



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

July 2018

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, 7/23/2018

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - June 2018

B&T Committee Minutes - June 2018 - Page 3

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

4. Report on Operations - May 2018

B&T Report on Operations - May 2018 - Page 18

5. Safety Report - May 2018

B&T Safety Report - May 2018 - Page 31

6. Report on Cashless Tolling - May 2018

B&T Report on Cashless Tolling - May 2018 - Page 37

7. Financial Report - May 2018

B&T Financial Report - May 2018 - Page 45

8. Capital Program Project Status Report - June 2018

B&T Capital Program Project Status Report - June 2018 - Page 59

9. Procurements

B&T Procurement - Page 67

B&T Competitive

B&T Competitive - Page 70

Next Meeting: Monday, September 24, 2018 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting June 2018

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

June 18, 2018

11:30 a.m.

In attendance were the Honorable:

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

Also in Attendance:
David R. Jones

Cedrick T. Fulton, President
Brian Bajor, Acting Vice President and Chief Procurement Officer
Mildred Chua, Vice President and Chief Financial Officer
Daniel DeCrescenzo, Vice President and Chief of Operations
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Lloyd Jairam, Acting Controller
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Shawn Moore, 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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 18, 2018

Minutes of TBTA Committee held June 18, 2018 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin stated that after he requested to meet with a TBTA traffic engineering representative at the Bronx-Whitestone Bridge (BWB), to discuss improper roadway line striping and placement of delineators, no one has met with him.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on May 21, 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 opened his remarks by stating that on May 11, 2018, TBTA experienced an historic event when more than 1 million vehicles travelled on its facilities. He stated that while the economy has been driving the increase in traffic, TBTA has been experiencing strong traffic growth with a reduction in traffic congestion since it implemented open road Cashless Tolling.

Report on Operations

With regard to the Report on Operations for April 2018, Mr. DeCrescenzo stated that traffic was higher by 4.6% and preliminary traffic figures for May 2018 are 5.7% higher than May 2017. April 2018 was the seventh consecutive month of year over year improvements in TBTA's collision rate. In May 2018, TBTA participated in "Click It or Ticket," an initiative to promote seatbelt use in and around TBTA facilities. From May 18 to June 3, TBTA officers increased the number of seatbelt summonses issued by over 206%.

Commissioner Vanterpool stated that while she is not looking forward to more traffic growth, she expressed her appreciation for the significant support TBTA provides to the MTA, and asked whether there is any way to capture the modal shift from potential transit users to vehicle users. Mr. Fulton responded that TBTA does try to determine where its customers come from and why through customer service surveys and that the strong economy, coupled with the ease of travel through TBTA facilities, may be an inducement for people to use their vehicles. He stated that multi-modal is necessary because without the other modes of transportation the bridges and tunnels would not work so it is necessary that the systems work together and that there is a balance between them. He also stated that he would work with Andy Byford, President of New York City Transit, and his team to better understand this dynamic.

Commissioner Brown asked whether factors such as the price of fuel and the nationwide trend in the reduction of transit and the increase in vehicle usage can be removed to see if there is a way to identify other attributes of traffic increases at TBTA. Mr. Fulton responded that TBTA does have data on the correlation between gasoline prices and vehicle usage and that elasticity with gas prices has always been something that TBTA has used to forecast traffic. People also value their time, which is a factor in their decision as to how they travel. And low gasoline prices can be an inducement for people to drive more but that it will be interesting to see the effect on traffic as gasoline prices go higher. With the competitive pricing of Uber, Lyft and taxis and the effect it may have on transit, Commissioner Greenberg asked if it can be tracked how often these types of vehicles cross TBTA facilities. Mr. Fulton responded that TBTA knows the accounts for these vehicles and will be having discussions with Taxi and Limousine Commission representatives to better manage our relationship with them.

Safety Report

With regard to the Safety Report for April 2018, Mr. Osnes stated that customer safety metrics indicate some significant improvements as follows:

- The 12 month average collision rate has decreased for seven consecutive months;
- For the 12 months through April 2018, the total collision rate was 7% better than in the previous 12 months; and
- The injury collision rate for the most recent 12 months is unchanged from the previous 24 month average.

Employee and contractor safety metrics are positive:

- Both employee accident reports and lost time injury rates have improved in the most recent 12 months compared to the previous 12 months, and
- The construction injury rate for the past 12 months is 10% better than the previous 12 months and 34% better than the 12 months prior to that period.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for April 2018, Ms. Chua stated that the E-ZPass market share is 94.4% or 6.5 percentage points higher than the same period last year. The combined collection rate for all facilities that went live through October 2017 is 101.6%. With regard to customer outreach efforts, Ms. Chua stated that an important goal is to sign up customers for Mobile Alerts so that they can be notified if their E-ZPass balance is low and of other important account issues. Since March 2018, more than 56,000 customers have enrolled in the Mobile Alerts program, which is an 18% increase.

Chairman Moerdler asked whether the decline in Tolls by Mail is coextensive with the increase in the E-ZPass market share and how many Tolls by Mail customers have not made any payments. Ms. Chua agreed that the decline in Tolls by Mail is attributable to the increase in the E-ZPass market share and stated that the toll processing metrics are included in the report but the violation rate of payment is not. Chairman Moerdler asked that information be provided to the Committee that would show the extent to which matters have gone past the violation stage to a regulatory or enforcement entity. Commissioner Jones asked for an update on DMV reciprocity. Ms. Terry responded that a reciprocity agreement has been entered into with Massachusetts, which uses registration holds as opposed to suspensions for toll evasion. Because Connecticut does not have tolls, they do not have the statutory power to enter into reciprocity agreements or to suspend registrations for toll evasion. While New Jersey does have tolls, it does not have the statutory power to suspend registrations for toll evasion but TBTA has reached out to the New Jersey Motor Vehicle Commission. Preliminary discussions are being held with Pennsylvania, who has been working on an agreement with Delaware. Commissioner Pally asked what New Jersey does to New York residents who do not pay their tolls. Ms. Terry stated that they do what we do and that is they impose violation fees and they can sue the registered owner for failure to pay their tolls and fees but that is much less effective than suspending registrations. Commissioner Jones asked whether TBTA has approached the legislatures in New Jersey and Connecticut regarding the need for toll evasion legislation. Commissioner Pally stated that the MTA Board should recommend to the Governor's Office that something should be worked out with these states for reciprocity because it has to come from that level and not from TBTA. Chairman Moerdler asked whether the Cashless Tolling equipment is able to read a license plate to determine if there are outstanding infractions or violations on that vehicle. Ms. Terry responded that TBTA has developed toll evader hot lists that are used with fixed and mobile license plate readers (LPR) to stop, summons and tow vehicles because it is illegal to drive in New York with a suspended registration. Between 60 and 65 percent of vehicle registrants have paid to clear their suspensions by paying all of their tolls and a portion of their violation fees. With regard to out of state toll violators that do not have suspended registrations, Chairman Moerdler asked whether the LPR system can be programmed to stop them as well. Ms. Terry stated that TBTA has issued exclusion orders under its regulations to out of state registered vehicle owners. If they fail to clear their tolls and violation fees within 30 days then their vehicle will be excluded from TBTA facilities. If they are then caught crossing a TBTA facility,

they are stopped and summonsed but not towed. Summonses for violating the Vehicle and Traffic Law are returnable in Criminal Court while violations of TBTA regulations are returnable at the Traffic Violations Bureau. She stated that TBTA is researching whether it has a legal basis to tow an excluded vehicle. Chairman Moerdler asked TBTA to report back at a future meeting as to whether out of state vehicles with a certain number of toll violations can be towed. Ms. Terry responded that they are not stopped and towed for prior violations only issued summonses for failure to pay the toll that is observed by an officer but she did agree to report back at a future meeting. Commissioner Greenberg asked how the Port Authority of New York and New Jersey (PANYNJ) handle toll evaders. Ms. Terry responded that other than the PANYNJ's one Cashless Tolling facility, officers are posted near E-ZPass only lanes at the other facilities to stop, summons and charge criminally those toll evaders without an E-ZPass tag. At TBTA, if motorists travel through a TBTA Cashless Tolling facility without E-ZPass tags they are Tolls by Mail customers until they fail to pay their toll bill.

Financial Report

Ms. Chua stated that in April 2018, toll revenue was \$602.9 million, which is 3.2% or \$18.5 million better than budget. Traffic in April 2018 was 98.7 million crossings, up against the budget by 4.3%. Preliminary May 2018 toll revenue was approximately \$173.0 million, which is \$7.4 million or 4.5% above budget and traffic is 28.2 million vehicles or 6.1% better than forecast. Total expenses were \$159.2 million, which is \$22.8 million or 12.5% lower than plan. TBTA's support to mass transit was \$354.5 million, which is \$47.6 million or 15.5% better than plan. Commissioner Pally commented that TBTA is upholding the MTA's financial plan as it is covering deficits of other MTA agencies.

Capital Program Status Report

With regard to the Capital Program Status Report for May 2018, Mr. Keane stated that TBTA awarded 13 commitments totaling \$41.4 million. The most significant commitment was the \$30.9 million design-build rehabilitation of the Robert F. Kennedy Bridge's (RFKB) Harlem River Lift Span electrical and mechanical systems.

Mr. Keane also stated that there was one major project completion for the Queens Midtown Tunnel (QMT) – Superstorm Sandy Restoration and associated work at a value of \$326.4 million, which was completed 11 months ahead of its original scheduled completion date. TBTA is on track to meet its 2018 completion goal of \$1.43 billion in planned completions with an aggregate of four project completions through May totaling \$746.0 million, which is 52% of the 2018 planned completions.

Procurements

For May 2018, Mr. Bajor stated that there are five procurements totaling \$30.6 million.

Non-Competitive Procurements

Mr. Bajor stated that there is one non-competitive amendment in the amount of \$2.43 million with the New York State Department of Transportation (NYS DOT) for the reconstruction and maintenance of an approach ramp at the RFKB. In July 2017, the Board authorized \$23 million for this project based on the estimate. Proposals have been received by the NYS DOT and additional funding in the amount of \$2.43 million is required.

Modifications to Purchase & Public Works Contracts

New York State Department of Transportation	Contract No. MOU-17-71 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a Memorandum of Understanding, known as MOU-17-71, with the New York State Department of	\$2,433,195.00
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Transportation to provide additional funding for reconstruction of Ramp RC connecting the southbound Bruckner Expressway with the Bronx approach to the Robert F. Kennedy Bridge.

Competitive Procurements

Mr. Bajor stated that there is a request to use the request for proposals (RFP) process and to declare competitive bidding to be impractical in order to pre-qualify firms for miscellaneous construction services on an as-needed basis at various Authority facilities with no funding committed at this time. He also stated that there are three additional competitive procurements in the amount of \$28.1 million, and described them as follows:

- Award of a competitively solicited personal service contract for construction administration and inspection services for Project TN-49, Replacement of the Roadway Deck in the Suspended Spans at the Throgs Neck Bridge (TNB), in the negotiated amount of \$19.7 million;
- Modification to a personal service contract to add construction support services for Project TN-49 in the negotiated amount of \$7.98 million; and
- Small Business Mentoring Program modification associated with curtain wall rehabilitation at the RFKB in the negotiated amount of \$0.492 million.

Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid

Contractors to be Determined	Contract No. GFM-527 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and to authorize TBTA to enter into a competitive Request for Proposal process for Contract GFM-527 to obtain Miscellaneous Construction Services on an As-Needed Basis at Various Authority Facilities. The budget for these as yet defined projects is \$120,000,000.00. The duration of these projects will be for four years.	Cost to be Determined
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Personal Service Contracts

Greenman-Pedersen, Inc.	Contract No. PSC-17-3006 TBTA 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 TN-49, Replacement of the Roadway Deck on the Suspended Span at the Throgs Neck Bridge.	\$19,694,864.14
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Modifications to Personal Service Contracts and Miscellaneous Service Contracts
Awarded as Contracts for Services

Weidlinger Associates Inc./ Parsons Brinckerhoff	Contract No. PSC-11-2897 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-11-2897 with Weidlinger Associates Inc./Parsons Brinckerhoff, A Joint Venture for funding to provide (i) construction support services for Project TN-49, Deck Rehabilitation/ Replacement of the Suspended Spans at the Throgs Neck Bridge; (ii) shop fabrication and testing oversight during orthotropic deck fabrication; and (iii) main cable and suspender rope investigation and evaluation.	\$7,975,734.00
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Modifications to Purchase & Public Works Contracts

SAI Services, Inc.	Contract No. RKM-357 TBTA is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this contract with SAI Services, Inc. for additional work associated with the rehabilitation of the curtain walls at the Manhattan Plaza of the Robert F. Kennedy Bridge as well as a time extension.	\$491,843.31
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Mr. Bajor stated that there are no ratifications.

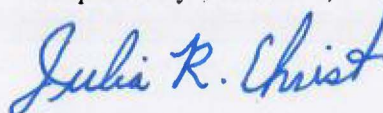
Chairman Moerdler asked whether LiRo Engineering, whose bid was approximately \$1.5 million less than Greenman-Pedersen, Inc., was not awarded the contract because they had lesser qualifications. Mr. Bajor responded that it was a best value selection based on technical and cost but that the selection committee felt that LiRo had underestimated the level of effort that was required to perform the services based on the submission of a lower number of hours, which reduced their bid, required for the project. Chairman Moerdler summed it up as lesser hours, lesser effort, and lesser result and Mr. Bajor agreed.

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

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

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

July 2018

No items scheduled.

August 2018

No meeting scheduled.

September 2018

Customer Environment Survey – 2nd Quarter 2018
2019 Preliminary Budget
Diversity Report – 2nd 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 – 3rd 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 2019-2022
2018 B&T Operating Surplus
Customer Environment Survey – 4th Quarter 2018
Diversity Report – 4th 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

May 2019

Customer Environment Survey – 1st Quarter 2019
Diversity Report – 1st Quarter 2019

Operations
EEO

June 2019

No items scheduled.

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

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 – 2nd Quarter 2018

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

OCTOBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

NOVEMBER 2018

Customer Environment Survey – 3rd Quarter 2018

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

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

DECEMBER 2018

2019 Proposed Committee Work Plan

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

2019 Proposed Final Budget

The Committee will recommend action to the Board.

DECEMBER 2018 (cont'd)

Diversity Report – 3rd 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 2018 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 – 4th 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.

MAY 2019Customer Environment Survey – 1st Quarter 2019

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 – 1st Quarter 2019

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

JUNE 2019

No items scheduled.



Bridges and Tunnels

Report on Operations May 2018



MTA Bridges and Tunnels May 2018 Traffic Trends

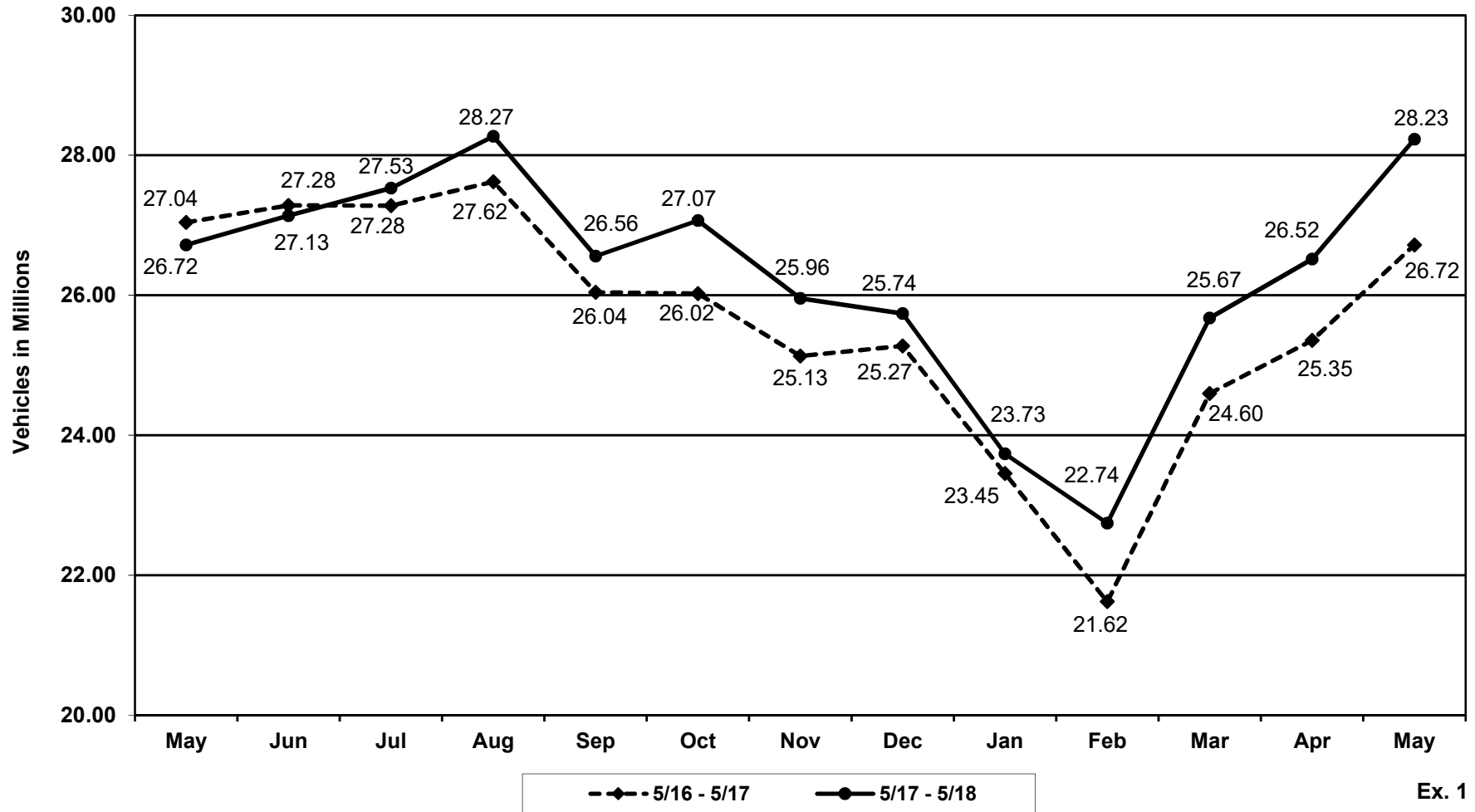
Summary

Traffic was higher on a year-to-year basis, with 28.2 million crossings this month vs. 26.7 million crossings in May 2017, an increase of 5.6% (Exhibit 1).

E-ZPass volume increased by 12.7% on a year-to-year basis for the month while crossings using Tolls by Mail declined 49.6% compared to Tolls by Mail, cash and other payment methods used in May 2017 (Exhibit 7). Passenger car travel increased 5.7% and other vehicle travel increased 4.6% from May 2017 (Exhibit 8).

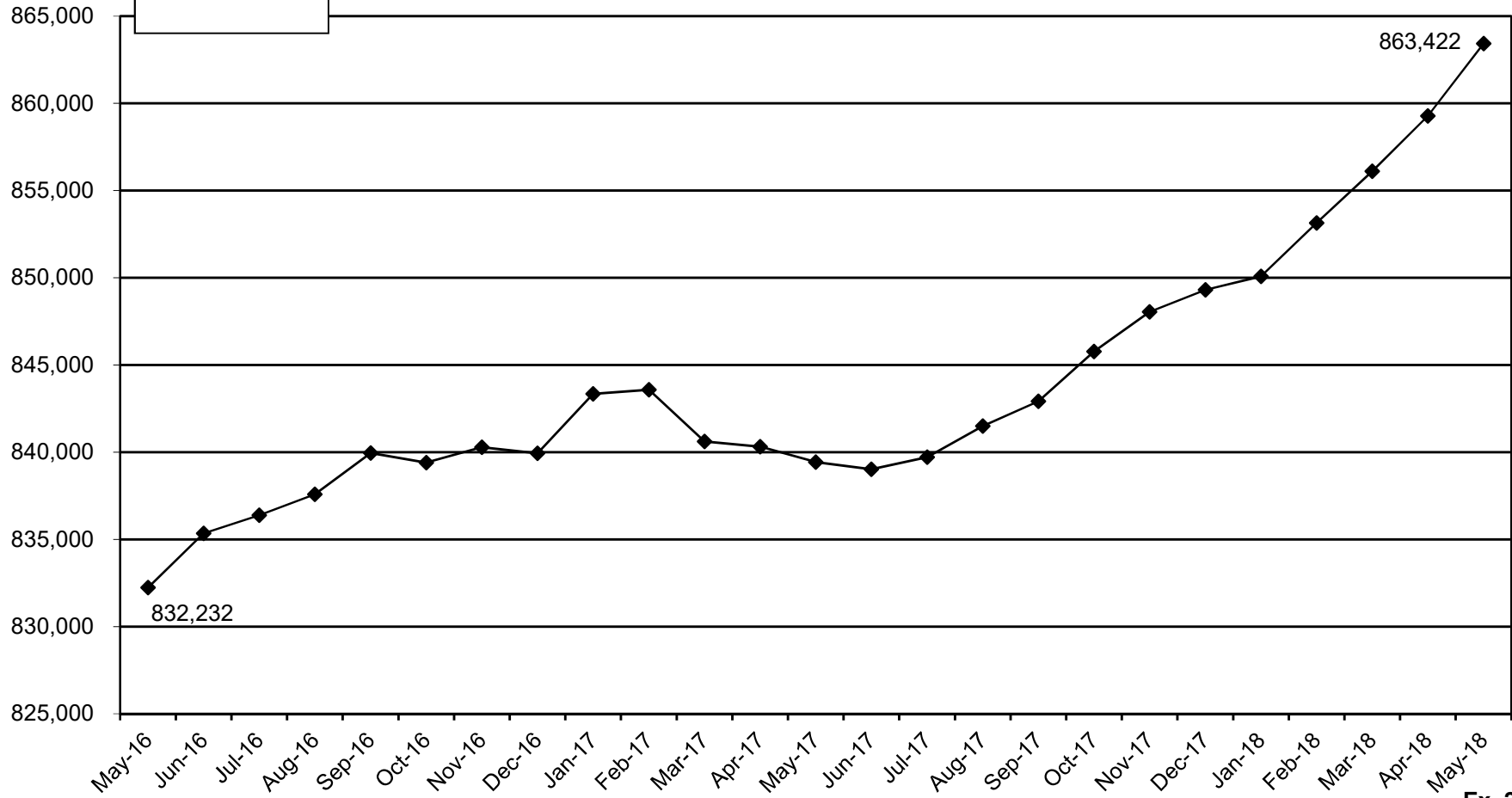
Improvements in the local economy appear to be the main drivers behind the growth in traffic, as weather indicators were unfavorable and gas prices were higher on a year-over-year basis. Rainfall this May totaled 3.2 inches compared to 6.0 inches last year. Gas prices averaged \$3.02 per gallon this May, which was \$0.51 more than last year at this time.

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

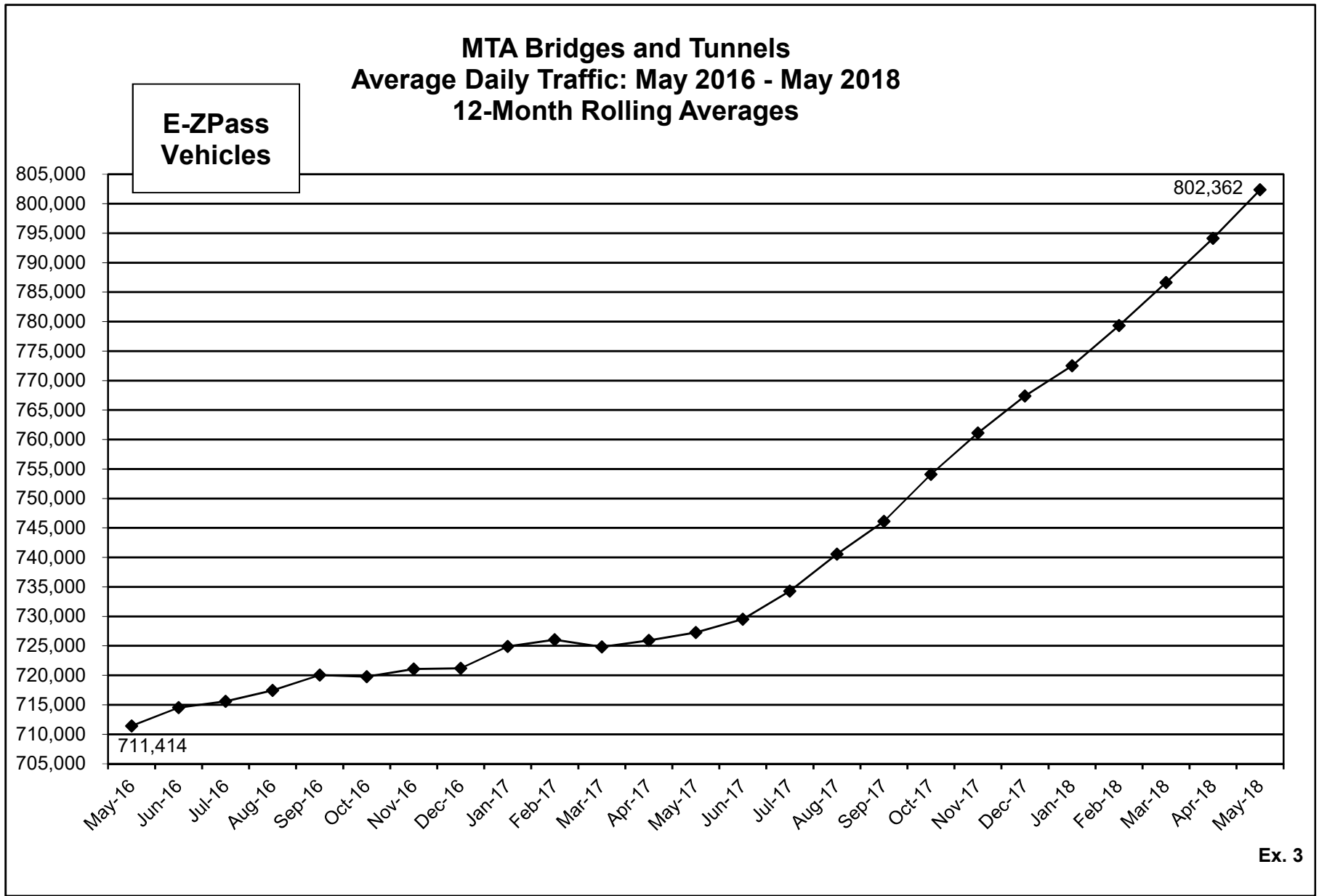


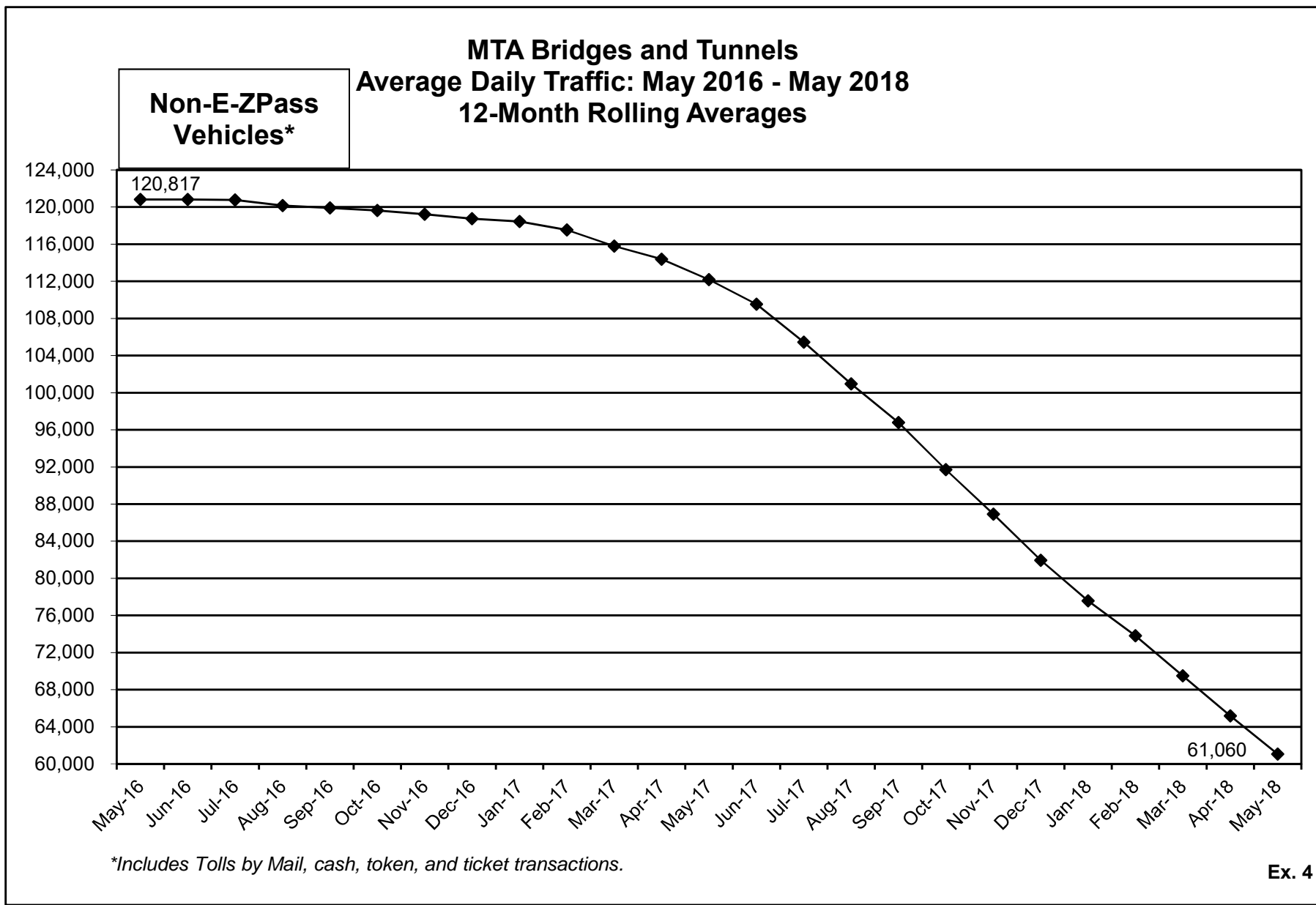
MTA Bridges and Tunnels Average Daily Traffic: May 2016 - May 2018 12-Month Rolling Averages

All Vehicles



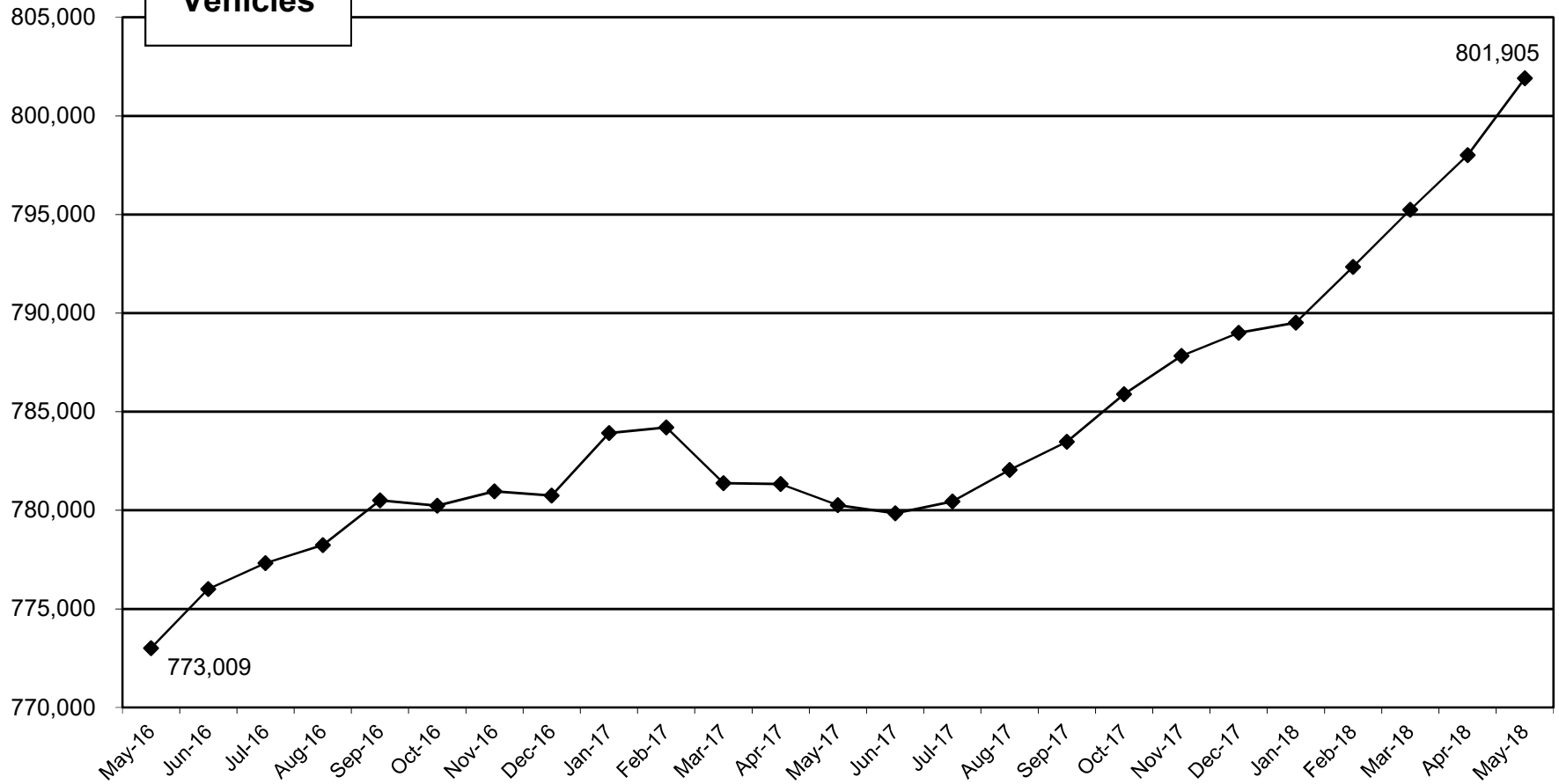
Ex. 2



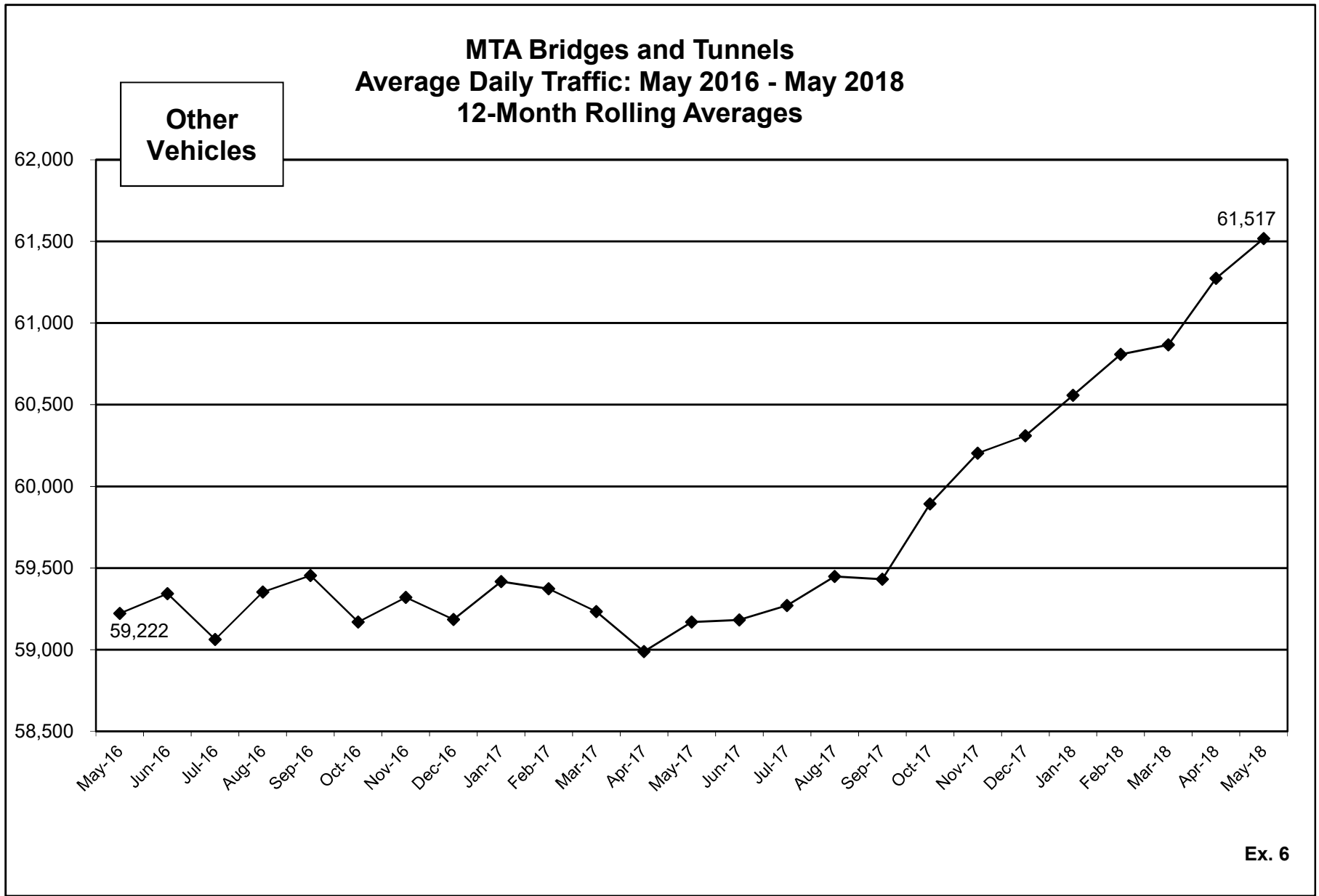


**MTA Bridges and Tunnels
Average Daily Traffic: May 2016 - May 2018
12-Month Rolling Averages**

**Passenger
Vehicles**



Ex. 5



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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	5.6%	4.9%	3.8%	3.6%	2.9%
	E-ZPass	12.7%	12.4%	11.7%	11.5%	10.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-49.6%	-51.8%	-52.3%	-50.9%	-45.6%
RFK Bridge	Total Vehicles	10.6%	11.3%	8.0%	7.0%	5.7%
	E-ZPass	20.5%	22.1%	19.2%	18.4%	16.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-51.0%	-53.1%	-54.7%	-54.7%	-51.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.0%	5.5%	4.4%	3.8%	1.5%
	E-ZPass	9.8%	7.5%	7.0%	7.4%	5.5%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-23.7%	-29.3%	-35.8%	-41.9%	-44.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	2.0%	1.4%	-4.0%	0.7%
	E-ZPass	14.2%	12.1%	11.6%	2.8%	8.8%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-53.4%	-54.4%	-53.5%	-53.1%	-39.9%
Verrazano-Narrows Bridge	Total Vehicles	3.8%	4.1%	3.9%	4.3%	3.9%
	E-ZPass	11.8%	12.4%	12.2%	12.8%	11.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-57.9%	-58.9%	-58.0%	-57.5%	-51.8%
Henry Hudson Bridge	Total Vehicles	1.9%	2.1%	2.0%	2.4%	3.1%
	E-ZPass	3.1%	3.4%	3.5%	3.9%	4.5%
	Tolls By Mail	-18.5%	-19.0%	-20.9%	-20.8%	-17.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.5%	3.2%	2.4%	2.9%	2.4%
	E-ZPass	5.5%	8.4%	8.6%	9.7%	9.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-26.3%	-51.5%	-55.5%	-55.2%	-53.2%

(1) May 2018 vs. May 2017

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

(3) December 2017 to May 2018 vs. December 2016 to May 2017

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

(5) June 2017 to May 2018 vs. June 2016 to May 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	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	5.6%	4.9%	3.8%	3.6%	2.9%
	Passenger	5.7%	4.9%	3.8%	3.5%	2.8%
	Other	4.6%	4.7%	4.6%	4.7%	4.0%
RFK Bridge	Total Vehicles	10.6%	11.3%	8.0%	7.0%	5.7%
	Passenger	11.0%	11.6%	8.1%	6.9%	5.6%
	Other	6.5%	8.1%	7.5%	7.7%	6.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.0%	5.5%	4.4%	3.8%	1.5%
	Passenger	8.9%	6.2%	5.0%	4.3%	1.8%
	Other	-2.1%	-2.6%	-3.2%	-2.1%	-2.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	2.0%	1.4%	-4.0%	0.7%
	Passenger	4.1%	1.9%	1.3%	-4.2%	0.7%
	Other	4.2%	2.5%	2.2%	-0.4%	1.5%
Verrazano-Narrows Bridge	Total Vehicles	3.8%	4.1%	3.9%	4.3%	3.9%
	Passenger	3.5%	3.9%	3.6%	4.0%	3.6%
	Other	7.3%	7.8%	8.3%	8.9%	8.0%
Henry Hudson Bridge	Total Vehicles	1.9%	2.1%	2.0%	2.4%	3.1%
	Passenger	1.8%	2.0%	1.8%	2.2%	3.0%
	Other	6.1%	12.5%	26.6%	20.9%	14.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.5%	3.2%	2.4%	2.9%	2.4%
	Passenger	3.3%	2.4%	1.6%	2.2%	1.7%
	Other	7.1%	15.4%	14.3%	15.3%	14.0%

(1) May 2018 vs. May 2017

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

(3) December 2017 to May 2018 vs. December 2016 to May 2017

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

(5) June 2017 to May 2018 vs. June 2016 to May 2017

Ex. 8

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
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 ⁽³⁾	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
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,674,462	\$2.68	41	4.1	11.6	11
Apr-18	26,517,452	\$2.81	50	5.0	5.5	13
May-18	28,226,925	\$3.02	68	3.2	-	13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
2017 vs. 2016						
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)
2018 vs. 2017						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,121,931	\$0.26	(1)	3.9	(5)	11
March	1,078,844	\$0.24	0	(0.6)	2	1
April	1,162,622	\$0.29	(8)	0.9	6	1
May	1,509,175	\$0.51	5	(2.8)	-	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

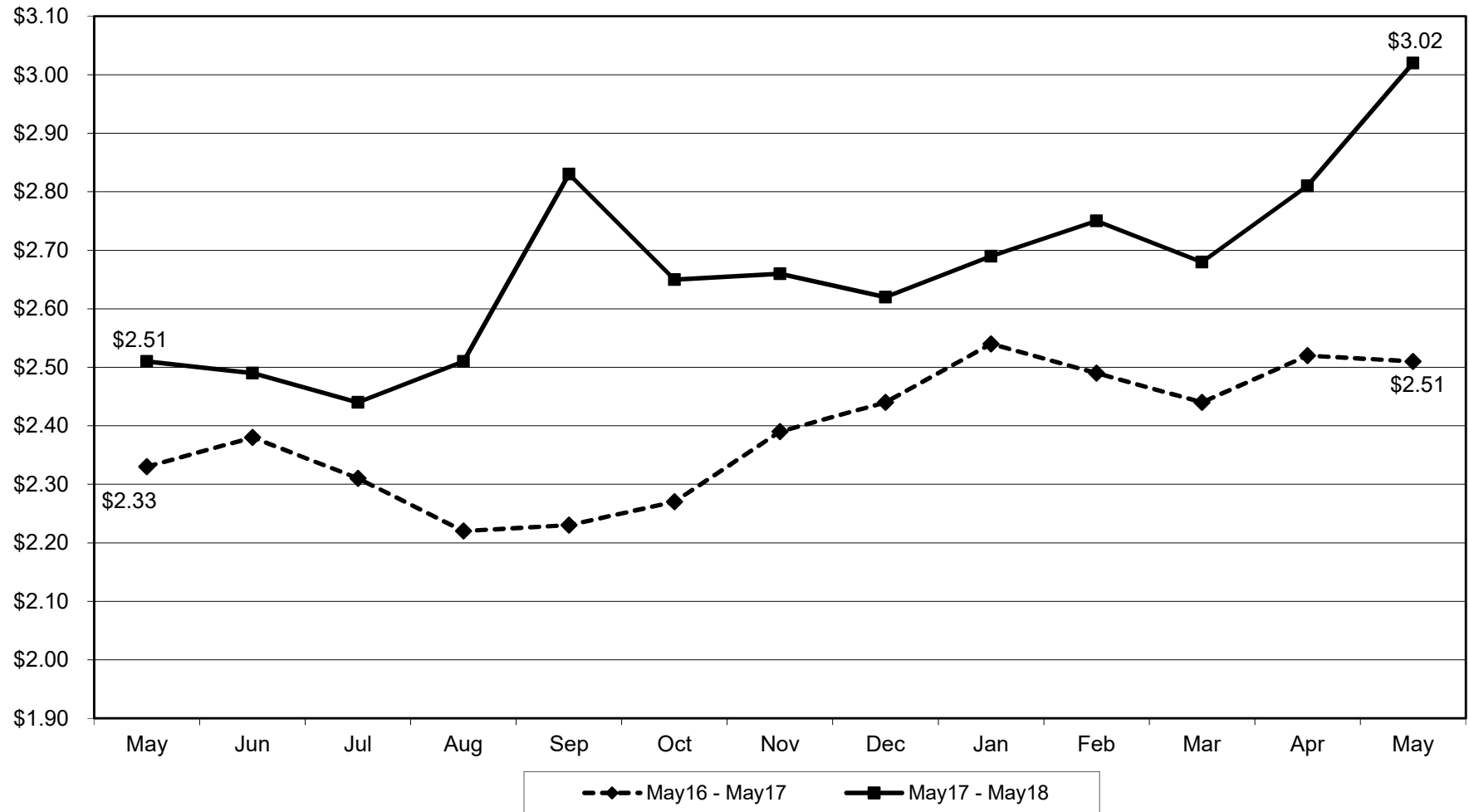
<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
May-16	832,232	711,414	120,817	773,009	59,222
Jun-16	835,349	714,533	120,816	776,005	59,343
Jul-16	836,384	715,603	120,780	777,322	59,062
Aug-16	837,587	717,430	120,157	778,235	59,353
Sep-16	839,955	720,046	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
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,102	786,622	69,480	795,236	60,866
Apr-18	859,287	794,124	65,163	798,013	61,274
May-18	863,422	802,362	61,060	801,905	61,517

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 May 2016 - May 2018





Bridges and Tunnels

Safety Report May 2018

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	June 2015 - May 2016	June 2016 - May 2017	June 2017 - May 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.56	8.08	7.10
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.96	0.90	1.00
Employee Accident Reports	242	293	206
Employee Lost Time Injuries Rate per 200,000 worker hours	5.6	7.9	6.7
Construction Injuries per 200,000 worker hours	2.34	1.68	1.47

Leading Indicators				
Roadway Safety	2017		2018	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	73	926	8	299
Fleet Preventative Maintenance Insp.	137	1445	141	690
Safety Taskforce Inspections	0	12	2	4
Construction Safety	May	Year End	May	Year to Date
Construction Safety Inspections	349	3384	183	870
Fire Safety	May	Year End	May	Year to Date
Fire Code Audits Completed	1	14	1	5
FDNY Liaison Visits	6	25	2	11

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 represent 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.

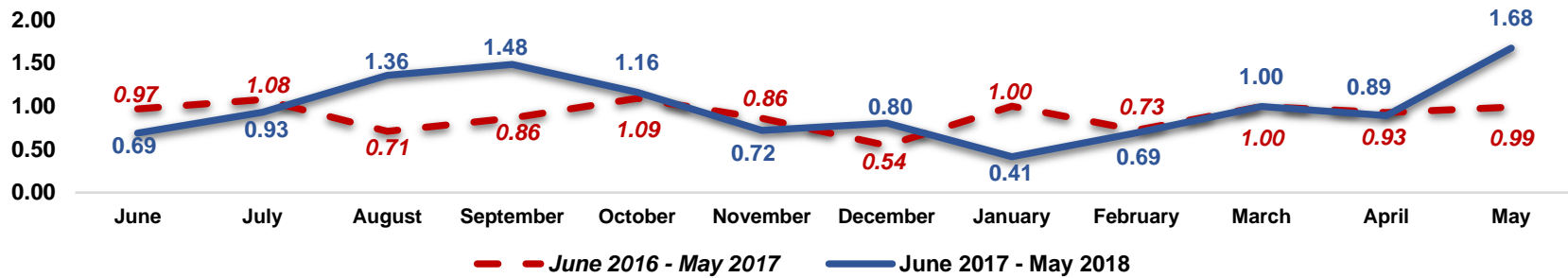
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



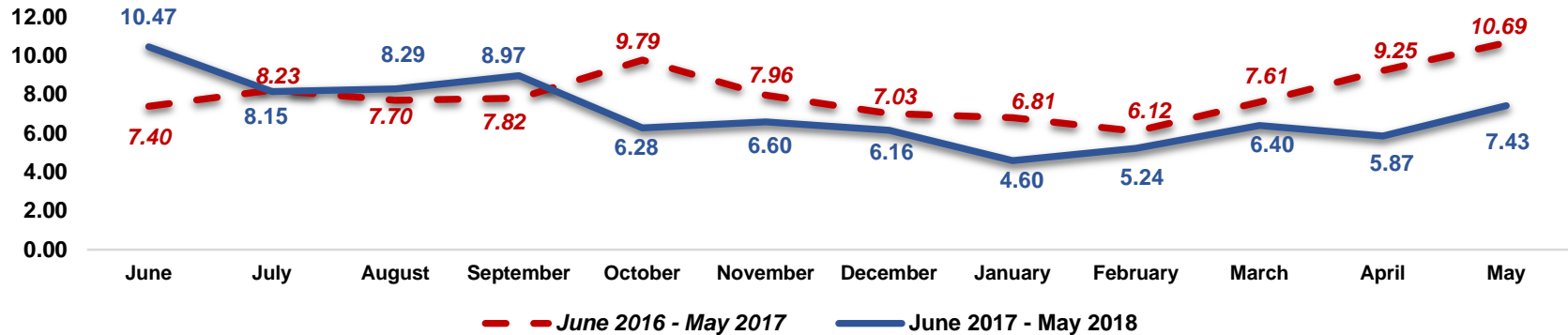
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



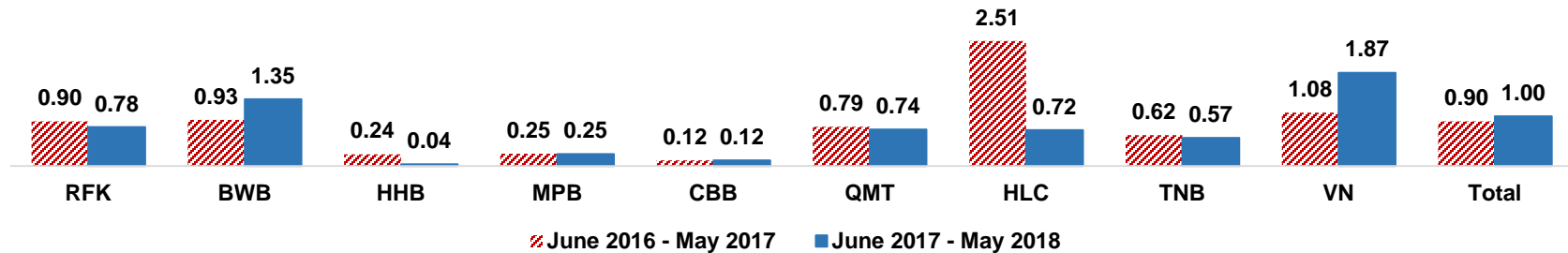
Total Collisions per Million Vehicles



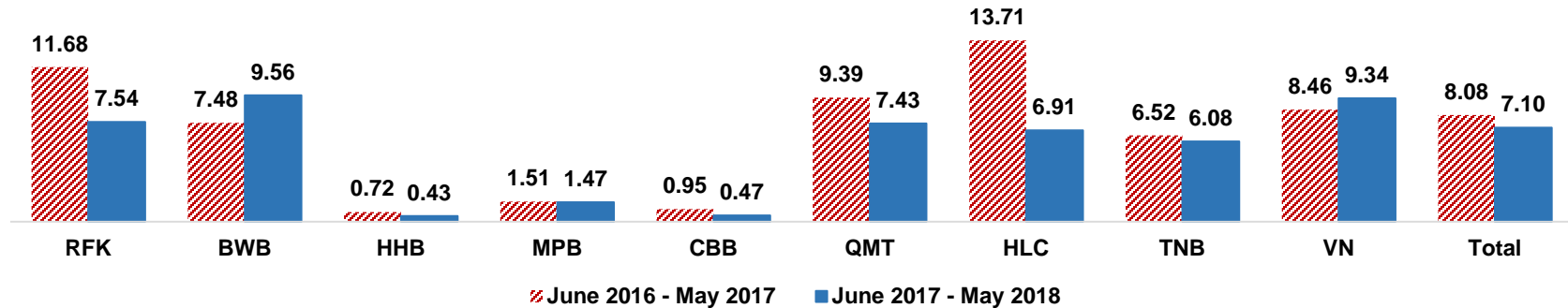


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Bridges and Tunnels

Collision Rates by Facility Total Collisions per Million Vehicles: May 2017 – May 2018

	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May
RFK	18.13	14.07	6.93	8.87	7.51	7.42	9.61	6.67	6.24	4.17	5.62	4.08	8.62
BWB	11.59	13.54	11.27	13.26	13.18	9.02	6.80	5.18	5.91	6.79	7.60	10.57	10.24
TNB	11.67	12.63	9.12	8.11	10.32	5.82	2.73	5.37	2.47	2.59	4.25	3.53	4.31
VNB	9.32	10.94	11.82	10.43	10.67	6.66	8.83	8.65	5.23	8.73	10.20	8.27	11.11
QMT	7.93	11.18	3.64	5.51	7.93	7.74	7.55	10.68	7.65	6.25	7.12	7.90	6.44
HLC	14.20	6.55	10.22	6.94	14.78	5.28	7.71	4.09	2.87	6.62	7.39	5.77	4.83
HHB	0.43	0.43	0.45	0.44	0.00	0.87	0.92	0.00	0.00	0.00	0.48	0.45	0.85
MPB	1.41	0.00	3.51	2.45	1.42	1.54	0.00	3.26	1.76	0.00	1.63	0.00	1.39
CBB	0.00	1.22	1.18	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31
Total	10.69	10.47	8.15	8.29	8.97	6.28	6.60	6.16	4.60	5.24	6.40	5.87	7.43



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:

- 21,410 summonses were issued in the YTD May 2018 period—9.3% higher than in the YTD May 2017 period.
- 74.7% (15,990) of the summonses issued in the YTD May 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD May 2017	YTD May 2018	% Change
Speed	2,248	2,644	17.6%
Disobey Signs/Traffic Control Device	4,490	4,912	9.4%
Cell Phone/Texting	995	1,101	10.7%
Unsafe Lane Change/Failure to Signal	710	1,415	99.3%
*All Other	11,138	11,338	1.8%
Total	19,581	21,410	9.3%

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



Bridges and Tunnels

Report on Cashless Tolling May 2018

MTA Bridges and Tunnels Report on Cashless Tolling July 2018 Committee Meeting

May 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 May, overall E-ZPass market share was 94.6%, which was 5.9% points higher than May 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 95.2% overall in May. Every facility was over 90%, and six facilities were over 95% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 4.8% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.

III. Traffic: Average Weekend by Facility

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

Average weekend E-ZPass market share was 92.8% overall in May. Each facility was above 90%. Overall, 7.2% of weekend 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 May, 47.1% of traffic volume occurred during the weekday peak periods (22.5% in the AM peak and 24.6% in the PM peak) and 52.9% 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 May, 87.3% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.3% and 5.4% for Non-NYCSC E-ZPass accounts and TBM, respectively.

REVENUE

VI. Revenue Collection Rates Through May 2018

This table presents Cashless Tolling 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 (May 2018), to allow for the longer Tolls by Mail (TBM) billing and collection period.

As of May, all facilities are live with Cashless Tolling and our overall collection rate is at 101.4%, that is, when tolls and fees are considered. The exception is the Verrazano-Narrows Bridge, which is at 98.2% this month. Due to one-way toll collection at the VNB, the timeframe to reach a 100% collection rate is longer at this facility than the average six-month collection period at our other facilities. B&T continues to monitor these trends.

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 May, the number of active MTA E-ZPass accounts exceeded 3.4 million accounts and the number of active MTA E-ZPass tags exceeded 5.4 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 Cashless Tolling 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 Cashless Tolling 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 May, E-ZPass and TBM transactions were 94.6% and 5.4% of all toll transactions, respectively. About 1.4% of E-ZPass transactions resulted in E-ZPass violations. 657,616 toll bills were issued under the TBM program and 153,780 MTA B&T Toll Bill 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
May 2018
Preliminary data subject to final audit

I. Traffic: All B&T Facilities by Method of Payment			
	May 2018	May 2017	2018 YTD
E-ZPass ¹	26,704,812	23,698,119	119,952,021
Tolls by Mail/Cash ^{1,2,3}	<u>1,522,113</u>	<u>3,019,631</u>	<u>6,941,353</u>
Total	28,226,925	26,717,750	126,893,374
E-ZPass Market Share:			
Total	94.6%	88.7%	94.5%
Cars	94.5%	88.3%	94.5%
Trucks	95.5%	93.7%	95.5%

II. Traffic: Average Weekday by Facility⁴						
Facility	May 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	May 2018	May 2017	Change
Bronx-Whitestone Bridge	136,463	127,232	9,231	93.2%	85.1%	8.1%
Cross Bay Bridge	26,385	25,161	1,223	95.4%	93.6%	1.7%
Henry Hudson Bridge	79,432	76,125	3,307	95.8%	94.8%	1.0%
Hugh L. Carey Tunnel	57,521	55,680	1,840	96.8%	95.5%	1.3%
Marine Parkway Bridge	25,068	24,189	880	96.5%	95.2%	1.3%
Queens Midtown Tunnel	82,517	79,662	2,854	96.5%	95.0%	1.6%
Robert F. Kennedy Bridge	196,155	185,352	10,803	94.5%	87.6%	6.8%
Throgs Neck Bridge	126,010	119,391	6,620	94.7%	88.1%	6.7%
Verrazano-Narrows Bridge ¹	<u>216,086</u>	<u>207,344</u>	<u>8,743</u>	<u>96.0%</u>	<u>89.9%</u>	<u>6.0%</u>
All Facilities¹	945,636	900,135	45,501	95.2%	90.0%	5.2%

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
May 2018
Preliminary data subject to final audit

III. Traffic: Average Weekend by Facility						
Facility	May 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	May 2018	May 2017	Change
Bronx-Whitestone Bridge	132,866	120,165	12,701	90.4%	79.6%	10.9%
Cross Bay Bridge	20,689	19,461	1,228	94.1%	90.6%	3.5%
Henry Hudson Bridge	69,292	64,922	4,370	93.7%	92.1%	1.6%
Hugh L. Carey Tunnel	42,763	40,556	2,208	94.8%	92.7%	2.1%
Marine Parkway Bridge	18,227	17,376	851	95.3%	93.4%	2.0%
Queens Midtown Tunnel	54,331	51,422	2,909	94.6%	92.1%	2.6%
Robert F. Kennedy Bridge	176,795	162,903	13,892	92.1%	82.1%	10.0%
Throgs Neck Bridge	129,890	120,288	9,602	92.6%	83.3%	9.3%
Verrazano-Narrows Bridge ¹	<u>187,393</u>	<u>175,561</u>	<u>11,832</u>	<u>93.7%</u>	<u>85.0%</u>	<u>8.7%</u>
All Facilities	832,246	772,654	59,592	92.8%	85.0%	7.8%

IV. Traffic: Distribution by Facility & Time Period			
Facility	May 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.3%	23.4%	54.3%
Cross Bay Bridge	24.4%	24.2%	51.5%
Henry Hudson Bridge	22.2%	28.7%	49.1%
Hugh L. Carey Tunnel	25.4%	27.1%	47.5%
Marine Parkway Bridge	26.7%	27.6%	45.7%
Queens Midtown Tunnel	22.3%	23.8%	53.9%
Robert F. Kennedy Bridge	23.6%	21.3%	55.1%
Throgs Neck Bridge	24.1%	22.9%	53.0%
Verrazano-Narrows Bridge ⁵	<u>16.0%</u>	<u>29.6%</u>	<u>54.4%</u>
All Facilities	22.5%	24.6%	52.9%

Note:

5. Traffic distributions reported in westbound tolled direction only

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

V. Traffic: Distribution by Facility and Payment Method			
Facility	May 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.8%	5.6%	7.5%
Cross Bay Bridge	93.7%	1.4%	4.9%
Henry Hudson Bridge	84.2%	11.2%	4.7%
Hugh L. Carey Tunnel	90.4%	5.9%	3.6%
Marine Parkway Bridge	93.6%	2.7%	3.8%
Queens Midtown Tunnel	91.3%	4.8%	3.8%
Robert F. Kennedy Bridge	87.6%	6.3%	6.1%
Throgs Neck Bridge	86.7%	7.6%	5.7%
Verrazano-Narrows Bridge	<u>85.4%</u>	<u>9.9%</u>	<u>4.7%</u>
All Facilities	87.3%	7.3%	5.4%

VI. Revenue Collection Rates Through May 2018		
Facility	Cashless Tolling Go-Live Date	Transactions from Go-Live Date through November (6 months prior to May)
Henry Hudson Bridge ⁶	11/20/16	103.4%
Hugh L. Carey Tunnel	1/4/17	102.6%
Queens Midtown Tunnel	1/10/17	103.7%
Marine Parkway Bridge	4/30/17	103.9%
Cross Bay Bridge	4/30/17	103.8%
Robert F. Kennedy Bridge	6/15/17	101.8%
Verrazano-Narrows Bridge	7/8/17	98.2%
Bronx-Whitestone Bridge	9/30/17	100.0%
Throgs Neck Bridge	9/30/17	99.6%
All Facilities		101.4%

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
May 2018**
Preliminary data subject to final audit

VII. Customer Service Center			
E-ZPass	May 2018	May 2017	YTD 2018
Total Accounts Opened	24,486	32,022	123,122
Total Active Accounts			3,421,132
Total Active Tags			5,401,575
Total Reload Cards Distributed	3,699	3,261	19,021
Reload Card % of Cash Replenishments			22.54%
Total Active Reload Cards			173,763

Customer Service Center Metrics	May 2018	May 2017	YTD 2018
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	297,673	271,973	1,366,507
Tolls by Mail	115,501	34,806	562,387
Violations	32,556	32,101	234,792
Other ⁷	16,623	16,215	67,793
Interactive Voice Response System	810,753	772,814	4,087,814
Total	1,273,106	1,127,909	6,319,293
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:23	0:11	2:18
Violations Call Unit	0:23	0:07	3:35
Tolls By Mail Call Unit	0:05	0:13	0:04

VIII. Toll Processing Metrics		
E-ZPass and Tolls by Mail Metrics	May 2018	YTD 2018
E-ZPass Program		
# of Paid Transactions⁸	23,298,345	104,404,323
Passenger	21,589,420	96,657,326
Commercial	1,708,925	7,746,997
# of Violations Transactions	342,538	1,486,248
Passenger	323,743	1,390,443
Commercial	18,795	95,805
# of Violation Notices Issued (First Notice, by Mail Date)	129,036	615,818
Tolls by Mail Program (TBM)		
# of Transactions	1,372,154	6,256,999
Passenger	1,290,475	5,882,443
Commercial	81,679	374,556
# of Violation Transactions⁹	-	1,942,525
Passenger	-	1,828,724
Commercial	-	113,801
# of Toll Bills Issued (By Mail Date)¹⁰	657,616	3,228,517
# of Violation Notices Issued (By Mail Date)	153,780	856,155

Note:

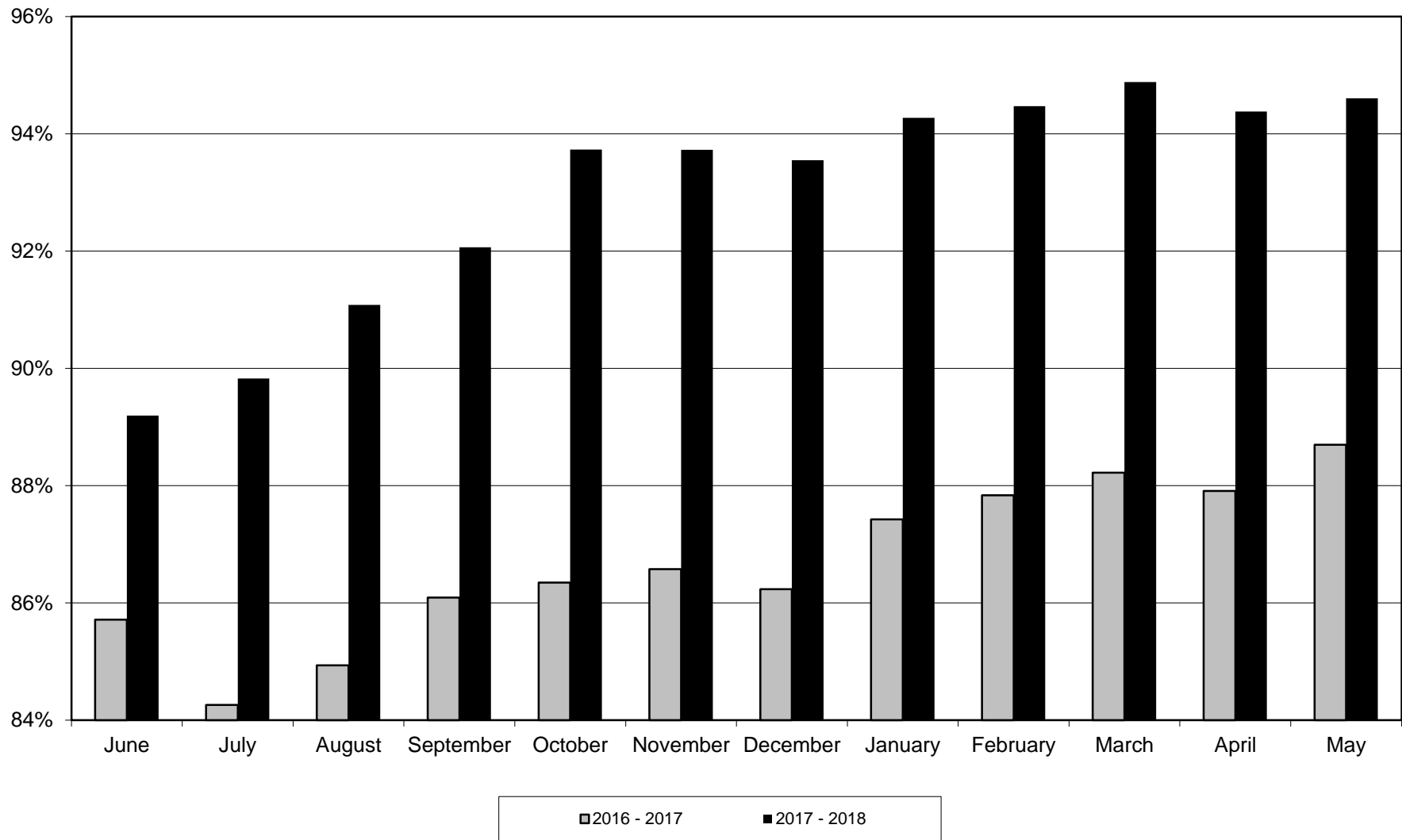
7. Business and retail tag registration calls

8. Includes one-way transactions at the Verrazano-Narrows Bridge (VNB)

9. Due to the time lag in unpaid TBM transactions escalating to violations, TBM violation transactions are reported on a YTD basis

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

IX. E-ZPass Market Shares June 2016 through May 2018





Bridges and Tunnels

Financial Report May 2018



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

(in thousands)

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

Cash-Unrestricted	7,637
Investments:	
Unrestricted	91,534
Restricted	826,386
Accrued interest receivable	1,718
Accounts receivable (net of reserve provision)	49,112
Tolls due from other agencies	39,972
Due (to)/from MTA	164,140
Prepaid expenses	6,449
	<hr/>
Total current assets	1,186,946

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	12
Facilities, less acc.dep of \$1,529,067	6,080,278
Capital lease 2 Broadway net acc. dep.	38,451
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,122,286

TOTAL ASSETS:	7,309,232
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	54,413
Accumulated decreases in fair value of derivative instruments	169,283
Defeasance costs	256,810
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	480,507
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	7,789,739
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MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of May 31, 2018**

(in thousands)

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

Current portion-long term debt	307,220
Interest Payable	20,416
Accounts Payable	165,168
Payable to MTA-CAP	392,984
Due to MTA-Operating Expenses	4,660
Due to NYCTA-Operating Expenses	851
Accrued salaries	31,039
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	3,652
Due to New York City Transit Authority	44,951
Due to Metropolitan Transportation Authority	59,412
Unredeemed Tolls	156,163
Tolls due to other agencies	55,287
E-ZPass Airport Toll Liability	7,476
	<hr/>
Total current liabilities	1,265,702

NONCURRENT LIABILITIES:

Long term debt	9,164,815
Post Employment Benefits Other than Pensions	737,493
Estimated liability arising from injury	44,380
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	10,446,835

DEFERRED INFLOW OF RESOURCES

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

11,733,290

NET POSITION

-3,943,551**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

7,789,739

*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
MAY 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	165.478	172.853	7.376	4.5	0.000	0.000	0.000	-	165.478	172.853	7.376	4.5
Other Operating Revenue	1.596	2.169	0.573	35.9	0.000	0.000	0.000	-	1.596	2.169	0.573	35.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.998	1.326	(0.673)	(33.7)	1.998	1.326	(0.673)	(33.7)
Investment Income	0.105	0.111	0.006	5.3	0.000	0.000	0.000	-	0.105	0.111	0.006	5.3
Total Revenue	\$167.179	\$175.133	\$7.954	4.8	\$1.998	\$1.326	(\$0.673)	(33.7)	\$169.177	\$176.459	\$7.281	4.3
Expenses												
<i>Labor:</i>												
Payroll	\$11.654	\$9.450	\$2.204	18.9	\$0.722	\$0.548	\$0.175	24.2	12.376	\$9.998	\$2.379	19.2
Overtime	2.172	1.571	0.601	27.7	0.166	0.017	0.149	89.5	2.338	1.588	0.750	32.1
Health and Welfare	2.901	2.566	0.335	11.6	0.155	0.129	0.026	17.0	3.057	2.695	0.362	11.8
OPEB Current Payment	1.874	1.817	0.057	3.1	0.000	0.000	0.000	-	1.874	1.817	0.057	3.1
Pensions	3.047	3.109	(0.062)	(2.0)	0.211	0.150	0.061	29.0	3.257	3.258	(0.001)	(0.0)
Other Fringe Benefits	1.526	1.273	0.253	16.6	0.101	0.076	0.026	25.2	1.627	1.348	0.278	17.1
Reimbursable Overhead	(0.643)	(0.406)	(0.236)	(36.8)	0.643	0.406	0.236	36.8	0.000	0.000	0.000	-
Total Labor Expenses	\$22.531	\$19.379	\$3.153	14.0	\$1.998	\$1.326	\$0.673	33.7	\$24.530	\$20.704	\$3.825	15.6
<i>Non-Labor:</i>												
Electric Power	\$0.597	\$0.166	\$0.431	72.3	\$0.000	\$0.000	\$0.000	-	\$0.597	\$0.166	\$0.431	72.3
Fuel	0.143	0.129	0.014	9.8	0.000	0.000	0.000	-	0.143	0.129	0.014	9.8
Insurance	0.997	0.803	0.194	19.5	0.000	0.000	0.000	-	0.997	0.803	0.194	19.5
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	11.952	8.069	3.883	32.5	0.000	0.000	0.000	-	11.952	8.069	3.883	32.5
Professional Service Contracts	2.921	2.326	0.595	20.4	0.000	0.000	0.000	-	2.921	2.326	0.595	20.4
Materials & Supplies	0.400	0.210	0.190	47.6	0.000	0.000	0.000	-	0.400	0.210	0.190	47.6
Other Business Expenses	3.822	3.851	(0.029)	(0.8)	0.000	0.000	0.000	-	3.822	3.851	(0.029)	(0.8)
Total Non-Labor Expenses	\$20.833	\$15.554	\$5.279	25.3	\$0.000	\$0.000	\$0.000	-	\$20.833	\$15.554	\$5.279	25.3
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$43.364	\$34.932	\$8.432	19.4	\$1.998	\$1.326	\$0.673	33.7	\$45.362	\$36.258	\$9.104	20.1
Depreciation	\$11.616	\$11.661	(\$0.046)	(0.4)	\$0.000	\$0.000	\$0.000	-	11.616	\$11.661	(\$0.046)	(0.4)
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	-
Total Expenses after Non-Cash Liability Adjs.	\$61.265	\$51.844	\$9.421	15.4	\$1.998	\$1.326	\$0.673	33.7	\$63.264	\$53.170	\$10.094	16.0
Less: Depreciation	\$11.616	\$11.661	(\$0.046)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$11.616	\$11.661	(\$0.046)	(0.4)
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	-
Total Expenses	\$43.364	\$34.932	\$8.432	19.4	\$1.998	\$1.326	\$0.673	33.7	\$45.362	\$36.258	\$9.104	20.1
Net Surplus/(Deficit)	\$123.814	\$140.201	\$16.387	13.2	\$0.000	\$0.000	\$0.000	-	\$123.815	\$140.201	\$16.386	13.2

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 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
Net Income/(Deficit)									\$123.815	\$140.201	\$16.386	13.2
Less: Capitalized Assets									1.419	0.446	0.973	68.6
Reserves									2.330	2.330	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$120.065	\$137.425	\$17.359	14.5
Less: Debt Service									51.698	55.745	(4.047)	(7.8)
Income Available for Distribution									\$68.368	\$81.680	\$13.312	19.5
Distributable To:												
MTA - Investment Income									0.105	0.111	0.006	5.3
MTA - Distributable Income									39.186	45.722	6.536	16.7
NYCTR - Distributable Income									29.077	35.847	6.771	23.3
Total Distributable Income									\$68.368	\$81.680	\$13.312	19.5
Support to Mass Transit:												
Total Revenues									169.177	176.459	7.281	4.3
Less: Total Operating Expenses									<u>45.362</u>	<u>36.258</u>	<u>9.104</u>	20.1
Net Operating Income/(Deficit)									\$123.815	\$140.201	\$16.386	13.2
Deductions from Net Operating Income:												
Capitalized Assets									1.419	0.446	0.973	68.6
Reserves									2.330	2.330	0.000	0.0
B&T Debt Service									19.565	22.810	(3.246)	(16.6)
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$23.314	\$25.586	(\$2.272)	(9.7)
Total Support to Mass Transit									\$100.501	\$114.614	\$14.114	14.0

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
MAY 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	749.863	775.751	25.888	3.5	0.000	0.000	0.000	-	749.863	775.751	25.888	3.5
Other Operating Revenue	7.856	8.945	1.088	13.9	0.000	0.000	0.000	-	7.856	8.945	1.088	13.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	9.762	7.262	(2.500)	(25.6)	9.762	7.262	(2.500)	(25.6)
Investment Income	0.513	0.619	0.106	20.6	0.000	0.000	0.000	-	0.513	0.619	0.106	20.6
Total Revenue	\$758.233	\$785.314	\$27.082	3.6	\$9.762	\$7.262	(\$2.500)	(25.6)	\$767.995	\$792.577	\$24.582	3.2
Expenses												
<i>Labor:</i>												
Payroll	\$56.868	\$48.768	\$8.101	14.2	\$3.519	\$3.050	\$0.469	13.3	60.387	\$51.818	\$8.570	14.2
Overtime	11.065	10.381	0.685	6.2	0.836	0.089	0.747	89.4	11.901	10.469	1.432	12.0
Health and Welfare	14.131	11.712	2.419	17.1	0.757	0.719	0.039	5.1	14.888	12.431	2.458	16.5
OPEB Current Payment	9.130	9.024	0.106	1.2	0.000	0.000	0.000	-	9.130	9.024	0.106	1.2
Pensions	15.260	15.465	(0.204)	(1.3)	1.026	0.833	0.193	18.8	16.286	16.298	(0.012)	(0.1)
Other Fringe Benefits	8.570	7.723	0.847	9.9	0.492	0.421	0.072	14.5	9.063	8.144	0.919	10.1
Reimbursable Overhead	(3.131)	(2.151)	(0.980)	(31.3)	3.131	2.151	0.980	31.3	0.000	0.000	0.000	-
Total Labor Expenses	\$111.894	\$100.921	\$10.973	9.8	\$9.762	\$7.262	\$2.500	25.6	\$121.656	\$108.184	\$13.472	11.1
<i>Non-Labor:</i>												
Electric Power	\$2.907	\$1.779	\$1.128	38.8	0.000	\$0.000	\$0.000	-	\$2.907	\$1.779	\$1.128	38.8
Fuel	0.843	0.930	(0.087)	(10.3)	0.000	0.000	0.000	-	0.843	0.930	(0.087)	(10.3)
Insurance	4.849	4.008	0.841	17.3	0.000	0.000	0.000	-	4.849	4.008	0.841	17.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	60.776	43.629	17.147	28.2	0.000	0.000	0.000	-	60.776	43.629	17.147	28.2
Professional Service Contracts	14.898	16.868	(1.970)	(13.2)	0.000	0.000	0.000	-	14.898	16.868	(1.970)	(13.2)
Materials & Supplies	1.949	1.818	0.131	6.7	0.000	0.000	0.000	-	1.949	1.818	0.131	6.7
Other Business Expenses	19.460	18.250	1.209	6.2	0.000	0.000	0.000	-	19.460	18.250	1.209	6.2
Total Non-Labor Expenses	\$105.682	\$87.283	\$18.399	17.4	\$0.000	\$0.000	\$0.000	-	\$105.682	\$87.283	\$18.399	17.4
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$217.576	\$188.204	\$29.372	13.5	\$9.762	\$7.262	\$2.500	25.6	\$227.338	\$195.466	\$31.871	14.0
Depreciation	\$56.580	\$57.241	(\$0.661)	(1.2)	0.000	\$0.000	\$0.000	-	56.580	\$57.241	(\$0.661)	(1.2)
OPEB Obligation	31.427	27.722	3.704	11.8	0.000	0.000	0.000	-	31.427	27.722	3.704	11.8
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$305.582	\$273.167	\$32.415	10.6	\$9.762	\$7.262	\$2.500	25.6	\$315.344	\$280.430	\$34.914	11.1
Less: Depreciation	\$56.580	\$57.241	(\$0.661)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$56.580	\$57.241	(\$0.661)	(1.2)
Less: OPEB Obligation	31.427	27.722	3.704	11.8	0.000	0.000	0.000	-	31.427	27.722	3.704	11.8
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$217.576	\$188.204	\$29.372	13.5	\$9.762	\$7.262	\$2.500	25.6	\$227.338	\$195.466	\$31.871	14.0
Net Surplus/(Deficit)	\$540.657	\$597.110	\$56.453	10.4	\$0.000	\$0.000	\$0.000	-	\$540.657	\$597.110	\$56.453	10.4

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 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
Net Income/(Deficit)									\$540.657	\$597.110	\$56.453	10.4
Less: Capitalized Assets									6.829	2.902	\$3.927	57.5
Reserves									11.650	11.650	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$522.177	\$582.558	\$60.380	11.6
Less: Debt Service									275.419	278.617	(3.198)	(1.2)
Income Available for Distribution									\$246.758	\$303.940	\$57.182	23.2
Distributable To:												
MTA - Investment Income									0.513	0.619	0.106	20.6
MTA - Distributable Income									148.395	176.435	28.039	18.9
NYCTR - Distributable Income									97.850	126.887	29.037	29.7
Total Distributable Income									\$246.758	\$303.940	\$57.182	23.2
Support to Mass Transit:												
Total Revenues									767.995	792.577	24.582	3.2
Less: Total Operating Expenses									<u>227.338</u>	<u>195.466</u>	<u>31.871</u>	14.0
Net Operating Income/(Deficit)									\$540.657	\$597.110	\$56.453	10.4
Deductions from Net Operating Income:												
Capitalized Assets									6.829	2.902	3.927	57.5
Reserves									11.650	11.650	0.000	0.0
B&T Debt Service									114.753	113.465	1.289	1.1
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$133.233	\$128.017	\$5.216	3.9
Total Support to Mass Transit									\$407.424	\$469.093	\$61.669	15.1

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		May 2018		Favorable/ (Unfavorable) Variance		Year-to-Date	
	\$	%	Reason for Variance		\$	%	Reason for Variance	
Nonreimbursable								
Vehicle Toll Revenue	7.376	4.5%	Higher toll revenue due to 6.1% higher traffic		25.888	3.5%	Higher YTD toll revenue due to 4.7% higher traffic	
Other Operating Revenue	0.573	35.9%	Higher other operating revenue primarily due to additional Battery Parking Garage net income and revenue from E-ZPass administrative fees.		1.088	13.9%	Higher other operating revenue primarily due to additional Battery Parking Garage net income and revenue from E-ZPass administrative fees.	
Investment Income	0.006	5.3%	Higher than anticipated short-term investment returns on fund balances		0.106	20.6%	Higher than anticipated short-term investment returns on fund balances	
Payroll	2.204	18.9%	Lower payroll expenses primarily due to vacancies		8.101	14.2%	Lower payroll expenses primarily due to vacancies	
Overtime	0.601	27.7%	See overtime tables		0.685	6.2%	See overtime tables	
Health and Welfare	0.335	11.6%	Lower expenses primarily due to vacancies		2.419	17.1%	Lower expenses primarily due to vacancies	
OPEB Current Payment	0.057	3.1%	Lower expenses primarily due to timing against the monthly budget allocation		0.106	1.2%	Lower expenses primarily due to timing against the YTD budget allocation	
Pensions	(0.062)	-2.0%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget		(0.204)	-1.3%	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	0.253	16.6%	Lower expenses primarily due to vacancies		0.847	9.9%	Lower expenses primarily due to vacancies	
Electric Power	0.431	72.3%	Lower electricity expenses primarily due to lower usage required within a cashless tolling operating environment		1.128	38.8%	Lower electricity expenses primarily due to lower usage required within a cashless tolling operating environment	
Fuel	0.014	9.8%	Lower fuel expenses primarily due to timing against the monthly budget allocation		(0.087)	-10.3%	Higher fuel expenses due to higher than projected rates	
Insurance	0.194	19.5%	Lower insurance expenses primarily due to lower than projected policy rates		0.841	17.3%	Lower insurance expenses primarily due to lower than projected policy rates	
Maintenance and Other Operating Contracts	3.883	32.5%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$3.204M) and the timing of major maintenance projects (\$0.803 Mill) against the monthly budget allocation.		17.147	28.2%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$13.112 Mill), and the timing of major maintenance projects (\$2.640 Mill), security and surveillance equipment (\$0.900 Mill), security services (\$0.460 Mill) and miscellaneous repairs (\$0.930 Mill) against the YTD budget allocation	
Professional Service Contracts	0.595	20.4%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance (\$0.280 Mill) and planning consultants (\$0.130 Mill).		(1.970)	-13.2%	Higher expenses primarily due to timing against the YTD budget allocation for customer outreach costs (\$4.980 Mill) partially offset by lower expenses for bond issuance (\$1.660 Mill), miscellaneous consulting (\$0.670 Mill) and engineering services (\$0.500 Mill)	
Materials & Supplies	0.190	47.6%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation		0.131	6.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation	
Other Business Expense	(0.029)	-0.8%	Higher expenses primarily due to timing against the YTD budget allocation for credit/debit card fees and other toll collection processing fees		1.209	6.2%	Lower expenses primarily due to timing against the YTD budget allocation for credit/debit card fees and other toll collection processing fees	
Depreciation	(0.046)	-0.4%	Higher depreciation expense primarily due to timing against the monthly budget allocation		(0.661)	-1.2%	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		3.704	11.8%	Lower expense due to a decreased actuarial assessment of OPEB obligations	
Reimbursable								
Capital and Other Reimbursements	(0.673)	-33.7%	Lower capital reimbursements due to timing against the monthly budget allocation		(2.500)	-25.6%	Lower capital reimbursements due to timing against the YTD budget allocation	
Payroll	0.175	24.2%	Lower capital reimbursements due to timing against the monthly budget allocation		0.469	13.3%	Lower capital reimbursements due to timing against the YTD budget allocation	
Overtime	0.149	89.5%	See overtime tables		0.747	89.4%	See overtime tables	
Health and Welfare	0.026	17.0%	Lower capital reimbursements due to timing against the monthly budget allocation		0.039	5.1%	Higher capital reimbursements due to timing against the YTD budget allocation	
OPEB Current Payment	0.000	-	No variance		0.000	-	No variance	
Pensions	0.061	29.0%	Lower capital reimbursements due to timing against the monthly budget allocation		0.193	18.8%	Lower capital reimbursements due to timing against the YTD budget allocation	
Other Fringe Benefits	0.026	25.2%	Lower capital reimbursements due to timing against the monthly budget allocation		0.072	14.5%	Lower capital reimbursements due to timing against the YTD budget allocation	
Reimbursable Overhead	0.236	36.8%	Lower capital reimbursements due to timing against the monthly budget allocation		0.980	31.3%	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)

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	5,976	\$0.398	5,142	\$0.342	834 14.0%	\$0.056 14.1%	29,371	\$1.954	21,906	\$1.457	7,465 25.4%	\$0.497 25.4%
<u>Unscheduled Service</u>	263	\$0.021	47	\$0.004	216 82.1%	\$0.017 81.0%	1,308	\$0.105	147	\$0.012	1,162 88.8%	\$0.093 88.6%
<u>Programmatic/Routine Maintenance</u>	1,548	\$0.129	2,785	\$0.232	(1,237) -79.9%	(\$0.103) -79.8%	7,745	\$0.647	16,129	\$1.347	(8,384) **	(\$0.700) **
<u>Unscheduled Maintenance</u>	1,214	\$0.102	912	\$0.077	303 24.9%	\$0.025 24.5%	6,080	\$0.508	4,102	\$0.343	1,979 32.5%	\$0.165 32.5%
<u>Vacancy/Absentee Coverage</u>	16,418	\$1.098	14,264	\$0.954	2,154 13.1%	\$0.144 13.1%	82,097	\$5.490	61,110	\$4.087	20,987 25.6%	\$1.403 25.6%
<u>Weather Emergencies</u>	0	\$0.000	38	\$0.036	(38) **	(\$0.036) **	3,146	\$0.214	12,320	\$0.838	(9,174) **	(\$0.624) **
<u>Safety/Security/Law Enforcement</u>	1,477	\$0.097	1,790	\$0.118	(313) -21.2%	(\$0.021) -21.6%	7,400	\$0.488	7,074	\$0.466	327 4.4%	\$0.022 4.5%
<u>Other</u>	9	\$0.001	1,468	\$0.163	(1,459) **	(\$0.162) **	47	\$0.005	9,920	\$1.055	(9,873) **	(\$1.050) **
<u>*All Other Departments and Accruals</u>		\$0.326		(\$0.355)		\$0.681 **		\$1.654		\$0.776		\$0.879 53.1%
Subtotal	26,905	\$2.172	26,678	\$1.571	227 0.8%	\$0.601 27.7%	137,194	\$11.065	132,707	\$10.381	4,488 3.3%	\$0.685 6.2%
REIMBURSABLE OVERTIME	2,870	\$0.166	234	\$0.017	2,636 91.8%	\$0.149 89.8%	14,405	\$0.836	1,077	\$0.089	13,329 92.5%	\$0.747 89.4%
TOTAL OVERTIME	29,775	\$2.338	26,912	\$1.588	2,863 9.6%	\$0.750 32.1%	151,599	\$11.901	133,783	\$10.469	17,816 11.8%	\$1.432 12.0%

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						
Scheduled Service	834 14.0%	\$0.056 14.1%	Lower than planned expenses	7,465 25.4%	\$0.497 25.4%	Lower than planned expenses
Unscheduled Service	216 82.1%	\$0.017 81.0%	Lower than planned expenses	1,162 88.8%	\$0.093 88.6%	Lower than planned expenses
Programmatic/Routine Maintenance	(1,237) -79.9%	(\$0.103) -79.8%	Higher than planned expenses	(8,384) **	(\$0.700) **	Higher than planned expenses
Unscheduled Maintenance	303 24.9%	\$0.025 24.5%	Lower than planned expenses	1,979 32.5%	\$0.165 32.5%	Lower than planned expenses
Vacancy/Absentee Coverage	2,154 13.1%	\$0.144 13.1%	Lower than planned expenses	20,987 25.6%	\$1.403 25.6%	Lower than planned expenses
Weather Emergencies	(38) **	(\$0.036) **	Higher than planned expenses	(9,174) **	(\$0.624) **	Higher than planned expenses
Safety/Security/Law Enforcement	(313) -21.2%	(\$0.021) -21.6%	Higher than planned expenses	327 4.4%	\$0.022 4.5%	Lower than planned expenses
Other	(1,459) **	(\$0.162) **	Higher than planned expenses	(9,873) **	(\$1.050) **	Higher than planned expenses
All Other Departments and Accruals		\$0.681 **	Primarily due to adjustments for the 28-day OT payroll lag		\$0.879 53.1%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	227 0.8%	\$0.601 27.7%		4,488 3.3%	\$0.685 6.2%	
REIMBURSABLE OVERTIME	2,636 91.8%	\$0.149 89.8%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	13,329 92.5%	\$0.748 89.4%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	2,863	\$0.750		17,816	\$1.432	

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

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of MayYear to date ending May 2018**Comparison Current Year vs. Prior Year:**

Prior Year		Current Year		Percentage Change			Prior Year*		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.0	\$28.5	4.2	29.2	5.9%	2.4%	Bronx-Whitestone	18.3	\$130.3	18.9	\$131.5	2.8%	0.9%
0.7	1.5	0.8	1.7	5.1%	11.6%	Cross Bay	3.2	7.0	3.3	7.3	2.5%	5.4%
2.3	7.8	2.4	7.7	1.9%	-1.3%	Henry Hudson	10.1	33.5	10.3	33.5	2.1%	0.0%
1.5	9.2	1.6	10.1	7.0%	8.9%	Hugh L. Carey	7.1	42.0	7.4	45.1	3.8%	7.6%
0.7	1.4	0.7	1.6	1.9%	8.4%	Marine Parkway	2.9	7.0	3.0	6.6	3.2%	-5.8%
2.1	13.4	2.3	14.8	8.8%	9.8%	Queens Midtown	9.9	59.8	10.4	66.4	5.1%	11.1%
5.3	37.3	5.9	39.7	10.6%	6.6%	RFK	24.4	169.6	26.7	180.2	9.2%	6.2%
3.8	30.8	3.9	31.2	2.3%	1.1%	Throgs Neck	17.4	136.7	17.4	135.9	0.2%	-0.6%
6.2	36.2	6.4	37.0	3.8%	2.3%	Verrazano-Narrows	28.3	160.9	29.5	169.3	4.2%	5.2%
26.7	\$166.2	28.2	\$172.9	5.6%	4.0%	Total	121.7	\$746.7	126.9	\$775.8	4.2%	3.9%
	\$6.221		\$6.124		-1.6%	Revenue Per Vehicle		\$6.133		\$6.113		-0.3%

Note: Numbers may not add due to rounding.

*Toll increase implemented on March 19, 2017

Comparison Actual vs. Adopted Budget:

May Budget		May Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
26.6	\$165.5	28.2	\$172.9	6.1%	4.5%	Total All	121.2	\$749.9	126.9	\$775.8	4.7%	3.5%
	\$6.222		\$6.124		-1.6%	Revenue Per Vehicle		\$6.188		\$6.113		-1.2%

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
May 2018

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	12	5	7	1 Managerial and 6 Professional vacancies
Law ⁽¹⁾	16	14	2	2 Professional vacancies
CFO ⁽²⁾	25	23	2	2 Managerial vacancies
Administration ⁽³⁾	37	35	2	1 Managerial and 1 Professional vacancy
EEO	2	-	2	2 Managerial vacancies
Total Administration	92	77	15	
Operations				
Revenue Management	43	31	12	6 Managerial vacancies, 5 Professional vacancies, and 1 BTO vacancy
Operations (Non-Security)	543	414	129	36 Managerial and 93 BTO vacancies
Total Operations	586	445	141	
Maintenance				
Maintenance	206	201	5	4 Managerial and 1 Professional vacancy
Operations - Maintainers	176	172	4	4 Maintainer vacancies
Total Maintenance	382	373	9	
Engineering/Capital				
Engineering & Construction	192	153	39	5 Managerial and 34 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	17	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	21	8	1 Managerial vacancy and 7 Professional vacancies
Total Engineering/Capital	253	200	53	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	44	37	7	4 Managerial and 3 Professional vacancies
Total Public Safety	276	269	7	
Total Positions	1,589	1,364	225	
Non-Reimbursable	1,502	1,277	225	
Reimbursable	87	87	-	
Total Full-Time	1,589	1,364	225	

(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
May 2018

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	24	6	2 vacancies in CFO and EEO and 1 vacancy in Executive and Administration
Professional, Technical, Clerical	62	53	9	6 vacancies in Executive, 2 in Law, and 1 vacancy in Administration
Operational Hourlies	-	-	-	
Total Administration	92	77	15	
Operations				
Managers/Supervisors	216	174	42	36 vacancies in Operations and 6 in Revenue Management
Professional, Technical, Clerical	34	29	5	5 vacancies in Revenue Management
Operational Hourlies ⁽¹⁾	336	242	94	93 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management
Total Operations	586	445	141	
Maintenance				
Managers/Supervisors	25	21	4	4 vacancies in Maintenance
Professional, Technical, Clerical	14	13	1	1 vacancy in Maintenance
Operational Hourlies ⁽²⁾	343	339	4	4 Maintainer vacancies in Operations
Total Maintenance	382	373	9	
Engineering/Capital				
Managers/Supervisors	52	44	8	5 vacancies in Engineering, 2 in Law, and 1 vacancy in CFO
Professional, Technical, Clerical	201	156	45	34 vacancies in Engineering, 7 in CFO, 3 in Law, and 1 vacancy in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	200	53	
Public Safety				
Managers/Supervisors	48	44	4	4 vacancies in Internal Security
Professional, Technical, Clerical	32	29	3	3 vacancies in Internal Security
Operational Hourlies ⁽³⁾	196	196	-	
Total Public Safety	276	269	7	
Total Positions				
Managers/Supervisors	371	307	64	
Professional, Technical, Clerical	343	280	63	
Operational Hourlies	875	777	98	
Total Positions	1,589	1,364	225	

(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 June 2018

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JUNE 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 June, B&T made 17 commitments with a total value of \$72.1 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*).

The following significant commitments were made in June:

- TN49 – Throgs Neck Bridge Replacement of the Suspended Span Decks and Painting, Construction Administration for \$20.7 Million
- VN10 - Verrazano-Narrows Bridge Anchorage and Piers Rehabilitation, Construction for \$38.5 million

Year-to-date, B&T has made a total of 66 commitments with a value of \$146.0 million against a plan of 36 commitments with a total value of \$57.4 million. Of these, 65 commitments with a total value of \$115.1 million have been made against the 2018 Plan, with one commitment with a total value of \$30.9 million made against the 2017 Plan.

Completions

In June, Replacement of the Morris Street Pedestrian Bridge was completed at the Hugh L. Carey Tunnel for \$13.4 million.

Year-to-date, B&T has completed a total of five projects with a total value \$759.4 million, accomplishing 177% of the year-to-date goal of \$432.7 million (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

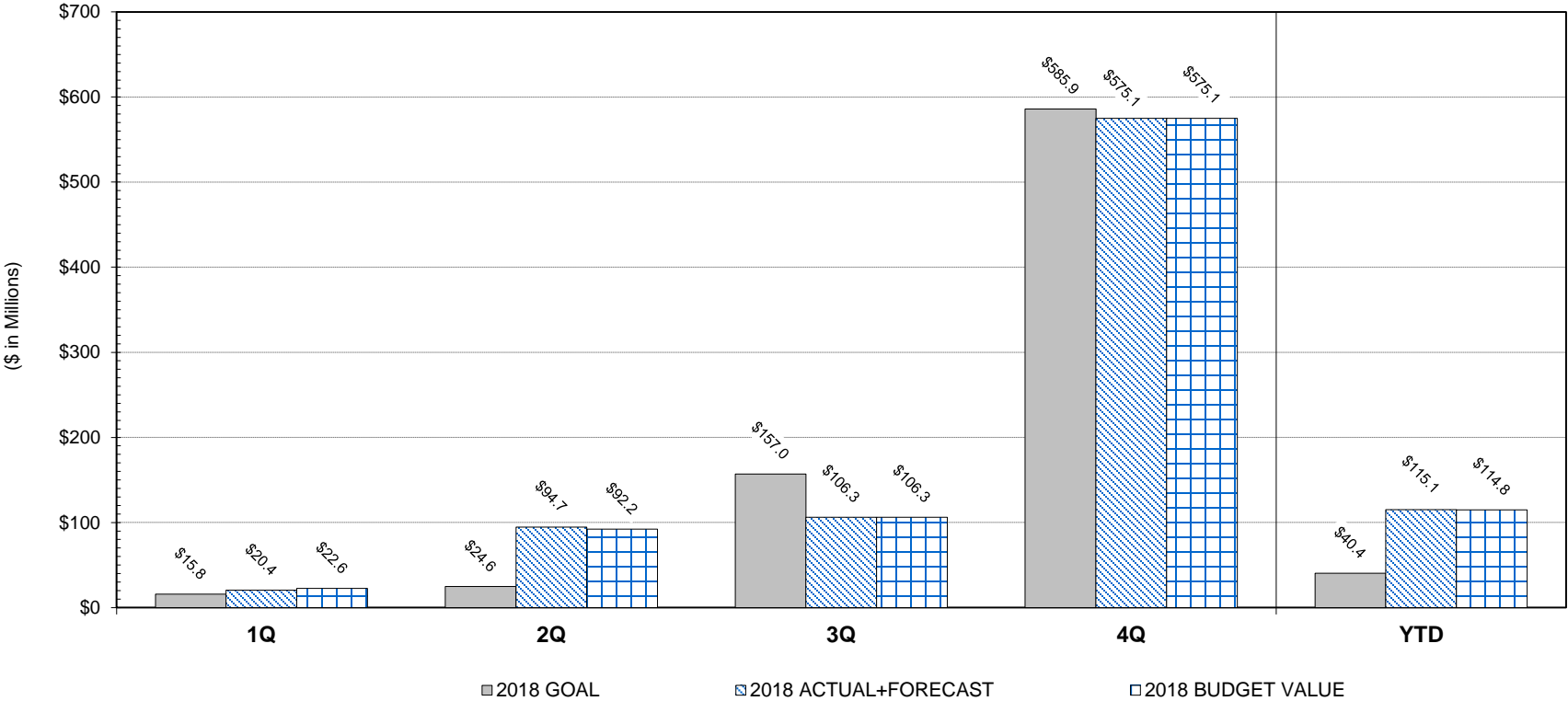
Of these completions, \$749.4 million have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

There was one task level closeout in June for \$0.2 million, bringing the year-to-date total to 28 task closeouts for a total of \$47.8 million.

MTA Bridges and Tunnels
Commitments as of June 30, 2018

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$796.4	
YTD Goal:	\$40.4	
YTD Actual:	\$115.1	(284.8% of YTD Goal)
YTD Budgeted Value:	\$114.8	(284.1% of YTD Goal)
Left to Commit:	\$681.3	

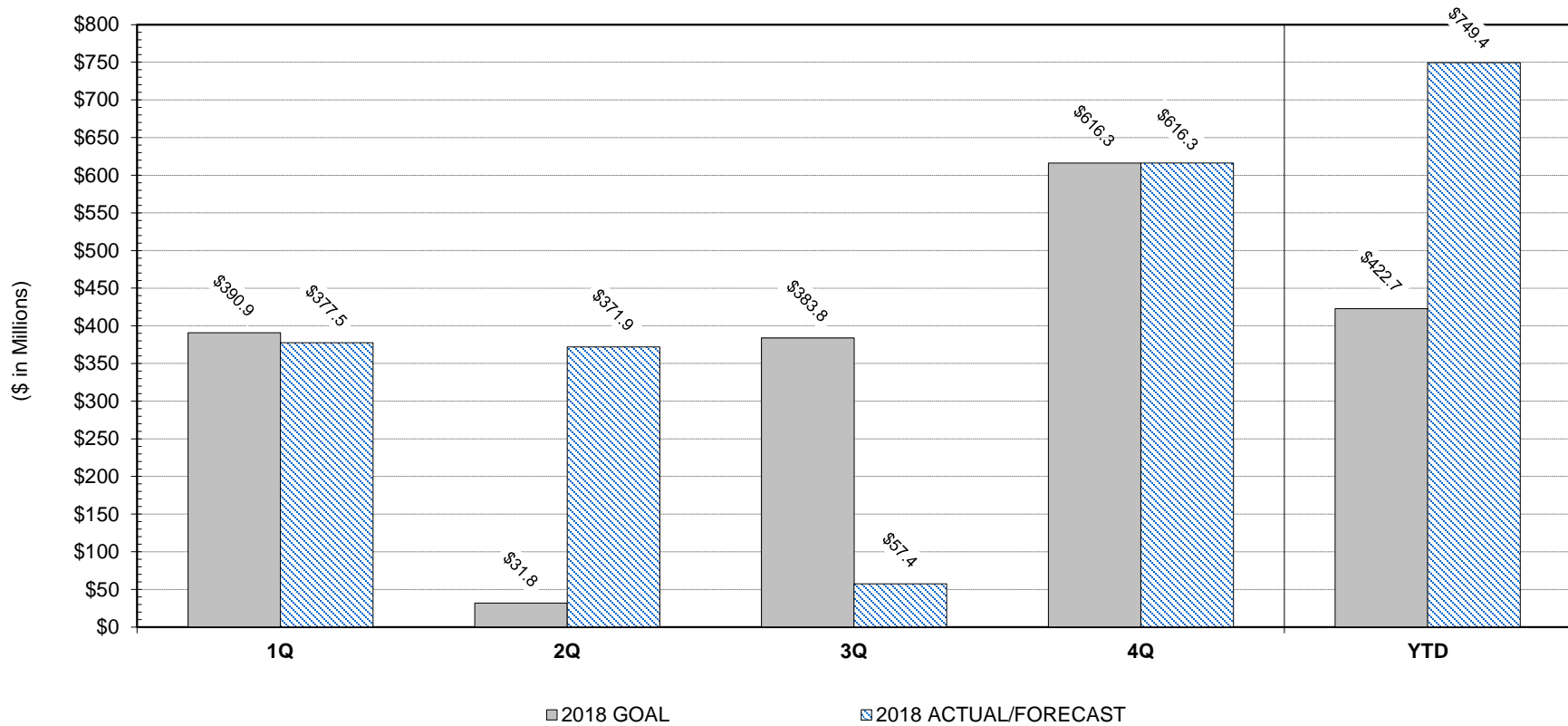


MTA Bridges and Tunnels: Status of Major Commitments as of June 30, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	May-18	Sep-18	F
VN10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$35.1	\$38.5	\$35.1	Jul-18	Jan-18	Jun-18	A
VN30/VN89	D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$27.2	\$27.2	\$27.2	Jul-18	Jan-18	Sep-18	F
	D704VN30	Elevator Rehabilitation							
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction Adm. Services)	\$23.2	\$20.7	\$23.2	Sep-18	2017	Jun-18	A
	D707TN49	Structural Painting (Construction Adm. Services)							
HC07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$66.9	\$66.9	\$66.9	Oct-18	Mar-18	Oct-18	F
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$55.3	\$55.3	Oct-18	Apr-18	Oct-18	F
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							
CB18	D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$35.1	\$35.1	\$35.1	Nov-18	Mar-18	Nov-18	F
QM81	D704QM81	Rehab of Tunnel Controls & Communication Systems	\$31.5	\$31.5	\$31.5	Nov-18	Mar-18	Nov-18	F
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction)	\$318.8	\$318.8	\$318.8	Dec-18	Feb-18	Dec-18	F
	D707TN49	Structural Painting (Construction)							

MTA Bridges and Tunnels Completions as of June 30, 2018

2018 Budget Goal: \$1,422.8
2018 Annual Forecast: \$1,423.1
YTD Goal: \$422.7
YTD Actual: \$749.4 (177.3% of YTD Goal)
Left to Complete: \$673.7



MTA Bridges and Tunnels: Status of Major Completions as of June 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%	24%	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	99%	71%	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	95%	81%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	98%	18%	Jul-18	May-18	A	
	Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers								
TN60	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	93%	3%	Oct-18	Oct-18	F	
BW14/BW84	Miscellaneous Structural Rehabilitation and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	93%	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	84%	81%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitation and Zone Painting								
RK75	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	90%	86%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	85%	77%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	74%	32%	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 June 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	A 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 June 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	\$10.0	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

Procurements July 2018



Staff Summary

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

Date	07/16/2018
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	07/16/2018			
2	MTA B&T Committee	07/23/2018			
3	MTA Board	07/25/2018			

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:

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts

of Actions

1

\$ Amount

\$1.422M

SUBTOTAL

1

\$1.422M

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

TOTAL

1

\$1.422M

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
JULY 2018

MTA BRIDGES & TUNNELS

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. Tutor Perini Corp. | \$1,421,870.56 | <u>Staff Summary Attached</u> |
| Contract No. VN-80B | | |

5yr. Contract-Competitive Bid

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this public works contract with Tutor Perini Corp. (TPC) for work associated with: (i) replacement of coil springs at the Finger Joints of the Upper Level; (ii) repairing potholes between the existing Upper Level roadway deck and the newly installed steel orthotropic deck throughout the staged construction and (iii) quantity overruns of contract items.

Item Number: 1 (Final)

Vendor Name (& Location) Tutor Perini Corp.	Contract Number VN-80B	AWO/Modification #
Contract Title: Replacement of the Upper Level Roadway Deck Suspension Span at the Verrazano-Narrows Bridge		
Contract Term (including Options, if any) November 29, 2012 – November 28, 2017		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$235,728,000.00
	Prior Modifications:	\$68,987,277.81
	Prior Budgetary Increases:	N/A
	Current Amount:	\$304,715,277.81
	This Request:	\$1,421,870.56
	% of This Request to Current Amount:	0.5%
	% of Modifications (including This Request) to Original Amount:	29.9%

Discussion:

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this public works contract with Tutor Perini Corp. (TPC) for work associated with: (i) replacement of coil springs at the Finger Joints of the Upper Level; (ii) repairing potholes between the existing Upper Level roadway deck and the newly installed steel orthotropic deck throughout the staged construction and (iii) quantity overruns of contract items in a negotiated amount of \$1,421,870.56.

Upper Level finger joint bolt assemblies exhibited signs of fatigue and deterioration with some assemblies fracturing under traffic load. The Engineer recommended new springs and bolts be installed improving durability and performance. TPC will replace 728 finger joint springs and bolt assemblies with the new springs per the Engineer's specifications. TPC proposed to complete these repairs for \$1,045,681.49; and the negotiated amount of \$940,000 is 4.6% above the Engineer's estimate of \$899,063.57 and is fair and reasonable based on comparison to that estimate. The Authority is pursuing an errors and omissions claim with the Designer and is evaluating the Designer's liability that may have contributed to costs associated with this work.

During the staged construction TPC was directed by the Engineer to perform pothole repairs in order to maintain a serviceable roadway for the traveling public. Part of this Amendment includes reimbursement to TPC for these pothole repairs that were performed. TPC proposed \$130,203.09; and the negotiated amount of \$110,000 is 5.5% above the Engineer's estimate of \$104,554.02 and is fair and reasonable based on comparison to that estimate.

Furthermore, there are items that exceeded contract quantities that require reconciliation which include: temporary protective shielding and field drill holes in structural steel. TPC proposed increases to these existing items that totaled \$371,870.56 which were deemed acceptable.

Overall, the proposed amendment results in a total increase of \$1,421,870.56 which is considered fair and reasonable.

Funding for this amendment is available in the 2010-2014 Capital Program under Project D602VN80 Construction, Phase II Deck (Task D02783).

In connection with a previous contract awarded to the Contractor, TPC (not their subsidiaries or affiliates) 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 11, 2017. No new SAI has been found related to the Contractor and TPC has been found to be responsible.