b>	D704HC07	Rehabilitation of HCT Ventilation Systems	\$66.9	\$66.9	\$66.9	Oct-18	Mar-18	Oct-18	F
<b>VN32/VN49P</b>	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							
<b>CB18</b>	D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$35.1	\$35.1	\$35.1	Nov-18	Mar-18	Nov-18	F
<b>QM81</b>	D704QM81	Rehab of Tunnel Controls & Communication Systems	\$31.5	\$31.5	\$31.5	Nov-18	Mar-18	Nov-18	F
<b>TN49</b>	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 April 30, 2018**

2018 Budget Goal: \$1,422.8  
2018 Annual Forecast: \$1,423.1  
YTD Goal: \$390.9  
YTD Actual: \$409.6 (104.8% of YTD Goal)  
Left to Complete: \$1,013.5



## MTA Bridges and Tunnels: Status of Major Completions as of April 30, 2018

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	99%	28%	Mar-18	Mar-18	A	
	Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway								
CB99S/MP03S	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building	\$31.8	\$32.0	98%	66%	Jun-18	Apr-18	A	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	92%	81%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	93%	17%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers								
TN60	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	80%	3%	Oct-18	Oct-18	F	
BW14/BW84	Miscellaneous Structural Rehabilitation and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	92%	25%	Dec-18	Dec-18	F	
	Cable & Suspender Rope Investigation/Testing								
MP03/MP16	MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System	\$102.8	\$102.8	76%	74%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitation and Zone Painting								
RK75	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	90%	92%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	81%	73%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	69%	25%	Dec-18	Dec-18	F	
	Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls								

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

MTA Bridges and Tunnels: 2017 Major Commitments Status as of April 30, 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	May-18	F 1, 2

- 1. Design/Build teams requested additional time to review RFP documents.
- 2. The Design-Build contract was awarded May 2, 2018

MTA Bridges and Tunnels: 2017 Major Completions    Status as of April 30, 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	97%	0%	Dec-17	Mar-18	A	1

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

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



# Bridges and Tunnels

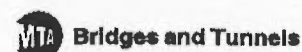
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## Procurements May 2018



# Staff Summary



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

<b>Date</b>	05/14/2018
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	05/14/2018			
2	MTA B&T Committee	05/21/2018			
3	MTA Board	05/23/2018			

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

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

## PURPOSE:

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

## DISCUSSION:

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

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	2	\$6.493M
Schedule H: Modifications to Personal Service Contracts and Misc. Service Contracts Awarded as Contracts for Services	2	\$5.166M
Schedule I: Modifications to Purchase & Public Works Contracts	1	\$2.531M
<b>SUBTOTAL</b>	<b>5</b>	<b>\$14.190M</b>

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

<b>TOTAL</b>	<b>5</b>	<b>\$14.190M</b>
--------------	----------	------------------

## BUDGET IMPACT:

The purchases/contracts will result in obligating MTA B&T and Capital funds in the amount listed. Funds are available in the current MTA B&T operating/capital budgets for this purpose.

## RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

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

**MTA BRIDGES & TUNNELS**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

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

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

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

**NOW**, the Board resolves as follows:

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



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

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

- |  |                       |                                      |
|--|-----------------------|--------------------------------------|
| <b>1. Henningson, Durham &amp; Richardson<br/>Architecture and Engineering PC (HDR)<br/>Contract No. PSC-17-3007</b> | <b>\$3,355,076.18</b> | <b><u>Staff Summary Attached</u></b> |
|--|-----------------------|--------------------------------------|

3yr., 4 months Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Inspection and Administration Services for Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge to Henningson, Durham & Richardson Architecture and Engineering, PC (HDR).

- |   |                       |                                      |
|---|-----------------------|--------------------------------------|
| <b>2. Hardesty &amp; Hanover, LLC<br/>Contract No. PSC-17-3005C</b> | <b>\$3,137,757.00</b> | <b><u>Staff Summary Attached</u></b> |
|---|-----------------------|--------------------------------------|

2yr., 9 months Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for the 2018 Biennial Bridge Inspections at the Verrazano-Narrows Bridge: Main Spans (Contract PSC-17-3005C) to Hardesty & Hanover, LLC (H&H).

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

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

- |   |                       |                                      |
|---|-----------------------|--------------------------------------|
| <b>1. Amman &amp; Whitney/WSP JV<br/>Contract No. PSC-16-2996</b> | <b>\$4,294,325.00</b> | <b><u>Staff Summary Attached</u></b> |
|---|-----------------------|--------------------------------------|

2yr., 3 months Contract- Competitive RFP

B&T is seeking Board Approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service Contract PSC-16-2996 for additional funding to provide additional design services.

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

- |                                 |                      |                                      |
|---------------------------------|----------------------|--------------------------------------|
| 2. <b>WSP USA Corp.</b>         | <b>\$ 871,887.96</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract No. PSC-15-2969</b> |                      |                                      |

3yr. Contract- Competitive RFP

B&T is seeking the Board's approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with WSP USA Corp. (WSP) to provide construction support services (CSS) for Project VN-10 Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge.

**I: Modifications to Purchase & Public Works Contracts**

(Approvals/Staff Summaries required for individual change orders greater than \$750K. Approvals without Staff Summaries required for change orders greater than 15% of previous approved amount which are also at least \$250K)

- |                                     |                       |                                      |
|-------------------------------------|-----------------------|--------------------------------------|
| 1. <b>Paul J. Scariano, Inc.</b>    | <b>\$2,531,329.00</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract No. RK-75 Phase IIb</b> |                       |                                      |

2yr., 4 months Contract- Competitive Bid

B&T is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this contract with Paul J. Scariano, Inc. (PJS) for work associated with demolition of occupied spaces beneath the Manhattan Plaza at the RFK Bridge.

# Staff Summary

Page 1 of 2

<b>Item Number: 1 (Final)</b>					
<b>Dept &amp; Dept Head Name:</b> Engineering & Construction Department, Joe Keane, P.E. 					
<b>Division &amp; Division Head Name:</b> Engineering & Construction Department, Aris Stathopoulos, P.E. 					
<b>Board Reviews</b>					
Order	To	Date	Approved	Info	Other
1	President	5/7/17			
2	MTA B&T Committee	5/21/17			
3	MTA Board	5/23/17			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Executive Vice President		
2	General Counsel 	5	President		
3	Chief Procurement Officer 				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name:</b> Henningson, Durham & Richardson Architecture and Engineering PC	<b>Contract Number</b> PSC-17-3007
<b>Description:</b> Construction Administration and Inspection Services for Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge	
<b>Total Amount</b> \$3,355,076.18	
<b>Contract Term (including Options, if any)</b> Three (3) Years, four (4) months	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract for Construction Inspection and Administration Services for Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge to Henningson, Durham & Richardson Architecture and Engineering, PC (HDR) located at 500 Seventh Avenue, New York, NY 10018 in the negotiated amount of \$3,355,076.18 for a duration of three (3) years, four (4) months.

### II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection services necessary to assist B&T's Engineering and Construction Department in the oversight of the construction work required under Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge. The services to be provided include: (i) pre-construction; (ii) construction administration and inspection; and (iii) project closeout.

The service requirements were publicly advertised; nine (9) firms submitted qualification information. Five (5) firms, Louis Berger US, Inc., HAKS Engineers, Architects, & Land Surveyors PC (HAKS), Hardesty & Hanover Construction Services, LLC, (H&H), HDR; and STV, Inc. (STV), were selected to receive the RFP based on a review of their qualifications. All five (5) firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee recommended that B&T should enter into negotiations with HDR.

## Staff Summary

HDR demonstrated the best understanding of the work scope. They presented very sound solutions for coordinating the mechanical and electrical work inside the anchorages. HDR's proposal also detailed how the phases for equipment replacement will be managed without impacting the dehumidification system's operation inside their enclosures. In addition, HDR has extensive experience successfully working at B&T facilities and they proposed the lowest cost.

HDR submitted a cost proposal in the amount of \$3,458,575.36. The Engineer's estimate is \$3,029,012. Negotiations resulted in B&T and HDR agreeing to the negotiated amount totaling \$3,105,076.18, which is 2.5% higher than the Engineer's estimate and is fair and reasonable. HDR's proposal is deemed most advantageous to B&T. HDR is considered a responsible consultant. In anticipation of upcoming Major Maintenance initiatives the Engineer has requested that a \$250,000 allowance be included in the contract commitment. The total value of the Contract is \$3,355,076.18.

### III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. HDR has achieved their M/WBE goals on previous MTA contracts.

### IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project VN-10 (\$3,105,076.18) and B&T's Major Maintenance Budget in the amount of \$250,000.

### V. ALTERNATIVES

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

# Staff Summary

Page 1 of 3

Item Number: 2 (Final)						<b>SUMMARY INFORMATION</b>		
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. 						<b>Vendor Name</b> Hardesty & Hanover, LLC		<b>Contract No.</b> PSC-17-3005C
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Philip Swanton, P.E. 						<b>Description</b> 2018 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Verrazano Narrows Bridge: Main Span		
Board Reviews						<b>Total Amount</b> \$3,137,757.00		
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Contract Term (including Options, if any)</b> Two years, nine months (through 12/31/20)		
1	President	5/07/18				<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
2	MTA B&T Committee	5/21/18				<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
3	MTA Board	5/23/18				<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Internal Approvals						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>					
1	Chief Financial Officer	4	VP & Chief of Staff					
2	General Counsel	5	President					
3	Chief Procurement Officer							
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:								

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a personal service contract for the 2018 Biennial Bridge Inspections at the Verrazano-Narrows Bridge: Main Spans (Contract PSC-17-3005C) to Hardesty & Hanover, LLC (H&H). The negotiated contract amount is \$3,137,757.00. The contract will be for a duration of approximately two years, seven months through December 31, 2020.

### II DISCUSSION

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

Requirements for these services at the Robert F. Kennedy and Verrazano-Narrows Bridges were publicly advertised. Eleven firms submitted qualification information for review and evaluation by the selection committee. Eight firms were chosen to receive the RFP based on a review of those qualifications and all eight submitted proposals: AI Engineers, Inc. (AI); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); Hardesty & Hanover, LLC (H&H); HNTB New York Engineering & Architecture, P.C. (HNTB); Louis Berger U. S., Inc. (LB); Stantec Consulting Services, Inc. (SCS); Thornton Tomasetti (TT); and WSP USA, Inc. (WSP).

The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the Committee's



# Staff Summary

Page 2 of 3

review of all submittals the four highest rated firms were recommended to receive an award and the TBTA Board approved said recommendation in February, 2018. During the course of the award process, the firm approved for Contract PSC-17-3005C (VNB Main Span) withdrew their proposal. Contracts PSC-17-3005 A, B and D were awarded in April 2018. H&H is the second highest rated firm for the VNB Main Span inspection work.

H&H proposed \$2,318,713.00 for this work. The negotiated amount of \$2,187,757.00 (exclusive of the \$950,000.00 allowance) is 3.07% below the Engineer's estimate of \$2,257,129.00, and 8.2% above the prior (2016) Biennial Contract amount of \$2,021,889.00 and is fair and reasonable. H&H is considered to be a responsible consultant. The total amount for the contract will include the assigned allowance of \$950,000. Services under the allowance are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary studies and scope development for future capital improvement projects; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowance is based on historical costs and will permit B&T to quickly respond to the needs of each facility.

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

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for the contract. H&H has achieved its MWDBE goals on previously completed MTA contracts. SDVOB goals have not been assigned on prior contracts with this firm. As such, H&H has no record of performance in this diversity category.

## IV. IMPACT ON FUNDING

Funding in the amount of \$3,137,757.00 is available in the Operating Budget under GFM-523C, General Ledger #711101.

## V. ALTERNATIVES

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

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

Item Number:

<b>Vendor Name (&amp; Location)</b> Amman & Whitney and WSP JV, New York, NY	<b>Contract Number</b> PSC-16-2996	<b>AWO/Modification #</b>
<b>Description:</b> Design and Construction Support Services for Project RK-19/RK-70 Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge	<b>Original Amount:</b> \$3,427,162.00	
<b>Contract Term (including Options, if any)</b> July 20, 2017 – October 19, 2019	<b>Prior Modifications:</b> \$0.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$3,427,162.00	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b> \$4,294,325.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 125.3%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 125.3%	

### Discussion:

B&T is seeking Board Approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service Contract PSC-16-2996 with Amman & Whitney and WSP, JV (A&W and WSP,JV) for additional funding to provide additional design services in the amount of \$4,294,325.00.

On July 20, 2017, the Contract was awarded to A&W and WSP, JV in the agreed amount of \$3,427,162.00 pursuant to Board approval for a duration of two (2) years, three (3) months to perform preliminary analyses and develop a Design Brief to assist B&T in a comprehensive program of structural repairs and upgrades for all spans.

At this time, B&T has determined the most prudent and cost effective approach due to the complexities and magnitude of the scope and to obtain the goals of the Project is for the Consultant to provide continued phased services to perform complete design services for Phase 1A - Queens Approach and Viaduct, Randall's Island Viaduct, Bronx Kills Truss Span, Bronx Approach, and the Harlem River Lift Span structures. The services include seismic analyses and retrofit designs as part of the structural upgrades for HS-25 live load and specified permit truck loads as well as, structural steel repairs and associated painting design for all structures. Upon completion of the Phase 1A design, B&T shall request a proposal for design support services during construction.

A&W and WSP submitted a proposal in the amount of \$4,294,325.00. The Engineer's estimate is \$4,833,979. Upon negotiation and review B&T accepted the proposal, which is 11.2% below the Engineer's estimate and is fair and reasonable. Funding is available in the 2015-2019 Capital Program in the amount of \$3,380,280 under Task D04278, in the amount of \$804,613 under Task D04280 and in the amount of \$109,432 under Task D03670. Verbal authorization to proceed with design services was given in a not-to-exceed amount of \$170,000 on May 9, 2018 to avoid any schedule delays.

A&W and WSP are considered responsible consultants notwithstanding the existence of significant adverse information (SAI). A&W most recently deemed responsible on July 18, 2017 by the Interim Executive Director in consultation with the MTA General Counsel due to A&W's acquisition by Louis Berger US, which had previous SAI. WSP by virtue of its acquisition of Parsons Brinckerhoff was previously deemed responsible on March 25, 2008 notwithstanding significant adverse action of Parsons Brinckerhoff. There is no new SAI known at this time.

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

Item Number: 4 (Final)

<b>Vendor Name (&amp; Location)</b> WSP USA Corp.	<b>Contract Number</b> PSC-15-2969	<b>AWO/Modification #</b>
<b>Description</b> Design and Construction Support Services for Project Nos. VN-10 and VN-89, Rehabilitation of the Anchorages and Tower Pedestals at the Verrazano-Narrows Bridge	<b>Original Amount:</b> \$2,849,183.29	
<b>Contract Term (including Options, if any)</b> December 24, 2015 – December 23, 2018	<b>Prior Modifications:</b> \$0	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$2,849,183.29	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b> \$871,887.96	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy	<b>% of This Request to Current Amount:</b> 30.6%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction/Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 30.6%	

### Discussion:

B&T is seeking the Board's approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with WSP USA Corp. (WSP) to provide construction support services (CSS) for Project VN-10 Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge in the amount of \$871,887.96.

In December 2015 subsequent to Board approval the subject contract was awarded to WSP for design services in the negotiated amount of \$2,849,183.29. At that time, B&T informed the Board that a future request for CSS funding would be submitted once the scope of construction had been finalized. The scope of construction support services for Project VN-10 is now better defined so levels of effort can be estimated. The engineering services required during construction include reviews of shop drawings, requests for information, field visits, calculations, meetings and unanticipated designs. WSP requires a three (3) year extension of time to complete its services for the duration of the construction.

WSP submitted a proposal totaling \$1,385,914.00. The Engineer's estimate is \$867,657.00. Negotiations resulted in B&T and WSP agreeing to the negotiated amount totaling \$871,887.96 which is 0.5% above the estimate and is considered fair and reasonable. Funding for this amendment is available in the 2015-2019 Capital Program under Project VN-10 Task D03709

Parsons Brinckerhoff, Inc. is a wholly owned subsidiary of WSP USA. In connection with a previously awarded contract, Parsons Brinckerhoff, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on March 25th, 2008. No new SAI has been found relating to Parsons Brinckerhoff, Inc., and likewise WSP USA, and therefore both have been found to be responsible.



## Schedule I: Modifications to Purchase and Public Works Contracts

### Item Number: 5 (Final)

<b>Vendor Name (&amp; Location)</b> Paul J. Scariano, Inc. – New Rochelle, NY		<b>Contract Number</b> RK-75 Phase IIb	<b>AWO/Modification #</b>
<b>Contract Title:</b> Demolition of Occupied Spaces Beneath the Manhattan Plaza at the RFK Bridge			
<b>Contract Term (including Options, if any)</b> April 25, 2016 – August 24, 2018		<b>Original Amount:</b> \$15,377,685.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> \$1,473,950.66	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> N/A	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b> \$16,851,635.66	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$2,531,329.00	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E., VP & Chief Engineer		<b>% of This Request to Current Amount:</b> 15.02%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 26.05%	

### Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this contract with Paul J. Scariano, Inc. (PJS) for work associated with demolition of occupied spaces beneath the Manhattan Plaza at the RFK Bridge in an amount of \$2,531,329.00.

Pursuant to competitive bidding, the subject Contract was awarded to Paul J. Scariano, Inc. (PJS) in April 2016 in the amount of \$15,377,685.00 and for a duration of 24 months. The Work to be performed under this Contract may briefly be described as (i) complete interior demolition of the building located beneath the Manhattan Plaza of the RFK Bridge; (ii) installation of new fire alarm system and fire suppression room with new pre-action valve; and (iii) installation of domestic water lines and pumps. Five amendments totaling \$1,473,950.66 have been executed to adjust Contract Unit Price Item quantities, perform additional work and to extend the contract duration from 24 months to 28 months.

Under this proposed Amendment, new work items as determined by the Engineer would be added due to actual field conditions. Contract requirements did not include the asbestos-containing materials in roofing, ducts and walls in the Administrative Building, which must be abated prior to completing Contract demolition work. This requirement was unknown when contract specifications were developed due to the area being inaccessible prior to commencement of the work. In addition, the Department of Environmental Protection (DEP) has required the Contractor to relocate a new RPZ backflow preventer and install a new 4" drain in the Fleet Maintenance Garage, which must be completed without interrupting the Fleet Maintenance Garage's operations. The Engineer determined that, due to existing field conditions, an upgraded ATS control panel and new splice boxes and conduit are required to integrate with the new Generator to be installed under the Contract. Verbal authorization to proceed with the asbestos abatement and new drain line was given in a not-to-exceed amount of \$550,000 on May 3, 2018 to avoid schedule delay and to mitigate potential impact costs.

Funding for this amendment is available in the 2015-2019 Capital Program under Project RK-75 Ph IIb Task D02721 (\$2,531,329.00).

In connection with this contract being awarded, PJS was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on February 23, 2016. No new SAI has been found related to the Contractor and PJS has been found to be responsible.



# **Bridges and Tunnels**

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## **Diversity Report First Quarter 2018**



# Executive Summary

## **MTA Bridges and Tunnels**

May 21, 2018



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

- ❑ MTA B&T overall workforce is currently comprised of **1,394** employees; of which **313 (22%)** are females,\* **766 (55%)** are minorities and **84 (6%)** are veterans.\*\*
- ❑ The percentage of females in the workforce has **increased by (1%)** compared to the representation of females in first quarter 2017. As it relates to race and ethnicity, the percentage of minorities has **remained constant** compared to the first quarter 2017.
- ❑ MTA B&T conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA B&T **March 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market.
- ❑ Based on the availability analysis, **Females, Asians, Blacks, 2+ Races, and Hispanics** were underrepresented in some of the job categories at MTA B&T. A majority of the underrepresentation occurred within the **Service Maintenance** job categories.

\*Includes minorities, non-minorities, and Veterans

\*\*Includes minorities and non-minorities.



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

- ❑ MTA B&T hired **16** employees, of which **6 (37%)** were females,\* **12 (75%)** were minorities; and **0 (0%)** were veterans.\*\*
- ❑ Females were **hired at higher** percentage compared to their current representation of **22%** in the workforce. Minorities were **hired at higher** percentage compared to their current representation of **55%** in the workforce.
- ❑ MTA B&T handled a total of **6** EEO complaints; of which **5** were internal and **1** was external. In the first quarter 2017, MTA B&T handled a total of **10** EEO complaints; of which **6** were internal and **4** were external.
- ❑ MTA B&T handled a total of **0** Title VI complaints. In the first quarter 2017, MTA B&T handled a total of **0** Title VI complaints.

\*Includes minorities, non-minorities, and Veterans.

\*\* Includes minorities and non-minorities.



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

The table below is a snapshot as of March 31, 2018 of MTA Bridges and Tunnels numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	238		113	47%	125	53%	52	22%	21	9%	28	12%	1	0%	0	0%	11	5%	7	3%
F	68	29%	44	18%	24	10%	26	11%	6	3%	8	3%	1	0%	0	0%	3	1%	1	14%
M	170	71%	69	29%	101	42%	26	11%	15	6%	20	8%	0	0%	0	0%	8	3%	6	86%
Professionals	216		129	59%	87	40%	42	19%	41	19%	29	13%	0	0%	1	0%	16	7%	10	5%
F	96	44%	68	31%	28	13%	30	14%	21	10%	13	6%	0	0%	0	0%	4	2%	2	20%
M	120	56%	61	28%	59	27%	12	6%	20	9%	16	7%	0	0%	1	0%	12	6%	8	80%
Technicians	118		59	50%	59	50%	19	16%	32	27%	6	5%	0	0%	0	0%	2	2%	10	8%
F	22	19%	16	14%	6	5%	7	6%	7	6%	1	1%	0	0%	0	0%	1	1%	1	10%
M	96	81%	43	36%	53	45%	12	10%	25	21%	5	4%	0	0%	0	0%	1	1%	9	90%
Protective Services	445		285	64%	160	36%	151	34%	104	23%	17	4%	1	0%	0	0%	12	3%	41	9%
F	91	20%	81	18%	10	2%	62	14%	14	3%	1	0%	1	0%	0	0%	3	1%	4	10%
M	354	80%	204	46%	150	34%	89	20%	90	20%	16	4%	0	0%	0	0%	9	2%	37	90%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	32		28	88%	4	13%	21	66%	4	13%	3	9%	0	0%	0	0%	0	0%	2	6%
F	24	75%	23	72%	1	3%	19	59%	3	9%	1	3%	0	0%	0	0%	0	0%	2	100%
M	8	25%	5	16%	3	9%	2	6%	1	3%	2	6%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	345		152	44%	193	56%	72	21%	51	15%	11	3%	3	1%	0	0%	15	4%	14	4%
F	12	3%	10	3%	2	1%	2	1%	7	2%	0	0%	0	0%	0	0%	1	0%	0	0%
M	333	97%	142	41%	191	56%	70	20%	44	13%	11	3%	3	1%	0	0%	14	4%	14	100%
Total	1,394		766	55%	628	45%	357	26%	253	18%	94	7%	5	0%	1	0%	56	4%	84	6%

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



# MTA Bridges and Tunnels

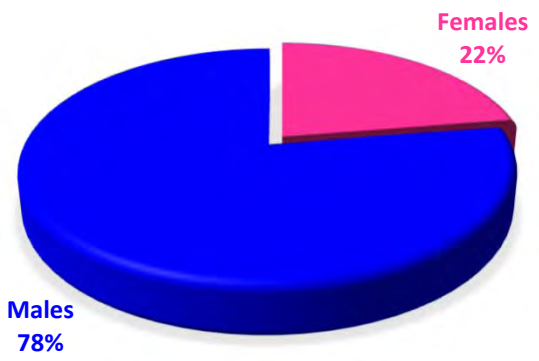
## **Workforce**

As of March 31, 2018

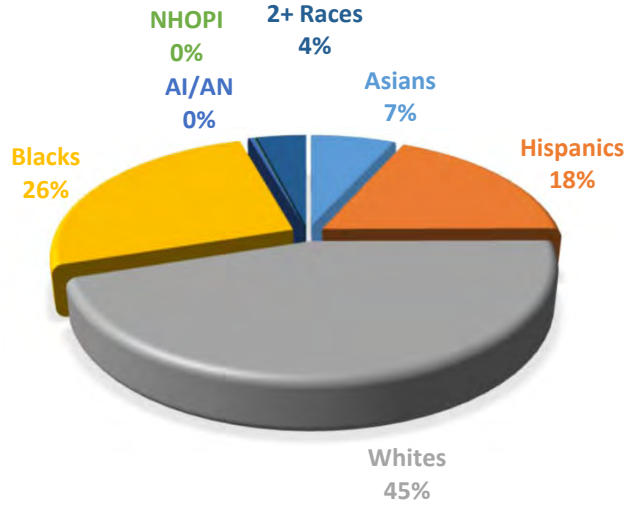


# MTA Bridges and Tunnels Workforce as of March 31, 2018

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA Bridges and Tunnels workforce consist of **1,394** employees.

- ❑ **22%** females, **55%** minorities, and **6%** veterans.
- ❑ The percentage of females employed **decreased by (1%)** since the prior quarter.
- ❑ The percentage of minorities **did not change** as it relates to race and ethnicity since the prior quarter.





# MTA Bridges and Tunnels Underutilization Analysis Overview

MTA B&T has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA B&T **March 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause analysis for any identified underutilization.

In general, as of **March 31, 2018**, females, Asians, Blacks and Hispanics were underrepresented in some of the job categories at the Agencies. A majority of the underrepresentation occurred within the Skilled Craft and Service Maintenance job categories.

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



# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MTA Bridges and Tunnels Underutilization Analysis

MTA B&T has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA B&T **March 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# MTA Bridges and Tunnels Underutilization Analysis

MTA B&T has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA B&T **March 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	37%	59%	9%	9%	3%	3%	0%	0%	0%	0%	0%	0%	13%	3%
	M	4%	6%	3%	3%	4%	6%	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Service Maintenance	F	3%	1%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%
	M	14%	20%	24%	13%	3%	3%	0%	1%	0%	0%	1%	4%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# MTA Bridges and Tunnels

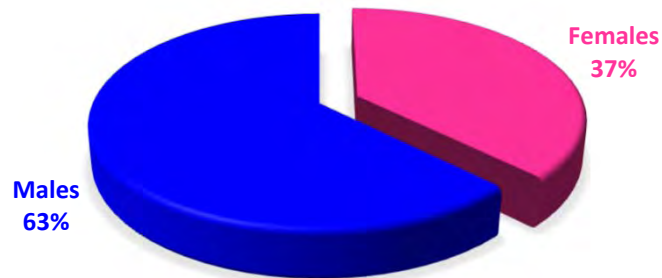
## **New Hires and Veterans**

May 21, 2018

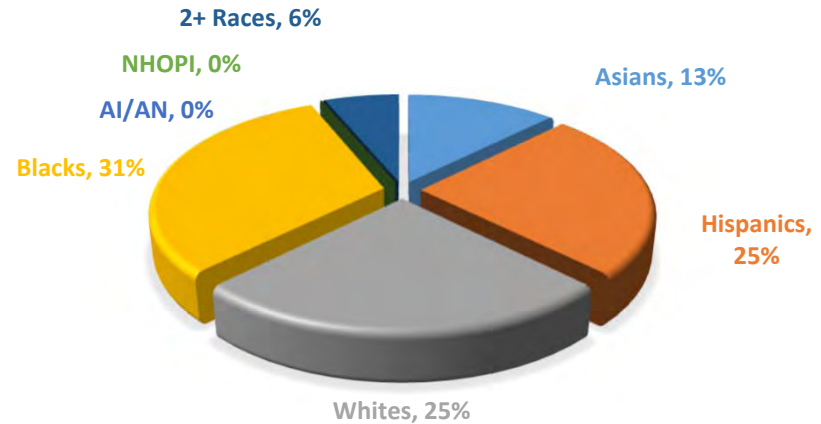


## MTA Bridges and Tunnels New Hires and Veterans By Gender and Race/Ethnicity January 1, 2018 to March 31, 2018

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



MTA B&T hired **16** employees including **0 (0%)** veterans.

- ❑ **37%** females in which **0%** were female veterans.
- ❑ Females were hired at a **higher** percentage compared to their current representation of **22%** in the workforce.
- ❑ **75%** minorities in which **0%** were minority veterans.
- ❑ Minorities were hired at a **higher** percentage compared to their current representation of **55%** in the workforce.



# MTA Bridges and Tunnels

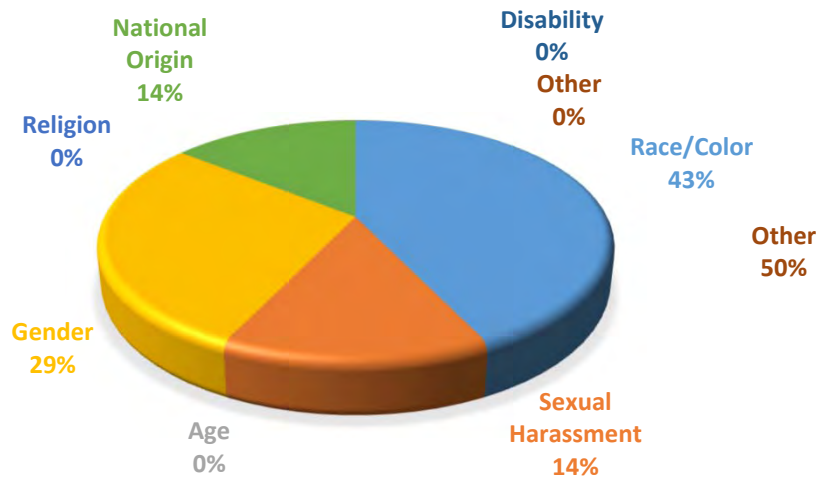
## **Complaints and Lawsuits**

May 21, 2018

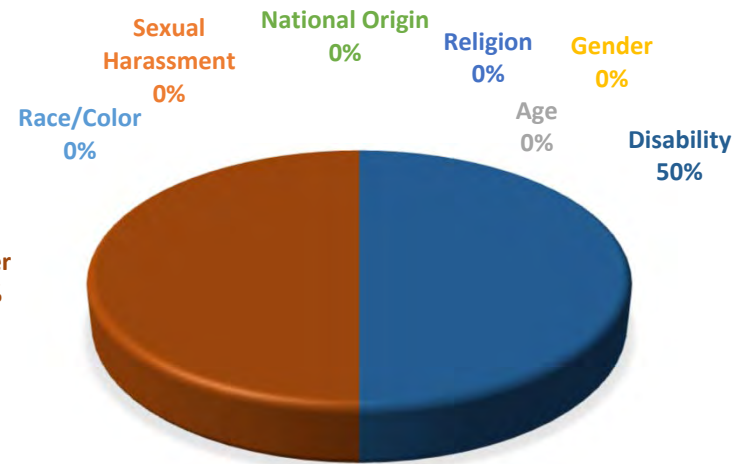


# MTA Bridges and Tunnels Internal/External EEO Complaints and Lawsuits January 1, 2018 to March 31, 2018

## INTERNAL EEO COMPLAINTS



## EXTERNAL EEO COMPLAINTS



MTA B&T handled **6** EEO complaints, citing **9** separate allegations, and **0** lawsuits.

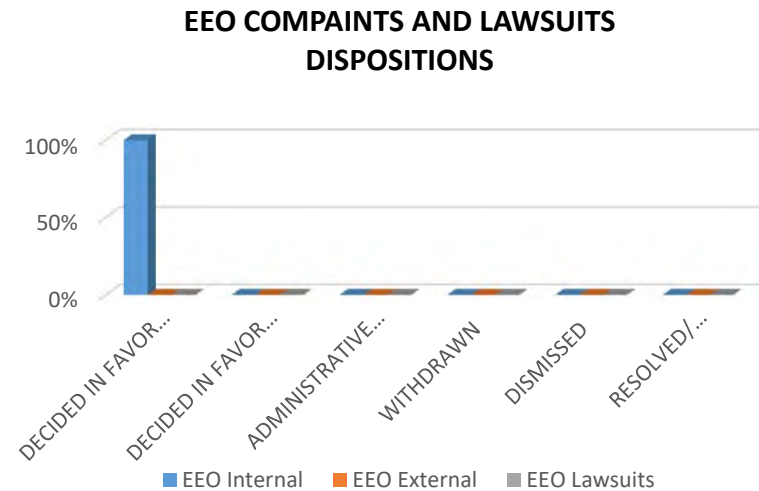
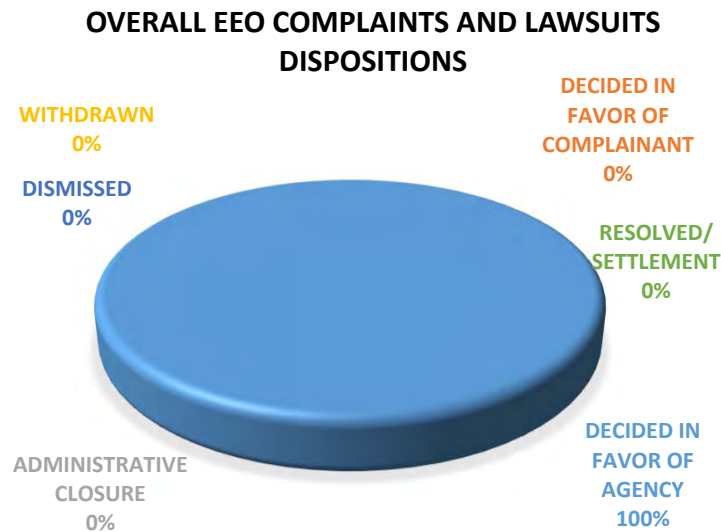
- ❑ 5 filed internal complaints.
- ❑ 1 filed external complaints.
- ❑ The most frequently cited basis internally was **race** and externally was **disability/other**.



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



# MTA Bridges and Tunnels EEO Complaint and Lawsuits Dispositions January 1, 2018 to March 31, 2018



MTA B&T disposed **1** EEO complaints and **0** EEO lawsuits.

- ❑ **100%** complaints/lawsuits decided in favor of the agency.
- ❑ **0%** complaints /lawsuits decided in favor of the complainant.
- ❑ **0%** complaints/lawsuits were administrative closures.
- ❑ **0%** complaints/lawsuits were resolved/settlement.



MTA Bridges and Tunnels  
Title VI Discrimination Complaints, Lawsuits and Dispositions  
January 1, 2018 to March 31, 2018

**There are no B&T Title VI Discrimination  
Complaints, Lawsuits, or Dispositions for Reporting Period  
(January 1 – March 31, 2018)**

