



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## September 2018

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### Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Monday, 9/24/2018**

**12:00 - 12:30 PM ET**

## **1. Public Comments Period**

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

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

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

*B&T Committee Work Plan - Page 10*

## **4. Reports on Operations**

*B&T Report on Operations - June 2018 - Page 18*

*B&T Report on Operations - July 2018 - Page 31*

## **5. Safety Reports**

*B&T Safety Report - June 2018 - Page 44*

*B&T Safety Report - July 2018 - Page 50*

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

*B&T Customer Environment Survey - Second Quarter 2018 - Page 56*

## **7. Reports on Cashless Tolling**

*B&T Reports on Cashless Tolling - June 2018 - Page 67*

*B&T Reports on Cashless Tolling - July 2018 - Page 75*

## **8. Financial Reports**

*B&T Financial Report - June 2018 - Page 83*

*B&T Financial Report - July 2018 - Page 97*

## **9. 2018 Mid-Year Forecast Monthly Allocation**

*B&T 2018 Mid-Year Forecast Monthly Allocation - Page 110*

## **10. 2019 Preliminary Budget (Materials Previously Submitted)**

## **11. Capital Program Project Status Reports**

*B&T Capital Program Project Status Report - July 2018 - Page 119*

## **12. Procurements**

*B&T Procurements - Page 135*

### **B&T Competitive**

*B&T Competitive - Page 138*

Next Meeting: Monday, October 22, 2018 at 11:30 a.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting July 2018**

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

**July 23, 2018**

**12:00 p.m.**

In attendance were the Honorable:

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

Cedrick T. Fulton, President  
Brian Bajor, Acting Vice President and Chief Procurement Officer  
Pashko Camaj, Senior Director, Safety and Health Compliance  
Mildred Chua, Vice President and Chief Financial Officer  
Daniel DeCrescenzo, Vice President and Chief of Operations  
Romolo DeSantis, Deputy Chief Engineer  
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development  
Donald Look, Vice President and Chief Security Officer  
Shawn Moore, Vice President and Chief of Staff  
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**

**July 23, 2018**

Minutes of TBTA Committee held July 23, 2018 at 12:00 p.m. A list of those in attendance is attached.

## **Public Speakers**

There were two public speakers. Murray Bodin complimented TBTA for making changes and moving forward under the leadership of TBTA President Cedrick Fulton and he stated that he recently met with TBTA engineering staff and a consultant. Omar Vera stated that pedestrian walkways should be constructed through the TBTA's two tunnels so that pedestrians will be able to cross those facilities without having to rely on vehicles and that tolls should be eliminated at the Cross Bay Bridge (CBB).

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on June 18, 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 revenue is the most important priority after safety and customer service. Only a small percentage of TBTA's toll revenue requires collection because the E-ZPass market share is approximately 95%. Mr. Fulton stated that TBTA is pursuing the collection of unpaid tolls and fees through enforcement efforts for persistent toll violators, which include having the New York State Department of Motor Vehicles (DMV) suspend their New York vehicle registrations, summoning drivers and impounding vehicles that use TBTA facilities with suspended registrations for toll evasion. He stated that on June 29, 2018, officers at the Bronx-Whitestone Bridge (BWB) impounded a vehicle that was number one on TBTA's list of New York State persistent toll violators where the vehicle's owner owed more than \$32,000 in tolls and violation fees. While TBTA has impounded vehicles of more than 1,500 persistent toll violators, Mr. Fulton remarked that registration suspension is a very strong tool against persistent toll violators who need to pay to clear their vehicle registrations in order to get their vehicles back. He also stated that TBTA enforces out of state exclusionary lists that ban persistent toll violators from TBTA facilities and that TBTA continues to pursue DMV reciprocity agreements with other states to improve its ability to deter persistent toll violators. On July 16, 2018, a vehicle with Florida plates was stopped at the Queens Midtown Tunnel (QMT) because it had been barred from TBTA facilities for toll violations. The driver falsely represented himself as operating a "for hire" vehicle and was arrested for driving with a suspended driver's license and summonsed for violating the exclusionary order. When the passenger retrieved their luggage from the trunk, officers observed more than 75 toll violation notices. Finally, back office ingenuity also helps to protect toll revenue. Despite clear images, a small number of license plate queries do not yield names and addresses from DMVs. An auditor detected a pattern for some of these plates and traced them to an automobile manufacturer. TBTA contacted the company and is receiving full payments. Mr. Fulton stated that all of these efforts contribute to TBTA's overall 101.4% collection rate as it is committed to continuously improving its ability to protect the Cashless Tolling revenue stream.

Chairman Moerdler asked whether the states from which the predominant number of violators come from can be identified. Ms. Terry responded that it is possible. Chairman Moerdler also suggested that consideration be given to commencing a class action lawsuit in Federal Court against out of state motorists who use TBTA facilities where tolls and violation fees are sufficiently large to cause their home states to act. Ms. Terry responded that TBTA would consider his suggestion.

### **Report on Operations**

With regard to the Report on Operations for May 2018, Mr. DeCrescenzo stated that traffic was higher by 5.6% and preliminary traffic figures for June 2018 are 5.2% higher than June 2017. Through May 2018, officers issued a total of 9.3% more summonses when compared to the same period in 2017, with the largest increases in the following categories: unsafe lane change/failure to signal, speeding and cellular telephone violations. May 2018 was the eighth consecutive month of year-over-year improvements in TBTA's collision rate. Commissioner Pally asked whether the report on page 23 means that non-E-ZPass users are down to 61,000. Mr. DeCrescenzo responded that it is a daily average number out of a total daily average of approximately 860,000.

### **Safety Report**

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

- The 12 month average collision rate has decreased for eight consecutive months and is 12% better than in the previous 12 months, and
- The 12 month average injury collision rate was 1.0 or 0.1 collisions per million vehicles higher than in the previous 12 months.

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 12.5% better than the previous 12 months and 37.2% better than the 12 months prior to that period.

Commissioner Zuckerman commented that for the eighth month in a row there has been improvements on collisions with traffic, as forecasted, at an all-time high. He commended and thanked TBTA President Fulton and TBTA staff on achieving this incredible accomplishment.

### **Report on Cashless Tolling**

With regard to the Report on Cashless Tolling for May 2018, Ms. Chua stated that the E-ZPass market share is 94.6% or 5.9 percentage points higher than the same period last year. The combined collection rate for all facilities that went live through November 2017 is 101.4%. 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 80,000 customers have enrolled in the Mobile Alerts program, which is a 26% increase. Chairman Moerdler suggested that while Customer Service Center telephone call waiting times have returned to the contract acceptable level of 45 seconds or less that periodic spot-checks be performed because he is unaware of anyone who has said that they got through to customer service in 45 seconds to address a problem. Ms. Chua agreed to have spot-checks periodically performed. Referring to page 42 of the report, Commissioner Zuckerman asked whether the over 100% revenue collection rates include actual or projected receipts. Ms. Chua responded that they are actual receipts.

### **Financial Report**

Ms. Chua stated that in May 2018, toll revenue was \$775.8 million, which is 3.5% or \$25.9 million better than budget. Traffic in May 2018 was 121.2 million crossings, up against the budget by 4.7% or 5.7 million crossings. Total expenses were \$195.5 million, which is \$31.9 million or 14.0% lower than plan. TBTA's support to mass transit was \$469.1 million, which is \$61.7 million or 15.1% better than plan.

## **Capital Program Status Report**

With regard to the Capital Program Status Report for June 2018, Mr. DeSantis stated that TBTA awarded 17 commitments totaling \$72.1 million. The most significant commitments were the \$38.5 million Anchorage and Piers rehabilitation at the Verrazano-Narrows Bridge (VNB) and the \$20.7 million for Construction Management services for the replacement of the Throgs Neck Bridge (TNB) suspended span decks. In the aggregate, 66 commitments totaling \$146.0 million or 254.3% of the year-to-date plan have been awarded. Mr. DeSantis stated that there was one project completion for the Replacement of the Morris Street Pedestrian Bridge at the Hugh Carey Tunnel (HCT) for \$13.4 million. Year to date, TBTA has completed five (5) projects with a total value of \$759.4 million, achieving 177% of the year-to-date goal of \$432.7 million and 53% of the annual completion goal of \$1.43 billion. Commissioner Pally commented that a problem with Cashless Tolling at the TNB is that traffic stops on the Cross Island Parkway because the bridge can be crossed quickly and there are not enough lanes on the Parkway. Mr. Fulton responded that toll plazas had created traffic metering points and with their elimination traffic pinch points have shifted but that TBTA will work with its transportation partners to look at roadways and traffic adjacent to its facilities to find solutions through traffic engineering or capital improvements, as this is a regional problem.

### **Procurements**

For June 2018, Mr. Bajor stated that there is one procurement in the amount of \$1.42 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Bajor stated that there is one competitive procurement, which is a public work modification at the VNB associated with the replacement of the coil springs at the finger joints and other work in the amount of \$1.42 million. Commissioner Greenberg asked whether the finger joint bolt assemblies were replaced because they were defective or worn out over time. Mr. DeSantis stated that stainless steel coil springs were installed at the finger joints and it was determined that they were defective so they were replaced with polyurethane. Commissioner Greenberg also asked whether the design of the original springs was defective and Mr. DeSantis responded that it was defective and that TBTA is conducting an errors and omissions analysis.

### **Modifications to Purchase & Public Works Contracts**

Tutor Perini Corp.	Contract No. VN-80B TBTA is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this public works contract with Tutor Perini Corp. for work at the Verrazano-Narrows Bridge 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.	\$1,421,870.56
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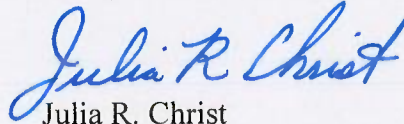
Mr. Bajor stated that there are no ratifications.

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

Adjournment

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

Respectfully submitted,



Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

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

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### September 2018

Customer Environment Survey – 2nd Quarter 2018  
2019 Preliminary Budget

Operations  
Planning & Budget

### October 2018

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

Planning & Budget  
EEO

### November 2018

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

Operations  
MTA Board

### December 2018

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

Committee Chair & Members  
Planning & Budget  
EEO

### January 2019

Approval of 2019 Work Plan

Committee Chair & Members

### February 2019

Preliminary Review of 2018 Operating Budget Results  
2019 Adopted Budget/Financial Plan 2019-2022  
2018 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2018  
Diversity Report – 4<sup>th</sup> Quarter 2018

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

March 2019

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

May 2019

Customer Environment Survey – 1<sup>st</sup> Quarter 2019  
Diversity Report – 1<sup>st</sup> Quarter 2019

Operations  
EEO

June 2019

No items scheduled.

July 2019

No items scheduled.

August 2019

No meeting 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**

### **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.

### **OCTOBER 2018**

#### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

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

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

### **NOVEMBER 2018**

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

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

#### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

### **DECEMBER 2018**

#### 2019 Proposed Committee Work Plan

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

#### 2019 Proposed Final Budget

The Committee will recommend action to the Board.

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

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

### **JANUARY 2019**

#### Approval of Work Plan for 2019

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

## **FEBRUARY 2019**

### Preliminary Review of 2018 Operating Budget Results

The agency will present a brief review of its 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 – 4<sup>th</sup> Quarter 2018

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

## **MARCH 2019**

### Annual Procurement Contracts Report

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

## **APRIL 2019**

### Final Review of 2018 Year-End Operating Results

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

## **MAY 2019**

### Customer 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 – 1<sup>st</sup> Quarter 2019

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

## **JUNE 2019**

No items scheduled.

**JULY 2019**

No items scheduled.

**AUGUST 2019**

No meeting scheduled.



# **Bridges and Tunnels**

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## **Report on Operations June 2018**

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

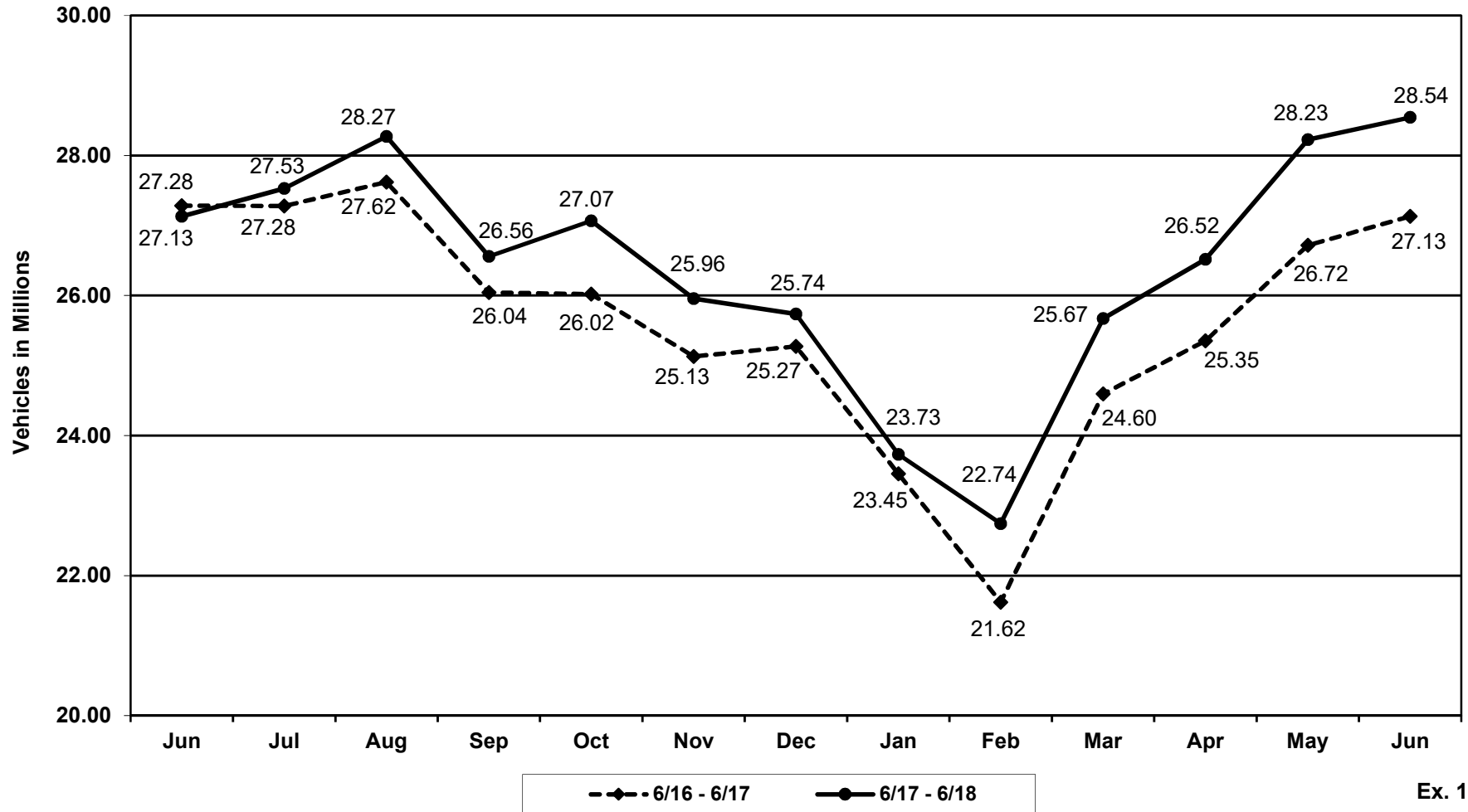
### **Summary**

Traffic was higher on a year-to-year basis, with 28.5 million crossings this month vs. 27.1 million crossings in June 2017, an increase of 5.2% (Exhibit 1).

E-ZPass volume increased by 11.9% on a year-to-year basis for the month while crossings using Tolls by Mail declined 50.3% compared to Tolls by Mail, cash and other payment methods used in June 2017 (Exhibit 7). Passenger car travel increased 5.5% and other vehicle travel increased 1.6% from June 2017 (Exhibit 8).

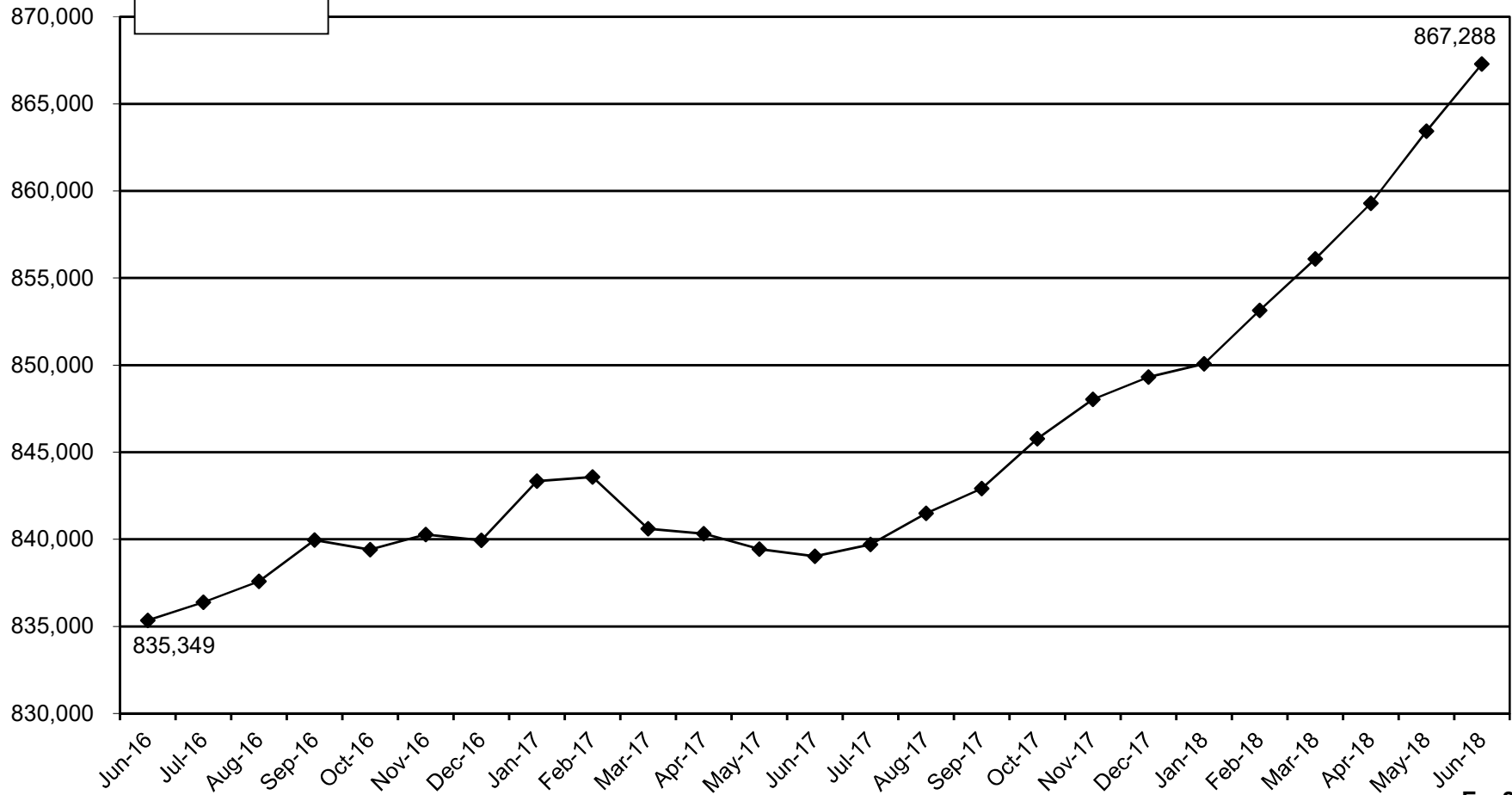
Rainfall this June totaled 3.6 inches compared to 4.2 inches last year. Gas prices averaged \$3.07 per gallon this June, which was \$0.58 more than last year at this time.

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

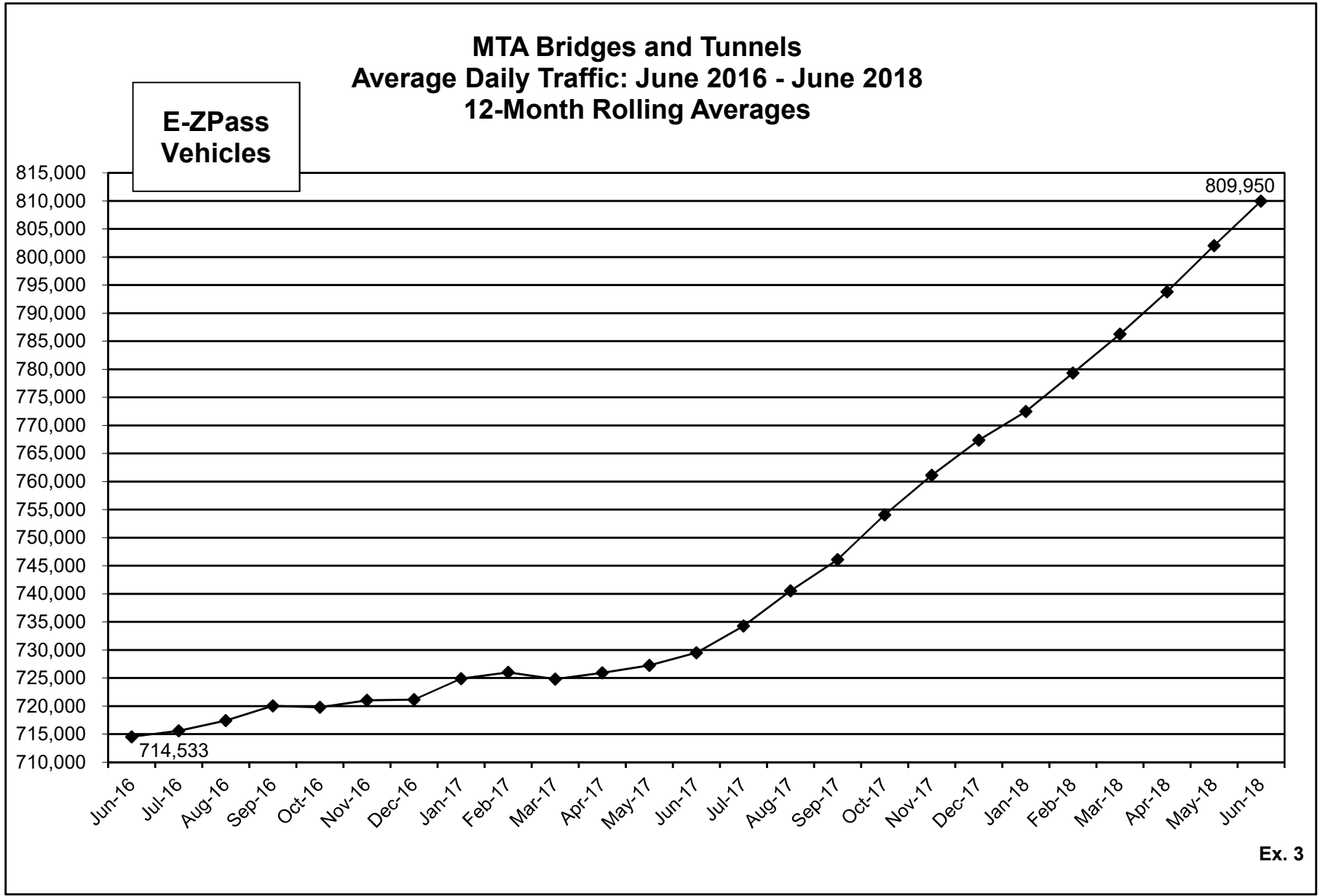


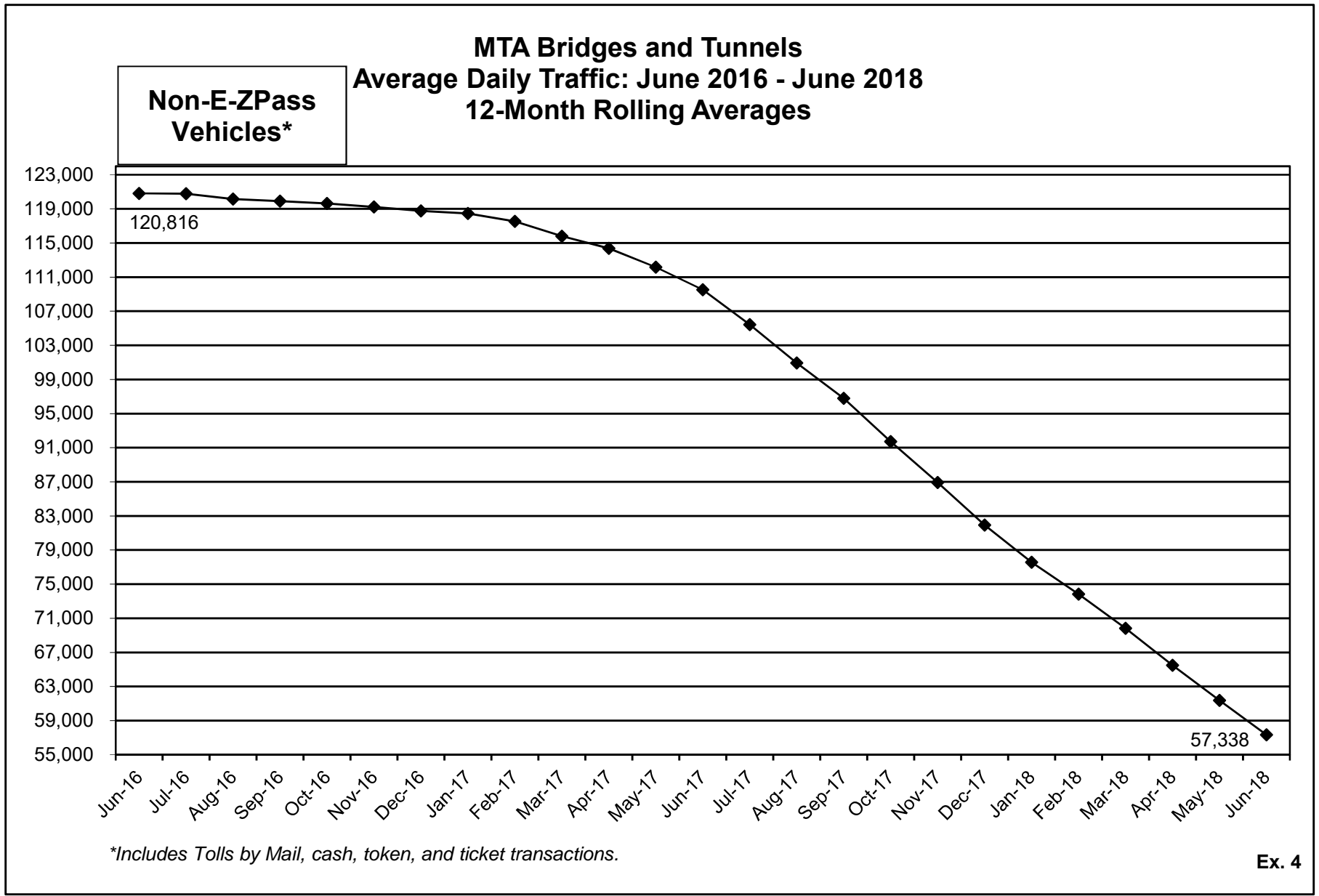
**MTA Bridges and Tunnels  
Average Daily Traffic: June 2016 - June 2018  
12-Month Rolling Averages**

**All Vehicles**



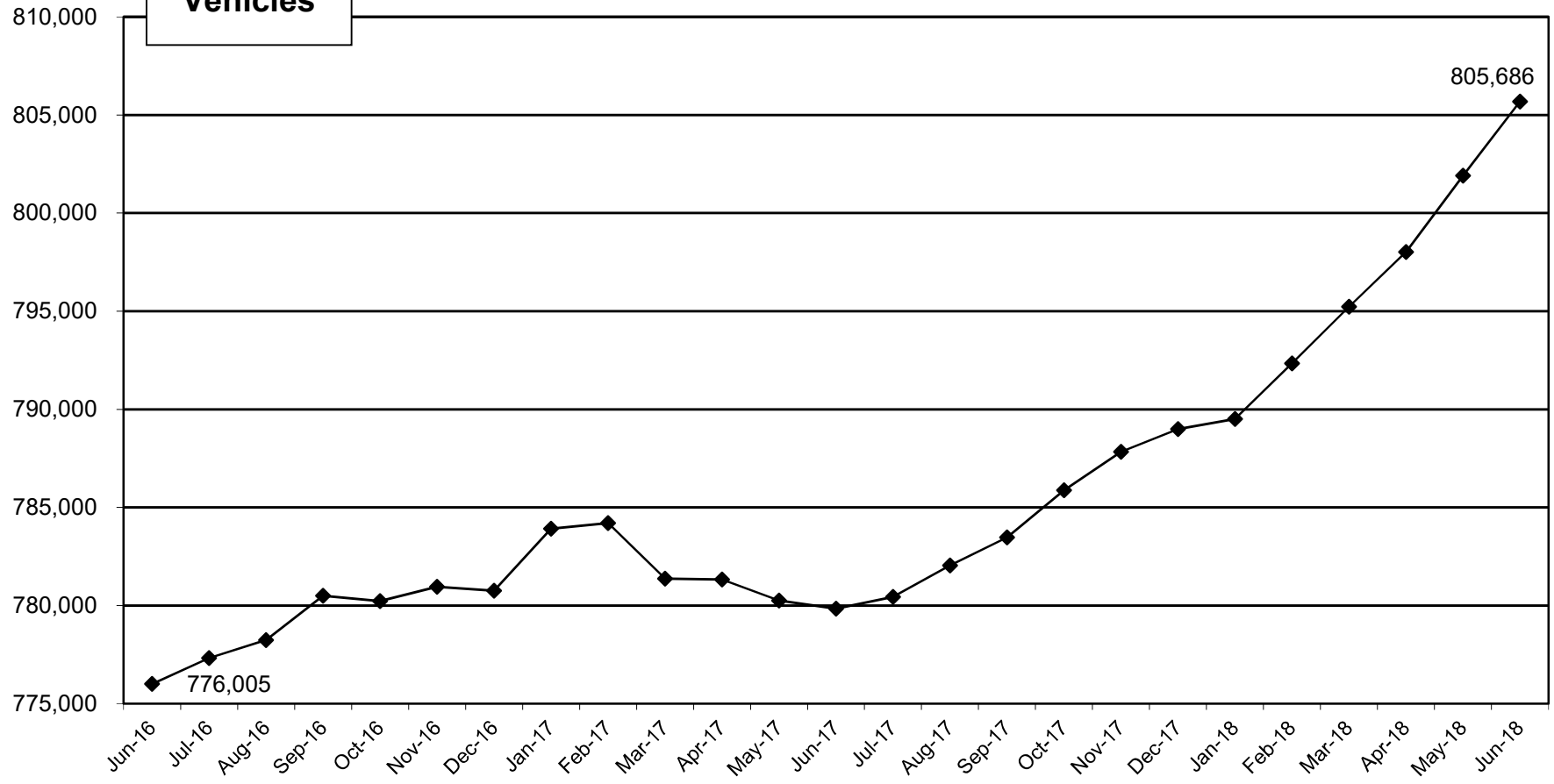
**Ex. 2**



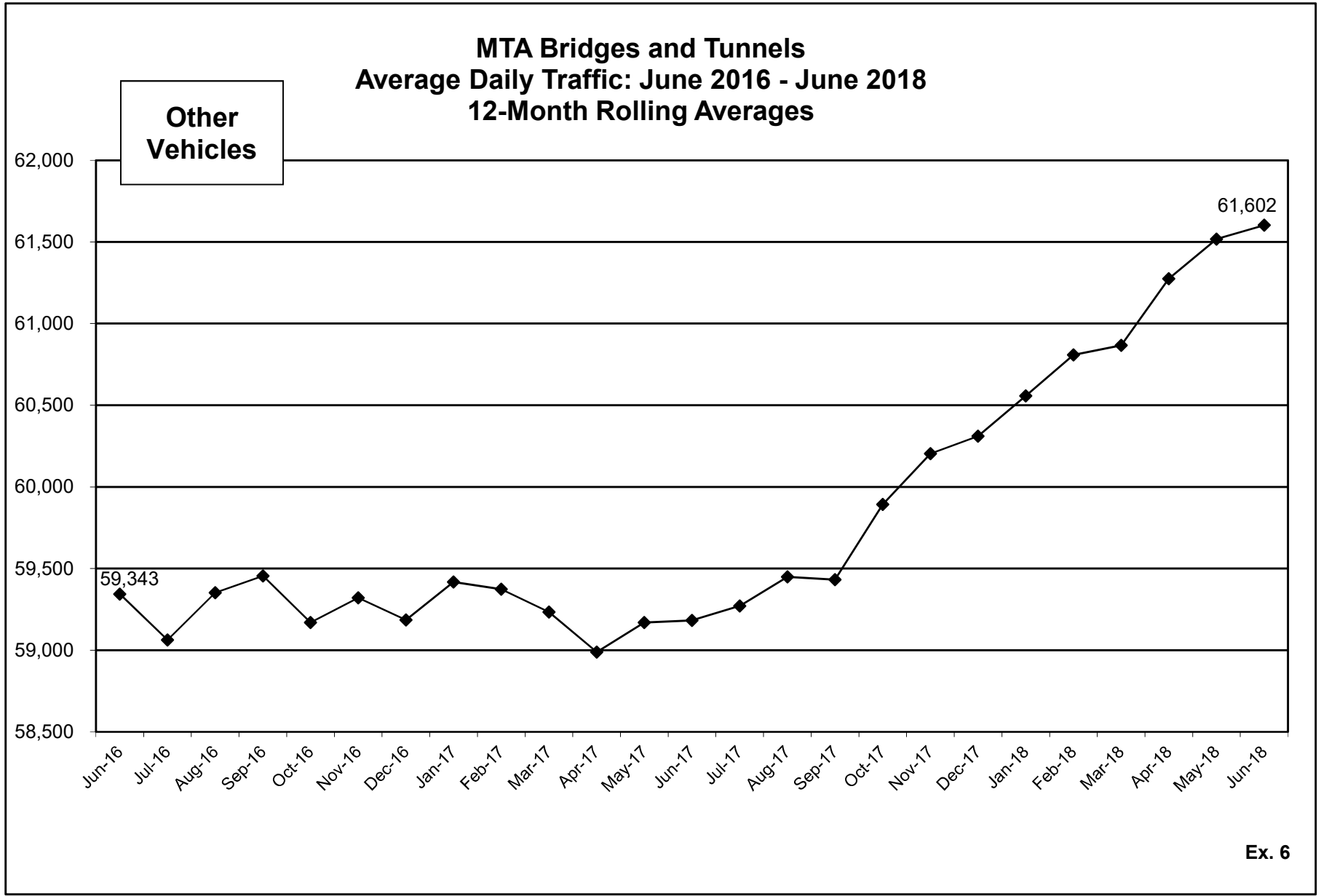


**MTA Bridges and Tunnels  
Average Daily Traffic: June 2016 - June 2018  
12-Month Rolling Averages**

**Passenger  
Vehicles**



**Ex. 5**



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

Corridor	Toll Media	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	5.2%	5.2%	4.4%	3.9%	3.4%
	E-ZPass	11.9%	12.3%	11.8%	11.8%	11.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-50.3%	-50.6%	-51.3%	-51.6%	-47.7%
RFK Bridge	Total Vehicles	8.5%	10.3%	9.1%	7.4%	6.7%
	E-ZPass	15.0%	19.3%	19.2%	18.1%	17.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-44.4%	-49.6%	-52.3%	-53.6%	-52.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	7.6%	7.4%	5.1%	4.8%	3.1%
	E-ZPass	9.6%	9.4%	7.2%	7.9%	6.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-26.9%	-27.1%	-30.0%	-38.6%	-42.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.5%	2.8%	1.9%	-3.1%	0.9%
	E-ZPass	13.5%	12.8%	11.9%	3.7%	9.5%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-53.8%	-53.6%	-53.4%	-53.9%	-43.1%
Verrazano-Narrows Bridge	Total Vehicles	6.7%	4.8%	4.6%	4.6%	4.3%
	E-ZPass	15.5%	13.2%	12.9%	13.1%	12.9%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-61.3%	-59.4%	-58.4%	-57.6%	-56.0%
Henry Hudson Bridge	Total Vehicles	-0.1%	0.9%	1.7%	2.0%	2.6%
	E-ZPass	2.0%	2.4%	3.1%	3.6%	4.2%
	Tolls By Mail	-32.4%	-23.0%	-21.5%	-22.2%	-19.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.3%	1.8%	2.0%	2.4%	2.0%
	E-ZPass	1.7%	5.6%	7.3%	8.4%	8.9%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-39.0%	-43.0%	-51.7%	-53.3%	-53.1%

(1) June 2018 vs. June 2017

(2) April 2017 to June 2018 vs. April 2016 to June 2017

(3) January 2018 to June 2018 vs. January 2017 to June 2017

(4) October 2017 to June 2018 vs. October 2016 to June 2017

(5) July 2017 to June 2018 vs. July 2016 to June 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	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	5.2%	5.2%	4.4%	3.9%	3.4%
	Passenger	5.5%	5.2%	4.4%	3.9%	3.3%
	Other	1.6%	4.8%	4.4%	4.9%	4.1%
RFK Bridge	Total Vehicles	8.5%	10.3%	9.1%	7.4%	6.7%
	Passenger	8.9%	10.6%	9.2%	7.3%	6.7%
	Other	3.4%	7.2%	7.3%	7.7%	7.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	7.6%	7.4%	5.1%	4.8%	3.1%
	Passenger	8.7%	8.2%	5.8%	5.4%	3.5%
	Other	-4.4%	-1.6%	-3.0%	-2.1%	-2.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.5%	2.8%	1.9%	-3.1%	0.9%
	Passenger	3.7%	2.7%	1.9%	-3.4%	0.8%
	Other	2.0%	3.6%	2.7%	0.1%	1.6%
Verrazano-Narrows Bridge	Total Vehicles	6.7%	4.8%	4.6%	4.6%	4.3%
	Passenger	6.9%	4.6%	4.4%	4.3%	4.1%
	Other	4.2%	7.6%	7.9%	8.9%	7.9%
Henry Hudson Bridge	Total Vehicles	-0.1%	0.9%	1.7%	2.0%	2.6%
	Passenger	-0.1%	0.8%	1.6%	1.8%	2.5%
	Other	-8.5%	5.7%	11.8%	20.9%	13.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.3%	1.8%	2.0%	2.4%	2.0%
	Passenger	-1.4%	1.3%	1.3%	1.7%	1.3%
	Other	-0.3%	10.8%	11.9%	13.4%	13.0%

(1) June 2018 vs. June 2017

(2) April 2017 to June 2018 vs. April 2016 to June 2017

(3) January 2018 to June 2018 vs. January 2017 to June 2017

(4) October 2017 to June 2018 vs. October 2016 to June 2017

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

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>(1)</sup>			Weather <sup>(2)</sup>			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Jun-16	27,281,473	\$2.38	74	2.2	-	9
Jul-16	27,279,840	\$2.31	81	5.0	-	12
Aug-16	27,620,446	\$2.22	82	1.1	-	10
Sep-16	26,043,256	\$2.23	74	2.5	-	9
Oct-16	26,022,431	\$2.27	61	4.8	-	6
Nov-16	25,130,058	\$2.39	53	5.4	-	8
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,452,652	\$2.54	40	3.9	10.1	15
Feb-17	21,620,767	\$2.49	44	2.0	10.3	6
Mar-17 <sup>(3)</sup>	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
<b>May-18</b>	<b>28,226,925</b>	<b>\$3.02</b>	<b>68</b>	<b>3.2</b>	<b>-</b>	<b>13</b>
<b>Jun-18</b>	<b>28,544,549</b>	<b>\$3.07</b>	<b>73</b>	<b>3.6</b>	<b>-</b>	<b>14</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
<b>2017 vs. 2016</b>						
June	(148,208)	\$0.11	0	2.0	-	0
July	250,780	\$0.13	(2)	(0.7)	-	(4)
August	651,048	\$0.29	(6)	2.2	-	3
September	515,882	\$0.60	(2)	(0.7)	-	(4)
October	1,045,827	\$0.38	5	(1.0)	-	3
November	825,811	\$0.27	13	(3.3)	-	0
December	463,897	\$0.18	(1)	(1.0)	4	(1)
<b>2018 vs. 2017</b>						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,121,931	\$0.26	(1)	3.9	(5)	11
March	1,076,978	\$0.24	0	(0.6)	2	1
April	1,164,225	\$0.29	(8)	0.9	6	1
May	1,509,175	\$0.51	5	(2.8)	-	1
June	1,411,284	\$0.58	(1)	(0.6)	-	5

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

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

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

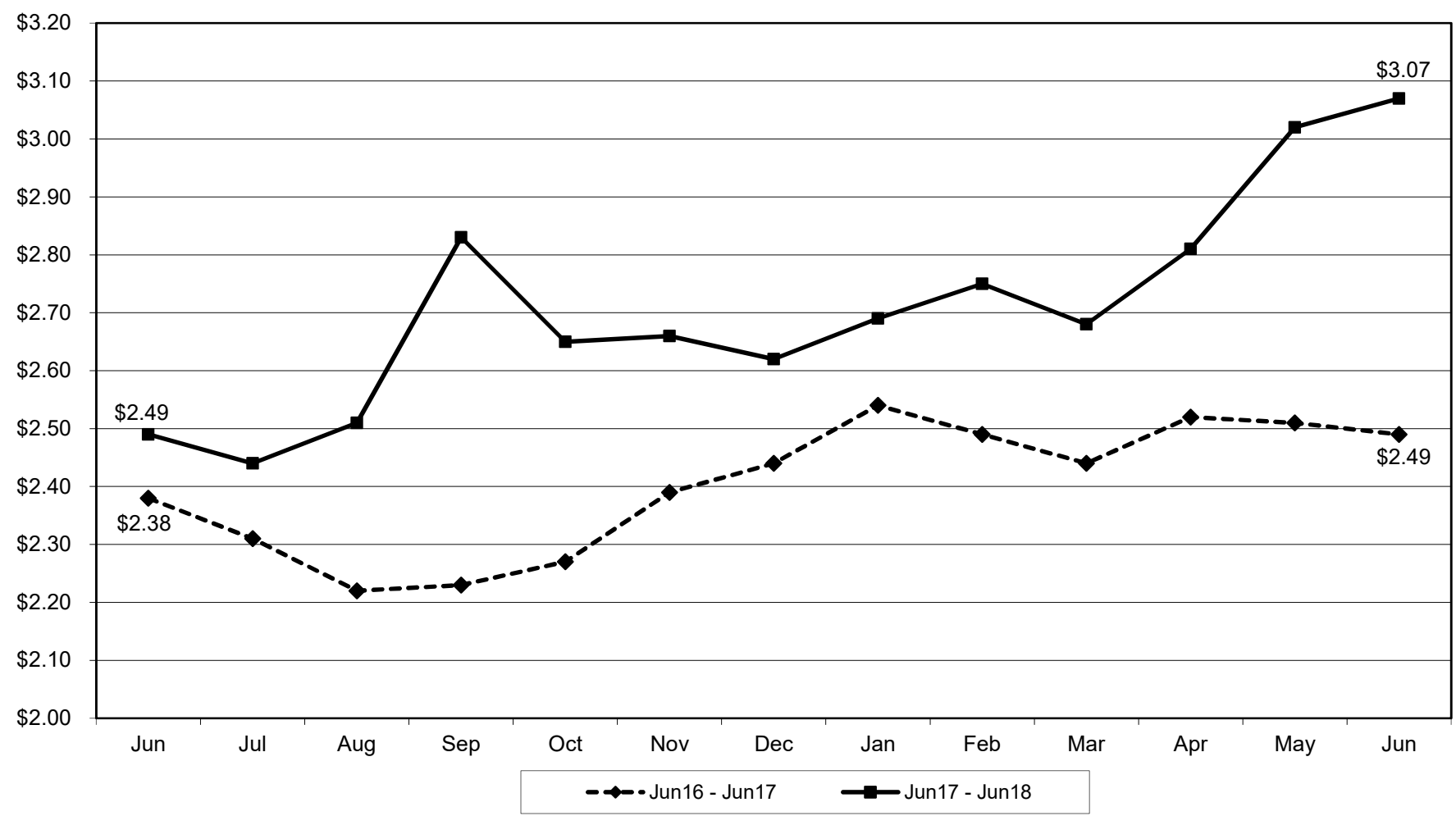
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Jun-16	835,349	714,533	120,816	776,005	59,343
Jul-16	836,384	715,603	120,780	777,322	59,062
Aug-16	837,587	717,430	120,157	778,235	59,353
Sep-16	839,955	720,046	119,909	780,500	59,455
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	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
<b>May-18</b>	<b>863,421</b>	<b>802,041</b>	<b>61,380</b>	<b>801,904</b>	<b>61,517</b>
<b>Jun-18</b>	<b>867,288</b>	<b>809,950</b>	<b>57,338</b>	<b>805,686</b>	<b>61,602</b>

*Note: Bold numbers are preliminary.*

1. Numbers may not add due to rounding.

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

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area June 2016 - June 2018





# **Bridges and Tunnels**

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## **Report on Operations July 2018**

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

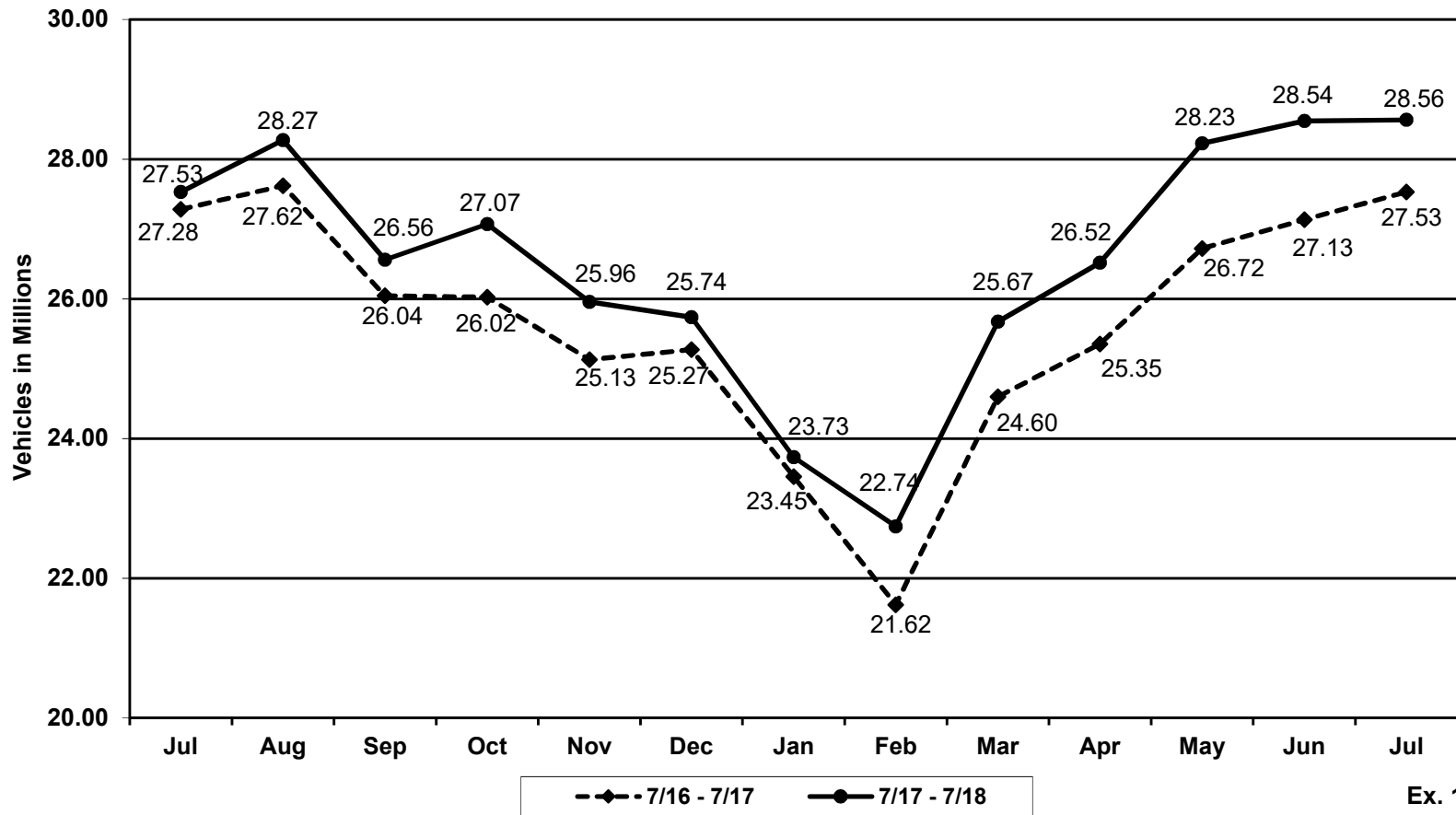
### **Summary**

Traffic was higher on a year-to-year basis, with 28.6 million crossings this month vs. 27.5 million crossings in July 2017, an increase of 3.7% (Exhibit 1).

E-ZPass volume increased by 8.3% on a year-to-year basis for the month while crossings using Tolls by Mail declined 36.8% compared to Tolls by Mail, cash and other payment methods used in July 2017 (Exhibit 7). Passenger car travel increased 3.6% and other vehicle travel increased 5.8% from July 2017 (Exhibit 8).

In addition to favorable economic conditions, mobility improvements achieved through Cashless Tolling appear to be a main driver behind the growth in traffic, as weather indicators were unfavorable and gas prices were higher on a year-over-year basis. Rainfall this July totaled 5.3 inches compared to 4.3 inches last year. Gas prices averaged \$3.00 per gallon this July, which was \$0.56 more than last year at this time.

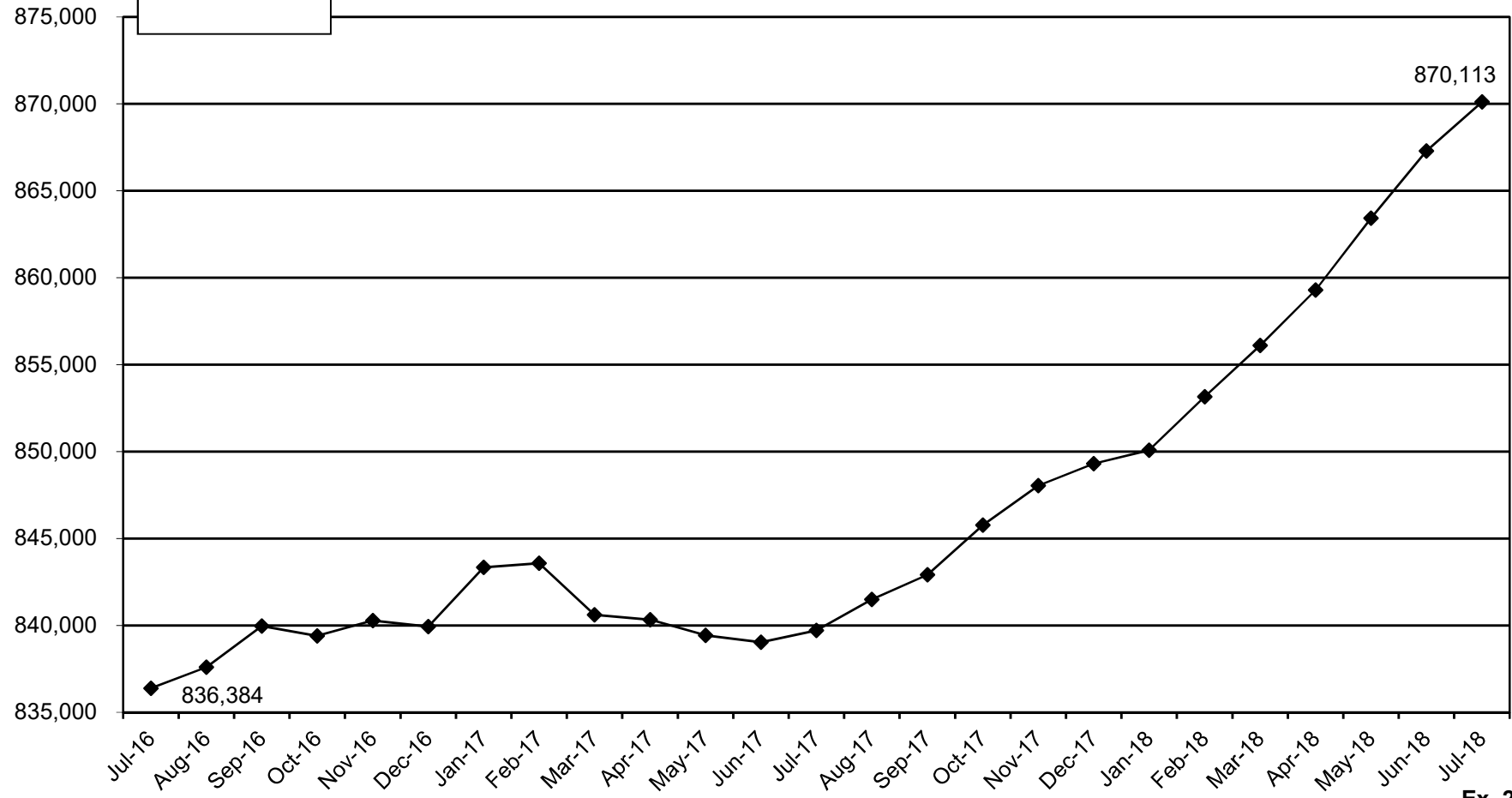
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending July 2018



Ex. 1

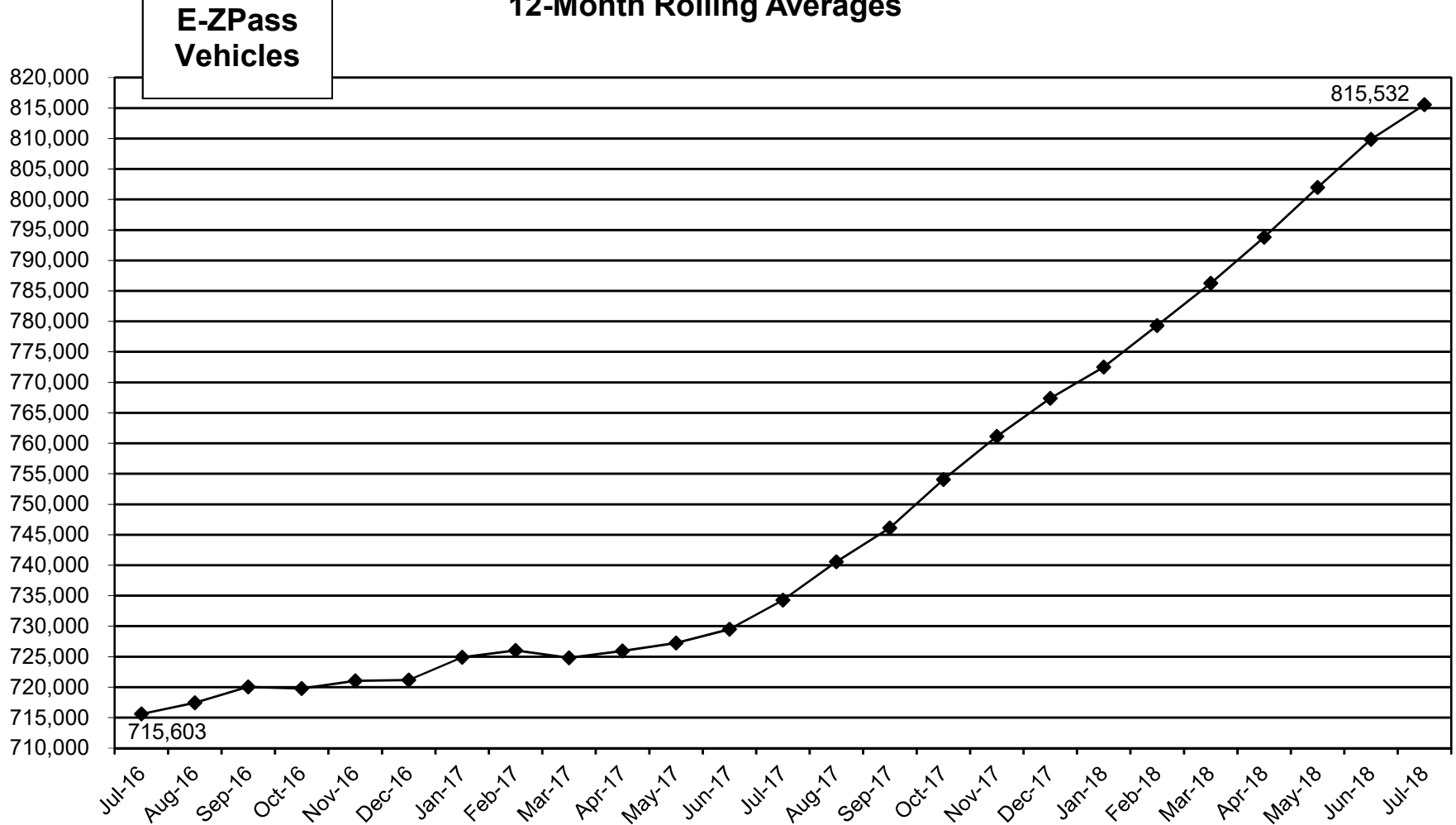
**MTA Bridges and Tunnels**  
**Average Daily Traffic: July 2016 - July 2018**  
**12-Month Rolling Averages**

**All Vehicles**

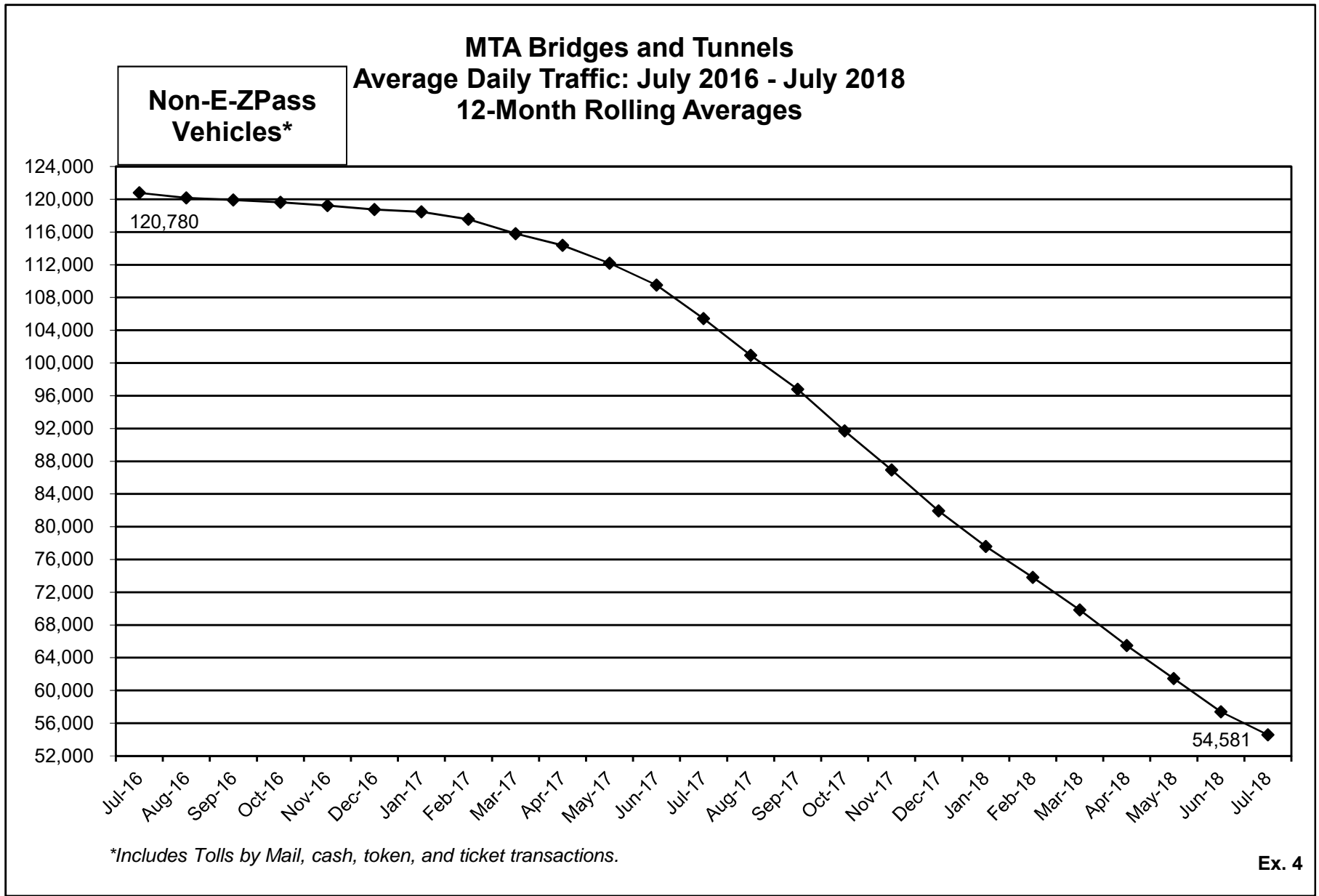


**Ex. 2**

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

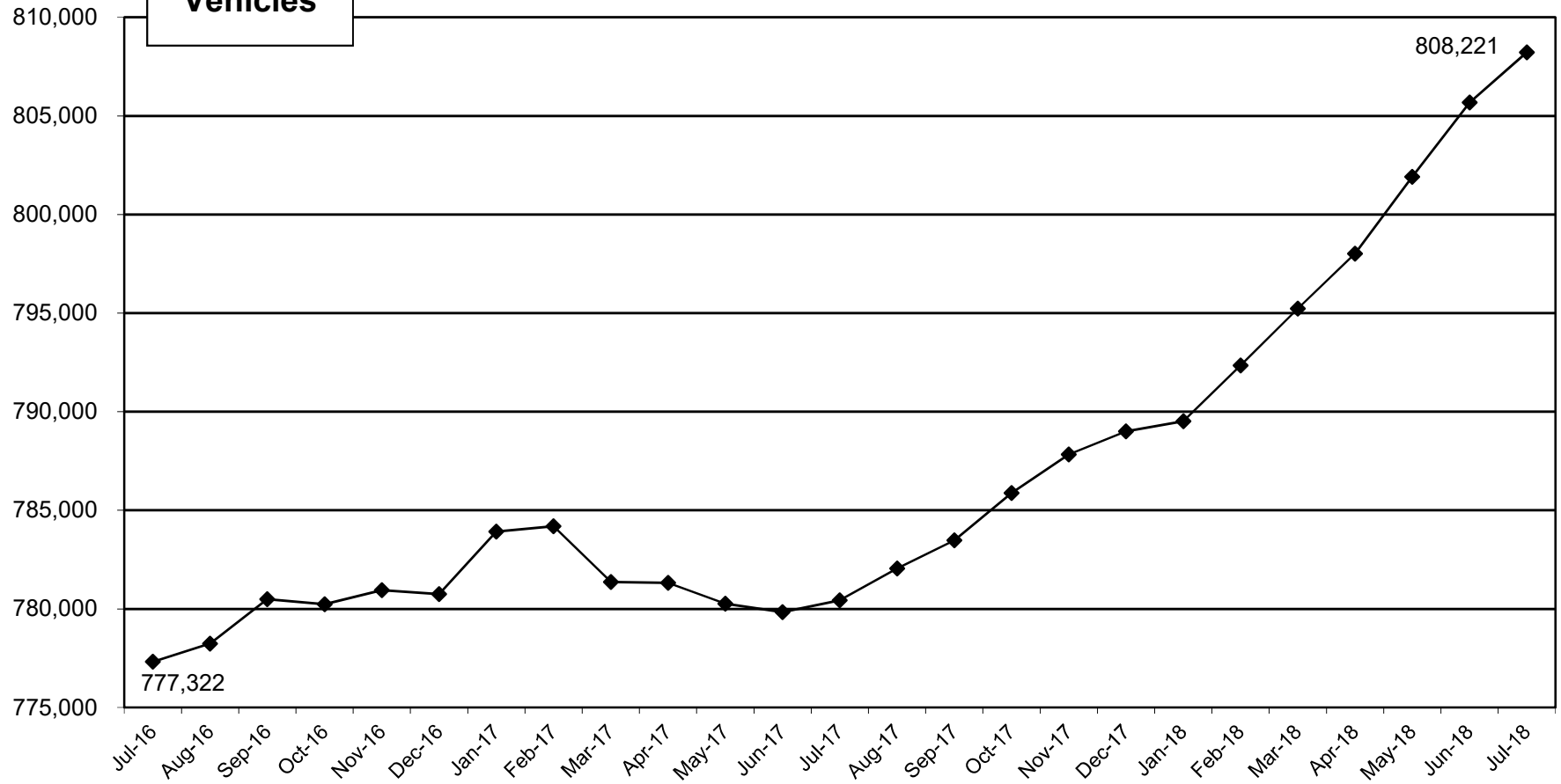


**Ex. 3**

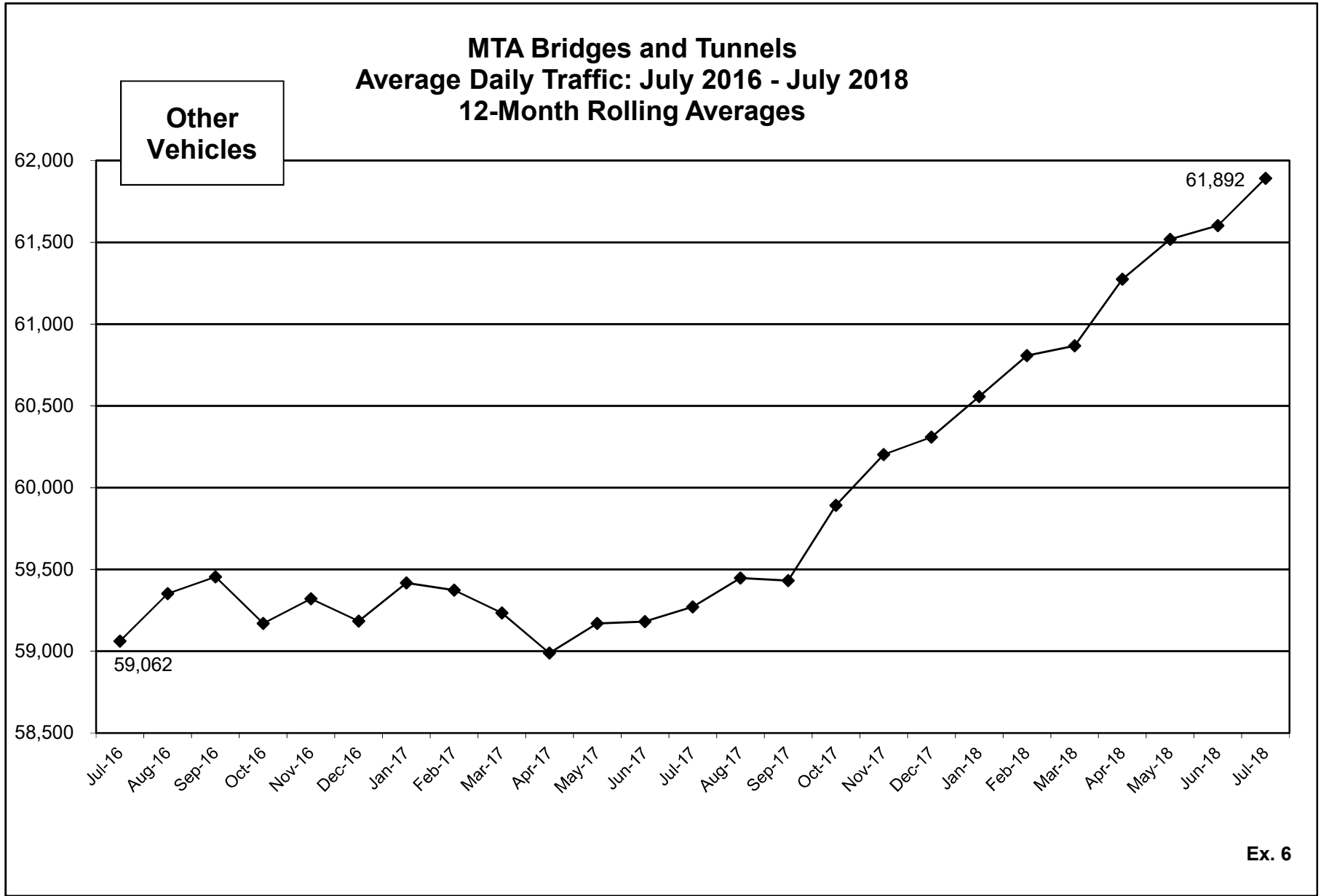


**MTA Bridges and Tunnels  
Average Daily Traffic: July 2016 - July 2018  
12-Month Rolling Averages**

**Passenger  
Vehicles**



**Ex. 5**



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

Corridor	Toll Media	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	3.7%	4.9%	4.8%	3.9%	3.6%
	E-ZPass	8.3%	10.9%	11.6%	11.2%	11.1%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-36.8%	-45.5%	-48.4%	-49.9%	-48.2%
RFK Bridge	Total Vehicles	1.3%	6.7%	8.6%	6.9%	6.5%
	E-ZPass	4.4%	13.0%	17.1%	16.4%	16.6%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-28.2%	-42.4%	-48.1%	-51.1%	-51.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.4%	8.0%	6.3%	5.1%	4.3%
	E-ZPass	10.0%	9.8%	8.2%	7.8%	7.7%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-17.4%	-22.9%	-26.3%	-34.9%	-39.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	3.9%	2.7%	-2.2%	1.3%
	E-ZPass	14.0%	13.7%	12.6%	4.2%	10.4%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-50.0%	-51.4%	-52.1%	-52.1%	-46.1%
Verrazano-Narrows Bridge	Total Vehicles	4.7%	5.1%	4.9%	4.4%	4.5%
	E-ZPass	7.8%	11.7%	12.3%	12.2%	12.7%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-30.2%	-51.9%	-54.8%	-55.5%	-55.9%
Henry Hudson Bridge	Total Vehicles	0.7%	0.8%	1.6%	1.5%	2.3%
	E-ZPass	1.7%	2.3%	3.0%	3.0%	3.8%
	Tolls By Mail	-13.6%	-21.2%	-19.4%	-21.0%	-19.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	0.9%	2.0%	1.8%	1.9%
	E-ZPass	3.6%	3.6%	6.5%	7.2%	8.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-29.9%	-32.4%	-46.2%	-50.3%	-51.8%

(1) July 2018 vs. July 2017

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

(3) February 2018 to July 2018 vs. February 2017 to July 2017

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

(5) August 2017 to July 2018 vs. August 2016 to July 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	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	3.7%	4.9%	4.8%	3.9%	3.6%
	Passenger	3.6%	4.9%	4.8%	3.9%	3.6%
	Other	5.8%	4.0%	4.5%	4.5%	4.4%
RFK Bridge	Total Vehicles	1.3%	6.7%	8.6%	6.9%	6.5%
	Passenger	1.1%	6.8%	8.8%	6.9%	6.4%
	Other	4.1%	4.7%	6.6%	6.8%	6.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.4%	8.0%	6.3%	5.1%	4.3%
	Passenger	9.1%	8.9%	7.1%	5.8%	4.8%
	Other	-0.5%	-2.4%	-2.6%	-2.7%	-2.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	3.9%	2.7%	-2.2%	1.3%
	Passenger	3.8%	3.8%	2.6%	-2.4%	1.2%
	Other	7.9%	4.6%	3.6%	0.4%	2.2%
Verrazano-Narrows Bridge	Total Vehicles	4.7%	5.1%	4.9%	4.4%	4.5%
	Passenger	4.4%	4.9%	4.8%	4.2%	4.2%
	Other	8.9%	6.8%	7.4%	8.2%	8.3%
Henry Hudson Bridge	Total Vehicles	0.7%	0.8%	1.6%	1.5%	2.3%
	Passenger	0.8%	0.8%	1.6%	1.4%	2.2%
	Other	-1.1%	-0.9%	7.8%	18.3%	14.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	0.9%	2.0%	1.8%	1.9%
	Passenger	0.5%	0.7%	1.4%	1.2%	1.3%
	Other	6.9%	4.5%	11.0%	11.7%	12.7%

(1) July 2018 vs. July 2017

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

(3) February 2018 to July 2018 vs. February 2017 to July 2017

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

(5) August 2017 to July 2018 vs. August 2016 to July 2017

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>(1)</sup>			Weather <sup>(2)</sup>			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Jul-16	27,279,840	\$2.31	81	5.0	-	12
Aug-16	27,620,446	\$2.22	82	1.1	-	10
Sep-16	26,043,256	\$2.23	74	2.5	-	9
Oct-16	26,022,431	\$2.27	61	4.8	-	6
Nov-16	25,130,058	\$2.39	53	5.4	-	8
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,452,652	\$2.54	40	3.9	10.1	15
Feb-17	21,620,767	\$2.49	44	2.0	10.3	6
Mar-17 <sup>(3)</sup>	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
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Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
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Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
<b>Jun-18</b>	<b>28,544,549</b>	<b>\$3.07</b>	<b>73</b>	<b>3.6</b>	<b>-</b>	<b>14</b>
<b>Jul-18</b>	<b>28,561,701</b>	<b>\$3.00</b>	<b>80</b>	<b>5.3</b>	<b>-</b>	<b>11</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
<b>2017 vs. 2016</b>						
July	250,780	\$0.13	(2)	(0.7)	-	(4)
August	651,048	\$0.29	(6)	2.2	-	3
September	515,882	\$0.60	(2)	(0.7)	-	(4)
October	1,045,827	\$0.38	5	(1.0)	-	3
November	825,811	\$0.27	13	(3.3)	-	0
December	463,897	\$0.18	(1)	(1.0)	4	(1)
<b>2018 vs. 2017</b>						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,121,931	\$0.26	(1)	3.9	(5)	11
March	1,076,978	\$0.24	0	(0.6)	2	1
April	1,164,225	\$0.29	(8)	0.9	6	1
May	1,509,193	\$0.51	5	(2.8)	-	1
June	1,411,284	\$0.58	(1)	(0.6)	-	5
July	1,031,081	\$0.56	1	1.0	-	3

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

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

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

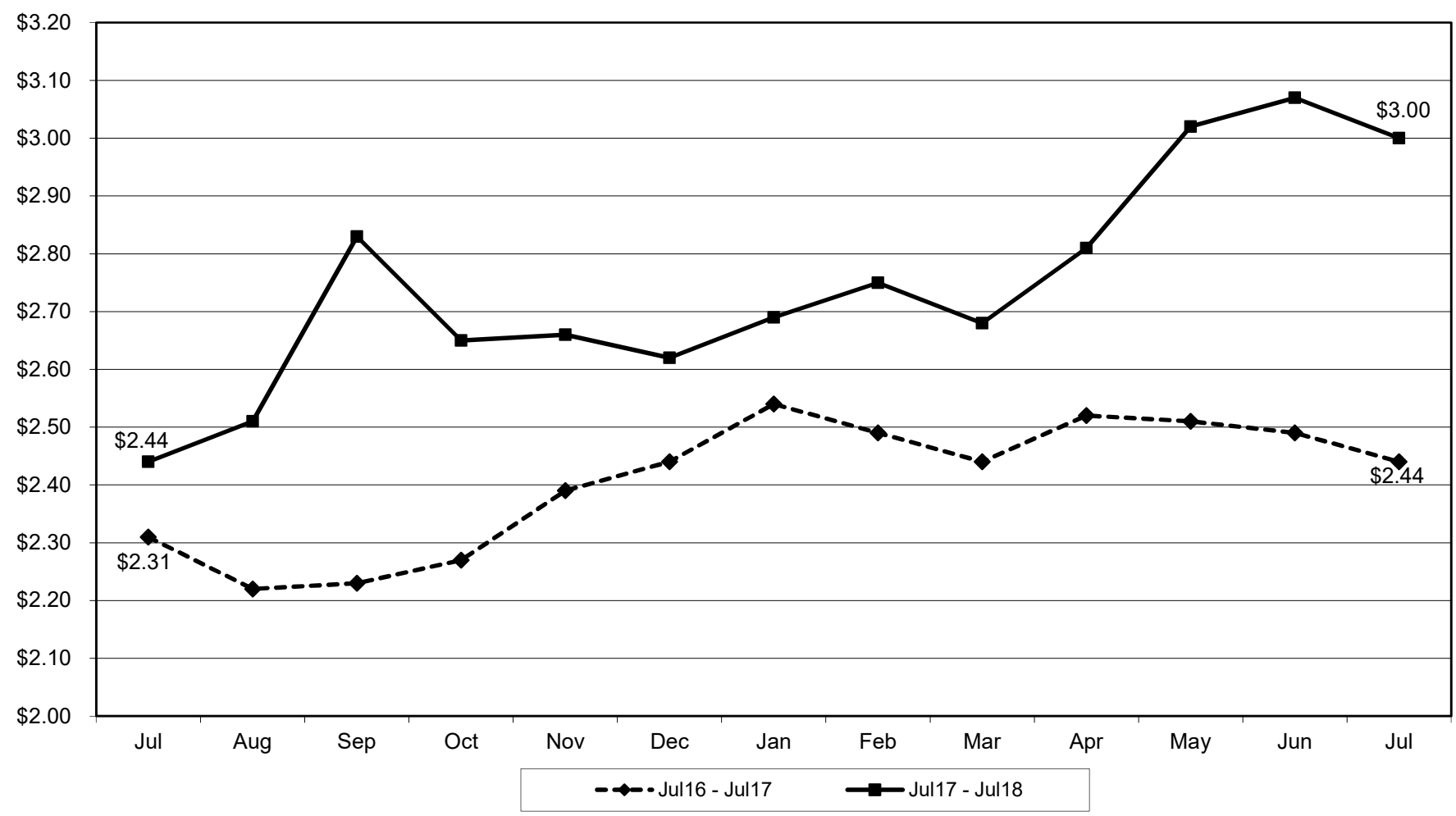
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Jul-16	836,384	715,603	120,780	777,322	59,062
Aug-16	837,587	717,430	120,157	778,235	59,353
Sep-16	839,955	720,046	119,909	780,500	59,455
Oct-16	839,401	719,772	119,629	780,231	59,169
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Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
<b>Jun-18</b>	<b>867,288</b>	<b>809,884</b>	<b>57,404</b>	<b>805,686</b>	<b>61,602</b>
<b>Jul-18</b>	<b>870,113</b>	<b>815,532</b>	<b>54,581</b>	<b>808,221</b>	<b>61,892</b>

*Note: Bold numbers are preliminary.*

1. Numbers may not add due to rounding.

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

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area July 2016 - July 2018





# Bridges and Tunnels

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## **Safety Report**

### **June 2018**

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	July 2015 - June 2016	July 2016 - June 2017	July 2017 - June 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.59	8.35	6.79
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.96	0.87	1.03
Employee Accident Reports	236	288	208
Employee Lost Time Injuries Rate per 200,000 worker hours	5.9	7.9	7.4
Construction Injuries per 200,000 worker hours	1.90	1.78	1.39

Leading Indicators				
Roadway Safety	2017		2018	
	June	Year End	June	Year to Date
Workforce Development (# of Participants)	156	926	7	306
Fleet Preventative Maintenance Insp.	103	1445	113	803
Safety Taskforce Inspections	2	12	0	4
Construction Safety	June	Year End	June	Year to Date
Construction Safety Inspections	277	3384	175	1045
Fire Safety	June	Year End	June	Year to Date
Fire Code Audits Completed	3	14	2	7
FDNY Liaison Visits	1	25	1	12

### 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.

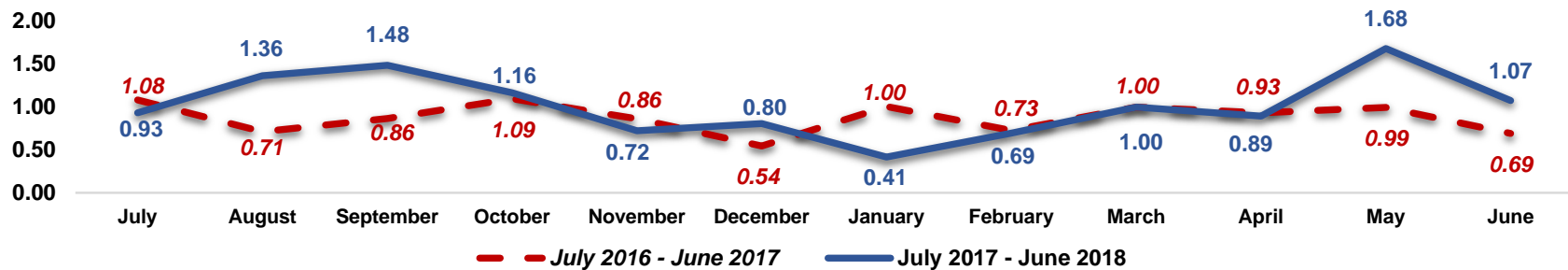
**Fire Code Audits** are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**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.

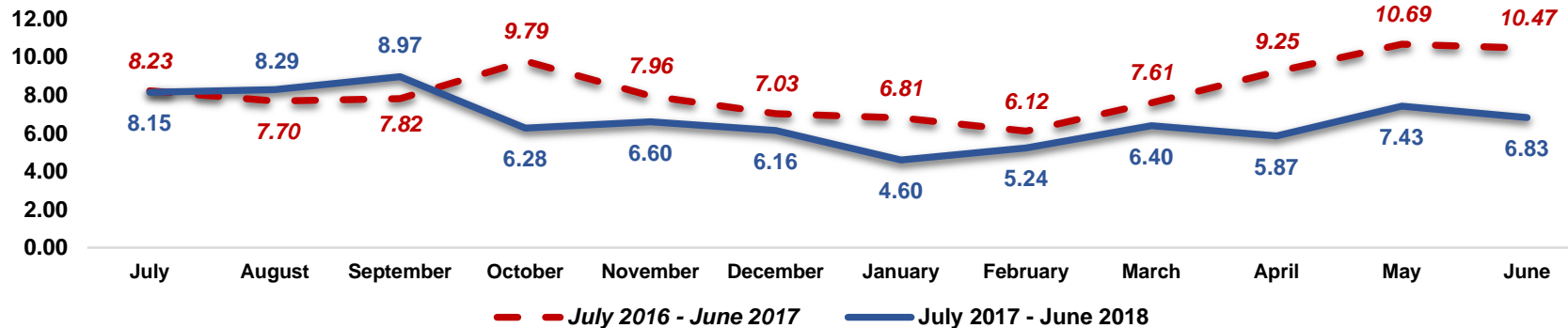


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



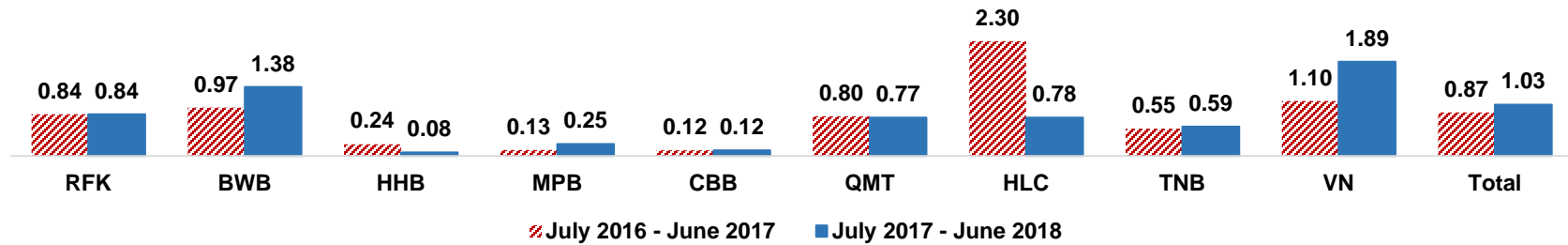
### Total Collisions per Million Vehicles



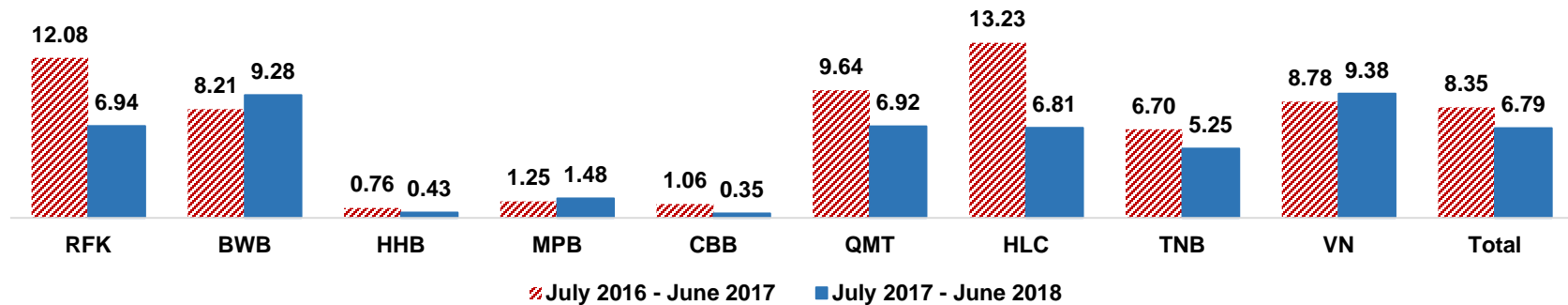


## Collision Rates by Facility Year over Year Comparison of 12 Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun
<b>RFK</b>	14.07	6.93	8.87	7.51	7.42	9.61	6.67	6.24	4.17	5.62	4.08	8.62	6.78
<b>BWB</b>	13.54	11.27	13.26	13.18	9.02	6.80	5.18	5.91	6.79	7.60	10.57	10.24	10.30
<b>TNB</b>	12.63	9.12	8.11	10.32	5.82	2.73	5.37	2.47	2.59	4.25	3.53	4.31	3.29
<b>VNB</b>	10.94	11.82	10.43	10.67	6.66	8.83	8.65	5.23	8.73	10.20	8.27	11.11	11.31
<b>QMT</b>	11.18	3.64	5.51	7.93	7.74	7.55	10.68	7.65	6.25	7.12	7.90	6.44	5.21
<b>HLC</b>	6.55	10.22	6.94	14.78	5.28	7.71	4.09	2.87	6.62	7.39	5.77	4.83	5.44
<b>HHB</b>	0.43	0.45	0.44	0.00	0.87	0.92	0.00	0.00	0.00	0.48	0.45	0.85	0.43
<b>MPB</b>	0.00	3.51	2.45	1.42	1.54	0.00	3.26	1.76	0.00	1.63	0.00	1.39	0.00
<b>CBB</b>	1.22	1.18	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.00
<b>Total</b>	10.47	8.15	8.29	8.97	6.28	6.60	6.16	4.60	5.24	6.40	5.87	7.43	6.83



## 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:

- 25,845 summonses were issued in the YTD June 2018 period—1.4% higher than in the YTD June 2017 period.
- 73.9% (19,094) of the summonses issued in the YTD June 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD June 2017	YTD June 2018	% Change
Speed	2,655	2,988	12.5%
Disobey Signs/Traffic Control Device	6,568	5,871	(10.6%)
Cell Phone/Texting	1,330	1,320	(0.8%)
Unsafe Lane Change/Failure to Signal	1,201	1,660	38.2%
*All Other	13,732	14,006	2.0%
<b>Total</b>	<b>25,486</b>	<b>25,845</b>	<b>1.4%</b>

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



# Bridges and Tunnels

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## Safety Report July 2018

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	August 2015 - July 2016	August 2016 - July 2017	August 2017 - July 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.75	8.34	6.70
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.94	0.86	1.05
Employee Accident Reports	266	254	219
Employee Lost Time Injuries Rate per 200,000 worker hours	6.5	7.4	7.7
Construction Injuries per 200,000 worker hours	1.88	1.83	1.37

Leading Indicators				
Roadway Safety	2017		2018	
	July	Year End	July	Year to Date
Workforce Development (# of Participants)	169	926	8	314
Fleet Preventative Maintenance Insp.	113	1445	161	964
Safety Taskforce Inspections	0	12	0	4
Construction Safety	July	Year End	July	Year to Date
Construction Safety Inspections	222	3384	150	1195
Fire Safety	July	Year End	July	Year to Date
Fire Code Audits Completed	0	14	1	8
FDNY Liaison Visits	0	25	1	13

### 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).

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

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

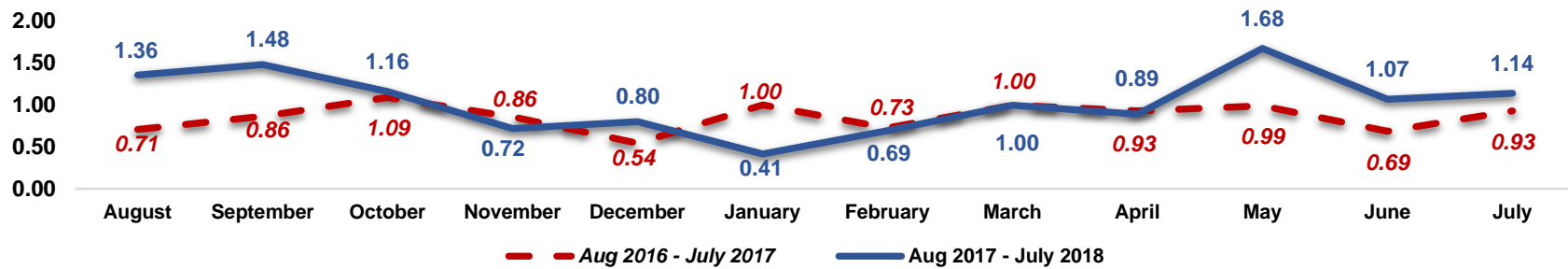
**FDNY Liaison Visits** are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



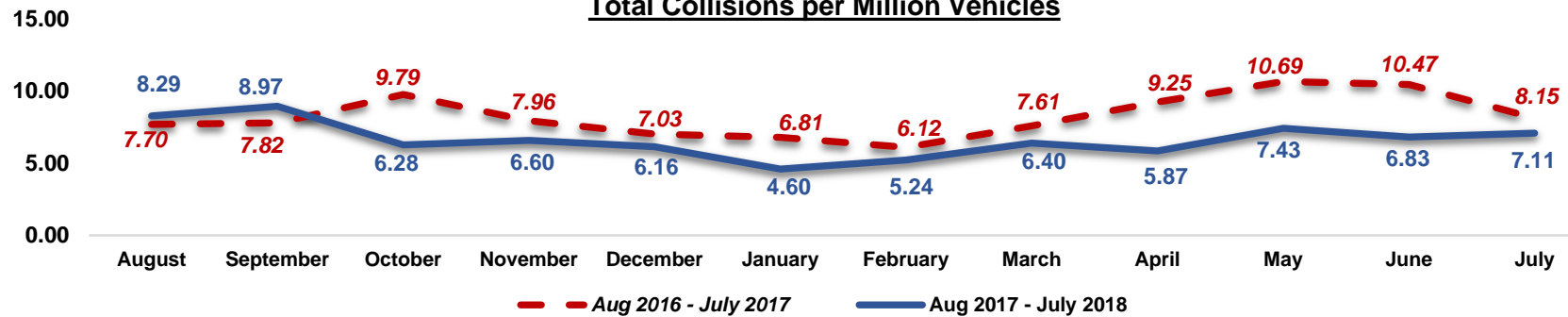
## Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



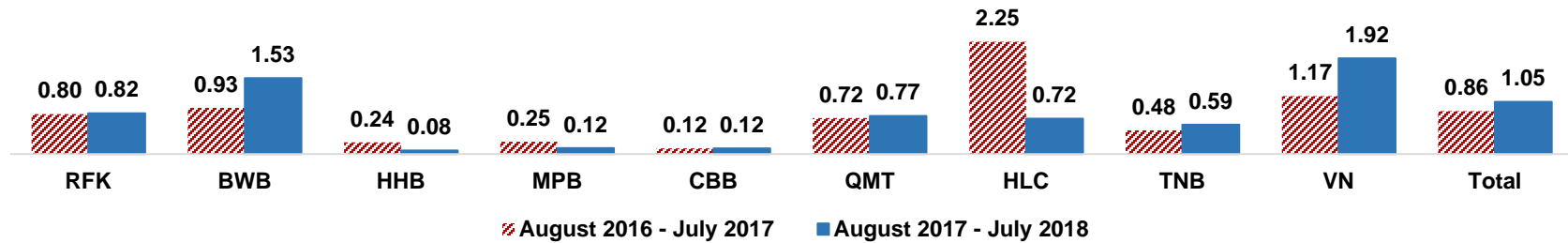
Total Collisions per Million Vehicles



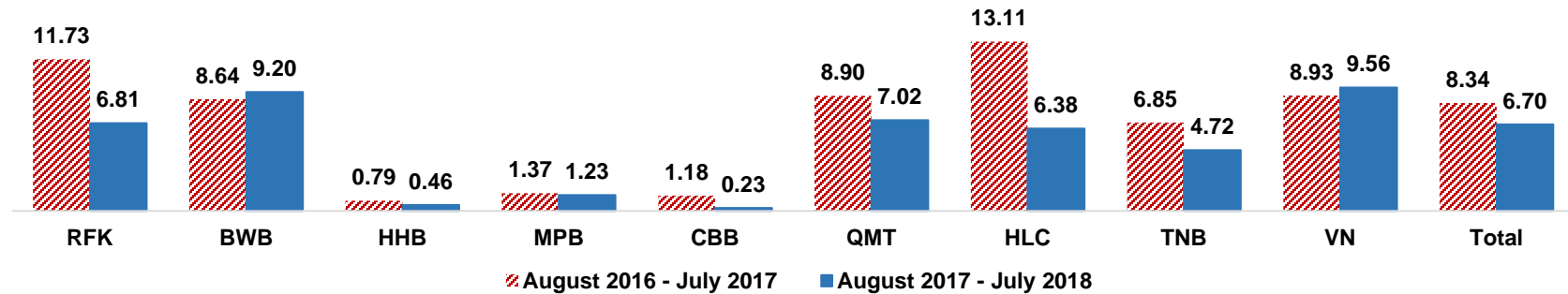


## Collision Rates by Facility Year over Year Comparison of 12 Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul
<b>RFK</b>	6.93	8.87	7.51	7.42	9.61	6.67	6.24	4.17	5.62	4.08	8.62	6.78	5.48
<b>BWB</b>	11.27	13.26	13.18	9.02	6.80	5.18	5.91	6.79	7.60	10.57	10.24	10.30	10.27
<b>TNB</b>	9.12	8.11	10.32	5.82	2.73	5.37	2.47	2.59	4.25	3.53	4.31	3.29	3.20
<b>VNB</b>	11.81	10.43	10.67	6.66	8.83	8.65	5.23	8.73	10.20	8.27	11.11	11.31	13.64
<b>QMT</b>	3.64	5.51	7.93	7.74	7.55	10.68	7.65	6.25	7.12	7.90	6.44	5.21	4.99
<b>HLC</b>	10.22	6.94	14.78	5.28	7.71	4.09	2.87	6.62	7.39	5.77	4.83	5.44	5.09
<b>HHB</b>	0.45	0.44	0.00	0.87	0.92	0.00	0.00	0.00	0.48	0.45	0.85	0.43	0.90
<b>MPB</b>	3.51	2.45	1.42	1.54	0.00	3.26	1.76	0.00	1.63	0.00	1.39	0.00	1.16
<b>CBB</b>	1.18	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.00	0.00
<b>Total</b>	8.15	8.29	8.97	6.28	6.60	6.16	4.60	5.24	6.40	5.87	7.43	6.83	7.11



## 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:

- 29,868 summonses were issued in the YTD July 2018 period—3.5% lower than in the YTD July 2017 period.
- 73.6% (21,987) of the summonses issued in the YTD July 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD July 2017	YTD July 2018	% Change
Speed	3,265	3,384	3.6%
Disobey Signs/Traffic Control Device	8,244	6,945	(15.8%)
Cell Phone/Texting	1,545	1,495	(3.2%)
Unsafe Lane Change/Failure to Signal	1,592	1,871	17.5%
*All Other	16,306	16,173	(0.8%)
<b>Total</b>	<b>30,952</b>	<b>29,868</b>	<b>(3.5%)</b>

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



# Bridges and Tunnels

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## Customer Environment Survey Second Quarter 2018

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## KEY CUSTOMER SERVICE AREAS

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

## SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

## CRITICAL OBJECTIVES

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

## EXECUTIVE SUMMARY

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The following is a summary of second quarter 2018 results:

### Customer Environment

In the second quarter 2018, B&T striped 140,976 linear feet of roadway at the Verrazano-Narrows, Robert F. Kennedy, Throgs Neck, Bronx Whitestone, Marine Park, and Henry Hudson Bridges and at the Queens Midtown Tunnel. These tasks support B&T efforts to reduce collisions. To enhance the customer environment, B&T repaired 914 potholes and swept 3,748 miles of roadway in the second quarter 2018.

### Customer Safety

B&T customer safety performance improved in the second quarter of 2018. The total collision rate was 6.73, 33.7% better than the 10.15 rate in the second quarter of 2017. The collision with injury rate per million vehicles in the second quarter 2018 was 1.22, versus 0.87 in the second quarter 2017, representing a 40.0% increase.

### Travel Time

In the second quarter of 2018, Average Peak Period Travel Time was 8.4% better at B&T facilities than before open road cashless tolling implementation.

## PERFORMANCE REPORT

### Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the second quarter 2018, B&T completed 3,434 work orders, 3 of which were emergencies. During this period, the average time to complete emergency work orders was 0.6 days.

### Roadway Lights in Service (%)

In the second quarter 2018, 95.2% of roadway lights were in service, 6.3% more than the second quarter 2017.

### Roadway Sweeping

B&T swept 3,748 miles of roadway in the second quarter 2018, 18.5% more than in second quarter 2017.

### Storm Drains

B&T cleaned 833 storm drains in the second quarter 2018, which was a 23.4% increase compared to the second quarter 2017.

### Potholes Repaired

B&T repaired 914 potholes in the second quarter 2018, 4.8% less than in the second quarter 2017.

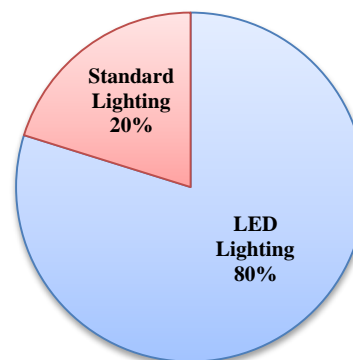
### Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the second quarter 2018, B&T striped 140,976 linear feet of roadway at the Verrazano-Narrows, Robert F. Kennedy, Throgs Neck, Bronx Whitestone, Marine Park, and Henry Hudson Bridges and at the Queens Midtown Tunnel.

### LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of second quarter 2018, B&T has upgraded 80% of its roadway lighting to LED

Standard Lighting vs. LED Lighting:  
2nd Quarter 2018



Performance Statistics	Year End				2nd Qtr		% Chg
	2014	2015	2016	2017	2017	2018	
Completed Maintenance Work Orders (All)	9,615	13,317	12,434	13,877	3,391	3,434	1.3%
Maintenance Work Orders (Emergency)	20	19	24	22	6	3	(50.0%)
Avg. days to completion for emergency work order	0.2	0.4	0.4	0.2	0.4	0.6	(50.0%)
Potholes repaired	5,088	4,007	4,120	2,899	960	914	(4.8%)
Roadway sweeping (miles)	15,563	12,601	12,906	11,269	3,162	3,748	18.5%
Roadway lights in service (%)	90.2%	90.1%	88.7%	90.9%	89.6%	95.2%	6.3%
Storm drains cleaned	2,115	2,139	2,098	3,269	675	833	23.4%
Tunnel cleaning -walls and ceilings (linear ft.)	1,821,638	304,095	113,901	519,690	282,441	593,598	110.2%
Roadway striping replaced (linear ft.)	430,803	520,007	379,087	617,436	167,409	140,976	(15.8%)

## ORT Travel Time

Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation. Peak period travel time was down an average of 8.4% in the second quarter of 2018 and an average of 14.7% in the YTD June 2018 period, across all B&T facilities.

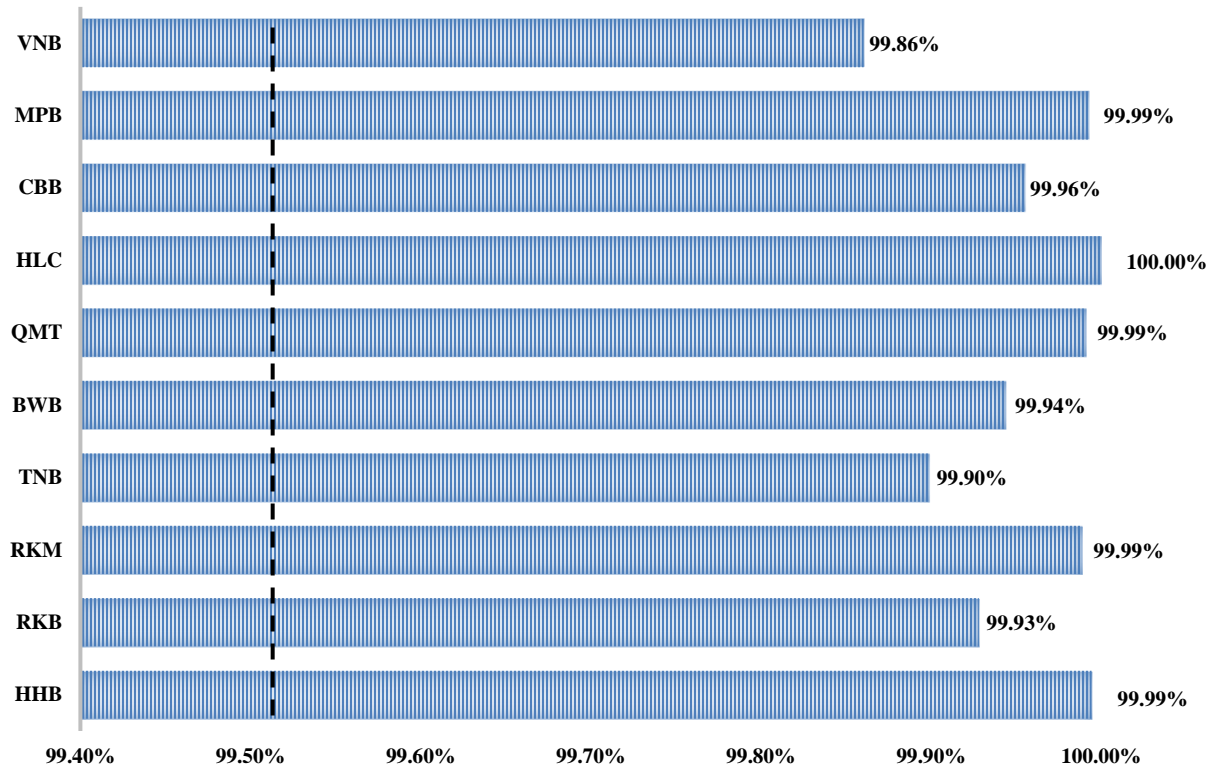
2nd Quarter 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:55	1.8%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:51	-6.0%	↑
Throgs Neck Bridge	September 30, 2017	4:37	4:37	0.0%	-
Robert F. Kennedy Bridge	June 15, 2017	5:51	6:15	-6.8%	↑
Queens-Midtown Tunnel	January 10, 2017	6:00	4:53	18.6%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:35	-3.8%	↑
Verrazano-Narrows Bridge	July 8, 2017	7:13	5:07	29.1%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:38	16.9%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:05	18.8%	↓
Cashless ORT Total				8.4%	↓

YTD June 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:46	17.9%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:32	2.8%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:14	8.3%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:34	4.8%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	4:49	19.7%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:12	4.9%	↓
Verrazano-Narrows Bridge	July 8, 2017	7:13	4:56	31.6%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:32	22.0%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:06	17.5%	↓
Cashless ORT Total				14.7%	↓

### Toll System Availability

Open Road Cashless Tolling (ORT) has been implemented at all B&T facilities. New toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.96% during the second quarter 2018.

#### Toll System Availability: 2nd Quarter 2018



## Customer Safety

Performance Statistics	Year End				2nd Qtr 2017	2nd Qtr 2018	% Chg B/(W)
	2014	2015	2016	2017			
Collision Rate per Million Vehicles	5.56	5.78	7.49	8.00	10.15	6.73	33.7%
Collision with Injury Rate per Million Vehicles	0.92	0.95	0.87	0.99	0.87	1.22	(40.0%)
Speeding Summonses	7,452	7,094	5,782	5,930	1,631	1,351	(17.2%)
Truck Summonses	2,173	3,496	2,840	2,371	549	1,267	130.8%
Emergency Response Time (min:sec)	7:05	7:45	7:47	7:41	8:00	7:10	10.4%

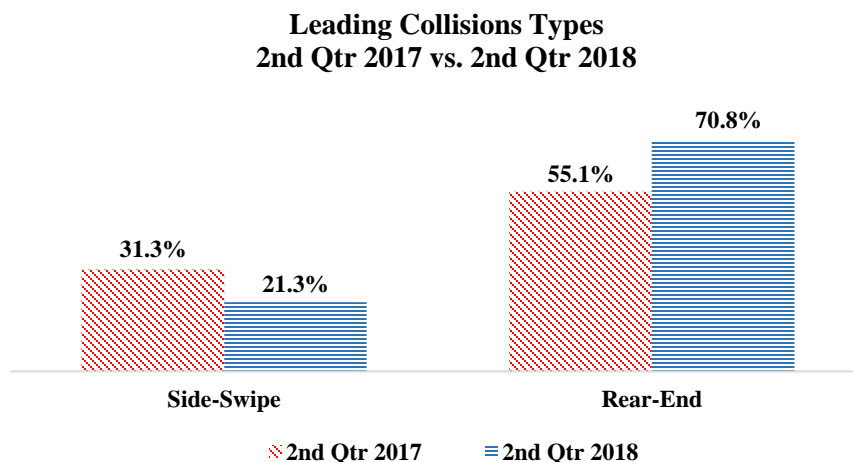
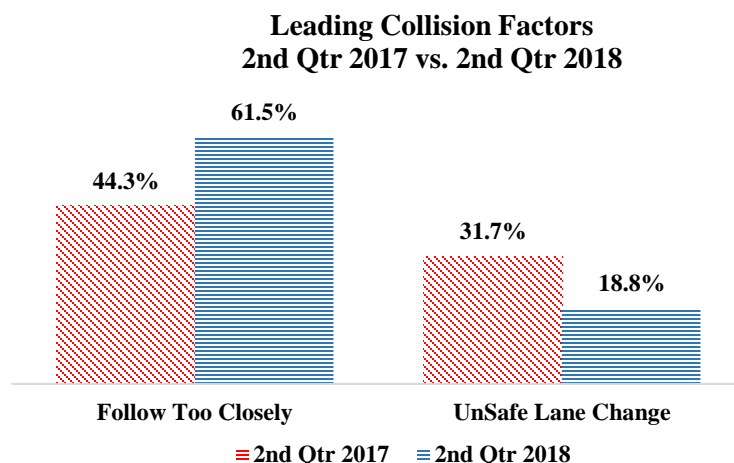
B&T responded to 2,856 roadway incidents in the second quarter 2018. The average response time was 7 minutes and 10 seconds. Incidents include disabled vehicles, collisions and debris in the roadway.

In the second quarter 2018, the collision rate per million vehicles was 6.73 and the collision with injury rate per million vehicles was 1.22, as compared to 10.15 and 0.87, respectively, for the same period in 2017.

70.8% of the collisions at B&T facilities in the second quarter 2018 were rear-end collisions, 15.7% higher than in the second quarter 2017 (55.1%).

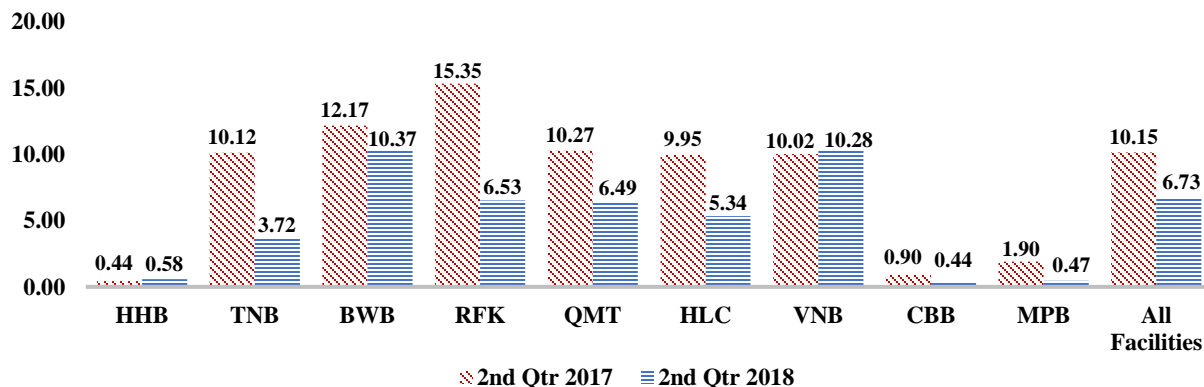
Side-swipe/lane change collisions accounted for 21.3% of all collisions in the second quarter 2018, marking a decrease from 31.3% in the second quarter 2017.

Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 61.5% of collisions in the second quarter 2018.

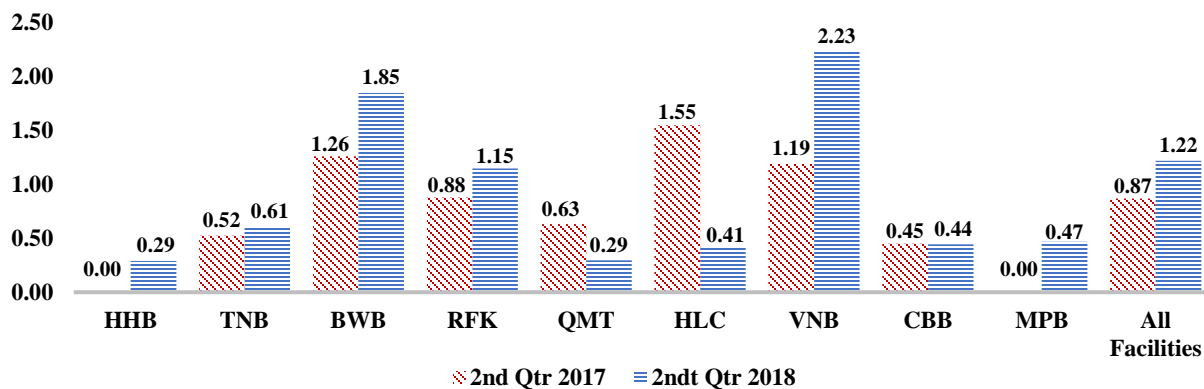


7 out of 9 facilities had lower collisions rate in the 2<sup>nd</sup> quarter 2018, as compared to the second quarter 2017.

### 2nd Qtr 2018 vs. 2nd Qtr 2017 Total Collision Rates per Million Vehicles



### 2nd Qtr 2018 vs. 2nd Qtr 2017 Collisions with Injuries Rate per Million Vehicles



## Safety Enforcement

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

- 14,282 summonses were issued in the second quarter 2018, 10.1% lower than in the same period in 2017.
- 72% (10,285) of the summonses issued in the second quarter 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	2nd Qtr 2017	2nd Qtr 2018	% Change
Speeding	1,631	1,351	-17.2%
Disobey Signs/Traffic Control Devices	4,834	3,142	-35.0%
Cell Phone/Texting	909	789	-13.2%
Unsafe Lane Change/Fail to Signal	919	776	18.4%
All Other Summonses	7,598	8,224	8.2%
<b>Total</b>	<b>15,891</b>	<b>14,282</b>	<b>-10.1%</b>

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

## INDICATOR DEFINITIONS

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



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



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



# **Bridges and Tunnels**

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## **Report on Cashless Tolling June 2018**

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

**June 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 June, overall E-ZPass market share was 94.9%, which was 5.7% points higher than June 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 95.4% overall in June. 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, 4.6% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.*

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

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

*Average weekend E-ZPass market share was 93.6% overall in June. Each facility was above 90%. Overall, 6.4% 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 June, 45.6% of traffic volume occurred during the weekday peak periods (21.3% in the AM peak and 24.3% in the PM peak) and 54.4% of the volume occurred on off-peak hours (totals may not add due to rounding).*

## **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 June, 87.2% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.6% and 5.1% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

### **REVENUE**

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

*As of June, our overall collection rate is at 101.2% for tolls transacted six months earlier (December 2017), that is, when both tolls and fees are considered. The BWB and the TNB are slightly under 100% on tolls transacted six months earlier, but both facilities are slightly over 100% on tolls transacted seven months earlier (November 2017). Due to one-way toll collection at the VNB, the timeframe to reach a 100% collection rate is taking relatively longer: Collections at the VNB through June on tolls transacted in December 2017 are at 98.1%; the rate is at 99.1% for tolls transacted nine months earlier (September 2017) and at 99.8% for tolls transacted in July 2017, the first month of Cashless Tolling at this facility.*

### **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 June, the number of active MTA E-ZPass accounts exceeded 3.4 million and the number of active MTA E-ZPass tags exceeded 5.4 million. Call waiting times were below the contractual standard of 45 seconds for all inquiries related to General E-ZPass, Violations, and Tolls by Mail.*

## **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 June, E-ZPass and TBM transactions were 94.9% and 5.1% of all toll transactions, respectively. About 1.5% of E-ZPass transactions resulted in E-ZPass violations. 790,458 toll bills were issued under the TBM program and 154,215 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**  
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<b>I. Traffic: All B&amp;T Facilities by Method of Payment</b>			
	June 2018	June 2017	2018 YTD
E-ZPass <sup>1</sup>	27,088,200	24,201,600	146,923,280
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,456,349</u>	<u>2,931,665</u>	<u>8,514,380</u>
<b>Total</b>	<b>28,544,549</b>	<b>27,133,265</b>	<b>155,437,660</b>
<b>E-ZPass Market Share:</b>			
Total	94.9%	89.2%	94.5%
Cars	94.8%	88.8%	94.4%
Trucks	95.8%	93.9%	95.5%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	June 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	June 2018	June 2017	Change
Bronx-Whitestone Bridge	141,849	132,669	9,180	93.5%	85.1%	8.4%
Cross Bay Bridge	27,389	26,093	1,296	95.3%	92.2%	3.1%
Henry Hudson Bridge	78,641	75,670	2,971	96.2%	94.5%	1.7%
Hugh L. Carey Tunnel	57,999	56,173	1,825	96.9%	95.5%	1.3%
Marine Parkway Bridge	26,863	25,930	934	96.5%	94.7%	1.8%
Queens Midtown Tunnel	83,581	80,868	2,713	96.8%	94.9%	1.8%
Robert F. Kennedy Bridge	197,341	187,176	10,165	94.8%	90.2%	4.6%
Throgs Neck Bridge	127,266	120,469	6,798	94.7%	88.0%	6.7%
Verrazano-Narrows Bridge <sup>1</sup>	<u>224,971</u>	<u>216,662</u>	<u>8,308</u>	<u>96.3%</u>	<u>89.8%</u>	<u>6.5%</u>
<b>All Facilities<sup>1</sup></b>	<b>965,900</b>	<b>921,710</b>	<b>44,190</b>	<b>95.4%</b>	<b>90.3%</b>	<b>5.1%</b>

Notes:

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

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<b>III. Traffic: Average Weekend by Facility</b>						
Facility	June 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	June 2018	June 2017	Change
Bronx-Whitestone Bridge	141,463	129,162	12,301	91.3%	80.0%	11.3%
Cross Bay Bridge	24,475	22,898	1,577	93.6%	88.0%	5.6%
Henry Hudson Bridge	73,003	69,185	3,818	94.8%	91.9%	2.9%
Hugh L. Carey Tunnel	46,987	44,711	2,276	95.2%	92.9%	2.3%
Marine Parkway Bridge	24,176	22,976	1,201	95.0%	91.8%	3.2%
Queens Midtown Tunnel	57,866	55,053	2,813	95.1%	92.2%	3.0%
Robert F. Kennedy Bridge	192,305	179,142	13,163	93.2%	85.2%	8.0%
Throgs Neck Bridge	139,059	128,745	10,315	92.6%	83.8%	8.8%
Verrazano-Narrows Bridge <sup>1</sup>	<u>213,937</u>	<u>202,744</u>	<u>11,193</u>	<u>94.8%</u>	<u>85.0%</u>	<u>9.8%</u>
<b>All Facilities</b>	<b>913,272</b>	<b>854,615</b>	<b>58,656</b>	<b>93.6%</b>	<b>85.7%</b>	<b>7.9%</b>

<b>IV. Traffic: Distribution by Facility &amp; Time Period</b>			
Facility	June 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	18.6%	23.1%	58.3%
Cross Bay Bridge	22.1%	24.5%	53.3%
Henry Hudson Bridge	21.2%	27.2%	51.6%
Hugh L. Carey Tunnel	24.1%	26.2%	49.7%
Marine Parkway Bridge	24.2%	27.9%	47.9%
Queens Midtown Tunnel	21.9%	23.7%	54.5%
Robert F. Kennedy Bridge	23.2%	21.3%	55.5%
Throgs Neck Bridge	23.9%	23.3%	52.8%
Verrazano-Narrows Bridge <sup>5</sup>	<u>15.6%</u>	<u>28.6%</u>	<u>55.8%</u>
<b>All Facilities</b>	<b>21.3%</b>	<b>24.3%</b>	<b>54.4%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

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<b>V. Traffic: Distribution by Facility and Payment Method</b>			
Facility	June 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.9%	5.9%	7.1%
Cross Bay Bridge	93.1%	1.7%	5.3%
Henry Hudson Bridge	84.4%	11.5%	4.1%
Hugh L. Carey Tunnel	90.2%	6.2%	3.6%
Marine Parkway Bridge	92.8%	3.3%	3.9%
Queens Midtown Tunnel	91.2%	5.2%	3.6%
Robert F. Kennedy Bridge	87.6%	6.6%	5.7%
Throgs Neck Bridge	85.9%	8.1%	6.0%
Verrazano-Narrows Bridge	<u>85.4%</u>	<u>10.5%</u>	<u>4.2%</u>
<b>All Facilities</b>	<b>87.2%</b>	<b>7.6%</b>	<b>5.1%</b>

<b>VI. Revenue Collection Rates Through June 2018</b>		
Facility	Cashless Tolling Go-Live Date	Transactions from Go-Live Date through December (6 months prior to June)
Henry Hudson Bridge <sup>6</sup>	11/20/16	103.5%
Hugh L. Carey Tunnel	1/4/17	102.6%
Queens Midtown Tunnel	1/10/17	103.6%
Marine Parkway Bridge	4/30/17	103.7%
Cross Bay Bridge	4/30/17	103.4%
Robert F. Kennedy Bridge	6/15/17	101.6%
Verrazano-Narrows Bridge	7/8/17	98.1%
Bronx-Whitestone Bridge	9/30/17	99.9%
Throgs Neck Bridge	9/30/17	99.6%
<b>All Facilities</b>		101.2%

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.

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<b>VII. Customer Service Center</b>			
<b>E-ZPass</b>	<b>June 2018</b>	<b>June 2017</b>	<b>YTD 2018</b>
Total Accounts Opened	25,753	43,523	148,875
Total Active Accounts			3,453,378
Total Active Tags			5,423,697
Total Reload Cards Distributed	3,347	2,469	22,368
Reload Card % of Cash Replenishments			22.34%
Total Active Reload Cards			172,436

<b>Customer Service Center Metrics</b>	<b>June 2018</b>	<b>June 2017</b>	<b>YTD 2018</b>
<b>Number of Phone Calls Handled by Customer Service Center</b>			
General E-ZPass	298,615	301,704	1,665,122
Tolls by Mail	116,096	37,425	678,483
Violations	33,048	32,214	267,840
Other <sup>7</sup>	15,924	19,435	83,717
Interactive Voice Response System	829,521	835,972	4,917,335
Total	1,293,204	1,226,750	7,612,497
<b>Average Phone Call Waiting Time (in minutes)</b>			
General E-ZPass Call Unit	0:20	0:14	0:23
Violations Call Unit	0:28	0:25	0:30
Tolls By Mail Call Unit	0:06	0:29	0:05

<b>VIII. Toll Processing Metrics</b>		
<b>E-ZPass and Tolls by Mail Metrics</b>	<b>June 2018</b>	<b>YTD 2018</b>
<b>E-ZPass Program</b>		
<b># of Paid Transactions<sup>8</sup></b>	<b>23,541,105</b>	<b>127,945,428</b>
Passenger	21,885,467	118,542,793
Commercial	1,655,638	9,402,635
<b># of Violations Transactions</b>	<b>358,229</b>	<b>1,844,477</b>
Passenger	339,543	1,729,986
Commercial	18,686	114,491
<b># of Violation Notices Issued (First Notice, by Mail Date)</b>	<b>119,347</b>	<b>735,165</b>
<b>Tolls by Mail Program (TBM)</b>		
<b># of Transactions</b>	<b>1,318,227</b>	<b>7,575,226</b>
Passenger	1,244,654	7,127,097
Commercial	73,573	448,129
<b># of Violation Transactions<sup>9</sup></b>	<b>-</b>	<b>3,122,809</b>
Passenger	-	2,939,057
Commercial	-	183,752
<b># of Toll Bills Issued (By Mail Date)<sup>10</sup></b>	<b>790,458</b>	<b>4,018,975</b>
<b># of Violation Notices Issued (By Mail Date)</b>	<b>154,215</b>	<b>1,010,370</b>

Note:

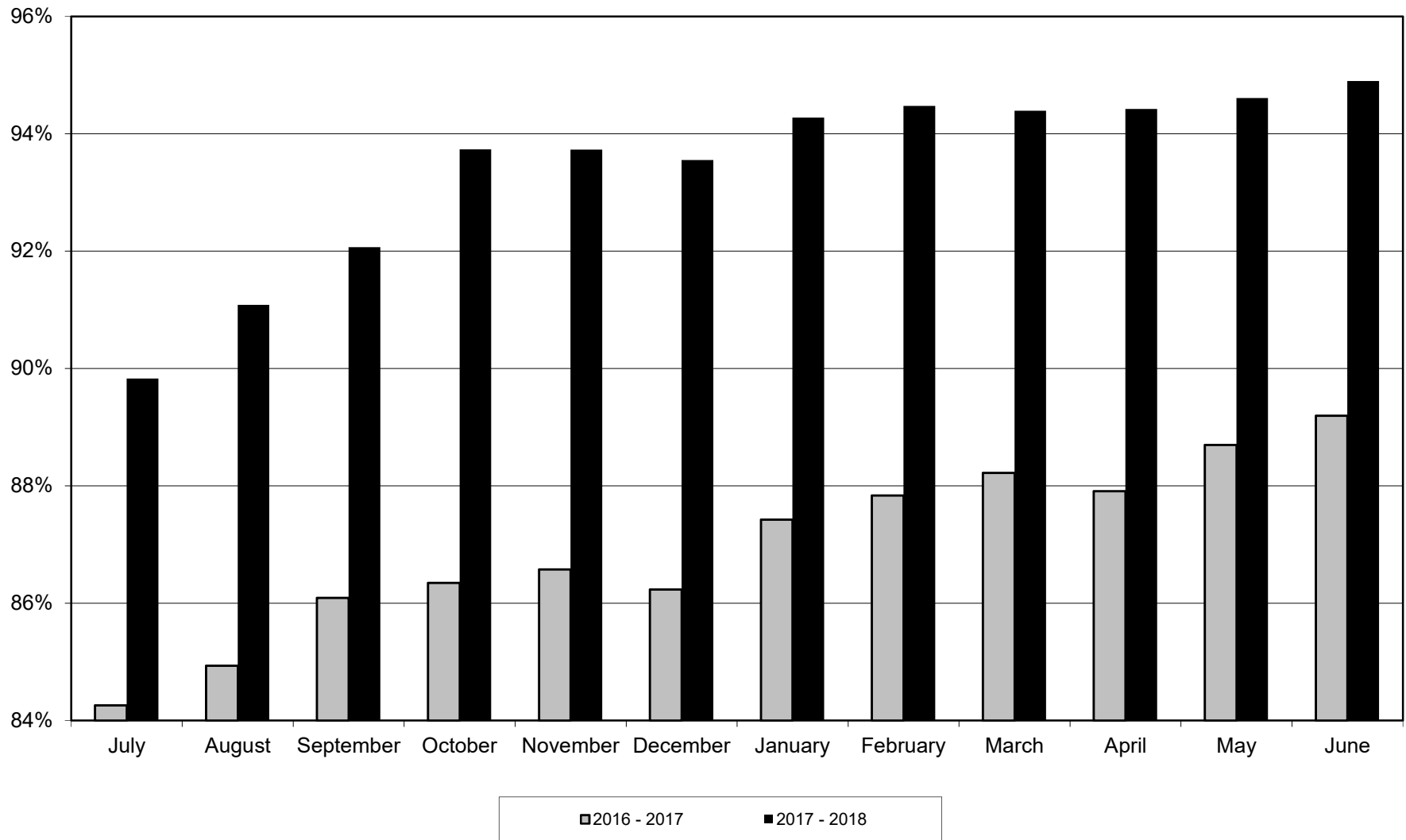
7. Business and retail tag registration calls

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 July 2016 through June 2018





# **Bridges and Tunnels**

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## **Report on Cashless Tolling July 2018**

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

**July 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 July, overall E-ZPass market share was 93.8%, which was 4.0% points higher than July 2017.*

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

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

*Average weekday E-ZPass market share was 94.5% overall in July. Every facility was over 90%, and five facilities were over 95% (Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 5.5% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.*

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

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

*Average weekend E-ZPass market share was 92.2% overall in July. Each facility was above 90%. Overall, 7.8% 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 July, 45.8% of traffic volume occurred during the weekday peak periods (nearly 21.6% in the AM peak and nearly 24.3% in the PM peak) and 54.2% of the volume occurred on off-peak hours (totals may not add due to rounding).*

**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 July, 85.9% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.9% and 6.2% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

## **REVENUE**

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

*As of July, our overall collection rate is at 100.7% for tolls transacted six months earlier (January 2018), that is, when both tolls and fees are considered. The BWB and the TNB are slightly under 100% on tolls transacted six months earlier, but both facilities are slightly over 100% on tolls transacted eight months earlier (November 2017). Due to one-way toll collection at the VNB, the timeframe to reach a 100% collection rate is taking relatively longer: Collections through July on tolls transacted in January 2018 are at 97.8%; the rate is at 98.8% for tolls transacted nine months earlier (October 2017) and at 99.8% for tolls transacted in July 2017, the first month of Cashless Tolling at this facility.*

## **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 July, the number of active MTA E-ZPass accounts exceeded 3.4 million and the number of active MTA E-ZPass tags exceeded 5.4 million. Call waiting times were below the contractual standard of 45 seconds for all inquiries related to General E-ZPass, Violations, and Tolls by Mail.*

### **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 July, E-ZPass and TBM transactions were 93.8% and 6.2% of all toll transactions, respectively. About 1.6% of E-ZPass transactions resulted in E-ZPass violations. 769,721 toll bills were issued under the TBM program and 144,786 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**

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<b>I. Traffic: All B&amp;T Facilities by Method of Payment</b>			
	July 2018	July 2017	2018 YTD
E-ZPass <sup>1</sup>	26,790,857	24,729,321	173,690,166
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,770,844</u>	<u>2,801,299</u>	<u>10,309,213</u>
<b>Total</b>	<b>28,561,701</b>	<b>27,530,620</b>	<b>183,999,379</b>
<b>E-ZPass Market Share:</b>			
Total	93.8%	89.8%	94.4%
Cars	93.7%	89.5%	94.3%
Trucks	95.5%	93.8%	95.5%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	July 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	July 2018	July 2017	Change
Bronx-Whitestone Bridge	138,179	128,321	9,858	92.9%	84.7%	8.2%
Cross Bay Bridge	27,114	25,563	1,551	94.3%	91.9%	2.4%
Henry Hudson Bridge	73,982	70,307	3,675	95.0%	94.4%	0.7%
Hugh L. Carey Tunnel	54,797	52,779	2,018	96.3%	95.5%	0.8%
Marine Parkway Bridge	27,151	26,040	1,112	95.9%	94.6%	1.3%
Queens Midtown Tunnel	81,209	78,035	3,174	96.1%	94.8%	1.2%
Robert F. Kennedy Bridge	192,684	180,725	11,959	93.8%	91.6%	2.2%
Throgs Neck Bridge	128,086	120,169	7,917	93.8%	87.8%	6.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>218,984</u>	<u>208,661</u>	<u>10,323</u>	<u>95.3%</u>	<u>93.1%</u>	<u>2.2%</u>
<b>All Facilities<sup>1</sup></b>	<b>942,185</b>	<b>890,600</b>	<b>51,585</b>	<b>94.5%</b>	<b>91.2%</b>	<b>3.3%</b>

Notes:

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

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

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	July 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	July 2018	July 2017	Change
Bronx-Whitestone Bridge	139,448	126,225	13,224	90.5%	79.8%	10.7%
Cross Bay Bridge	27,154	24,946	2,208	91.9%	87.9%	4.0%
Henry Hudson Bridge	68,550	63,683	4,866	92.9%	91.7%	1.2%
Hugh L. Carey Tunnel	42,328	39,829	2,499	94.1%	92.7%	1.4%
Marine Parkway Bridge	28,342	26,538	1,804	93.6%	91.3%	2.3%
Queens Midtown Tunnel	71,331	67,245	4,086	94.3%	92.0%	2.3%
Robert F. Kennedy Bridge	180,794	165,866	14,928	91.7%	88.1%	3.7%
Throgs Neck Bridge	140,105	128,007	12,098	91.4%	82.9%	8.5%
Verrazano-Narrows Bridge <sup>1</sup>	<u>200,564</u>	<u>186,194</u>	<u>14,370</u>	<u>92.8%</u>	<u>89.8%</u>	<u>3.0%</u>
<b>All Facilities</b>	<b>898,617</b>	<b>828,533</b>	<b>70,084</b>	<b>92.2%</b>	<b>87.3%</b>	<b>4.9%</b>

<b>IV. Traffic: Distribution by Facility &amp; Time Period</b>			
Facility	July 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.8%	22.7%	55.6%
Cross Bay Bridge	20.4%	24.7%	54.9%
Henry Hudson Bridge	21.7%	27.9%	50.4%
Hugh L. Carey Tunnel	24.3%	26.2%	49.5%
Marine Parkway Bridge	21.3%	27.8%	50.9%
Queens Midtown Tunnel	21.7%	23.3%	55.0%
Robert F. Kennedy Bridge	22.8%	21.7%	55.5%
Throgs Neck Bridge	23.1%	23.3%	53.6%
Verrazano-Narrows Bridge <sup>5</sup>	<u>16.1%</u>	<u>28.4%</u>	<u>55.5%</u>
<b>All Facilities</b>	<b>21.6%</b>	<b>24.3%</b>	<b>54.2%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

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

<b>V. Traffic: Distribution by Facility and Payment Method</b>			
Facility	July 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.2%	5.9%	7.9%
Cross Bay Bridge	91.4%	2.0%	6.6%
Henry Hudson Bridge	81.7%	12.7%	5.6%
Hugh L. Carey Tunnel	89.2%	6.5%	4.3%
Marine Parkway Bridge	91.3%	3.8%	4.9%
Queens Midtown Tunnel	89.9%	5.6%	4.4%
Robert F. Kennedy Bridge	86.4%	6.8%	6.8%
Throgs Neck Bridge	85.2%	7.8%	7.0%
Verrazano-Narrows Bridge	<u>83.6%</u>	<u>10.9%</u>	<u>5.4%</u>
<b>All Facilities</b>	<b>85.9%</b>	<b>7.9%</b>	<b>6.2%</b>

<b>VI. Revenue Collection Rates Through July 2018</b>		
Facility	Cashless Tolling Go-Live Date	Transactions from Go-Live Date through January (6 months prior to July)
Henry Hudson Bridge <sup>6</sup>	11/20/16	103.0%
Hugh L. Carey Tunnel	1/4/17	102.3%
Queens Midtown Tunnel	1/10/17	103.4%
Marine Parkway Bridge	4/30/17	103.3%
Cross Bay Bridge	4/30/17	102.5%
Robert F. Kennedy Bridge	6/15/17	101.1%
Verrazano-Narrows Bridge	7/8/17	97.8%
Bronx-Whitestone Bridge	9/30/17	99.3%
Throgs Neck Bridge	9/30/17	99.1%
<b>All Facilities</b>		100.7%

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  
July 2018**  
Preliminary data subject to final audit

<b>VII. Customer Service Center</b>			
<b>E-ZPass</b>	<b>July 2018</b>	<b>July 2017</b>	<b>YTD 2018</b>
Total Accounts Opened	26,582	47,327	148,892
Total Active Accounts			3,459,940
Total Active Tags			5,459,226
Total Reload Cards Distributed	3,455	4,894	25,823
Reload Card % of Cash Replenishments			22.11%
Total Active Reload Cards			171,124

<b>Customer Service Center Metrics</b>	<b>July 2018</b>	<b>July 2017</b>	<b>YTD 2018</b>
<b>Number of Phone Calls Handled by Customer Service Center</b>			
General E-ZPass	324,984	311,825	1,990,106
Tolls by Mail	136,645	40,427	815,128
Violations	30,706	40,441	298,546
Other <sup>7</sup>	16,910	18,350	100,627
Interactive Voice Response System	906,570	882,437	5,823,905
Total	1,415,815	1,293,480	9,028,312
<b>Average Phone Call Waiting Time (in minutes)</b>			
General E-ZPass Call Unit	0:21	0:16	0:23
Violations Call Unit	0:25	0:27	0:29
Tolls By Mail Call Unit	0:05	0:26	0:05

<b>VIII. Toll Processing Metrics</b>		
<b>E-ZPass and Tolls by Mail Metrics</b>	<b>July 2018</b>	<b>YTD 2018</b>
<b>E-ZPass Program</b>		
<b># of Paid Transactions<sup>8</sup></b>	<b>23,317,141</b>	<b>151,262,569</b>
Passenger	21,692,707	140,235,500
Commercial	1,624,434	11,027,069
<b># of Violations Transactions</b>	<b>378,082</b>	<b>2,222,559</b>
Passenger	359,285	2,089,271
Commercial	18,797	133,288
<b># of Violation Notices Issued (First Notice, by Mail Date)</b>	<b>165,769</b>	<b>900,934</b>
<b>Tolls by Mail Program (TBM)</b>		
<b># of Transactions</b>	<b>1,582,819</b>	<b>9,158,045</b>
Passenger	1,504,451	8,631,548
Commercial	78,368	526,497
<b># of Violation Transactions<sup>9</sup></b>	<b>-</b>	<b>3,351,697</b>
Passenger	-	3,157,370
Commercial	-	194,327
<b># of Toll Bills Issued (By Mail Date)<sup>10</sup></b>	<b>769,721</b>	<b>4,788,696</b>
<b># of Violation Notices Issued (By Mail Date)</b>	<b>144,786</b>	<b>1,155,156</b>

Note:

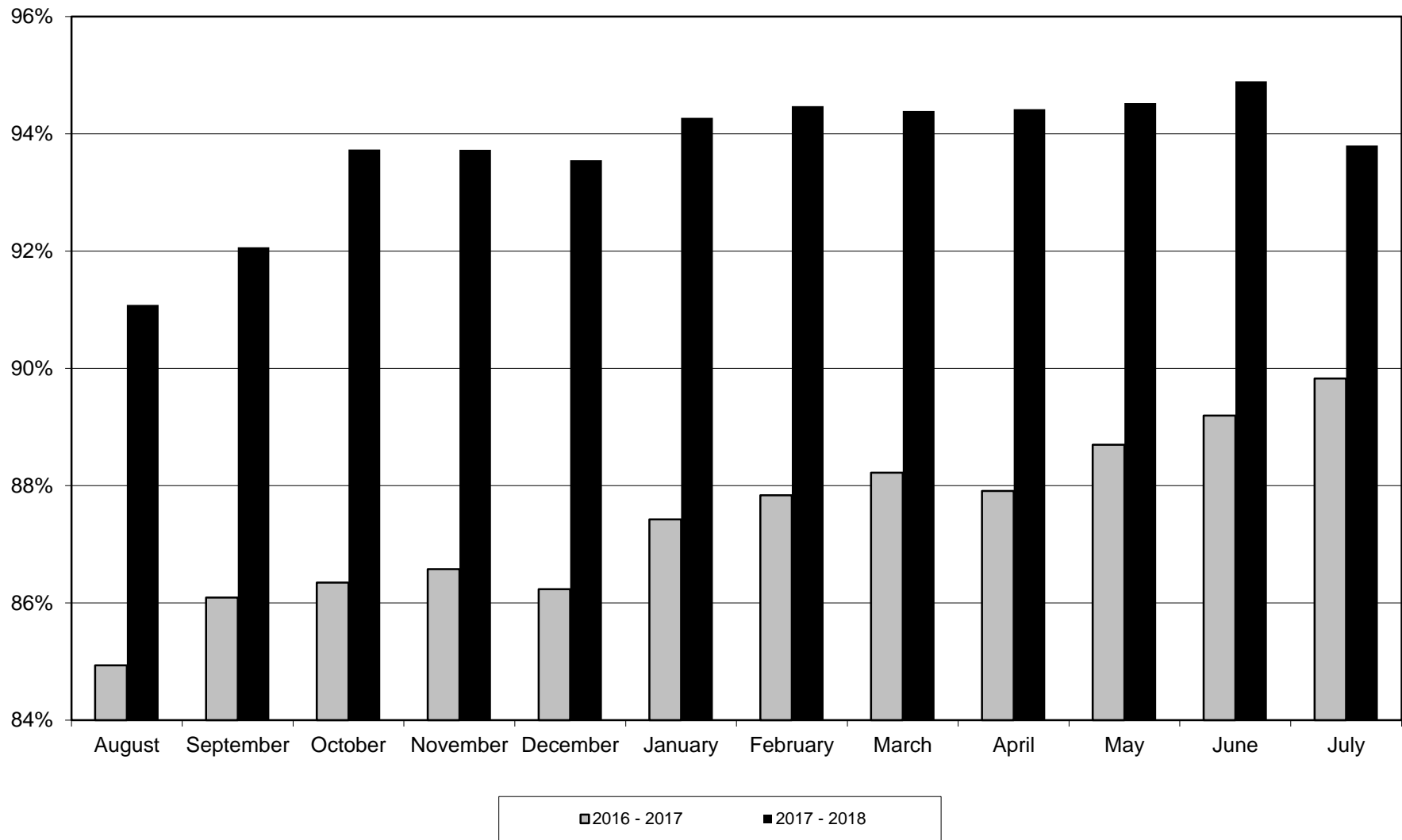
7. Business and retail tag registration calls

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 August 2016 through July 2018





# Bridges and Tunnels

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## Financial Report June 2018

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**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of June 30, 2018**

(in thousands)

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

Cash-Unrestricted	60,817
Investments:	
Unrestricted	134,074
Restricted	1,030,744
Accrued interest receivable	2,153
Accounts receivable (net of reserve provision)	56,662
Tolls due from other agencies	41,507
Prepaid expenses	6,412
	<hr/>
Total current assets	1,332,368

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	9
Facilities, less acc.dep of \$1,541,132	6,160,910
Capital lease 2 Broadway net acc. dep.	38,363
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,202,828

**TOTAL ASSETS:** 

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7,535,196**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	51,164
Accumulated decreases in fair value of derivative instruments	169,283
Defeasance costs	251,587
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**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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472,034**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES** 

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8,007,230

**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of June 30, 2018**

(in thousands)

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

Current portion-long term debt	307,220
Interest Payable	99,559
Accounts Payable	169,499
Payable to MTA-CAP	399,249
Due to MTA-Operating Expenses	4,175
Due to NYCTA-Operating Expenses	397
Accrued salaries	32,581
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	3,130
Due to New York City Transit Authority	42,593
Due to Metropolitan Transportation Authority	58,048
Unredeemed Tolls	171,154
Tolls due to other agencies	50,633
E-ZPass Airport Toll Liability	9,541
	<hr/>
Total current liabilities	1,364,202

**NONCURRENT LIABILITIES:**

Long term debt	9,158,050
Post Employment Benefits Other than Pensions	742,743
Estimated liability arising from injury	44,890
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	10,445,829

**DEFERRED INFLOW OF RESOURCES**

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

11,830,785

**NET POSITION**

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-3,823,555**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

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8,007,230

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	169.323	175.824	6.502	3.8	0.000	0.000	0.000	-	169.323	175.824	6.502	3.8
Other Operating Revenue	1.427	2.197	0.769	53.9	0.000	0.000	0.000	-	1.427	2.197	0.769	53.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.298	1.920	(0.378)	(16.4)	2.298	1.920	(0.378)	(16.4)
Investment Income	0.087	0.149	0.062	70.9	0.000	0.000	0.000	-	0.087	0.149	0.062	70.9
<b>Total Revenue</b>	<b>\$170.837</b>	<b>\$178.170</b>	<b>\$7.333</b>	<b>4.3</b>	<b>\$2.298</b>	<b>\$1.920</b>	<b>(\$0.378)</b>	<b>(16.4)</b>	<b>\$173.135</b>	<b>\$180.090</b>	<b>\$6.955</b>	<b>4.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.156	\$8.846	\$1.309	12.9	\$0.779	\$0.795	(\$0.016)	(2.0)	10.935	\$9.642	\$1.294	11.8
Overtime	2.209	1.912	0.297	13.5	0.241	0.032	0.209	86.9	2.450	1.944	0.506	20.7
Health and Welfare	2.606	2.087	0.519	19.9	0.159	0.197	(0.038)	(23.9)	2.765	2.284	0.481	17.4
OPEB Current Payment	1.905	1.867	0.038	2.0	0.000	0.000	0.000	-	1.905	1.867	0.038	2.0
Pensions	3.024	3.050	(0.027)	(0.9)	0.235	0.208	0.028	11.7	3.259	3.258	0.001	0.0
Other Fringe Benefits	1.463	1.258	0.205	14.0	0.110	0.110	0.000	0.2	1.573	1.368	0.205	13.1
Reimbursable Overhead	(0.774)	(0.579)	(0.194)	(25.1)	0.774	0.579	0.194	25.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$20.589</b>	<b>\$18.441</b>	<b>\$2.148</b>	<b>10.4</b>	<b>\$2.298</b>	<b>\$1.920</b>	<b>\$0.378</b>	<b>16.4</b>	<b>22.887</b>	<b>\$20.362</b>	<b>\$2.526</b>	<b>11.0</b>
<i>Non-Labor:</i>												
Electric Power	\$0.629	\$0.253	\$0.375	59.7	\$0.000	\$0.000	\$0.000	-	\$0.629	\$0.253	\$0.375	59.7
Fuel	0.193	0.243	(0.050)	(25.9)	0.000	0.000	0.000	-	0.193	0.243	(0.050)	(25.9)
Insurance	1.003	1.693	(0.691)	(68.9)	0.000	0.000	0.000	-	1.003	1.693	(0.691)	(68.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.570	14.960	3.610	19.4	0.000	0.000	0.000	-	18.570	14.960	3.610	19.4
Professional Service Contracts	5.618	5.069	0.549	9.8	0.000	0.000	0.000	-	5.618	5.069	0.549	9.8
Materials & Supplies	0.424	0.386	0.038	8.9	0.000	0.000	0.000	-	0.424	0.386	0.038	8.9
Other Business Expenses	4.192	3.807	0.385	9.2	0.000	0.000	0.000	-	4.192	3.807	0.385	9.2
<b>Total Non-Labor Expenses</b>	<b>\$30.629</b>	<b>\$26.412</b>	<b>\$4.217</b>	<b>13.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$30.629</b>	<b>\$26.412</b>	<b>\$4.217</b>	<b>13.8</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$51.218</b>	<b>\$44.853</b>	<b>\$6.365</b>	<b>12.4</b>	<b>\$2.298</b>	<b>\$1.920</b>	<b>\$0.378</b>	<b>16.4</b>	<b>\$53.516</b>	<b>\$46.773</b>	<b>\$6.743</b>	<b>12.6</b>
Depreciation	\$11.645	\$12.153	(\$0.507)	(4.4)	\$0.000	\$0.000	\$0.000	-	11.645	\$12.153	(\$0.507)	(4.4)
OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$68.113</b>	<b>\$62.256</b>	<b>\$5.858</b>	<b>8.6</b>	<b>\$2.298</b>	<b>\$1.920</b>	<b>\$0.378</b>	<b>16.4</b>	<b>\$70.412</b>	<b>\$64.176</b>	<b>\$6.236</b>	<b>8.9</b>
Less: Depreciation	\$11.645	\$12.153	(\$0.507)	(4.4)	\$0.000	\$0.000	\$0.000	-	\$11.645	\$12.153	(\$0.507)	(4.4)
Less: OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$51.218</b>	<b>\$44.853</b>	<b>\$6.365</b>	<b>12.4</b>	<b>\$2.298</b>	<b>\$1.920</b>	<b>\$0.378</b>	<b>16.4</b>	<b>\$53.516</b>	<b>\$46.773</b>	<b>\$6.743</b>	<b>12.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$119.619</b>	<b>\$133.317</b>	<b>\$13.698</b>	<b>11.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$119.619</b>	<b>\$133.317</b>	<b>\$13.698</b>	<b>11.5</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$119.619</b>	<b>\$133.317</b>	<b>\$13.698</b>	<b>11.5</b>
Less: Capitalized Assets									2.914	0.581	2.333	80.1
Reserves									(11.650)	(11.650)	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$128.356</b>	<b>\$144.386</b>	<b>\$16.031</b>	<b>12.5</b>
Less: Debt Service									55.530	55.326	0.204	0.4
Less: Contribution to the Capital Program									19.370	19.370	0.000	0.0
<b>Income Available for Distribution</b>									<b>\$53.455</b>	<b>\$69.690</b>	<b>\$16.235</b>	<b>30.4</b>
Distributable To:												
MTA - Investment Income									0.087	0.149	0.062	70.9
MTA - Distributable Income									31.573	39.636	8.064	25.5
NYCTR - Distributable Income									21.795	29.905	8.109	37.2
<b>Total Distributable Income</b>									<b>\$53.455</b>	<b>\$69.690</b>	<b>\$16.235</b>	<b>30.4</b>
<b>Support to Mass Transit:</b>												
Total Revenues									173.135	180.090	6.955	4.0
Less: Total Operating Expenses									<u>53.516</u>	<u>46.773</u>	<u>6.743</u>	12.6
<b>Net Operating Income/(Deficit)</b>									<b>\$119.619</b>	<b>\$133.317</b>	<b>\$13.698</b>	<b>11.5</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.914	0.581	2.333	80.1
Reserves									(11.650)	(11.650)	0.000	0.0
B&T Debt Service									23.552	22.722	0.829	3.5
Contribution to the Capital Program									19.370	19.370	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$34.185</b>	<b>\$31.023</b>	<b>\$3.162</b>	<b>9.2</b>
<b>Total Support to Mass Transit</b>									<b>\$85.434</b>	<b>\$102.294</b>	<b>\$16.860</b>	<b>19.7</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	945.074	951.575	6.502	0.7	0.000	0.000	0.000	-	945.074	951.575	6.502	0.7
Other Operating Revenue	10.372	11.141	0.769	7.4	0.000	0.000	0.000	-	10.372	11.141	0.769	7.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	9.560	9.183	(0.378)	(4.0)	9.560	9.183	(0.378)	(4.0)
Investment Income	0.706	0.768	0.062	8.7	0.000	0.000	0.000	-	0.706	0.768	0.062	8.7
<b>Total Revenue</b>	<b>\$956.152</b>	<b>\$963.484</b>	<b>\$7.333</b>	<b>0.8</b>	<b>\$9.560</b>	<b>\$9.183</b>	<b>(\$0.378)</b>	<b>(4.0)</b>	<b>\$965.712</b>	<b>\$972.667</b>	<b>\$6.955</b>	<b>0.7</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$58.923	\$57.614	\$1.309	2.2	\$3.830	\$3.845	(\$0.016)	(0.4)	62.753	\$61.459	\$1.294	2.1
Overtime	12.590	12.293	0.297	2.4	0.329	0.120	0.209	63.5	12.919	12.413	0.506	3.9
Health and Welfare	13.813	13.799	0.014	0.1	0.878	0.915	(0.038)	(4.3)	14.691	14.715	(0.024)	(0.2)
OPEB Current Payment	10.929	10.891	0.038	0.3	0.000	0.000	0.000	-	10.929	10.891	0.038	0.3
Pensions	18.488	18.515	(0.027)	(0.1)	1.069	1.041	0.028	2.6	19.557	19.556	0.001	0.0
Other Fringe Benefits	9.186	8.981	0.205	2.2	0.531	0.530	0.000	0.0	9.717	9.512	0.205	2.1
Reimbursable Overhead	(2.925)	(2.730)	(0.194)	(6.6)	2.925	2.730	0.194	6.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$121.006</b>	<b>\$119.363</b>	<b>\$1.643</b>	<b>1.4</b>	<b>\$9.560</b>	<b>\$9.183</b>	<b>\$0.378</b>	<b>4.0</b>	<b>\$130.566</b>	<b>\$128.546</b>	<b>\$2.021</b>	<b>1.5</b>
<i>Non-Labor:</i>												
Electric Power	\$2.408	\$2.033	\$0.375	15.6	0.000	\$0.000	\$0.000	-	\$2.408	\$2.033	\$0.375	15.6
Fuel	1.123	1.173	(0.050)	(4.4)	0.000	0.000	0.000	-	1.123	1.173	(0.050)	(4.4)
Insurance	5.010	5.701	(0.691)	(13.8)	0.000	0.000	0.000	-	5.010	5.701	(0.691)	(13.8)
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	62.200	58.589	3.611	5.8	0.000	0.000	0.000	-	62.200	58.589	3.611	5.8
Professional Service Contracts	22.486	21.937	0.549	2.4	0.000	0.000	0.000	-	22.486	21.937	0.549	2.4
Materials & Supplies	2.242	2.205	0.038	1.7	0.000	0.000	0.000	-	2.242	2.205	0.038	1.7
Other Business Expenses	22.442	22.057	0.385	1.7	0.000	0.000	0.000	-	22.442	22.057	0.385	1.7
<b>Total Non-Labor Expenses</b>	<b>\$117.911</b>	<b>\$113.694</b>	<b>\$4.217</b>	<b>3.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$117.911</b>	<b>\$113.694</b>	<b>\$4.217</b>	<b>3.6</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$238.917</b>	<b>\$233.057</b>	<b>\$5.860</b>	<b>2.5</b>	<b>\$9.560</b>	<b>\$9.183</b>	<b>\$0.378</b>	<b>4.0</b>	<b>\$248.478</b>	<b>\$242.240</b>	<b>\$6.238</b>	<b>2.5</b>
Depreciation	\$68.887	\$69.394	(\$0.507)	(0.7)	0.000	\$0.000	\$0.000	-	68.887	\$69.394	(\$0.507)	(0.7)
OPEB Obligation	32.972	32.972	0.000	0.0	0.000	0.000	0.000	-	32.972	32.972	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$340.776</b>	<b>\$335.423</b>	<b>\$5.353</b>	<b>1.6</b>	<b>\$9.560</b>	<b>\$9.183</b>	<b>\$0.378</b>	<b>4.0</b>	<b>\$350.336</b>	<b>\$344.606</b>	<b>\$5.731</b>	<b>1.6</b>
Less: Depreciation	\$68.887	\$69.394	(\$0.507)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$68.887	\$69.394	(\$0.507)	(0.7)
Less: OPEB Obligation	32.972	32.972	0.000	0.0	0.000	0.000	0.000	-	32.972	32.972	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$238.917</b>	<b>\$233.057</b>	<b>\$5.860</b>	<b>2.5</b>	<b>\$9.560</b>	<b>\$9.183</b>	<b>\$0.378</b>	<b>4.0</b>	<b>\$248.478</b>	<b>\$242.240</b>	<b>\$6.238</b>	<b>2.5</b>
<b>Net Surplus/(Deficit)</b>	<b>\$717.235</b>	<b>\$730.427</b>	<b>\$13.193</b>	<b>1.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$717.235</b>	<b>\$730.427</b>	<b>\$13.193</b>	<b>1.8</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$717.235</b>	<b>\$730.427</b>	<b>\$13.193</b>	<b>1.8</b>
Less: Capitalized Assets									5.816	3.483	\$2.333	40.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$711.418</b>	<b>\$726.944</b>	<b>\$15.526</b>	<b>2.2</b>
Less: Debt Service									334.147	333.943	0.204	0.1
Less: Contribution to the Capital Program									19.370	19.370	0.000	0.0
<b>Income Available for Distribution</b>									<b>\$357.901</b>	<b>\$373.630</b>	<b>\$15.729</b>	<b>4.4</b>
Distributable To:												
MTA - Investment Income									0.706	0.768	0.062	8.7
MTA - Distributable Income									208.260	216.071	7.811	3.8
NYCTR - Distributable Income									148.935	156.791	7.857	5.3
<b>Total Distributable Income</b>									<b>\$357.901</b>	<b>\$373.630</b>	<b>\$15.729</b>	<b>4.4</b>
<b><u>Support to Mass Transit:</u></b>												
Total Revenues									965.712	972.667	6.955	0.7
Less: Total Operating Expenses									<u>248.478</u>	<u>242.240</u>	<u>6.238</u>	2.5
<b>Net Operating Income/(Deficit)</b>									<b>\$717.235</b>	<b>\$730.427</b>	<b>\$13.193</b>	<b>1.8</b>
Deductions from Net Operating Income:												
Capitalized Assets									5.816	3.483	2.333	40.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									137.016	136.187	0.829	0.6
Contribution to the Capital Program									19.370	19.370	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$162.203</b>	<b>\$159.041</b>	<b>\$3.162</b>	<b>1.9</b>
<b>Total Support to Mass Transit</b>									<b>\$555.032</b>	<b>\$571.387</b>	<b>\$16.355</b>	<b>2.9</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		June 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	6.502	3.8%	Higher toll revenue due to 3.1% higher traffic	6.502	0.7%	Higher YTD toll revenue due to 0.6% higher traffic
Other Operating Revenue	0.769	53.9%	Higher other operating revenue primarily due to additional Battery Parking Garage net income and revenue from E-ZPass administrative fees.	0.769	7.4%	Higher other operating revenue primarily due to additional Battery Parking Garage net income and revenue from E-ZPass administrative fees.
Investment Income	0.062	70.9%	Higher than anticipated short-term investment returns on fund balances	0.062	8.7%	Higher than anticipated short-term investment returns on fund balances
Payroll	1.309	12.9%	Lower payroll expenses primarily due to vacancies	1.309	2.2%	Lower payroll expenses primarily due to vacancies
Overtime	0.297	13.5%	See overtime tables	0.297	2.4%	See overtime tables
Health and Welfare	0.519	19.9%	Lower expenses primarily due to vacancies	0.014	0.1%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.038	2.0%	Lower expenses primarily due to timing against the monthly forecast allocation	0.038	0.3%	Lower expenses primarily due to timing against the YTD forecast allocation
Pensions	(0.027)	-0.9%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast	(0.027)	-0.1%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast
Other Fringe Benefits	0.205	14.0%	Lower expenses primarily due to vacancies	0.205	2.2%	Lower expenses primarily due to vacancies
Electric Power	0.375	59.7%	Lower electricity expenses primarily due to timing against the monthly forecast allocation	0.375	15.6%	Lower electricity expenses primarily due to timing against the YTD forecast allocation
Fuel	(0.050)	-25.9%	Higher fuel expenses primarily due to timing against the monthly forecast allocation	(0.050)	-4.4%	Higher fuel expenses primarily due to timing against the YTD forecast allocation
Insurance	(0.691)	-68.9%	Higher insurance expenses primarily due to timing against the monthly forecast allocation	(0.691)	-13.8%	Higher insurance expenses primarily due to timing against the YTD forecast allocation
Maintenance and Other Operating Contracts	3.610	19.4%	Lower expenses primarily due to timing of E-ZPass Customer Service Center costs (\$1.104M) and major maintenance projects (\$2.463 Mill) against the monthly forecast allocation.	3.611	5.8%	Lower expenses primarily due to timing of E-ZPass Customer Service Center costs (\$1.104M) and major maintenance projects (\$2.463 Mill) against the YTD forecast allocation.
Professional Service Contracts	0.549	9.8%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$0.526 Mill).	0.549	2.4%	Lower expenses primarily due to timing against the YTD forecast allocation for bond issuance costs (\$0.526 Mill).
Materials & Supplies	0.038	8.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	0.038	1.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.385	9.2%	Lower expenses primarily due to timing against the monthly forecast allocation for toll processing fees.	0.385	1.7%	Lower expenses primarily due to timing against the YTD forecast allocation for toll processing fees.
Depreciation	(0.507)	-4.4%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(0.507)	-0.7%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0.378)	-16.4%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.378)	-4.0%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	(0.016)	-2.0%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.016)	-0.4%	Higher capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.209	86.9%	See overtime tables	0.209	63.5%	See overtime tables
Health and Welfare	(0.038)	-23.9%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.038)	-4.3%	Higher capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.028	11.7%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.028	2.6%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	0.000	0.2%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.000	0.0%	Lower capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.194	25.1%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.194	6.6%	Lower capital reimbursements due to timing against the YTD forecast allocation

\*Variance exceeds 100%

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

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	6,865	\$0.430	5,311	\$0.333	1,554 22.6%	\$0.097 22.6%	28,771	\$1.887	27,222	\$1.785	1,549 5.4%	\$0.102 5.4%
<u>Unscheduled Service</u>	272	\$0.019	63	\$0.004	209 76.8%	\$0.015 78.9%	419	\$0.031	202	\$0.015	217 51.7%	\$0.016 51.6%
<u>Programmatic/Routine Maintenance</u>	1,865	\$0.146	2,524	\$0.198	(659) -35.4%	(\$0.052) -35.6%	17,994	\$1.493	18,694	\$1.551	(700) -3.9%	(\$0.058) -3.9%
<u>Unscheduled Maintenance</u>	1,520	\$0.119	535	\$0.042	985 64.8%	\$0.077 64.7%	5,622	\$0.462	4,635	\$0.381	987 17.5%	\$0.081 17.5%
<u>Vacancy/Absentee Coverage</u>	15,891	\$1.003	13,806	\$0.871	2,085 13.1%	\$0.132 13.2%	77,001	\$5.090	74,948	\$4.954	2,053 2.7%	\$0.136 2.7%
<u>Weather Emergencies</u>	55	\$0.004	0	\$0.000	55	\$0.004	12,375	\$0.842	12,320	\$0.838	55 0.4%	\$0.004 0.5%
<u>Safety/Security/Law Enforcement</u>	2,170	\$0.136	1,762	\$0.110	409 18.8%	\$0.026 19.1%	9,244	\$0.602	8,857	\$0.577	387 4.2%	\$0.025 4.2%
<u>Other</u>	237	\$0.019	1,180	\$0.095	(943) **	(\$0.076) **	10,157	\$1.074	11,143	\$1.178	(986) -9.7%	(\$0.104) -9.7%
<u>*All Other Departments and Accruals</u>	0	\$0.333		\$0.259		\$0.074 22.3%		\$1.109		\$1.014		\$0.095 8.5%
Subtotal	28,875	\$2.209	25,181	\$1.912	3,694 12.8%	\$0.297 13.5%	161,581	\$12.590	158,021	\$12.293	3,560 2.2%	\$0.297 2.4%
<b>REIMBURSABLE OVERTIME</b>	2,869	\$0.241	175	\$0.032	2,694 93.9%	\$0.209 86.7%	3,946	\$0.329	1,252	\$0.120	2,694 68.3%	\$0.209 63.5%
<b>TOTAL OVERTIME</b>	<b>31,744</b>	<b>\$2.450</b>	<b>25,356</b>	<b>\$1.944</b>	<b>6,388</b> 20.1%	<b>\$0.506</b> 20.7%	<b>165,527</b>	<b>\$12.919</b>	<b>159,273</b>	<b>\$12.413</b>	<b>6,254</b> 3.8%	<b>\$0.506</b> 3.9%

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 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	1,554 22.6%	\$0.097 22.6%	Lower than planned expenses	1,549 5.4%	\$0.102 5.4%	Lower than planned expenses
<u>Unscheduled Service</u>	209 76.8%	\$0.015 78.9%	Lower than planned expenses	217 51.7%	\$0.016 51.6%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(659) -35.4%	(\$0.052) -35.6%	Higher than planned expenses	(700) -3.9%	(\$0.058) -3.9%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	985 64.8%	\$0.077 64.7%	Lower than planned expenses	987 17.5%	\$0.081 17.5%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	2,085 13.1%	\$0.132 13.2%	Lower than planned expenses	2,053 2.7%	\$0.136 2.7%	Lower than planned expenses
<u>Weather Emergencies</u>	55 0.0%	\$0.004 0.0%	Minor variance	55 0.4%	\$0.004 0.5%	Minor variance
<u>Safety/Security/Law Enforcement</u>	409 18.8%	\$0.026 19.1%	Higher than planned expenses	387 4.2%	\$0.025 4.2%	Lower than planned expenses
<u>Other</u>	(943) **	(\$0.076) **	Higher than planned expenses	(986) -9.7%	(\$0.104) -9.7%	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.074 22.3%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.095 8.5%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	3,694 12.8%	\$0.297 13.5%		3,560 2.2%	\$0.297 2.4%	
<b>REIMBURSABLE OVERTIME</b>	2,694 93.9%	\$0.209 86.7%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,694 68.3%	\$0.209 63.5%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>6,388</b>	<b>\$0.506</b>		<b>6,254</b>	<b>\$0.506</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2018 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

Month of JuneYear to date ending June 2018**Comparison Current Year vs. Prior Year:**

<b>Prior Year</b>		<b>Current Year</b>		<b>Percentage Change</b>			<b>Prior Year*</b>		<b>Current Year</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
4.0	\$29.1	4.3	29.6	5.3%	1.6%	Bronx-Whitestone	22.4	\$159.4	23.1	\$161.0	3.3%	1.0%
0.8	1.9	0.8	1.8	-1.8%	-4.7%	Cross Bay	4.0	8.8	4.1	9.1	1.6%	3.2%
2.3	7.7	2.3	7.6	-0.1%	-2.2%	Henry Hudson	12.4	41.2	12.6	41.1	1.7%	-0.4%
1.5	9.5	1.6	10.1	8.3%	6.2%	Hugh L. Carey	8.6	51.5	9.0	55.3	4.6%	7.3%
0.8	1.8	0.8	1.8	-0.9%	-2.7%	Marine Parkway	3.7	8.8	3.8	8.4	2.3%	-5.2%
2.1	14.0	2.3	14.8	7.2%	5.7%	Queens Midtown	12.1	73.7	12.7	81.2	5.5%	10.1%
5.4	38.3	5.9	39.0	8.5%	1.8%	RFK	29.8	208.0	32.5	219.2	9.1%	5.4%
3.9	31.0	3.9	31.4	1.7%	1.3%	Throgs Neck	21.2	167.7	21.3	167.3	0.5%	-0.2%
6.2	36.6	6.7	39.7	6.7%	8.6%	Verrazano-Narrows	34.5	197.5	36.1	209.0	4.6%	5.8%
<b>27.1</b>	<b>\$170.1</b>	<b>28.5</b>	<b>\$175.8</b>	<b>5.2%</b>	<b>3.4%</b>	<b>Total</b>	<b>148.9</b>	<b>\$916.7</b>	<b>155.4</b>	<b>\$951.6</b>	<b>4.4%</b>	<b>3.8%</b>
	<b>\$6.267</b>		<b>\$6.160</b>		<b>-1.7%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.158</b>		<b>\$6.122</b>		<b>-0.6%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented on March 19, 2017

**Comparison Actual vs. Mid-Year Forecast:**

<b>June M-Y Forecast</b>		<b>June Actual</b>		<b>Percentage Change</b>			<b>YTD M-Y Forecast</b>		<b>YTD Actual</b>		<b>Percentage Change</b>	
<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>		<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>	<b>Traffic</b>	<b>Revenue</b>
<b>27.7</b>	<b>\$169.3</b>	<b>28.5</b>	<b>\$175.8</b>	<b>3.1%</b>	<b>3.8%</b>	<b>Total All</b>	<b>154.6</b>	<b>\$945.1</b>	<b>155.4</b>	<b>\$951.6</b>	<b>0.6%</b>	<b>0.7%</b>
	<b>\$6.117</b>		<b>\$6.160</b>		<b>0.7%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.114</b>		<b>\$6.122</b>		<b>0.1%</b>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**June 2018**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	6	6	-	
Law <sup>(1)</sup>	17	14	3	1 Managerial vacancy and 2 Professional vacancies
CFO <sup>(2)</sup>	27	23	4	5 Managerial vacancies and 1 Professional overage
Administration <sup>(3)</sup>	43	35	8	2 Managerial and 6 Professional vacancies
EEO	2	-	2	2 Managerial vacancies
<b>Total Administration</b>	<b>95</b>	<b>78</b>	<b>17</b>	
<b>Operations</b>				
Revenue Management	41	31	10	5 Managerial and 5 Professional vacancies
Operations (Non-Security)	57	52	5	5 Professional vacancies
<b>Total Operations</b>	<b>98</b>	<b>83</b>	<b>15</b>	
<b>Maintenance</b>				
Maintenance	227	213	14	3 Managerial, 6 Professional, and 5 Maintainer vacancies
Operations - Maintainers	160	160	-	
<b>Total Maintenance</b>	<b>387</b>	<b>373</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	154	38	7 Managerial and 31 Professional vacancies
Safety & Health	10	9	1	1 Managerial vacancy
Law <sup>(1)</sup>	22	17	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	21	8	6 Managerial and 2 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>201</b>	<b>52</b>	
<b>Public Safety</b>				
Operations (Security)	622	589	33	22 Managerial and 11 Operational vacancies
Internal Security - Operations	48	36	12	5 Managerial and 7 Professional vacancies
<b>Total Public Safety</b>	<b>670</b>	<b>625</b>	<b>45</b>	
<b>Total Positions</b>	<b>1,503</b>	<b>1,360</b>	<b>143</b>	
Non-Reimbursable	<b>1,416</b>	<b>1,273</b>	<b>143</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,503</b>	<b>1,360</b>	<b>143</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**June 2018**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	35	25	10	5 vacancies in CFO, 2 in Administration, 2 in EEO and 1 vacancy in Law
Professional, Technical, Clerical	60	53	7	6 vacancies in Administration, 2 in Law, and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>95</b>	<b>78</b>	<b>17</b>	
<b>Operations</b>				
Managers/Supervisors	59	54	5	5 vacancies in Revenue Management
Professional, Technical, Clerical	39	29	10	5 vacancies in Operations and 5 in Revenue Management
Operational Hourlies <sup>(1)</sup>	-	-	-	
<b>Total Operations</b>	<b>98</b>	<b>83</b>	<b>15</b>	
<b>Maintenance</b>				
Managers/Supervisors	24	21	3	3 vacancies in Maintenance
Professional, Technical, Clerical	20	14	6	6 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	338	5	5 Maintainer vacancies in Maintenance
<b>Total Maintenance</b>	<b>387</b>	<b>373</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	60	44	16	7 vacancies in Engineering, 6 in CFO, 2 in Law, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	193	157	36	31 vacancies in Engineering, 3 in Law, and 2 in CFO
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>201</b>	<b>52</b>	
<b>Public Safety</b>				
Managers/Supervisors	190	163	27	22 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	35	28	7	7 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	445	434	11	11 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>670</b>	<b>625</b>	<b>45</b>	
<b>Total Positions</b>				
Managers/Supervisors	368	307	61	
Professional, Technical, Clerical	347	281	66	
Operational Hourlies	788	772	16	
<b>Total Positions</b>	<b>1,503</b>	<b>1,360</b>	<b>143</b>	

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

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

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



# Bridges and Tunnels

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## Financial Report July 2018

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

(in thousands)

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

Cash-Unrestricted	16,036
Investments:	
Unrestricted	154,488
Restricted	995,009
Accrued interest receivable	2,738
Accounts receivable (net of reserve provision)	46,681
Tolls due from other agencies	44,601
Prepaid expenses	5,683
	<hr/>
Total current assets	1,265,235

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	7
Facilities, less acc.dep of \$1,553,253	6,176,131
Capital lease 2 Broadway net acc. dep.	38,276
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,217,958

**TOTAL ASSETS:** 

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7,483,193**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	51,164
Accumulated decreases in fair value of derivative instruments	135,593
Defeasance costs	251,587
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**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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438,344**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES** 

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7,921,537

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

(in thousands)

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

Current portion-long term debt	307,220
Interest Payable	73,360
Accounts Payable	177,630
Accrued Pension Payable	3,200
Payable to MTA-CAP	312,464
Due to MTA-Operating Expenses	5,402
Due to NYCTA-Operating Expenses	523
Accrued salaries	34,404
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	2,609
Due to New York City Transit Authority	43,081
Due to Metropolitan Transportation Authority	59,915
Unredeemed Tolls	168,403
Tolls due to other agencies	61,498
E-ZPass Airport Toll Liability	10,315
	<hr/>
Total current liabilities	1,276,446

**NONCURRENT LIABILITIES:**

Long term debt	9,151,282
Post Employment Benefits Other than Pensions	747,993
Estimated liability arising from injury	45,321
Capital lease obligations	55,711
Derivative Hedge Liabilities	115,144
Due (to)/from MTA - change in fair value of derivative	23,994
Net Pension Liability	271,608
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,411,052

**DEFERRED INFLOW OF RESOURCES**

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

11,708,251

**NET POSITION**

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-3,786,714 \***TOTAL LIABILITIES, DEFERRED INFLOWS OF**

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7,921,537

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	172.486	174.727	2.241	1.3	0.000	0.000	0.000	-	172.486	174.727	2.241	1.3
Other Operating Revenue	1.427	1.752	0.324	22.7	0.000	0.000	0.000	-	1.427	1.752	0.324	22.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.298	1.536	(0.762)	(33.2)	2.298	1.536	(0.762)	(33.2)
Investment Income	0.090	0.253	0.163	*	0.000	0.000	0.000	-	0.090	0.253	0.163	*
<b>Total Revenue</b>	<b>\$174.003</b>	<b>\$176.732</b>	<b>\$2.729</b>	<b>1.6</b>	<b>\$2.298</b>	<b>\$1.536</b>	<b>(\$0.762)</b>	<b>(33.2)</b>	<b>\$176.301</b>	<b>\$178.268</b>	<b>\$1.967</b>	<b>1.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$12.396	\$9.476	\$2.920	23.6	\$0.779	\$0.648	\$0.132	16.9	13.175	\$10.124	\$3.052	23.2
Overtime	2.234	1.918	0.316	14.1	0.241	0.011	0.230	95.6	2.475	1.929	0.546	22.1
Health and Welfare	2.606	2.249	0.357	13.7	0.159	0.162	(0.003)	(2.0)	2.765	2.411	0.354	12.8
OPEB Current Payment	1.905	1.714	0.191	10.0	0.000	0.000	0.000	-	1.905	1.714	0.191	10.0
Pensions	2.974	3.040	(0.066)	(2.2)	0.235	0.167	0.068	28.8	3.209	3.207	0.001	0.0
Other Fringe Benefits	1.520	1.163	0.357	23.5	0.110	0.089	0.021	18.7	1.630	1.252	0.378	23.2
Reimbursable Overhead	(0.774)	(0.459)	(0.315)	(40.7)	0.774	0.459	0.315	40.7	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.861</b>	<b>\$19.101</b>	<b>\$3.760</b>	<b>16.4</b>	<b>\$2.298</b>	<b>\$1.536</b>	<b>\$0.762</b>	<b>33.2</b>	<b>\$25.159</b>	<b>\$20.637</b>	<b>\$4.522</b>	<b>18.0</b>
<i>Non-Labor:</i>												
Electric Power	\$0.629	\$0.623	\$0.006	1.0	\$0.000	\$0.000	\$0.000	-	\$0.629	\$0.623	\$0.006	1.0
Fuel	0.141	0.095	0.046	32.9	0.000	0.000	0.000	-	0.141	0.095	0.046	32.9
Insurance	1.003	0.901	0.102	10.1	0.000	0.000	0.000	-	1.003	0.901	0.102	10.1
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	13.187	9.782	3.405	25.8	0.000	0.000	0.000	-	13.187	9.782	3.405	25.8
Professional Service Contracts	3.445	1.362	2.083	60.5	0.000	0.000	0.000	-	3.445	1.362	2.083	60.5
Materials & Supplies	0.438	0.096	0.342	78.1	0.000	0.000	0.000	-	0.438	0.096	0.342	78.1
Other Business Expenses	4.284	3.850	0.433	10.1	0.000	0.000	0.000	-	4.284	3.850	0.433	10.1
<b>Total Non-Labor Expenses</b>	<b>\$23.126</b>	<b>\$16.709</b>	<b>\$6.417</b>	<b>27.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$23.126</b>	<b>\$16.709</b>	<b>\$6.417</b>	<b>27.7</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<sup>1</sup> Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$45.987</b>	<b>\$35.810</b>	<b>\$10.177</b>	<b>22.1</b>	<b>\$2.298</b>	<b>\$1.536</b>	<b>\$0.762</b>	<b>33.2</b>	<b>\$48.285</b>	<b>\$37.346</b>	<b>\$10.939</b>	<b>22.7</b>
Depreciation	\$11.645	\$12.208	(\$0.563)	(4.8)	\$0.000	\$0.000	\$0.000	-	11.645	\$12.208	(\$0.563)	(4.8)
OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$62.882</b>	<b>\$53.268</b>	<b>\$9.615</b>	<b>15.3</b>	<b>\$2.298</b>	<b>\$1.536</b>	<b>\$0.762</b>	<b>33.2</b>	<b>\$65.181</b>	<b>\$54.804</b>	<b>\$10.377</b>	<b>15.9</b>
Less: Depreciation	\$11.645	\$12.208	(\$0.563)	(4.8)	\$0.000	\$0.000	\$0.000	-	\$11.645	\$12.208	(\$0.563)	(4.8)
Less: OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$45.987</b>	<b>\$35.810</b>	<b>\$10.177</b>	<b>22.1</b>	<b>\$2.298</b>	<b>\$1.536</b>	<b>\$0.762</b>	<b>33.2</b>	<b>\$48.285</b>	<b>\$37.346</b>	<b>\$10.939</b>	<b>22.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$128.016</b>	<b>\$140.922</b>	<b>\$12.906</b>	<b>10.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$128.016</b>	<b>\$140.922</b>	<b>\$12.906</b>	<b>10.1</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$128.016</b>	<b>\$140.922</b>	<b>\$12.906</b>	<b>10.1</b>
Less: Capitalized Assets									2.914	0.215	2.699	92.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$125.102</b>	<b>\$140.707</b>	<b>\$15.605</b>	<b>12.5</b>
Less: Debt Service									55.530	55.707	(0.177)	(0.3)
Less: Contribution to the Capital Program									20.059	20.059	0.000	0.0
<b>Income Available for Distribution</b>									<b>\$49.514</b>	<b>\$64.942</b>	<b>\$15.428</b>	<b>31.2</b>
Distributable To:												
MTA - Investment Income									0.090	0.253	0.163	*
MTA - Distributable Income									29.601	37.286	7.686	26.0
NYCTR - Distributable Income									19.823	27.402	7.579	38.2
<b>Total Distributable Income</b>									<b>\$49.514</b>	<b>\$64.942</b>	<b>\$15.428</b>	<b>31.2</b>
<b>Support to Mass Transit:</b>												
Total Revenues									176.301	178.268	1.967	1.1
Less: Total Operating Expenses									<u>48.285</u>	<u>37.346</u>	<u>10.939</u>	22.7
<b>Net Operating Income/(Deficit)</b>									<b>\$128.016</b>	<b>\$140.922</b>	<b>\$12.906</b>	<b>10.1</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.914	0.215	2.699	92.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									23.552	22.746	0.806	3.4
Contribution to the Capital Program									20.059	20.059	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$46.524</b>	<b>\$43.019</b>	<b>\$3.505</b>	<b>7.5</b>
<b>Total Support to Mass Transit</b>									<b>\$81.492</b>	<b>\$97.903</b>	<b>\$16.410</b>	<b>20.1</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,117.560	1,126.302	8.742	0.8	0.000	0.000	0.000	-	1,117.560	1,126.302	8.742	0.8
Other Operating Revenue	11.799	12.893	1.094	9.3	0.000	0.000	0.000	-	11.799	12.893	1.094	9.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	11.859	10.719	(1.140)	(9.6)	11.859	10.719	(1.140)	(9.6)
Investment Income	0.796	1.021	0.225	28.3	0.000	0.000	0.000	-	0.796	1.021	0.225	28.3
<b>Total Revenue</b>	<b>\$1,130.155</b>	<b>\$1,140.216</b>	<b>\$10.061</b>	<b>0.9</b>	<b>\$11.859</b>	<b>\$10.719</b>	<b>(\$1.140)</b>	<b>(9.6)</b>	<b>\$1,142.013</b>	<b>\$1,150.935</b>	<b>\$8.921</b>	<b>0.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$71.319	\$67.090	\$4.229	5.9	\$4.609	\$4.493	\$0.116	2.5	75.928	\$71.583	\$4.345	5.7
Overtime	14.824	14.211	0.613	4.1	0.570	0.131	0.439	77.1	15.394	14.342	1.052	6.8
Health and Welfare	16.420	16.048	0.372	2.3	1.036	1.078	(0.041)	(4.0)	17.456	17.126	0.331	1.9
OPEB Current Payment	12.834	12.605	0.229	1.8	0.000	0.000	0.000	-	12.834	12.605	0.229	1.8
Pensions	21.462	21.555	(0.093)	(0.4)	1.304	1.208	0.095	7.3	22.766	22.763	0.002	0.0
Other Fringe Benefits	10.706	10.144	0.562	5.3	0.640	0.620	0.021	3.2	11.347	10.764	0.583	5.1
Reimbursable Overhead	(3.699)	(3.189)	(0.509)	(13.8)	3.699	3.189	0.509	13.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$143.866</b>	<b>\$138.464</b>	<b>\$5.403</b>	<b>3.8</b>	<b>\$11.859</b>	<b>\$10.719</b>	<b>\$1.140</b>	<b>9.6</b>	<b>\$155.725</b>	<b>\$149.183</b>	<b>\$6.542</b>	<b>4.2</b>
<i>Non-Labor:</i>												
Electric Power	\$3.037	\$2.655	\$0.381	12.6	0.000	\$0.000	\$0.000	-	\$3.037	\$2.655	\$0.381	12.6
Fuel	1.264	1.268	(0.003)	(0.3)	0.000	0.000	0.000	-	1.264	1.268	(0.003)	(0.3)
Insurance	6.013	6.602	(0.589)	(9.8)	0.000	0.000	0.000	-	6.013	6.602	(0.589)	(9.8)
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	75.387	68.371	7.016	9.3	0.000	0.000	0.000	-	75.387	68.371	7.016	9.3
Professional Service Contracts	25.931	23.299	2.632	10.2	0.000	0.000	0.000	-	25.931	23.299	2.632	10.2
Materials & Supplies	2.680	2.300	0.380	14.2	0.000	0.000	0.000	-	2.680	2.300	0.380	14.2
Other Business Expenses	26.726	25.908	0.818	3.1	0.000	0.000	0.000	-	26.726	25.908	0.818	3.1
<b>Total Non-Labor Expenses</b>	<b>\$141.038</b>	<b>\$130.403</b>	<b>\$10.635</b>	<b>7.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$141.038</b>	<b>\$130.403</b>	<b>\$10.635</b>	<b>7.5</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions:</b>												
<i>† Add'l Actions for Budget Balance: Expense Impact</i>	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$284.904</b>	<b>\$268.867</b>	<b>\$16.037</b>	<b>5.6</b>	<b>\$11.859</b>	<b>\$10.719</b>	<b>\$1.140</b>	<b>9.6</b>	<b>\$296.763</b>	<b>\$279.586</b>	<b>\$17.177</b>	<b>5.8</b>
Depreciation	\$80.532	\$81.602	(\$1.070)	(1.3)	0.000	\$0.000	\$0.000	-	80.532	\$81.602	(\$1.070)	(1.3)
OPEB Obligation	38.222	38.222	0.000	0.0	0.000	0.000	0.000	-	38.222	38.222	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$403.658</b>	<b>\$388.691</b>	<b>\$14.968</b>	<b>3.7</b>	<b>\$11.859</b>	<b>\$10.719</b>	<b>\$1.140</b>	<b>9.6</b>	<b>\$415.517</b>	<b>\$399.410</b>	<b>\$16.107</b>	<b>3.9</b>
Less: Depreciation	\$80.532	\$81.602	(\$1.070)	(1.3)	\$0.000	\$0.000	\$0.000	-	\$80.532	\$81.602	(\$1.070)	(1.3)
Less: OPEB Obligation	38.222	38.222	0.000	0.0	0.000	0.000	0.000	-	38.222	38.222	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$284.904</b>	<b>\$268.867</b>	<b>\$16.037</b>	<b>5.6</b>	<b>\$11.859</b>	<b>\$10.719</b>	<b>\$1.140</b>	<b>9.6</b>	<b>\$296.763</b>	<b>\$279.586</b>	<b>\$17.177</b>	<b>5.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$845.251</b>	<b>\$871.349</b>	<b>\$26.099</b>	<b>3.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$845.251</b>	<b>\$871.349</b>	<b>\$26.099</b>	<b>3.1</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$845.251</b>	<b>\$871.349</b>	<b>\$26.099</b>	<b>3.1</b>
Less: Capitalized Assets									8.730	3.698	\$5.032	57.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$836.521</b>	<b>\$867.651</b>	<b>\$31.130</b>	<b>3.7</b>
Less: Debt Service									389.677	389.650	0.027	0.0
Less: Contribution to the Capital Program									39.429	39.429	0.000	0.0
<b>Income Available for Distribution</b>									<b>\$407.414</b>	<b>\$438.572</b>	<b>\$31.157</b>	<b>7.6</b>
Distributable To:												
MTA - Investment Income									0.796	1.021	0.225	28.3
MTA - Distributable Income									237.861	253.358	15.497	6.5
NYCTR - Distributable Income									168.758	184.193	15.436	9.1
<b>Total Distributable Income</b>									<b>\$407.415</b>	<b>\$438.572</b>	<b>\$31.157</b>	<b>7.6</b>
<b>Support to Mass Transit:</b>												
Total Revenues									1,142.013	1,150.935	8.921	0.8
Less: Total Operating Expenses									<u>296.763</u>	<u>279.586</u>	<u>17.177</u>	5.8
<b>Net Operating Income/(Deficit)</b>									<b>\$845.251</b>	<b>\$871.349</b>	<b>\$26.099</b>	<b>3.1</b>
Deductions from Net Operating Income:												
Capitalized Assets									8.730	3.698	5.032	57.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									160.568	158.933	1.635	1.0
Contribution to the Capital Program									39.429	39.429	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$208.727</b>	<b>\$202.060</b>	<b>\$6.667</b>	<b>3.2</b>
<b>Total Support to Mass Transit</b>									<b>\$636.524</b>	<b>\$669.289</b>	<b>\$32.765</b>	<b>5.1</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		July 2018		Favorable/ (Unfavorable) Variance		Year-to-Date	
			Reason for Variance				Reason for Variance	
	\$	%			\$	%		
<b>Nonreimbursable</b>								
Vehicle Toll Revenue	2.241	1.3%	Higher toll revenue due to 1.7% higher traffic		8.742	0.8%	Higher YTD toll revenue primarily due to 0.7% higher traffic	
Other Operating Revenue	0.324	22.7%	Higher other operating revenue primarily due to higher revenue from E-ZPass administrative fees		1.094	9.3%	Higher other operating revenue primarily due to additional Battery Parking Garage net income and higher revenue from E-ZPass administrative fees	
Investment Income	0.163	181.4%	Higher than anticipated short-term investment returns on fund balances		0.225	28.3%	Higher than anticipated short-term investment returns on fund balances	
Payroll	2.920	23.6%	Lower payroll expenses primarily due to vacancies		4.229	5.9%	Lower payroll expenses primarily due to vacancies	
Overtime	0.316	14.1%	See overtime tables		0.613	4.1%	See overtime tables	
Health and Welfare	0.357	13.7%	Lower expenses primarily due to vacancies		0.372	2.3%	Lower expenses primarily due to vacancies	
OPEB Current Payment	0.191	10.0%	Lower expenses primarily due to timing against the monthly forecast allocation		0.229	1.8%	Lower expenses primarily due to timing against the YTD forecast allocation	
Pensions	(0.066)	-2.2%	Higher non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast		(0.093)	-0.4%	Higher non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast	
Other Fringe Benefits	0.357	23.5%	Lower expenses primarily due to vacancies		0.562	5.3%	Lower expenses primarily due to vacancies	
Electric Power	0.006	1.0%	Minor variance		0.381	12.6%	Lower electricity expenses primarily due to timing against the YTD forecast allocation	
Fuel	0.046	32.9%	Lower fuel expenses primarily due to timing against the monthly forecast allocation		(0.003)	-0.3%	Higher fuel expenses due to timing against the YTD forecast allocation	
Insurance	0.102	10.1%	Lower insurance expenses primarily due to timing against the monthly forecast allocation		(0.589)	-9.8%	Higher insurance expenses primarily due to timing against the YTD forecast allocation	
Maintenance and Other Operating Contracts	3.405	25.8%	Lower expenses primarily due to timing against the monthly forecast allocation for E-ZPass Customer Service Center costs (\$1.777M) and maintenance of E-ZPass equipment (\$0.770M)		7.016	9.3%	Lower expenses primarily due to timing against the YTD forecast for E-ZPass Customer Service Center costs (\$2.281M), major maintenance projects (\$1.427M), and maintenance of E-ZPass equipment (\$1.776M)	
Professional Service Contracts	2.083	60.5%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$0.672M), miscellaneous consulting services (\$0.586M), customer outreach (\$0.384M) and engineering services (\$0.207M)		2.632	10.2%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$1.198M), miscellaneous consulting services (\$0.959M), and customer outreach (\$0.718M)	
Materials & Supplies	0.342	78.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation		0.380	14.2%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation	
Other Business Expense	0.433	10.1%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees		0.818	3.1%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees	
Depreciation	(0.563)	-4.8%	Higher depreciation expense primarily due to timing against the monthly forecast allocation		(1.070)	-1.3%	Higher depreciation expense primarily due to timing against the YTD forecast allocation	
Other Post Employment Benefits	0.000	-	No variance		0.000	-	No variance	
<b>Reimbursable</b>								
Capital and Other Reimbursements	(0.762)	-33.2%	Lower capital reimbursements due to timing against the monthly forecast allocation		(1.140)	-9.6%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Payroll	0.132	16.9%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.116	2.5%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Overtime	0.230	95.6%	See overtime tables		0.439	77.1%	See overtime tables	
Health and Welfare	(0.003)	-2.0%	Higher capital reimbursements due to timing against the monthly forecast allocation		(0.041)	-4.0%	Higher capital reimbursements due to timing against the YTD forecast allocation	
OPEB Current Payment	0.000	-	No variance		0.000	-	No variance	
Pensions	0.068	28.8%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.095	7.3%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Other Fringe Benefits	0.021	18.7%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.021	3.2%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Reimbursable Overhead	0.315	40.7%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.509	13.8%	Lower capital reimbursements due to timing against the YTD forecast allocation	

\*Variance exceeds 100%

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

	July						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	7,219	\$0.452	5,198	\$0.325	2,021 28.0%	\$0.127 28.1%	35,990	\$2.339	32,456	\$2.109	3,534 9.8%	\$0.230 9.8%
<u>Unscheduled Service</u>	272	\$0.019	57	\$0.004	216 79.2%	\$0.015 78.9%	691	\$0.050	247	\$0.018	444 64.2%	\$0.032 64.0%
<u>Programmatic/Routine Maintenance</u>	1,865	\$0.146	2,746	\$0.215	(881) -47.2%	(\$0.069) -47.3%	19,859	\$1.639	21,486	\$1.773	(1,627) -8.2%	(\$0.134) -8.2%
<u>Unscheduled Maintenance</u>	1,520	\$0.119	882	\$0.069	639 42.0%	\$0.050 42.0%	7,142	\$0.581	5,525	\$0.449	1,617 22.6%	\$0.132 22.7%
<u>Vacancy/Absentee Coverage</u>	15,891	\$1.003	15,550	\$0.981	341 2.1%	\$0.022 2.2%	92,892	\$6.093	90,549	\$5.939	2,343 2.5%	\$0.154 2.5%
<u>Weather Emergencies</u>	55	\$0.004	362	\$0.026	(307) **	(\$0.022) **	12,430	\$0.846	12,682	\$0.863	(252) -2.0%	(\$0.017) -2.0%
<u>Safety/Security/Law Enforcement</u>	2,170	\$0.136	1,656	\$0.104	515 23.7%	\$0.032 23.5%	11,414	\$0.738	10,528	\$0.681	886 7.8%	\$0.057 7.7%
<u>Other</u>	237	\$0.019	1,205	\$0.097	(968) **	(\$0.078) **	10,394	\$1.093	12,331	\$1.297	(1,938) -18.6%	(\$0.204) -18.7%
<u>*All Other Departments and Accruals</u>	0	\$0.336		\$0.097		\$0.239 71.1%		\$1.445		\$1.082		\$0.363 25.1%
Subtotal	29,229	\$2.234	27,653	\$1.918	1,576 5.4%	\$0.316 14.2%	190,810	\$14.824	185,803	\$14.211	5,008 2.6%	\$0.613 4.1%
<b>REIMBURSABLE OVERTIME</b>	2,869	\$0.241	363	\$0.011	2,506 87.3%	\$0.230 95.4%	6,815	\$0.570	1,615	\$0.131	5,200 76.3%	\$0.439 77.0%
<b>TOTAL OVERTIME</b>	<b>32,098</b>	<b>\$2.475</b>	<b>28,016</b>	<b>\$1.929</b>	<b>4,082</b> 12.7%	<b>\$0.546</b> 22.1%	<b>197,625</b>	<b>\$15.394</b>	<b>187,417</b>	<b>\$14.342</b>	<b>10,208</b> 5.2%	<b>\$1.052</b> 6.8%

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 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
Scheduled Service	2,021 28.0%	\$0.127 28.1%	Lower than planned expenses	3,534 9.8%	\$0.230 9.8%	Lower than planned expenses
Unscheduled Service	216 79.2%	\$0.015 78.9%	Lower than planned expenses	444 64.2%	\$0.032 64.0%	Lower than planned expenses
Programmatic/Routine Maintenance	(881) -47.2%	(\$0.069) -47.3%	Higher than planned expenses	(1,627) -8.2%	(\$0.134) -8.2%	Higher than planned expenses
Unscheduled Maintenance	639 42.0%	\$0.050 42.0%	Lower than planned expenses	1,617 22.6%	\$0.132 22.7%	Lower than planned expenses
Vacancy/Absentee Coverage	341 2.1%	\$0.022 2.2%	Lower than planned expenses	2,343 2.5%	\$0.154 2.5%	Lower than planned expenses
Weather Emergencies	(307) **	(\$0.022) **	Higher than planned expenses	(252) -2.0%	(\$0.017) -2.0%	Higher than planned expenses
Safety/Security/Law Enforcement	515 23.7%	\$0.032 23.5%	Lower than planned expenses	886 7.8%	\$0.057 7.7%	Lower than planned expenses
Other	(968) **	(\$0.078) **	Higher than planned expenses	(1,938) -18.6%	(\$0.204) -18.7%	Higher than planned expenses
*All Other Departments and Accruals		\$0.239 71.1%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.363 25.1%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	1,576 5.4%	\$0.316 14.2%		5,008 2.6%	\$0.613 4.1%	
REIMBURSABLE OVERTIME	2,506 87.3%	\$0.230 95.4%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	5,200 76.3%	\$0.439 77.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	4,082	\$0.546		10,208	\$1.052	

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**  
**TRAFFIC VOLUME AND REVENUE**  
(millions)

Month of JulyYear to date ending July 2018**Comparison Current Year vs. Prior Year:**

<u>Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>Prior Year*</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
4.1	\$29.2	4.3	29.7	5.1%	2.0%	Bronx-Whitestone	26.4	\$188.6	27.4	\$190.8	3.5%	1.2%
0.8	1.9	0.8	1.9	0.5%	-1.6%	Cross Bay	4.9	10.7	4.9	11.0	1.4%	2.4%
2.2	7.0	2.2	7.3	0.7%	4.7%	Henry Hudson	14.6	48.2	14.8	48.4	1.5%	0.3%
1.5	8.9	1.6	9.5	7.0%	7.6%	Hugh L. Carey	10.1	60.4	10.6	64.8	5.0%	7.4%
0.8	1.9	0.9	2.0	1.2%	2.5%	Marine Parkway	4.6	10.7	4.7	10.3	2.1%	-3.8%
2.2	14.1	2.4	15.2	9.3%	7.8%	Queens Midtown	14.2	87.9	15.1	96.4	6.0%	9.7%
5.7	38.0	5.8	39.2	1.3%	3.4%	RFK	35.6	245.9	38.4	258.5	7.8%	5.1%
3.9	31.1	4.1	31.1	3.0%	0.1%	Throgs Neck	25.2	198.8	25.4	198.5	0.9%	-0.2%
6.3	35.3	6.6	38.7	4.7%	9.4%	Verrazano-Narrows	40.8	232.8	42.7	247.7	4.6%	6.4%
<b>27.5</b>	<b>\$167.4</b>	<b>28.6</b>	<b>\$174.7</b>	<b>3.7%</b>	<b>4.4%</b>	<b>Total</b>	<b>176.4</b>	<b>\$1,084.1</b>	<b>184.0</b>	<b>\$1,126.3</b>	<b>4.3%</b>	<b>3.9%</b>
	<b>\$6.079</b>		<b>\$6.118</b>		<b>0.6%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.145</b>		<b>\$6.121</b>		<b>-0.4%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented on March 19, 2017

**Comparison Actual vs. Mid-Year Forecast:**

<u>July M-Y Forecast</u>		<u>July Actual</u>		<u>Percentage Change</u>			<u>YTD M-Y Forecast</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
<b>28.1</b>	<b>\$172.5</b>	<b>28.6</b>	<b>\$174.7</b>	<b>1.7%</b>	<b>1.3%</b>	<b>Total All</b>	<b>182.7</b>	<b>\$1,117.6</b>	<b>184.0</b>	<b>\$1,126.3</b>	<b>0.7%</b>	<b>0.8%</b>
	<b>\$6.142</b>		<b>\$6.118</b>		<b>-0.4%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.118</b>		<b>\$6.121</b>		<b>0.0%</b>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**July 2018**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	6	6	-	
Law <sup>(1)</sup>	17	14	3	1 Managerial vacancy and 2 Professional vacancies
CFO <sup>(2)</sup>	27	22	5	6 Managerial vacancies and 1 Professional overage
Administration <sup>(3)</sup>	43	35	8	2 Managerial and 6 Professional vacancies
EEO	2	-	2	2 Managerial vacancies
<b>Total Administration</b>	<b>95</b>	<b>77</b>	<b>18</b>	
<b>Operations</b>				
Revenue Management	41	31	10	5 Managerial and 5 Professional vacancies
Operations (Non-Security)	57	52	5	5 Professional vacancies
<b>Total Operations</b>	<b>98</b>	<b>83</b>	<b>15</b>	
<b>Maintenance</b>				
Maintenance	227	213	14	3 Managerial, 4 Professional, and 7 Maintainer vacancies
Operations - Maintainers	160	160	-	
<b>Total Maintenance</b>	<b>387</b>	<b>373</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	153	39	7 Managerial and 32 Professional vacancies
Safety & Health	10	9	1	1 Managerial vacancy
Law <sup>(1)</sup>	22	17	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	24	5	4 Managerial vacancies and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Operations (Security)	621	586	35	23 Managerial and 12 Operational vacancies
Internal Security - Operations	48	36	12	5 Managerial and 7 Professional vacancies
<b>Total Public Safety</b>	<b>669</b>	<b>622</b>	<b>47</b>	
<b>Total Positions</b>	<b>1,502</b>	<b>1,358</b>	<b>144</b>	
Non-Reimbursable	<b>1,415</b>	<b>1,271</b>	<b>144</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,502</b>	<b>1,358</b>	<b>144</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**July 2018**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	35	24	11	6 vacancies in CFO, 2 in Administration, 2 in EEO and 1 vacancy in Law
Professional, Technical, Clerical	60	53	7	6 vacancies in Administration, 2 in Law, and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>95</b>	<b>77</b>	<b>18</b>	
<b>Operations</b>				
Managers/Supervisors	59	54	5	5 vacancies in Revenue Management
Professional, Technical, Clerical	39	29	10	5 vacancies in Revenue Management and 5 in Operations
Operational Hourlies <sup>(1)</sup>	-	-	-	
<b>Total Operations</b>	<b>98</b>	<b>83</b>	<b>15</b>	
<b>Maintenance</b>				
Managers/Supervisors	24	21	3	3 vacancies in Maintenance
Professional, Technical, Clerical	20	16	4	4 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	336	7	7 Maintainer vacancies in Maintenance
<b>Total Maintenance</b>	<b>387</b>	<b>373</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	60	46	14	7 vacancies in Engineering, 4 in CFO, 2 in Law, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	193	157	36	32 vacancies in Engineering, 3 in Law, and 1 in CFO
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Managers/Supervisors	190	162	28	23 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	35	28	7	7 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	444	432	12	12 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>669</b>	<b>622</b>	<b>47</b>	
<b>Total Positions</b>				
Managers/Supervisors	368	307	61	
Professional, Technical, Clerical	347	283	64	
Operational Hourlies	787	768	19	
<b>Total Positions</b>	<b>1,502</b>	<b>1,358</b>	<b>144</b>	

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

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

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



# Bridges and Tunnels

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## 2018 Mid-Year Forecast Monthly Allocation

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**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Vehicle Toll Revenue	\$146,222	\$138,945	\$155,947	\$161,785	\$172,853	\$169,323	\$172,486	\$179,509	\$166,257	\$169,205	\$161,947	\$160,329	\$1,954,806
Other Operating Revenue	2,188	0,647	2,547	1,394	2,169	1,427	\$1,427	1,427	1,427	1,427	1,427	1,427	18,936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.145	0.183	0.069	0.110	0.111	0.087	\$0.090	0.090	0.087	0.090	0.087	0.090	1,240
<b>Total Revenue</b>	<b>\$148,555</b>	<b>\$139,775</b>	<b>\$158,563</b>	<b>\$163,288</b>	<b>\$175,133</b>	<b>\$170,837</b>	<b>\$174,003</b>	<b>\$181,027</b>	<b>\$167,771</b>	<b>\$170,723</b>	<b>\$163,461</b>	<b>\$161,846</b>	<b>\$1,974,983</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10,273	\$8,425	\$10,512	\$10,108	\$9,450	\$10,156	\$12,396	\$12,085	\$11,733	\$12,152	\$11,822	\$14,240	\$133,351
Overtime	2,443	1,979	2,341	2,047	1,571	\$2,209	\$2,234	2,234	2,253	2,220	2,301	2,975	26,808
Health and Welfare	2,267	2,173	2,430	2,277	2,061	\$2,606	\$2,606	2,606	2,606	2,613	2,613	3,450	30,307
OPEB Current Payment	1,804	1,793	1,786	1,824	1,817	\$1,905	\$1,905	1,905	1,905	1,905	1,905	1,905	22,359
Pensions	3,123	2,940	3,186	3,107	3,109	\$3,024	\$2,974	2,974	2,974	2,978	2,974	2,974	36,335
Other Fringe Benefits	2,511	1,239	1,408	1,293	1,273	\$1,463	\$1,520	1,497	1,473	1,501	1,483	2,146	18,807
Reimbursable Overhead	(0,380)	(0,658)	(0,286)	(0,421)	(0,406)	(\$0,774)	(\$0,774)	(0,774)	(0,774)	(0,774)	(0,774)	(0,774)	(7,568)
<b>Total Labor Expenses</b>	<b>\$22,040</b>	<b>\$17,890</b>	<b>\$21,377</b>	<b>\$20,236</b>	<b>\$18,874</b>	<b>\$20,589</b>	<b>\$22,861</b>	<b>\$22,528</b>	<b>\$22,170</b>	<b>\$22,595</b>	<b>\$22,323</b>	<b>\$26,915</b>	<b>\$260,398</b>
<b>Non-Labor:</b>													
Electric Power	\$0.149	\$0.345	\$0.448	\$0.671	\$0.166	\$0.629	\$0.629	\$0.629	\$0.629	\$0.629	\$0.629	\$0.636	\$6.187
Fuel	0.164	0.211	0.310	0.115	0.129	0.193	\$0.141	0.141	0.141	0.270	0.270	0.270	2,358
Insurance	0.802	0.802	0.800	0.800	0.803	1.003	\$1,003	1,002	1,002	1,006	1,006	1,289	11,317
Claims	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5,799	8,933	13,437	7,392	8,069	18,570	\$13,187	15,233	21,955	15,233	15,137	50,428	193,373
Professional Service Contracts	1,591	8,050	2,981	1,919	2,326	5,618	\$3,445	3,445	3,695	3,445	3,390	7,670	47,575
Materials & Supplies	0.167	0.371	0.712	0.359	0.210	0.424	\$0,438	0,438	0,424	0,438	0,424	0,379	4,783
Other Business Expenses	3,620	3,700	3,351	3,728	3,851	4,192	\$4,284	4,284	4,192	4,284	4,192	4,776	48,453
<b>Total Non-Labor Expenses</b>	<b>\$12,293</b>	<b>\$22,413</b>	<b>\$22,038</b>	<b>\$14,985</b>	<b>\$15,554</b>	<b>\$30,629</b>	<b>\$23,126</b>	<b>\$25,171</b>	<b>\$32,038</b>	<b>\$25,303</b>	<b>\$25,047</b>	<b>\$65,449</b>	<b>\$314,046</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$34,333</b>	<b>\$40,303</b>	<b>\$43,416</b>	<b>\$35,220</b>	<b>\$34,427</b>	<b>\$51,218</b>	<b>\$45,987</b>	<b>\$47,699</b>	<b>\$54,208</b>	<b>\$47,898</b>	<b>\$47,371</b>	<b>\$92,364</b>	<b>\$574,444</b>
Add: Depreciation	\$14,912	\$14,912	\$4,210	\$11,546	\$11,661	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$138,759
Add: OPEB Liability Adjustment	5,986	5,986	5,250	5,250	\$5,250	\$5,250	\$5,250	5,250	5,250	5,250	5,250	5,250	64,472
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	10,203	10,203
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation &amp; GASB Adjs.</b>	<b>\$55,231</b>	<b>\$61,201</b>	<b>\$52,876</b>	<b>\$52,017</b>	<b>\$51,339</b>	<b>\$68,113</b>	<b>\$62,882</b>	<b>\$64,594</b>	<b>\$71,103</b>	<b>\$64,794</b>	<b>\$64,266</b>	<b>\$119,462</b>	<b>\$787,878</b>
Less: Depreciation	(\$14,912)	(\$14,912)	(\$4,210)	(\$11,546)	(\$11,661)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$138,759)
Less: OPEB Liability Adjustment	(5,986)	(5,986)	(5,250)	(5,250)	(5,250)	(5,250)	(\$5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(64,472)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000	0.000	0.000	0.000	0.000	(10,203)	(10,203)
<b>Total Expenses</b>	<b>\$34,333</b>	<b>\$40,303</b>	<b>\$43,416</b>	<b>\$35,220</b>	<b>\$34,427</b>	<b>\$51,218</b>	<b>\$45,987</b>	<b>\$47,699</b>	<b>\$54,208</b>	<b>\$47,898</b>	<b>\$47,371</b>	<b>\$92,364</b>	<b>\$574,444</b>
<b>Net Income/(Deficit)</b>	<b>\$114,222</b>	<b>\$99,471</b>	<b>\$115,148</b>	<b>\$128,068</b>	<b>\$140,705</b>	<b>\$119,619</b>	<b>\$128,016</b>	<b>\$133,328</b>	<b>\$113,564</b>	<b>\$122,825</b>	<b>\$116,090</b>	<b>\$69,482</b>	<b>\$1,400,538</b>

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REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.190	2.718	0.680	1.348	1.326	2.298	2.298	2.298	2.298	2.298	2.298	2.524	23.574
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$1.190	\$2.718	\$0.680	\$1.348	\$1.326	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.524	\$23.574
Expenses													
Labor:													
Payroll	\$0.482	\$1.201	\$0.265	\$0.554	\$0.548	\$0.779	\$0.779	\$0.779	\$0.779	\$0.779	\$0.779	\$0.779	\$8.506
Overtime	0.015	0.083	(0.042)	0.015	0.017	\$0.241	\$0.241	0.241	0.241	0.241	0.241	0.466	1.999
Health and Welfare	0.104	0.293	0.063	0.130	0.129	\$0.159	\$0.159	0.159	0.159	0.159	0.159	0.159	1.831
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.141	0.319	0.073	0.151	0.150	\$0.235	\$0.235	0.235	0.235	0.235	0.235	0.235	2.480
Other Fringe Benefits	0.067	0.165	0.037	0.076	0.076	\$0.110	\$0.110	0.110	0.110	0.110	0.110	0.110	1.189
Reimbursable Overhead	0.380	0.658	0.286	0.421	0.406	\$0.774	\$0.774	0.774	0.774	0.774	0.774	0.774	7.568
Total Labor Expenses	\$1.190	\$2.718	\$0.680	\$1.348	\$1.326	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.524	\$23.574
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Traction Power													0.000
Non-Traction Power													0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Revenue Vehicle Fuel													0.000
Non-Revenue Fuel													0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adjs.	\$1.190	\$2.718	\$0.680	\$1.348	\$1.326	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.524	\$23.574
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adjs.	\$1.190	\$2.718	\$0.680	\$1.348	\$1.326	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.524	\$23.574
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1.190	\$2.718	\$0.680	\$1.348	\$1.326	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.298	\$2.524	\$23.574
Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> <b>NON-REIMBURSABLE/ REIMBURSABLE</b>            (Page 1 of 2)         </div>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Vehicle Toll Revenue	\$146,222	\$138,945	\$155,947	\$161,785	\$172,853	\$169,323	\$172,486	\$179,509	\$166,257	\$169,205	\$161,947	\$160,329	\$1,954,806
Other Operating Revenue	2,188	0,647	2,547	1,394	2,169	1,427	1,427	1,427	1,427	1,427	1,427	1,427	18,936
Capital and Other Reimbursements	1,190	2,718	0,680	1,348	1,326	2,298	2,298	2,298	2,298	2,298	2,298	2,524	23,574
Investment Income	0,145	0,183	0,069	0,110	0,111	0,087	0,090	0,090	0,087	0,090	0,087	0,090	1,240
<b>Total Revenue</b>	<b>\$149,745</b>	<b>\$142,493</b>	<b>\$159,244</b>	<b>\$164,636</b>	<b>\$176,459</b>	<b>\$173,135</b>	<b>\$176,301</b>	<b>\$183,325</b>	<b>\$170,069</b>	<b>\$173,021</b>	<b>\$165,759</b>	<b>\$164,370</b>	<b>\$1,998,557</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$10,755	\$9,626	\$10,777	\$10,662	\$9,998	\$10,935	\$13,175	\$12,865	\$12,512	\$12,931	\$12,602	\$15,019	\$141,858
Overtime	2,458	2,062	2,299	2,062	1,588	\$2,450	\$2,475	2,475	2,494	2,461	2,542	3,441	28,807
Health and Welfare	2,371	2,466	2,492	2,408	2,190	\$2,765	\$2,765	2,765	2,765	2,771	2,771	3,609	32,138
OPEB Current Payment	1,804	1,793	1,786	1,824	1,817	\$1,905	\$1,905	1,905	1,905	1,905	1,905	1,905	22,359
Pensions	3,264	3,259	3,259	3,259	3,258	\$3,259	\$3,209	3,209	3,209	3,214	3,209	3,209	38,815
Other Fringe Benefits	2,578	1,403	1,444	1,370	1,348	\$1,573	\$1,630	1,607	1,583	1,611	1,593	2,256	19,996
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	\$0,000	\$0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenses</b>	<b>\$23,230</b>	<b>\$20,609</b>	<b>\$22,058</b>	<b>\$21,584</b>	<b>\$20,200</b>	<b>\$22,887</b>	<b>\$25,159</b>	<b>\$24,826</b>	<b>\$24,468</b>	<b>\$24,893</b>	<b>\$24,622</b>	<b>\$29,439</b>	<b>\$283,973</b>
<b>Non-Labor:</b>													
Electric Power	\$0,149	\$0,345	\$0,448	\$0,671	\$0,166	\$0,629	\$0,629	\$0,629	\$0,629	\$0,629	\$0,629	\$0,636	\$6,187
Fuel	0,164	0,211	0,310	0,115	0,129	0,193	0,141	0,141	0,141	0,270	0,270	0,270	2,358
Insurance	0,802	0,802	0,800	0,800	0,803	1,003	1,003	1,002	1,002	1,006	1,006	1,289	11,317
Claims	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	5,799	8,933	13,437	7,392	8,069	18,570	13,187	15,233	21,955	15,233	15,137	50,428	193,373
Professional Service Contracts	1,591	8,050	2,981	1,919	2,326	5,618	3,445	3,445	3,695	3,445	3,390	7,670	47,575
Materials & Supplies	0,167	0,371	0,712	0,359	0,210	0,424	0,438	0,438	0,424	0,438	0,424	0,379	4,783
Other Business Expenses	3,620	3,700	3,351	3,728	3,851	4,192	4,284	4,284	4,192	4,284	4,192	4,776	48,453
<b>Total Non-Labor Expenses</b>	<b>\$12,293</b>	<b>\$22,413</b>	<b>\$22,038</b>	<b>\$14,985</b>	<b>\$15,554</b>	<b>\$30,629</b>	<b>\$23,126</b>	<b>\$25,171</b>	<b>\$32,038</b>	<b>\$25,303</b>	<b>\$25,047</b>	<b>\$65,449</b>	<b>\$314,046</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$35,522</b>	<b>\$43,022</b>	<b>\$44,096</b>	<b>\$36,568</b>	<b>\$35,753</b>	<b>\$53,516</b>	<b>\$48,285</b>	<b>\$49,997</b>	<b>\$56,506</b>	<b>\$50,196</b>	<b>\$49,669</b>	<b>\$94,888</b>	<b>\$598,019</b>
Add: Depreciation	\$14,912	\$14,912	\$4,210	\$11,546	\$11,661	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$11,645	\$138,759
Add: OPEB Obligation	5,986	5,986	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	5,250	64,472
Add: GASB 68 Pension Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	10,203	10,203
Add: Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Expenses after Depreciation &amp; GASB Adjs.</b>	<b>\$56,420</b>	<b>\$63,920</b>	<b>\$53,556</b>	<b>\$53,365</b>	<b>\$52,665</b>	<b>\$70,412</b>	<b>\$65,181</b>	<b>\$66,892</b>	<b>\$73,401</b>	<b>\$67,092</b>	<b>\$66,564</b>	<b>\$121,986</b>	<b>\$811,453</b>
Less: Depreciation	(\$14,912)	(\$14,912)	(\$4,210)	(\$11,546)	(\$11,661)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$11,645)	(\$138,759)
Less: OPEB Liability Adjustment	(5,986)	(5,986)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(5,250)	(64,472)
Less: GASB 68 Pension Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(10,203)	(10,203)
<b>Total Expenses</b>	<b>\$35,522</b>	<b>\$43,022</b>	<b>\$44,096</b>	<b>\$36,568</b>	<b>\$35,753</b>	<b>\$53,516</b>	<b>\$48,285</b>	<b>\$49,997</b>	<b>\$56,506</b>	<b>\$50,196</b>	<b>\$49,669</b>	<b>\$94,888</b>	<b>\$598,019</b>
<b>Net Income/(Deficit)</b>	<b>\$114,222</b>	<b>\$99,471</b>	<b>\$115,148</b>	<b>\$128,068</b>	<b>\$140,705</b>	<b>\$119,619</b>	<b>\$128,016</b>	<b>\$133,328</b>	<b>\$113,564</b>	<b>\$122,825</b>	<b>\$116,090</b>	<b>\$69,482</b>	<b>\$1,400,538</b>

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Net Income/(Deficit)	\$114.222	\$99.471	\$115.148	\$128.068	\$140.705	\$119.619	\$128.016	\$133.328	\$113.564	\$122.825	\$116.090	\$69.482	\$1,400.538
Deductions from Income:													
Less: Capitalized Assets	\$0.353	\$0.203	\$0.920	\$0.980	\$0.446	\$2.914	\$2.914	\$2.914	\$2.914	\$2.914	\$2.914	\$2.914	\$23.298
Less: Reserves	2.330	2.330	2.330	2.330	2.330	(11.650)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Income/(Deficit)	\$111.540	\$96.938	\$111.897	\$124.757	\$137.929	\$128.356	\$125.102	\$130.414	\$110.650	\$119.911	\$113.177	\$66.569	\$1,377.240
Less: Debt Service	\$54.783	\$55.856	\$56.037	\$56.197	\$55.745	\$55.530	\$55.530	\$55.530	\$55.530	\$55.530	\$51.836	\$56.429	\$664.533
Less: Contribution to Capital Program	0.000	0.000	0.000	0.000	0.000	19.370	20.059	20.059	20.059	20.059	20.059	0.000	119.664
Income Available for Distribution	\$56.756	\$41.082	\$55.861	\$68.561	\$82.185	\$53.455	\$49.514	\$54.825	\$35.061	\$44.322	\$41.282	\$10.139	\$593.043
Distributable To:													
MTA - Investment Income	\$0.145	\$0.183	\$0.069	\$0.110	\$0.111	\$0.087	\$0.090	\$0.090	\$0.087	\$0.090	\$0.087	\$0.090	\$1.240
MTA - Distributable Income	33.265	25.398	32.873	39.177	45.974	31.573	29.601	32.256	22.376	27.005	25.562	10.049	355.109
NYCT - Distributable Income	23.347	15.501	22.918	29.274	36.100	21.795	19.823	22.479	12.598	17.227	15.633	(0.000)	236.695
Total Distributable Income:	\$56.757	\$41.082	\$55.861	\$68.561	\$82.185	\$53.455	\$49.514	\$54.825	\$35.061	\$44.322	\$41.282	\$10.139	\$593.044
Cash Transfers:													
MTA - Investment Income	\$0.000	\$1.477	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.477
MTA - Transfers	0.000	92.614	22.858	29.586	35.259	41.377	28.416	26.641	29.031	20.138	24.304	32.050	382.274
NYCT - Transfers	0.000	61.922	13.951	20.626	26.346	32.490	19.616	17.841	20.231	11.338	15.505	14.069	253.935
Total Cash Transfers:	\$0.000	\$156.013	\$36.809	\$50.212	\$61.606	\$73.866	\$48.031	\$44.481	\$49.262	\$31.477	\$39.809	\$46.119	\$637.686
SUPPORT TO MASS TRANSIT:													
Total Revenues	\$149.745	\$142.493	\$159.244	\$164.636	\$176.459	\$173.135	\$176.301	\$183.325	\$170.069	\$173.021	\$165.759	\$164.370	\$1,998.557
Less: Net Operating Expenses	35.522	43.022	44.096	36.568	35.753	53.516	48.285	49.997	56.506	50.196	49.669	94.888	598.019
Net Operating Income:	\$114.222	\$99.471	\$115.148	\$128.068	\$140.705	\$119.619	\$128.016	\$133.328	\$113.564	\$122.825	\$116.090	\$69.482	\$1,400.538
Deductions from Operating Income:													
B&T Debt Service	\$21.729	\$22.854	\$22.887	\$23.184	\$22.810	\$23.552	\$23.552	\$23.552	\$23.552	\$23.552	\$19.371	\$23.573	\$274.167
Contribution to the Capital Program	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$19.370	\$20.059	\$20.059	\$20.059	\$20.059	\$20.059	\$0.000	\$119.664
Capitalized Assets	0.353	0.203	0.920	0.980	0.446	2.914	2.914	2.914	2.914	2.914	2.914	2.914	23.298
Reserves	2.330	2.330	2.330	2.330	2.330	(11.650)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$24.412	\$25.387	\$26.137	\$26.495	\$25.586	\$34.185	\$46.524	\$46.524	\$46.524	\$46.524	\$42.343	\$26.487	\$417.129
Total Support to Mass Transit:	\$89.810	\$74.084	\$89.010	\$101.573	\$115.119	\$85.434	\$81.492	\$86.804	\$67.040	\$76.300	\$73.747	\$42.996	\$983.410

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Overtime Decomposition Allocation**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$0.299	\$0.264	\$0.261	\$0.291	\$0.342	\$0.430	\$0.452	\$0.452	\$0.469	\$0.438	\$0.469	\$0.490	\$4.657
<u>Unscheduled Service</u>	\$0.002	\$0.004	\$0.001	\$0.001	\$0.004	\$0.019	\$0.019	\$0.019	\$0.019	\$0.019	\$0.019	\$0.034	\$0.160
<u>Programmatic/Routine Maintenance</u>	\$0.415	\$0.309	\$0.213	\$0.178	\$0.232	\$0.146	\$0.146	\$0.146	\$0.146	\$0.146	\$0.146	\$0.057	\$2.280
<u>Unscheduled Maintenance</u>	\$0.099	\$0.057	\$0.047	\$0.063	\$0.077	\$0.119	\$0.119	\$0.119	\$0.119	\$0.119	\$0.119	\$0.161	\$1.218
<u>Vacancy/Absentee Coverage</u>	\$0.911	\$0.849	\$0.622	\$0.751	\$0.954	\$1.003	\$1.003	\$1.003	\$1.003	\$1.003	\$1.003	\$1.042	\$11.147
<u>Weather Emergencies</u>	\$0.253	\$0.130	\$0.383	\$0.036	\$0.036	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.044	\$0.141	\$1.043
<u>Safety/Security/Law Enforcement</u>	\$0.092	\$0.069	\$0.090	\$0.097	\$0.118	\$0.136	\$0.136	\$0.136	\$0.136	\$0.138	\$0.138	\$0.155	\$1.441
<u>Other</u>	\$0.251	\$0.213	\$0.276	\$0.152	\$0.163	\$0.019	\$0.019	\$0.019	\$0.019	\$0.019	\$0.019	(\$0.121)	\$1.048
<u>*All Other Departments and Accruals</u>	\$0.136	\$0.167	\$0.406	\$0.493	(\$0.426)	\$0.333	\$0.336	\$0.336	\$0.338	\$0.334	\$0.344	\$1.016	\$3.813
<b>Sub-Total</b>	<b>\$2.458</b>	<b>\$2.062</b>	<b>\$2.299</b>	<b>\$2.062</b>	<b>\$1.500</b>	<b>\$2.209</b>	<b>\$2.234</b>	<b>\$2.234</b>	<b>\$2.253</b>	<b>\$2.220</b>	<b>\$2.301</b>	<b>\$2.975</b>	<b>\$26.807</b>
<b>REIMBURSABLE OVERTIME</b>	\$0.015	\$0.083	(\$0.042)	\$0.015	\$0.017	\$0.241	\$0.241	\$0.241	\$0.241	\$0.241	\$0.241	\$0.466	\$1.999
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$2.473</b>	<b>\$2.145</b>	<b>\$2.257</b>	<b>\$2.077</b>	<b>\$1.517</b>	<b>\$2.450</b>	<b>\$2.475</b>	<b>\$2.475</b>	<b>\$2.494</b>	<b>\$2.461</b>	<b>\$2.542</b>	<b>\$3.441</b>	<b>\$28.806</b>

Totals may not add due to rounding

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

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Traffic Volume /(Utilization)**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Traffic Volume</b>	23.732	22.741	25.674	26.521	28.228	27.680	28.085	28.699	27.033	27.656	26.479	26.256	318.785
<b>Toll Revenue</b>	\$146.222	\$138.945	\$155.947	\$161.785	\$172.853	\$169.323	\$172.486	\$179.509	\$166.257	\$169.205	\$161.947	\$160.329	\$1,954.806

**MTA BRIDGES & TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	5	5	6	5	5	6	6	6	6	6	6	6
Law <sup>(1)</sup>	15	15	15	15	14	17	17	17	17	17	17	17
CFO <sup>(2)</sup>	25	25	24	23	23	27	27	27	27	28	28	28
Administration <sup>(3)</sup>	39	38	37	36	35	43	43	43	43	43	43	43
EEO	0	0	0	0	0	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>84</b>	<b>83</b>	<b>82</b>	<b>79</b>	<b>77</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>96</b>	<b>96</b>	<b>96</b>
<b>Operations</b>												
Revenue Management	35	33	33	32	31	41	41	41	41	41	41	41
Operations (Non-Security)	436	432	424	418	414	57	57	57	57	57	57	57
<b>Total Operations</b>	<b>471</b>	<b>465</b>	<b>457</b>	<b>450</b>	<b>445</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>
<b>Maintenance</b>												
Maintenance	201	201	200	200	201	227	227	227	227	227	227	227
Operations - Maintainers	176	176	176	174	172	160	160	160	160	160	160	160
<b>Total Maintenance</b>	<b>377</b>	<b>377</b>	<b>376</b>	<b>374</b>	<b>373</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>
<b>Engineering/Capital</b>												
Engineering & Construction	155	152	156	154	153	192	192	192	192	192	192	192
Safety & Health	8	8	8	8	9	10	10	10	10	10	10	10
Law <sup>(1)</sup>	19	19	18	17	17	22	22	22	22	22	22	22
CFO-Planning & Budget Capital	23	23	21	21	21	29	29	29	29	29	29	29
<b>Total Engineering/Capital</b>	<b>205</b>	<b>202</b>	<b>203</b>	<b>200</b>	<b>200</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	622	621	620	619	617	616	615
Internal Security - Operations	36	36	38	37	37	48	48	48	48	48	48	48
<b>Total Public Safety</b>	<b>268</b>	<b>268</b>	<b>270</b>	<b>269</b>	<b>269</b>	<b>670</b>	<b>669</b>	<b>668</b>	<b>667</b>	<b>665</b>	<b>664</b>	<b>663</b>
<b>Total Positions</b>	<b>1,405</b>	<b>1,395</b>	<b>1,388</b>	<b>1,372</b>	<b>1,364</b>	<b>1,503</b>	<b>1,502</b>	<b>1,501</b>	<b>1,500</b>	<b>1,499</b>	<b>1,498</b>	<b>1,497</b>
<i>Non-Reimbursable</i>	1,318	1,308	1,301	1,285	1,277	1,416	1,415	1,414	1,413	1,412	1,411	1,410
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,405	1,395	1,388	1,372	1,364	1,503	1,502	1,501	1,500	1,499	1,498	1,497
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan - 2018 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	26	25	25	24	24	35	35	35	35	36	36	36
Professional, Technical, Clerical	58	58	57	55	53	60	60	60	60	60	60	60
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>84</b>	<b>83</b>	<b>82</b>	<b>79</b>	<b>77</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>95</b>	<b>96</b>	<b>96</b>	<b>96</b>
<b>Operations</b>												
Managers/Supervisors	179	178	175	174	174	59	59	59	59	59	59	59
Professional, Technical, Clerical	31	31	31	30	29	39	39	39	39	39	39	39
Operational Hourlies <sup>(1)</sup>	261	256	251	246	242	-	-	-	-	-	-	-
<b>Total Operations</b>	<b>471</b>	<b>465</b>	<b>457</b>	<b>450</b>	<b>445</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>	<b>98</b>
<b>Maintenance</b>												
Managers/Supervisors	21	21	21	21	21	24	24	24	24	24	24	24
Professional, Technical, Clerical	12	13	12	12	13	20	20	20	20	20	20	20
Operational Hourlies <sup>(2)</sup>	344	343	343	341	339	343	343	343	343	343	343	343
<b>Total Maintenance</b>	<b>377</b>	<b>377</b>	<b>376</b>	<b>374</b>	<b>373</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>	<b>387</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	47	46	45	44	44	60	60	60	60	60	60	60
Professional, Technical, Clerical	158	156	158	156	156	193	193	193	193	193	193	193
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>205</b>	<b>202</b>	<b>203</b>	<b>200</b>	<b>200</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>	<b>253</b>
<b>Public Safety</b>												
Managers/Supervisors	41	41	45	44	44	190	190	190	190	190	190	190
Professional, Technical, Clerical	31	31	29	29	29	35	35	35	35	35	35	35
Operational Hourlies <sup>(3)</sup>	196	196	196	196	196	445	444	443	442	440	439	438
<b>Total Public Safety</b>	<b>268</b>	<b>268</b>	<b>270</b>	<b>269</b>	<b>269</b>	<b>670</b>	<b>669</b>	<b>668</b>	<b>667</b>	<b>665</b>	<b>664</b>	<b>663</b>
<b>Total Positions</b>												
Managers/Supervisors	314	311	311	307	307	368	368	368	368	369	369	369
Professional, Technical, Clerical	290	289	287	282	280	347	347	347	347	347	347	347
Operational Hourlies	801	795	790	783	777	788	787	786	785	783	782	781
<b>Total Positions</b>	<b>1,405</b>	<b>1,395</b>	<b>1,388</b>	<b>1,372</b>	<b>1,364</b>	<b>1,503</b>	<b>1,502</b>	<b>1,501</b>	<b>1,500</b>	<b>1,499</b>	<b>1,498</b>	<b>1,497</b>

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

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

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



# **Bridges and Tunnels**

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

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

Introduction

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

Commitments

In July, B&T made 18 commitments with a total value of \$11.5 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*).

Year-to-date, B&T has made a total of 84 commitments with a value of \$159.5 million against a plan of 55 commitments with a total value of \$159.3 million. Of these, 83 commitments with a total value of \$128.6 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

Year-to-date, B&T has completed a total of five projects with a total value \$759.4 million, accomplishing 93% of the year-to-date goal of \$816.6 million (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

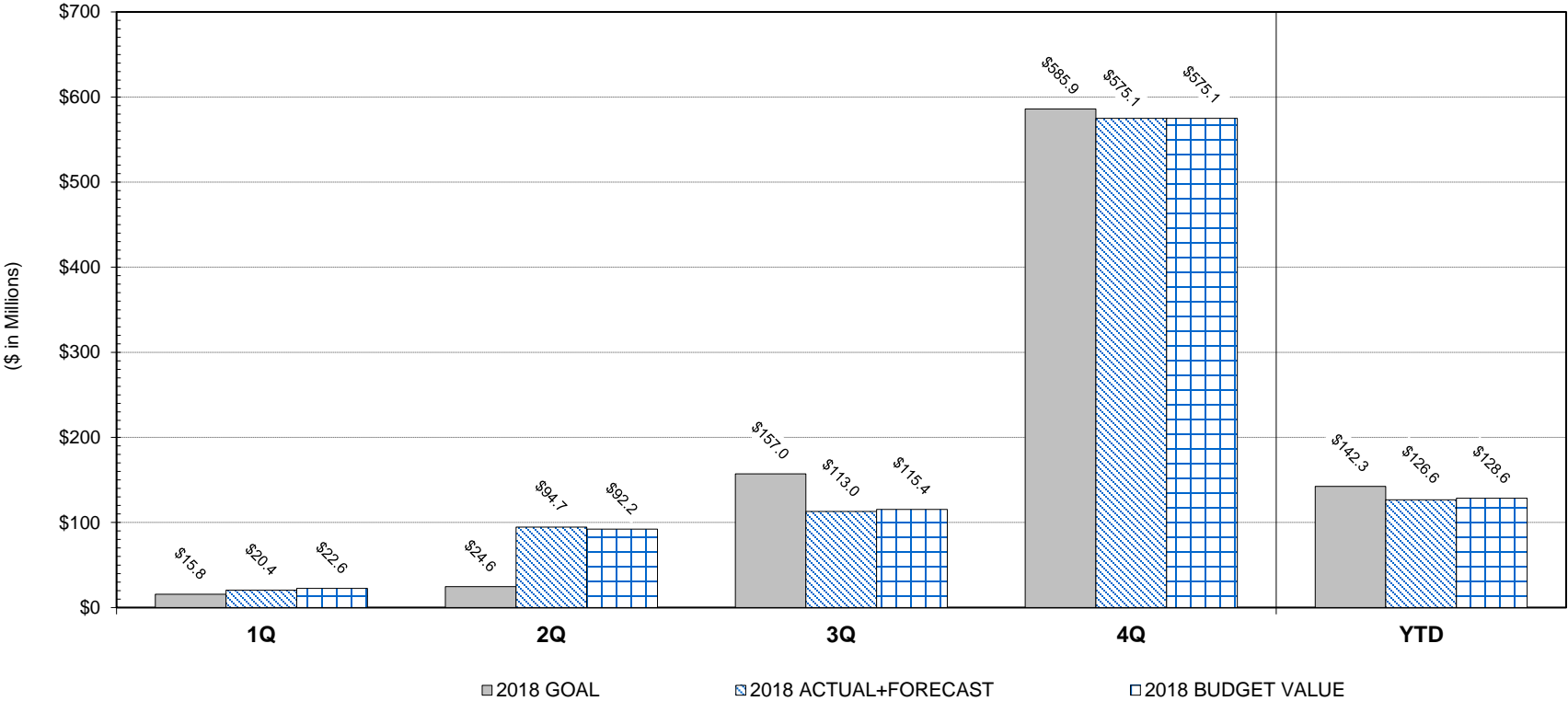
Of these completions, \$749.4 million have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

There were no task level closeouts in July. Year-to-date 30 tasks have been closed for a total of \$52.2 million.

MTA Bridges and Tunnels  
Commitments as of July 31, 2018

2018 Budget Goal:	\$783.4
2018 Annual Forecast	\$803.2
YTD Goal:	\$142.3
YTD Actual:	\$126.6 (88.9% of YTD Goal)
YTD Budgeted Value:	\$128.6 (90.3% of YTD Goal)
Left to Commit:	\$676.6

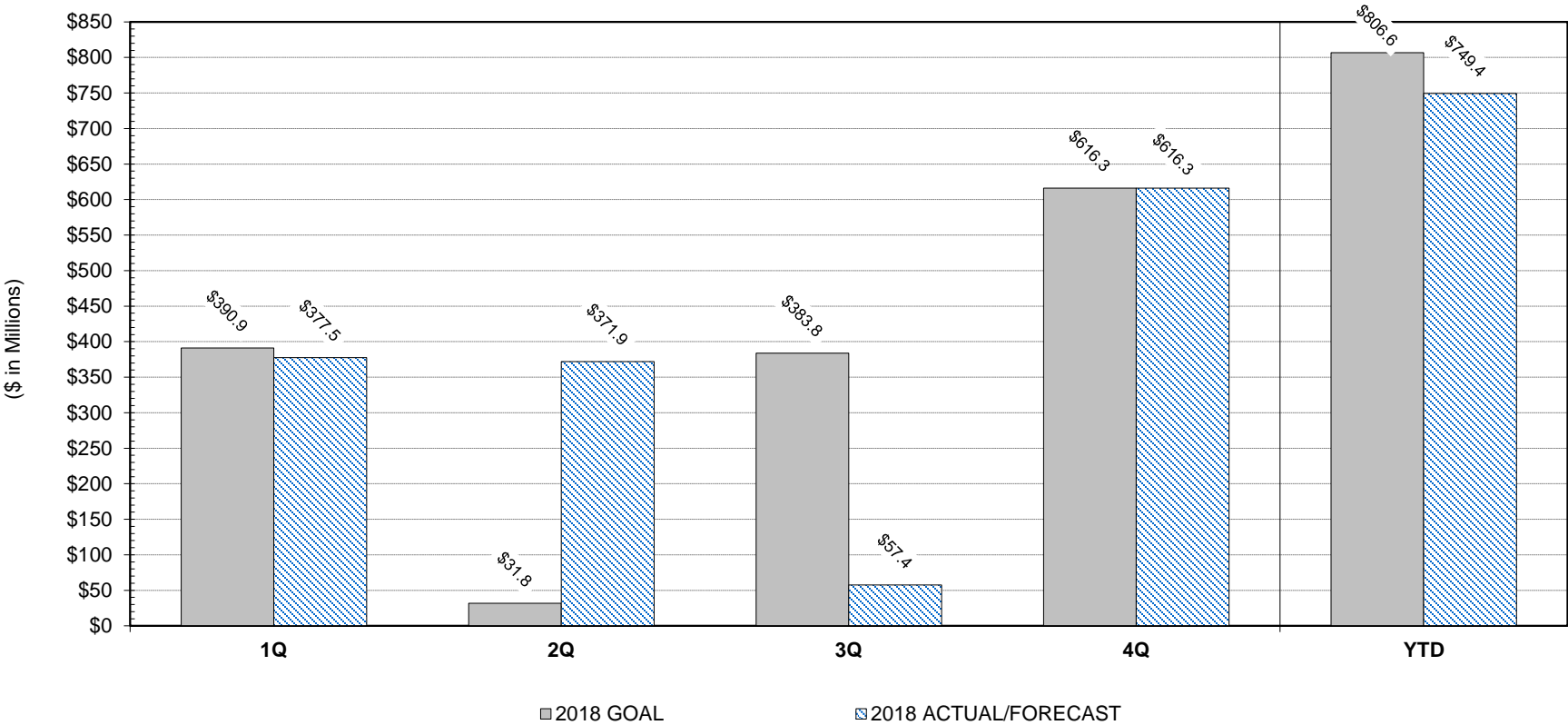


## MTA Bridges and Tunnels: Status of Major Commitments as of July 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	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	Jun-18	Dec-18	F
	D707TN49	Structural Painting (Construction )							

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

2018 Budget Goal:	\$1,422.8	
2018 Annual Forecast:	\$1,423.1	
YTD Goal:	\$806.6	
YTD Actual:	\$749.4	(92.9% of YTD Goal)
Left to Complete:	\$673.7	



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

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	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%	66%	Jun-18	Apr-18	A	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	96%	81%	Jul-18	Sep-18	F	1
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	99%	23%	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	95%	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	91%	89%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	91%	78%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	77%	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).

Note 1: Additional time required for motor modification

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

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2017 Goal	Actual / Forecast*	Budgeted Value	2017 Goal	Advertisement Date	Actual / Forecast	
RK07	D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$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 July 31, 2018

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

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

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

Introduction

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

Commitments

In August, B&T made 15 commitments with a total value of \$40.9 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*). The most notable commitment this month was:

RK65B (D702RK65): Reconstruct Manhattan Toll Plaza Structure and Ramps-Construction RK75 Phase 3 for \$21.3M

Year-to-date, B&T has made a total of 99 commitments with a value of \$198.9 million against a plan of 55 commitments with a total value of \$159.3 million. Of these, 98 commitments with a total value of \$168.0 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

Year-to-date, B&T has completed a total of six projects with a total value \$811.2 million, accomplishing 99% of the year-to-date goal of \$816.6 million (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

TN60: Installation of Anchorage Dehumidification System and Structural Painting was completed in August for \$51.8M

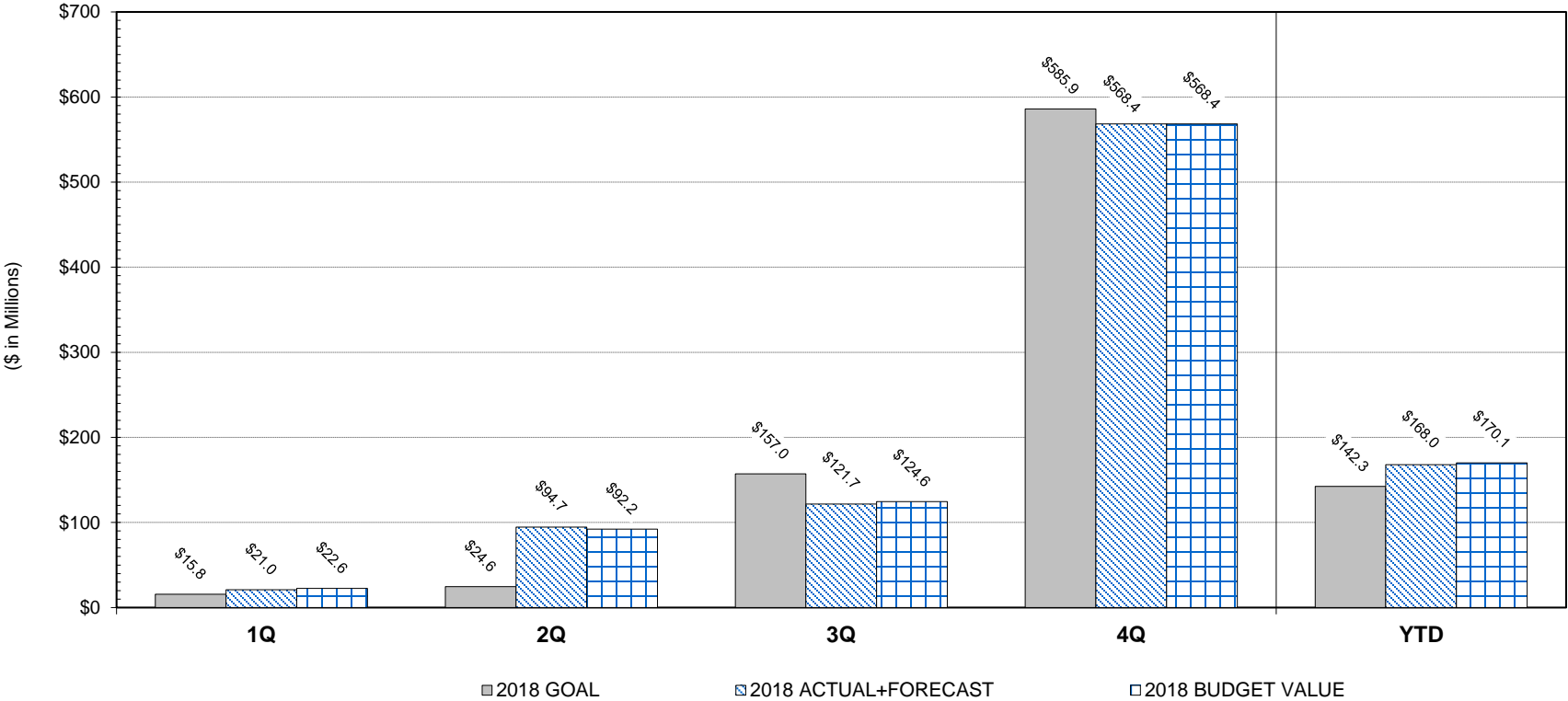
Of these completions, \$801.2 million have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

There were no task level closeouts in August. Year-to-date 30 tasks have been closed for a total of \$52.2 million.

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

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$805.8	
YTD Goal:	\$142.3	
YTD Actual:	\$168.0	(118.1% of YTD Goal)
YTD Budgeted Value:	\$170.1	(119.5% of YTD Goal)
Left to Commit:	\$637.8	

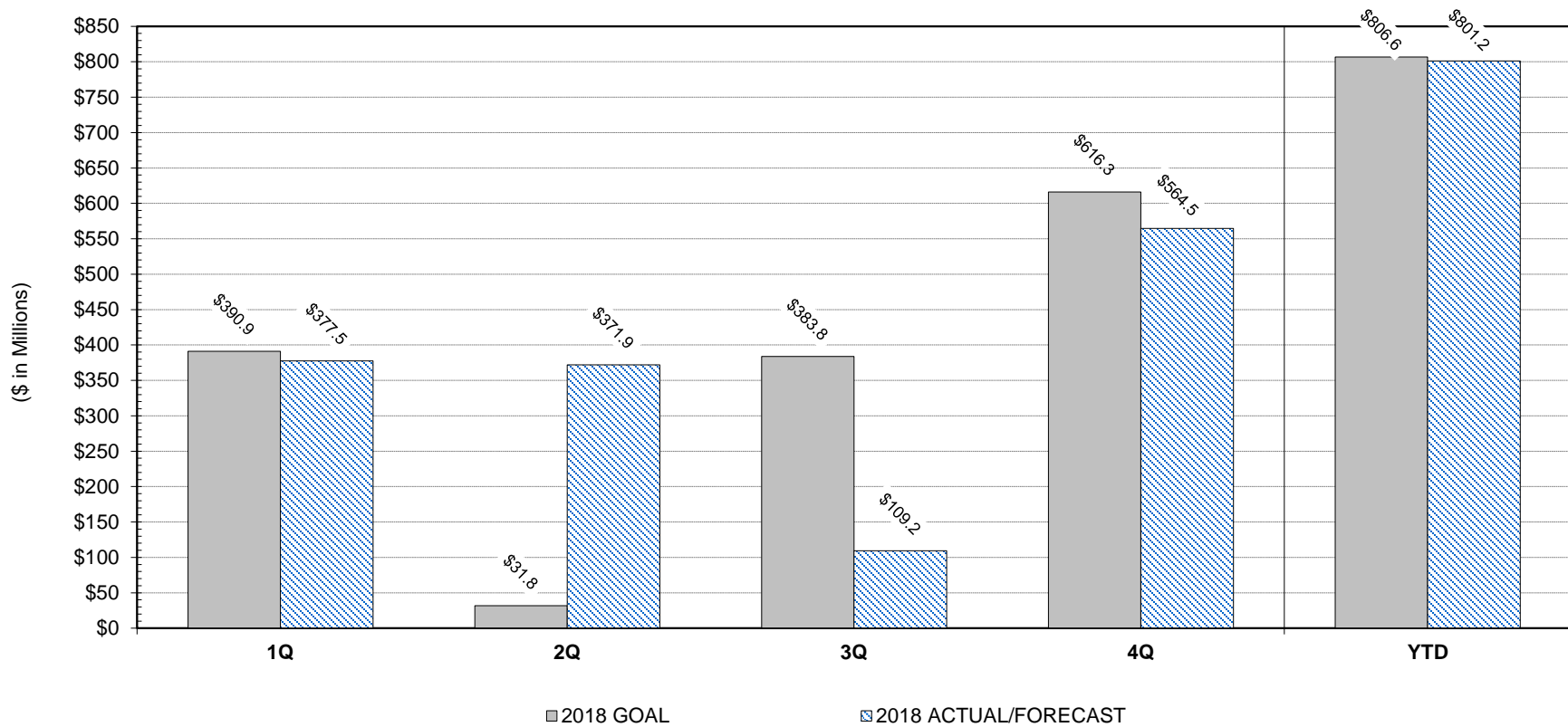


### MTA Bridges and Tunnels: Status of Major Commitments as of August 31, 2018

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

## MTA Bridges and Tunnels Completions as of August 31, 2018

2018 Budget Goal: \$1,422.8  
2018 Annual Forecast: \$1,423.1  
YTD Goal: \$806.6  
YTD Actual: \$801.2 (99.3% of YTD Goal)  
Left to Complete: \$621.9



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

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	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%	66%	Jun-18	Apr-18	A	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	96%	81%	Jul-18	Sep-18	F	1
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	99%	26%	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	97%	3%	Oct-18	Aug-18	A	
BW14/BW84	Miscellaneous Structural Rehabilitation and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	95%	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	85%	83%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitation and Zone Painting								
RK75	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	92%	93%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	92%	82%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	80%	35%	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).

Note 1: Additional time required for motor modification

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

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2017 Goal	Actual / Forecast*	Budgeted Value	2017 Goal	Advertisement Date	Actual / Forecast	
RK07	D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$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 August 31, 2018

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

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## Procurements July 2018

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# Staff Summary

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

<b>Date</b>	09/17/2018
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	09/17/2018			
2	MTA B&T Committee	09/24/2018			
3	MTA Board	09/26/2018			

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

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 Two-Thirds Vote:

Schedule C: Competitive Requests for Proposals  
(Award of Purchase and Public Works Contracts)

### # of Actions

1

### \$ Amount

\$5.405M

### Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase & Public Works Contracts

### # of Actions

1

### \$ Amount

\$2.500M

**SUBTOTAL**

2

**\$7.905M**

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

**TOTAL**

**\$7.905M**

## 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**  
**SEPTEMBER 2018**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

**C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)**  
(Staff Summaries required for items requiring Board approval)

- |   |                       |                                      |
|---|-----------------------|--------------------------------------|
| <b>1. TC Electric, LLC</b><br><b>Contract No. HC-64</b> | <b>\$5,405,000.00</b> | <b><u>Staff Summary Attached</u></b> |
| <br>1yr. 6 months Contract- Competitive RFP             |                       |                                      |

B&T is seeking Board approval under the All-Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Project HC-64, Design-Build Services for Hugh L. Carey Tunnel Service Building Electrical Rehabilitation.

**Procurements Requiring Majority Vote:**

**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)

- |   |                       |                                      |
|---|-----------------------|--------------------------------------|
| <b>1. Restani Construction Corp.</b><br><b>Contract No. GFM-512</b> | <b>\$2,500,000.00</b> | <b><u>Staff Summary Attached</u></b> |
| <br>4yr. Contract- Competitive Bid                                  |                       |                                      |

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify Contract GFM-512 for work associated with Authority wide roadway repairs.

# Staff Summary

Page 1 of 2

Item Number: 1 (Final)					
Dept & Dept Head Name: Engineering & Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction, Romolo DeSantis <i>R DeSantis</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	09/10/18			
2	MTA B&T Committee	09/24/18			
3	MTA Board	09/26/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Vice President, Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name TC Electric, LLC	Contract Number HC-64
Description: Design-Build Services for Hugh L. Carey Tunnel Service Building Electrical Rehabilitation	
Total Amount TC Electric Award - \$5,405,000 Stipends - \$30,000	
Contract Term (including Options, if any) One (1) year, six (6) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Project HC-64, Design-Build Services for Hugh L. Carey Tunnel Service Building Electrical Rehabilitation to TC Electric, LLC (TC) for a period of one (1) year, six (6) months at a price of \$5,405,000. In accordance with the MTA Design-Build Best Practice Guidance, in order to enhance competition and defray proposal costs, this solicitation included stipends to be paid to each unsuccessful proposer in the amount of \$15,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling \$30,000.

### II. DISCUSSION

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build services for Hugh L. Carey Tunnel (HLCT) Service Building Electrical Rehabilitation. The Project requires the relocation of existing essential electrical distribution equipment and feeders from the electrical room in the basement to a new electrical distribution room (EDR) located on the first floor. The equipment relocation safeguards the equipment from potential flood conditions. Also, obsolete equipment and circuits that are beyond their useful life are to be replaced. The Work requires the design and construction services for the following: replace/relocate/re-route all essential electrical distribution equipment and primary and secondary feeders; relocate 1200A Hamilton Avenue service from the cellar level to the new EDR and replace the service equipment and coordinate efforts with Con Edison; relocate and replace the two existing 300 KVA transformers; replace the main electrical power feeders from the Brooklyn Ventilation Building to the

## Staff Summary

Service Building and associated power panels; transfer all the electrical loads from the existing obsolete main switchboard to the new switchboard MDP1-/MDP-2 in the new EDR.

The service requirements were publicly advertised, eight (8) firms submitted qualification information and based on a review of their qualifications four (4) firms were deemed qualified to receive the RFP. Three (3) firms submitted proposals. The design-build proposers are: TC Electric, LLC (\$5,405,000); E-J Electric Installation Co. (\$5,490,000) and Mass Electric Construction Co. (\$6,264,000). The proposals were evaluated against established criteria set forth in the RFP, including proposed price, construction approach, design-build technical approach and design-build team personnel and organizational structure. Evaluations were based on the selection criteria and oral presentations. The committee recommended TC as the highest rated firm. The committee's basis for the selection included: (i) TC provided technical solutions, which could potentially reduce the duration by two (2) months; (ii) TC submitted the most competitive price; (iii) TC provided the most insight into the potential scenarios for combining existing electrical loads and centralizing critical loads as compared to the other proposers and (iv) TC proposed technical solutions that ensure electrical system reliability and minimize power interruptions during construction. TC's proposal is the best overall value and is deemed most advantageous to B&T as compared to the other proposers.

TC's proposal is in the amount of \$5,405,000. The Engineer's estimate is \$5,123,037. In the course of negotiations it was deemed necessary to include an allowance for system integration and programming services that were not included in the scope. The Authority accepted TC's price in the amount of \$5,405,000. TC's negotiated price is 5.5% above the estimate and is fair and reasonable. TC is a responsible Contractor.

### **III. D/M/WBE INFORMATION**

The MTA DDCR has established goals of 15% MBE, 15% WBE and 6% SDVOB for the Contract. TC Electric, LLC has not achieved its MWBE goals, however they have demonstrated good faith efforts towards meeting these goals.

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

Funds are available in the 2015 – 2019 Capital Program under Project HC-64.

### **V. ALTERNATIVES**

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

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

### Item Number: 2 (Final)

<b>Vendor Name (&amp; Location)</b> Restani Construction Corp. – Astoria, NY	<b>Contract Number</b> GFM-512	<b>AWO/Modification #</b>
<b>Contract Title:</b> Authority-Wide Roadway Repairs		
<b>Contract Term (including Options, if any)</b> November 7, 2014 – November 6, 2018		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		
	<b>Original Amount:</b>	\$34,383,000.00
	<b>Prior Modifications:</b>	\$0.00
	<b>Prior Budgetary Increases:</b>	N/A
	<b>Current Amount:</b>	\$34,383,000.00
	<b>This Request:</b>	\$2,500,000.00
	<b>% of This Request to Current Amount:</b>	7.27%
	<b>% of Modifications (including This Request) to Original Amount:</b>	7.27%

#### Discussion:

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this contract with Restani Construction Corp. (Restani) for work associated with Authority wide roadway repairs in an amount of \$2,500,000.00 and to extend the Contract to the end of 2018.

Pursuant to competitive bidding, the subject Contract was awarded to Restani in November 2014 in the amount of \$34,383,000.00 and for a duration of 48 months. The Work being performed under this Contract may briefly be described as milling and paving of roadway wearing surfaces, sealing and resurfacing existing bridge decks and various other roadway repairs as may be ordered by the Engineer. Three zero dollar amendments have been executed to adjust Contract Unit Price Item quantities.

A new Authority wide roadway repairs contract is in the procurement process and is expected to be executed by the end of the year. Additional funding is needed to allow for the continuation of roadway repair services to be performed under the current contract unit prices to maintain the safety and serviceability of the Authority's roadway system through the end of the current year, when the new roadway repair contract is anticipated to be awarded.

Funding for this amendment is available in the Operating Budget (711101).