

Bridges and Tunnels Committee Meeting

October 2018

Committee Members

C. Moerdler, Chair

N. Brown

I. Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 10/22/2018

11:30 AM - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - September 2018

BT Committee Minutes - September 2018 - Page 3

3. Approval of Committee Work Plan

BT Committee Work Plan - Page 9

4. Report on Operations - August 2018

BT Report on Operations - August 2018 - Page 17

5. Safety Report - August 2018

BT Safety Report - August 2018 - Page 30

6. Report on Cashless Tolling - August 2018

BT Report on Cashless Tolling - August 2018 - Page 36

7. Financial Report - August 2018

BT Financial Report - August 2018 - Page 44

8. 2019 Preliminary Budget - Materials Previously Submitted

9. Capital Program Project Status Report - September 2018

BT Capital Program Project Status Report - September 2018 - Page 58

10. Procurements

BT Procurements - Page 66

BT Competitive

BT Competitive - Page 69

Next Meeting: Tuesday, November 13, 2018 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting September 2018

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

September 24, 2018

12:00 p.m.

In attendance were the Honorable:

Mitchell H. Pally, Acting Chairman
Norman Brown
Peter Ward
Neal Zuckerman

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

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

September 24, 2018

Minutes of TBTA Committee held September 24, 2018 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin stated that he is looking forward to working with TBTA staff to identify areas that need to be addressed to move things forward.

Minutes

The Committee members who were present at the Committing Meeting considered and voted to approve the minutes of the Committee Meeting held on July 23, 2018, although a Committee Quorum was not present.

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 commending Bridge and Tunnel Officers Nicole Murray and Alonzo Key, both assigned to the Bronx-Whitestone Bridge (BWB) for their life-saving actions on September 4, 2018. The officers responded to what appeared to be a disabled MTA bus. However, upon boarding the bus, they discovered that an infant was not breathing. Consistent with her training, Officer Murray administered CPR. Immediately thereafter the infant began to cry. After transport to the hospital, the infant was later released. Mr. Fulton also commented that there is nothing more important to TBTA than the safety of its customers and employees.

Report on Operations

With regard to the Report on Operations for June and July 2018, Mr. DeCrescenzo stated that traffic was higher in June 2018 by 5.2% and in July 2018 by 3.7%. Preliminary traffic figures for August 2018 are 3.6% higher than August 2017. Through July 2018, officers issued 3.6% more speeding summonses and 17.5% more unsafe lane change/failure to signal summonses when compared to the same period in 2017. TBTA is continuing its targeted enforcement of cellular telephone and texting violations.

Safety Report

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

- July 2018 was the tenth consecutive month of year-over-year improvements in TBTA's collision rate;
- For the 12 months through July 2018, there were 6.7 collisions per million vehicles, which is 19.6% better than in the previous 12 months. The June 2018 collision rate performance showed year-over-year improvement;
- The 12-month injury collision rate for July 2018 was 1.05 per million vehicles and for June 2018 it was 1.03 per million vehicles. Both rates were higher than in the respective previous 12-month periods. Preliminary figures for August and September indicate year-over-year improvements in the injury collision rate.

Employee and contractor safety metrics are as follows:

- Both employee accident reports and lost time injury rates for the 12 months through June 2018 were lower than the previous 12 months. In July 2018, employee accident reports remained lower but the lost time injury rate was slightly higher than in the previous 12 months, and
- The construction injury rate for June 2018 was 22% lower than the previous 12 months and the trend continued in July 2018 with a rate 25% lower than the previous 12 months.

Acting Chairman Pally commented that with the numbers decreasing the trend is excellent.

Customer Environment Survey – Second Quarter 2018

During the Second Quarter of 2018, Mr. Parisi reported the following:

- TBTA striped 141,000 linear feet of roadway as part of its continued collision mitigation efforts and state of good repair program.
- There were 914 potholes repaired as compared to 960 potholes repaired in the same period in 2017.
- Over 95% of lighting was in service, as compared to 89.6% in the same period in 2017, and 80% of the roadway lighting is now LED up from 29% at the beginning of 2017.
- Post-ORT peak period travel time improved by 32% at the Verrazano-Narrows Bridge (VNB), with improvements across all facilities averaging 8.4%. Despite p.m. peak period challenges at the BWB, Robert F. Kennedy Bridge (RFKB) and the Hugh L. Carey Tunnel (HCT), year-to-date travel time savings is 14.7% overall.

Commissioner Zuckerman thanked President Fulton and his team on their continued diligence on improving safety and the impressive trend of continued decline in the collision rate even though traffic has risen. He asked why there are high single digit reductions in travel time prior to ORT versus post-ORT at the BWB, RFKB and HCT. Mr. Parisi responded that the areas tracked encompass areas surrounding TBTA facilities from a more regional mobility standpoint to see what causes traffic congestion and back-ups off TBTA property that may affect TBTA facilities. Mr. Fulton also responded that we assess areas not only where the toll booths were but where traffic pinch points may manifest themselves, which is more representative of the customer experience. Commissioner Zuckerman asked how the data should be used by the Board. Mr. Fulton responded that it shows the phenomenal transformation of TBTA facilities, the effect that it has on the surrounding highway networks, and that we are working with adjacent property owners on improving travel time reliability and reducing collisions.

Report on Cashless Tolling

Ms. Chua referred the Committee to the Report on Cashless Tolling for June 2018 contained in the Committee materials. With regard to the Report on Cashless Tolling for July 2018, Ms. Chua stated that TBTA's E-ZPass market share is 93.8% or 4.0 percentage points higher than the same period last year. The combined collection rate for all facilities through January 2018 is 100.7%. With regard to customer outreach efforts, Ms. Chua stated that customers signing up for Mobile Alerts, so that they can be notified if their E-ZPass balance is low and of other important account issues, continues to increase. Since March 2018, more than 80,000 customers have enrolled in the Mobile Alerts program, which is a 26% increase. The next phase in TBTA's outreach program is a \$500 sweepstakes as an incentive for customers to sign up for E-ZPass mobile alerts. The sweepstakes will be promoted through statement inserts and emails sent to all TBTA E-ZPass customers.

With regard to the 378,082 violation transactions and the 165,769 notices issued in July 2018, Commissioner Brown asked if that means approximately 113,000 motorists have beat the system. He also asked whether the data on obscured and obstructed license plates is reported and if that trend is being reduced through

enforcement. Ms. Chua stated that violation notices contain multiple transactions and that license plate image review is performed by the back office and TBTA to identify issues regarding, among other things, obscured and obstructed license plates. Mr. DeCrescenzo stated that since December 2016, in anticipation of Cashless Tolling, TBTA officers and the State Police have issued over 15,000 summonses for covered and obstructed license plates. He stated that vehicles using such license plates, including fake plates, are put into the license plate reader system so that the vehicle can be identified and stopped if it uses a TBTA facility again. Mr. Fulton stated that all non-read license plates are categorized as to why they were not read -- some could be due to snow -- and tracked in a database. Commissioner Brown asked for an update on out of state violators. Mr. DeCrescenzo responded that out of state violators are sent letters notifying them that if they do not pay their tolls they cannot use TBTA facilities. If they do use TBTA facilities, they are issued a \$50 summons with an \$88 surcharge. Ms. Terry stated that TBTA has also been targeting them for civil lawsuits and that initial demand letters were sent to a Connecticut company that owes over \$112,000 and to two individuals in New Jersey, one who owes over \$78,000 and the other who owes over \$69,000. She stated that we have taken to heart the Committee's concern with out of state big time violators.

Financial Report

Ms. Chua referred the Committee to the Financial Report for June 2018 contained in the Committee materials. She stated that her report compares the results against the July mid-year forecast that was presented to the Finance Committee during the last Board cycle. Through July 2018, toll revenue was \$1.126 billion, which is 0.8% or \$8.7 million better than forecast. For August 2018, preliminary toll revenue is up \$0.3 million or 0.2% against the mid-year forecast. Traffic through July 2018 was 184 million crossings, up against forecast by 0.7% or 1.3 million crossings. Preliminary August 2018 traffic is up by 2%, which would bring the year to date traffic number up 0.9% against the July plan. Total expenses through July 2018 were \$279.6 million, which is \$17.2 million or 5.8% lower than plan. TBTA's support to mass transit was \$669.3 million, which is \$32.8 million or 5.1% better than plan.

2018 Mid-Year Forecast Monthly Allocation

2019 Preliminary Budget

Ms. Chua referred the Committee to the 2018 Mid-Year Forecast Monthly Allocation that allocates the July Financial Plan revenue and expenses and it also includes the 2019 Preliminary Budget. She also stated that the monthly allocation simply allocates the 2018 Mid-Year Forecast across the rest of this year. The 2019 Preliminary Budget was presented to the Finance Committee this past July and was included in that month's meeting materials.

Capital Program Status Report

With regard to the Capital Program Status Report for July and August 2018, Mr. Keane stated that in July 2018, TBTA awarded 18 commitments totaling \$11.5 million. The most significant commitment made in July was for the design of a structural rehabilitation project at the RFKB for \$3.5 million. In August 2018, TBTA awarded 15 commitments totaling \$40.9 million. The most significant commitment made in August was for the reconstruction of the Manhattan plaza structures and ramps at the RFKB for \$21.3 million. In the aggregate, 99 commitments totaling \$198.9 million or approximately 125% of the year-to-date plan have been awarded. While no projects were completed in July, there was one significant construction completion in August for installation of anchorage dehumidification and structural painting at the Throgs Neck Bridge (TNB) for \$51.8 million. Year to date, TBTA has completed six projects with a total value of \$811.2 million, achieving 99% of the year-to-date goal of \$816.6 million and 57% of the annual completion goal of \$1.43 billion.

Procurements

For September 2018, Mr. Bajor stated that there are two procurements in the amount of \$7.9 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there are two competitive procurements. The first one is an award of a competitively solicited design-build contract for the rehabilitation of the HCT service building electrical system in the negotiated amount of \$5.4 million. The second is a public work modification for Authority-wide roadway repairs in the amount of \$2.5 million.

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

| | | |
|------------------|---|----------------|
| TC Electric, LLC | Contract No. HC-64 TBTA 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. | \$5,405,000.00 |
|------------------|---|----------------|

Modifications to Purchase & Public Works Contracts

| | | |
|----------------------------|---|----------------|
| Restani Construction Corp. | Contract No. GFM-512 TBTA 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. | \$2,500,000.00 |
|----------------------------|---|----------------|

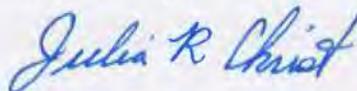
Mr. Bajor stated that there are no ratifications.

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the competitive procurements, by a vote of three (3) in favor and none against, although a Committee Quorum was not present.

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
Report on Cashless Tolling
Capital Program Project Status Report

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

October 2018

2019 Preliminary Budget

Planning & Budget

November 2018

Customer Environment Survey – 3rd Quarter 2018
B&T Committee Charter – Review
Diversity Report – 2nd Quarter 2018

Operations
MTA Board
EEO

December 2018

2019 Proposed Committee Work Plan
2019 Proposed Final Budget
Diversity Report – 3rd Quarter 2018

Committee Chair & Members
Planning & Budget
EEO

January 2019

Approval of 2019 Work Plan

Committee Chair & Members

February 2019

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2019

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

May 2019

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

Operations
EEO

June 2019

No items scheduled.

July 2019

No items scheduled.

August 2019

No meeting scheduled.

September 2019

Customer Environment Survey – 2nd Quarter 2018
2019 Preliminary Budget
Diversity Report – 2nd Quarter 2019

Operations
Planning & Budget
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, 12 month rolling traffic averages, traffic by facility, and factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

Safety Report

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, construction injury rates, and leading indicators for roadway, construction, and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

Report on Cashless Tolling

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

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, and headcount charts. The Financial Report is provided on a two-month lag, except in the month of September, at which time it includes the June and July reports.

Capital Program Project Status Report

Summary of the status of the current capital program, including commitments, completions, and closeouts, in addition to graphic presentations of the commitments and completions for the plan vs. actuals for the year. The Capital Program Project Status Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

Staff summary documents presented to the Board for approval for items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS

OCTOBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

NOVEMBER 2018

Customer Environment Survey – 3rd Quarter 2018

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

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

Diversity Report – 2nd Quarter 2018

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

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 – 3rd Quarter 2018

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

JANUARY 2019

Approval of Work Plan for 2019

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

FEBRUARY 2019

Preliminary Review of 2018 Operating Budget Results

The agency will present a brief review of its 2018 Operating Budget results.

2019 Adopted Budget and February Financial Plan 2019-2022

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

FEBRUARY 2019 (cont'd)

2018 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2018

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

Diversity Report – 4th Quarter 2018

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

MARCH 2019

Annual Procurement Contracts Report

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

APRIL 2019

Final Review of 2018 Year-End Operating Results

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

MAY 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 – 1st Quarter 2019

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

JUNE 2019

No items scheduled.

JULY 2019

No items scheduled.

AUGUST 2019

No meeting scheduled.

SEPTEMBER 2019

Customer Environment Survey – 2nd 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.

2020 Preliminary Budget

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

Diversity Report – 2nd Quarter 2019

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



Bridges and Tunnels

Report on Operations August 2018



MTA Bridges and Tunnels August 2018 Traffic Trends

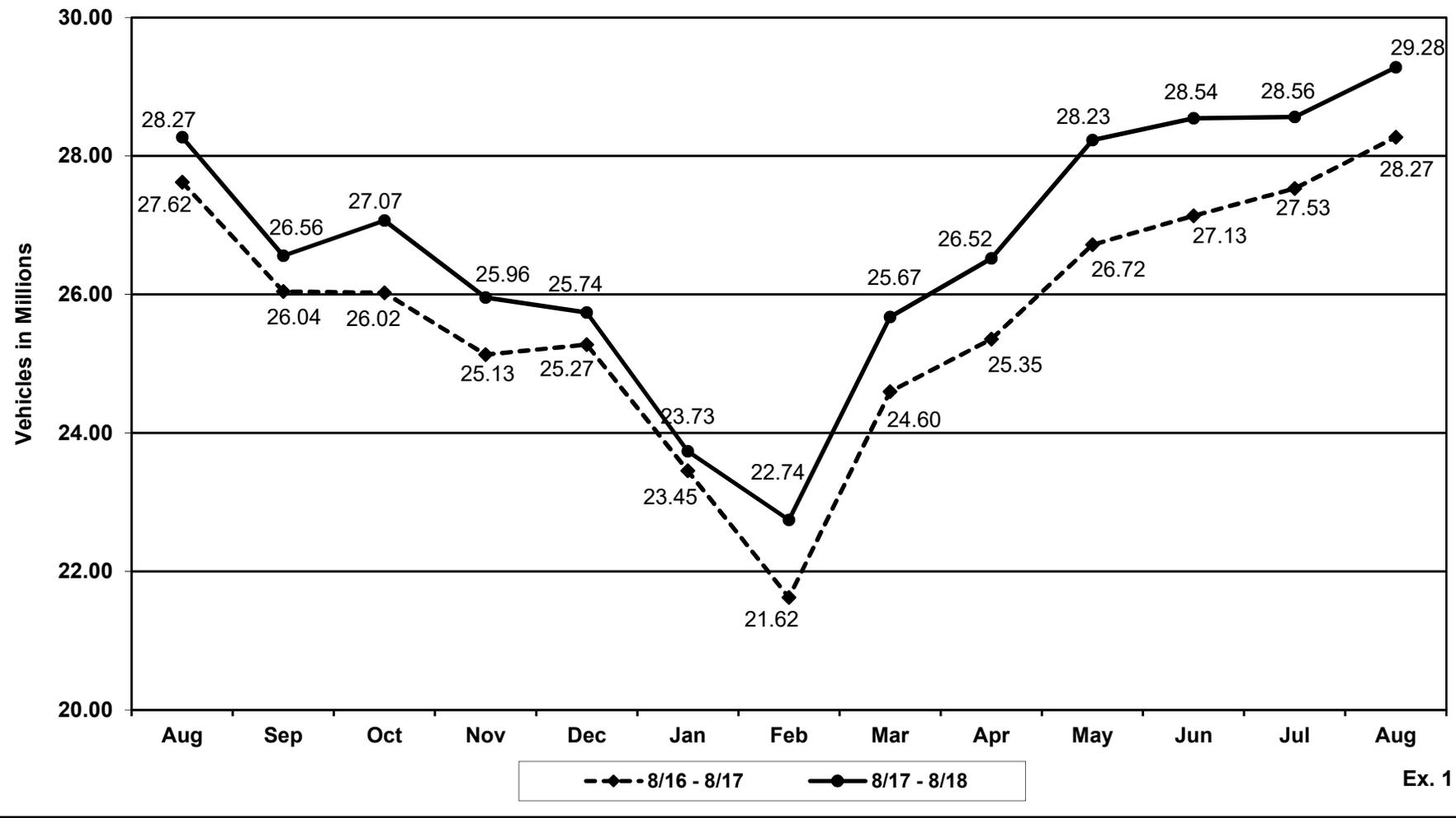
Summary

Traffic was higher on a year-to-year basis, with 29.3 million crossings this month vs. 28.3 million crossings in August 2017, an increase of 3.6% (Exhibit 1).

E-ZPass volume increased by 6.8% on a year-to-year basis for the month while crossings using Tolls by Mail declined 29.6% compared to Tolls by Mail, cash and other payment methods used in August 2017 (Exhibit 7). Passenger car travel increased 3.7% and other vehicle travel increased 2.2% from August 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 August totaled 6.7 inches compared to 3.3 inches last year. Gas prices averaged \$2.99 per gallon this August, which was \$0.48 more than last year at this time.

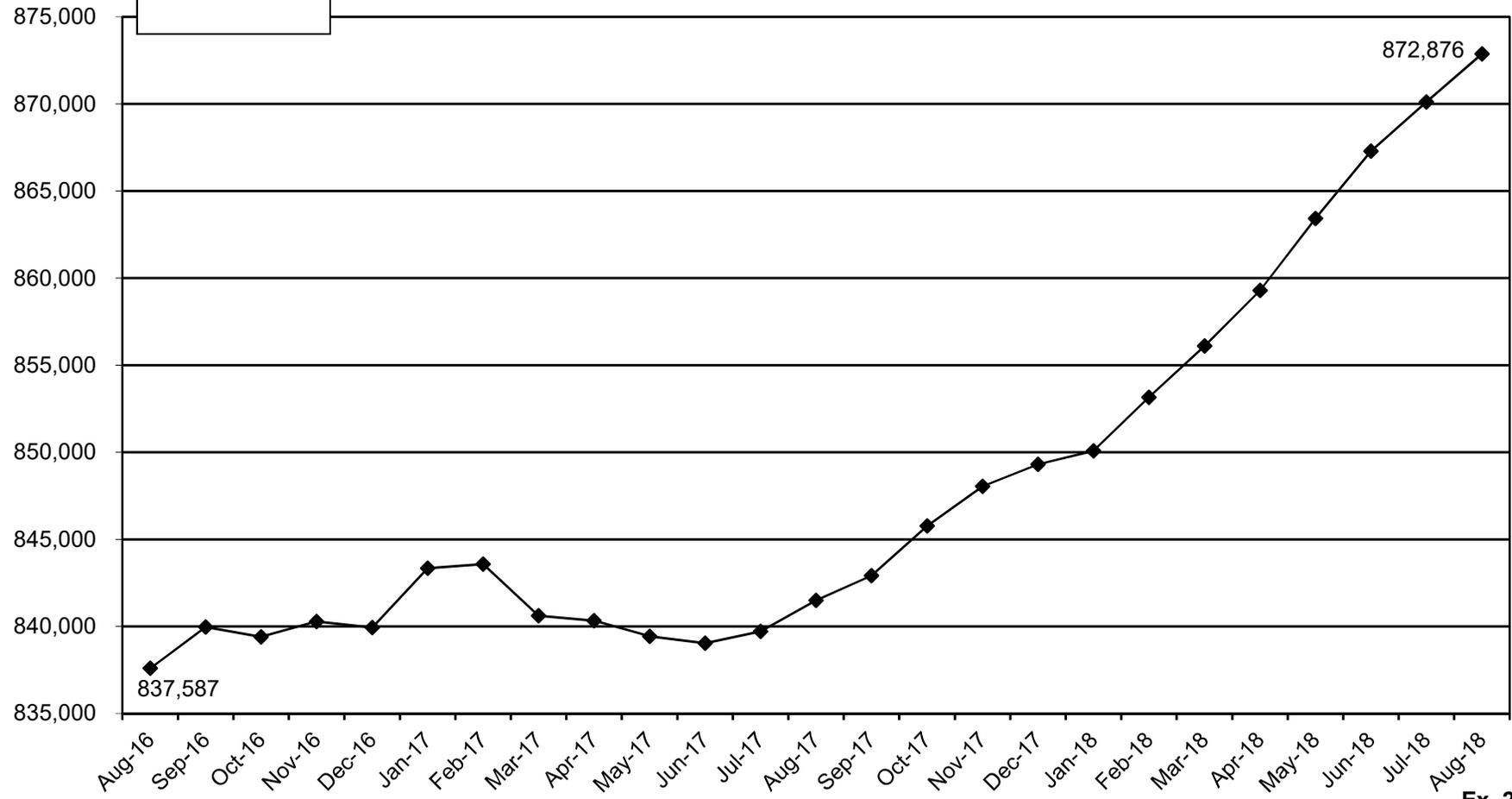
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending August 2018



Ex. 1

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

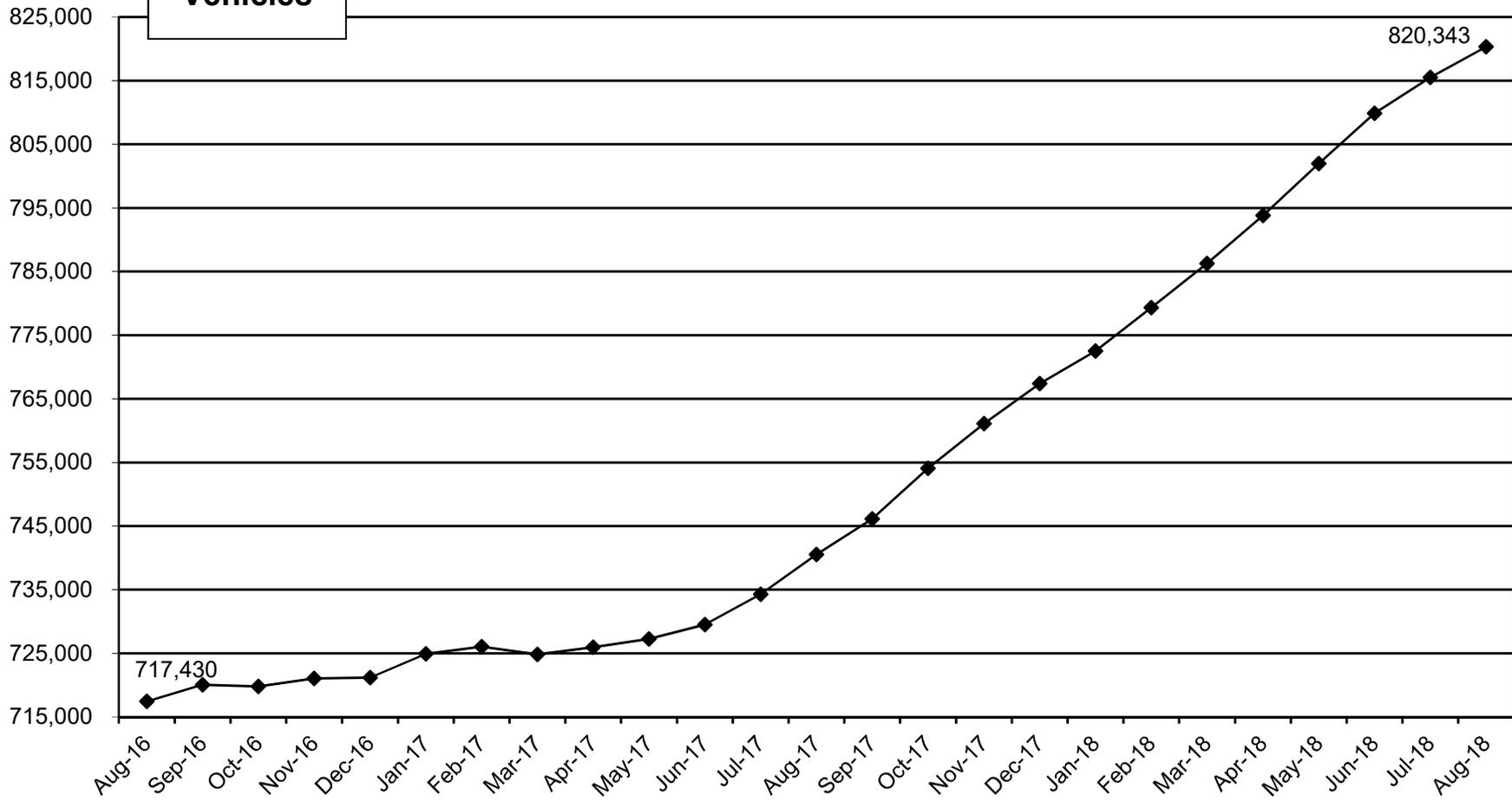
All Vehicles



Ex. 2

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

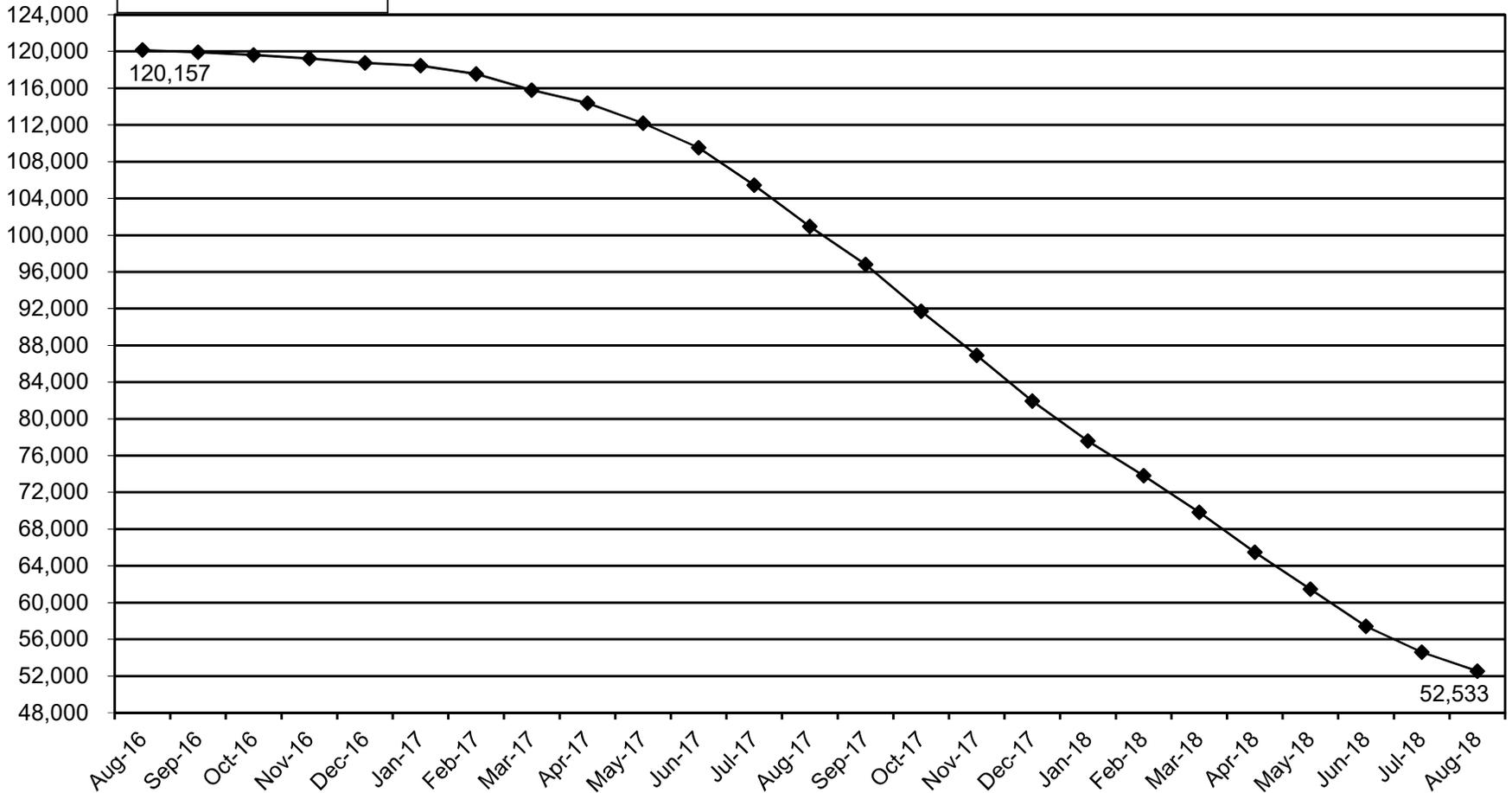
**E-ZPass
Vehicles**



Ex. 3

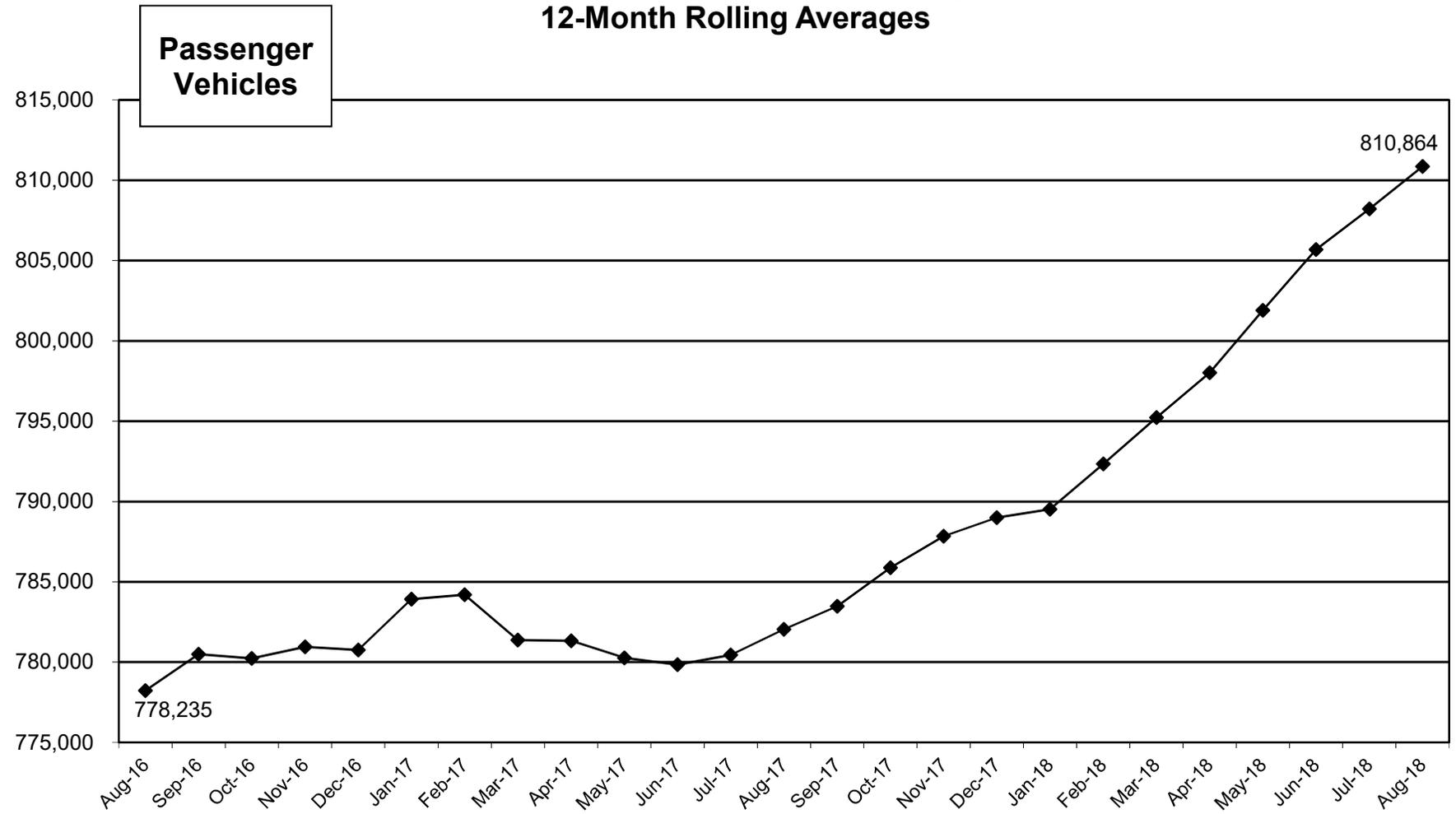
MTA Bridges and Tunnels Average Daily Traffic: August 2016 - August 2018 12-Month Rolling Averages

**Non-E-ZPass
Vehicles***



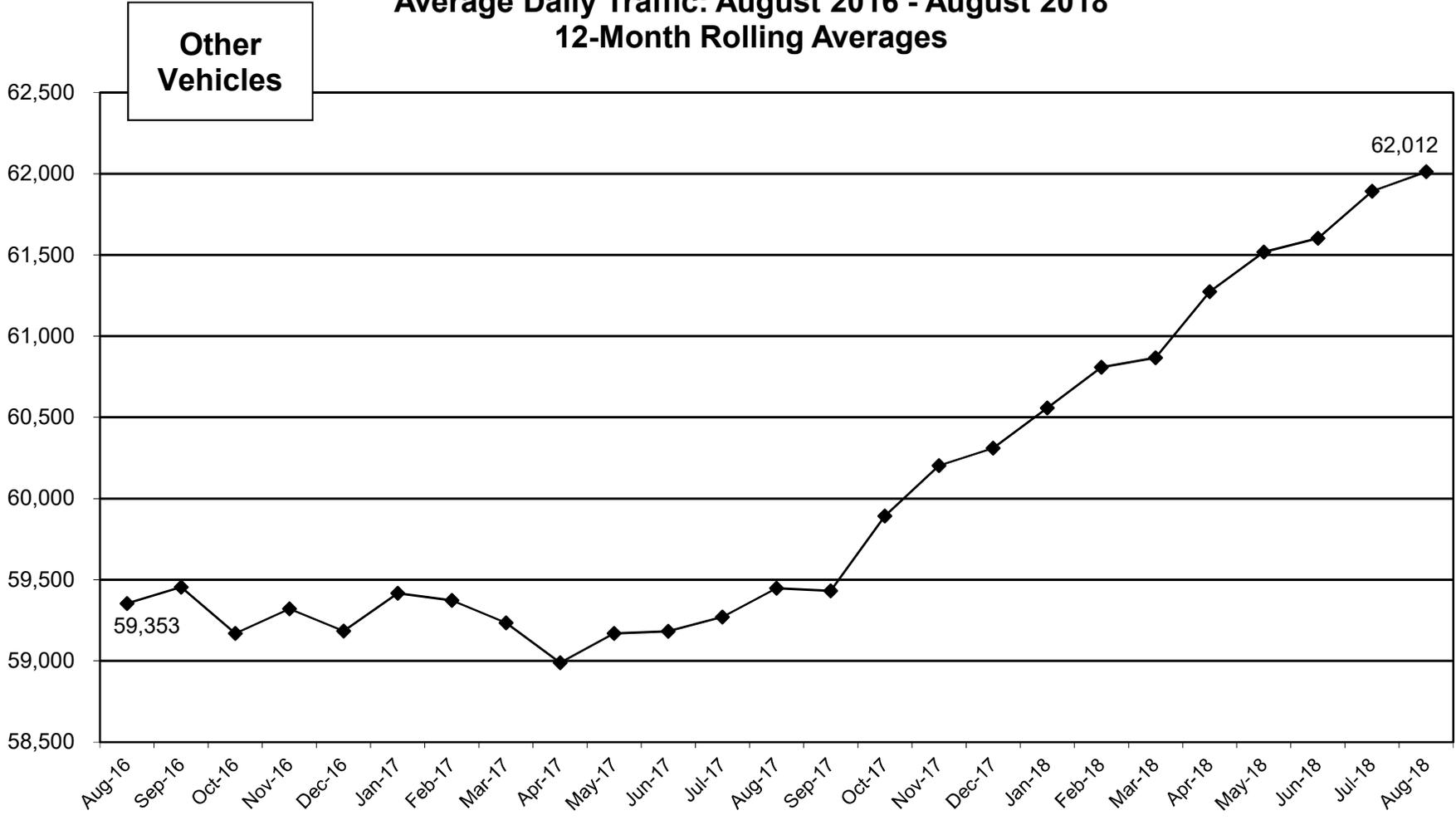
*Includes Tolls by Mail, cash, token, and ticket transactions.

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



Ex. 5

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



Ex. 6

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

| Corridor | Toll Media | Aug(1) | 3 Months(2) (Jun-Aug) | 6 Months(3) (Mar-Aug) | 9 Months(4) (Dec-Aug) | 12 Months(5) (Sep-Aug) |
|---|--------------------------------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities | Total Vehicles | 3.6% | 4.2% | 4.5% | 3.9% | 3.7% |
| | E-ZPass | 6.8% | 9.0% | 10.5% | 10.6% | 10.8% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -29.6% | -39.4% | -45.1% | -47.7% | -48.0% |
| RFK Bridge | Total Vehicles | 0.8% | 3.4% | 7.1% | 6.3% | 6.0% |
| | E-ZPass | 3.2% | 7.3% | 14.0% | 14.6% | 15.2% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -23.9% | -32.6% | -43.6% | -48.3% | -50.2% |
| Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 6.7% | 7.6% | 6.6% | 5.5% | 4.8% |
| | E-ZPass | 7.9% | 9.1% | 8.3% | 7.8% | 7.8% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -14.4% | -19.4% | -23.7% | -30.2% | -36.9% |
| Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 4.8% | 4.1% | 3.1% | -1.3% | 1.8% |
| | E-ZPass | 13.3% | 13.6% | 12.7% | 4.7% | 11.3% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -45.5% | -49.8% | -50.9% | -49.9% | -48.7% |
| Verrazano-Narrows Bridge | Total Vehicles | 4.8% | 5.4% | 4.8% | 4.4% | 4.6% |
| | E-ZPass | 5.5% | 9.4% | 10.8% | 11.2% | 11.9% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -5.8% | -38.3% | -49.3% | -52.1% | -53.4% |
| Henry Hudson Bridge | Total Vehicles | -0.9% | -0.1% | 1.0% | 1.3% | 1.7% |
| | E-ZPass | -0.1% | 1.2% | 2.2% | 2.6% | 3.2% |
| | Tolls By Mail | -12.6% | -19.5% | -18.1% | -19.5% | -19.8% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 1.2% | 0.2% | 1.6% | 1.5% | 2.1% |
| | E-ZPass | 2.9% | 2.8% | 5.2% | 6.2% | 7.5% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -22.5% | -30.7% | -40.3% | -46.9% | -49.2% |

(1) August 2018 vs. August 2017

(2) June 2018 to August 2018 vs. June 2017 to August 2017

(3) March 2018 to August 2018 vs. March 2017 to August 2017

(4) December 2017 to August 2018 vs. December 2016 to August 2017

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

(6) Includes tokens and tickets

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

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

| Corridor | Toll Media | Aug(1) | 3 Months(2) (Jun-Aug) | 6 Months(3) (Mar-Aug) | 9 Months(4) (Dec-Aug) | 12 Months(5) (Sep-Aug) |
|---|----------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities | Total Vehicles | 3.6% | 4.2% | 4.5% | 3.9% | 3.7% |
| | Passenger | 3.7% | 4.2% | 4.6% | 3.9% | 3.7% |
| | Other | 2.2% | 3.1% | 3.9% | 4.1% | 4.3% |
| RFK Bridge | Total Vehicles | 0.8% | 3.4% | 7.1% | 6.3% | 6.0% |
| | Passenger | 0.6% | 3.4% | 7.3% | 6.4% | 5.9% |
| | Other | 2.6% | 3.3% | 5.6% | 6.0% | 6.5% |
| Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 6.7% | 7.6% | 6.6% | 5.5% | 4.8% |
| | Passenger | 7.7% | 8.5% | 7.4% | 6.3% | 5.4% |
| | Other | -5.2% | -3.5% | -3.1% | -3.3% | -2.5% |
| Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 4.8% | 4.1% | 3.1% | -1.3% | 1.8% |
| | Passenger | 4.8% | 4.1% | 3.0% | -1.4% | 1.8% |
| | Other | 4.5% | 4.7% | 3.6% | 0.5% | 2.5% |
| Verrazano-Narrows Bridge | Total Vehicles | 4.8% | 5.4% | 4.8% | 4.4% | 4.6% |
| | Passenger | 4.8% | 5.4% | 4.7% | 4.2% | 4.3% |
| | Other | 4.6% | 5.8% | 6.8% | 7.4% | 8.1% |
| Henry Hudson Bridge | Total Vehicles | -0.9% | -0.1% | 1.0% | 1.3% | 1.7% |
| | Passenger | -0.8% | 0.0% | 0.9% | 1.1% | 1.6% |
| | Other | -13.9% | -7.8% | 2.2% | 13.7% | 13.1% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 1.2% | 0.2% | 1.6% | 1.5% | 2.1% |
| | Passenger | 1.2% | 0.1% | 1.1% | 1.0% | 1.5% |
| | Other | 1.3% | 2.5% | 8.7% | 10.0% | 11.7% |

(1) August 2018 vs. August 2017

(2) June 2018 to August 2018 vs. June 2017 to August 2017

(3) March 2018 to August 2018 vs. March 2017 to August 2017

(4) December 2017 to August 2018 vs. December 2016 to August 2017

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

Supplemental Data Page for the Report on Operations

| Traffic & Average Gas Price ⁽¹⁾ | | | Weather ⁽²⁾ | | | |
|--|-------------------|---------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| Aug-16 | 27,620,446 | \$2.22 | 82 | 1.1 | - | 10 |
| Sep-16 | 26,043,256 | \$2.23 | 74 | 2.5 | - | 9 |
| Oct-16 | 26,022,431 | \$2.27 | 61 | 4.8 | - | 6 |
| Nov-16 | 25,130,058 | \$2.39 | 53 | 5.4 | - | 8 |
| Dec-16 | 25,273,158 | \$2.44 | 40 | 3.0 | 3.0 | 10 |
| Jan-17 | 23,452,652 | \$2.54 | 40 | 3.9 | 10.1 | 15 |
| Feb-17 | 21,620,767 | \$2.49 | 44 | 2.0 | 10.3 | 6 |
| Mar-17 ⁽³⁾ | 24,595,618 | \$2.44 | 41 | 4.7 | 9.8 | 10 |
| Apr-17 | 25,354,830 | \$2.52 | 58 | 4.1 | - | 12 |
| May-17 | 26,717,750 | \$2.51 | 63 | 6.0 | - | 12 |
| Jun-17 | 27,133,265 | \$2.49 | 74 | 4.2 | - | 9 |
| Jul-17 | 27,530,620 | \$2.44 | 79 | 4.3 | - | 8 |
| Aug-17 | 28,271,494 | \$2.51 | 76 | 3.3 | - | 13 |
| Sep-17 | 26,559,138 | \$2.83 | 72 | 1.8 | - | 5 |
| Oct-17 | 27,068,258 | \$2.65 | 66 | 3.8 | - | 9 |
| Nov-17 | 25,955,869 | \$2.66 | 66 | 2.1 | - | 8 |
| Dec-17 | 25,737,055 | \$2.62 | 39 | 2.0 | 7.2 | 9 |
| Jan-18 | 23,731,837 | \$2.69 | 32 | 2.1 | 8.7 | 7 |
| Feb-18 | 22,742,698 | \$2.75 | 43 | 5.9 | 4.9 | 17 |
| Mar-18 | 25,672,596 | \$2.68 | 41 | 4.1 | 11.6 | 11 |
| Apr-18 | 26,519,055 | \$2.81 | 50 | 5.0 | 5.5 | 13 |
| May-18 | 28,226,943 | \$3.02 | 68 | 3.2 | - | 13 |
| Jun-18 | 28,544,549 | \$3.07 | 73 | 3.6 | - | 14 |
| Jul-18 | 28,561,701 | \$3.00 | 80 | 5.3 | - | 11 |
| Aug-18 | 29,280,029 | \$2.99 | 81 | 6.7 | - | 14 |

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

| Traffic & Gas Monthly Inc/(Dec) | | | Weather Monthly Inc/(Dec) | | | |
|---------------------------------|----------------|------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 2017 vs. 2016 | | | | | | |
| August | 651,048 | \$0.29 | (6) | 2.2 | - | 3 |
| September | 515,882 | \$0.60 | (2) | (0.7) | - | (4) |
| October | 1,045,827 | \$0.38 | 5 | (1.0) | - | 3 |
| November | 825,811 | \$0.27 | 13 | (3.3) | - | 0 |
| December | 463,897 | \$0.18 | (1) | (1.0) | 4 | (1) |
| 2018 vs. 2017 | | | | | | |
| January | 279,185 | \$0.15 | (8) | (1.8) | (1) | (8) |
| February | 1,121,931 | \$0.26 | (1) | 3.9 | (5) | 11 |
| March | 1,076,978 | \$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 |
| August | 1,008,535 | \$0.48 | 5 | 3.4 | - | 1 |

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

Supplemental Data Page for Exhibits 2 through 6

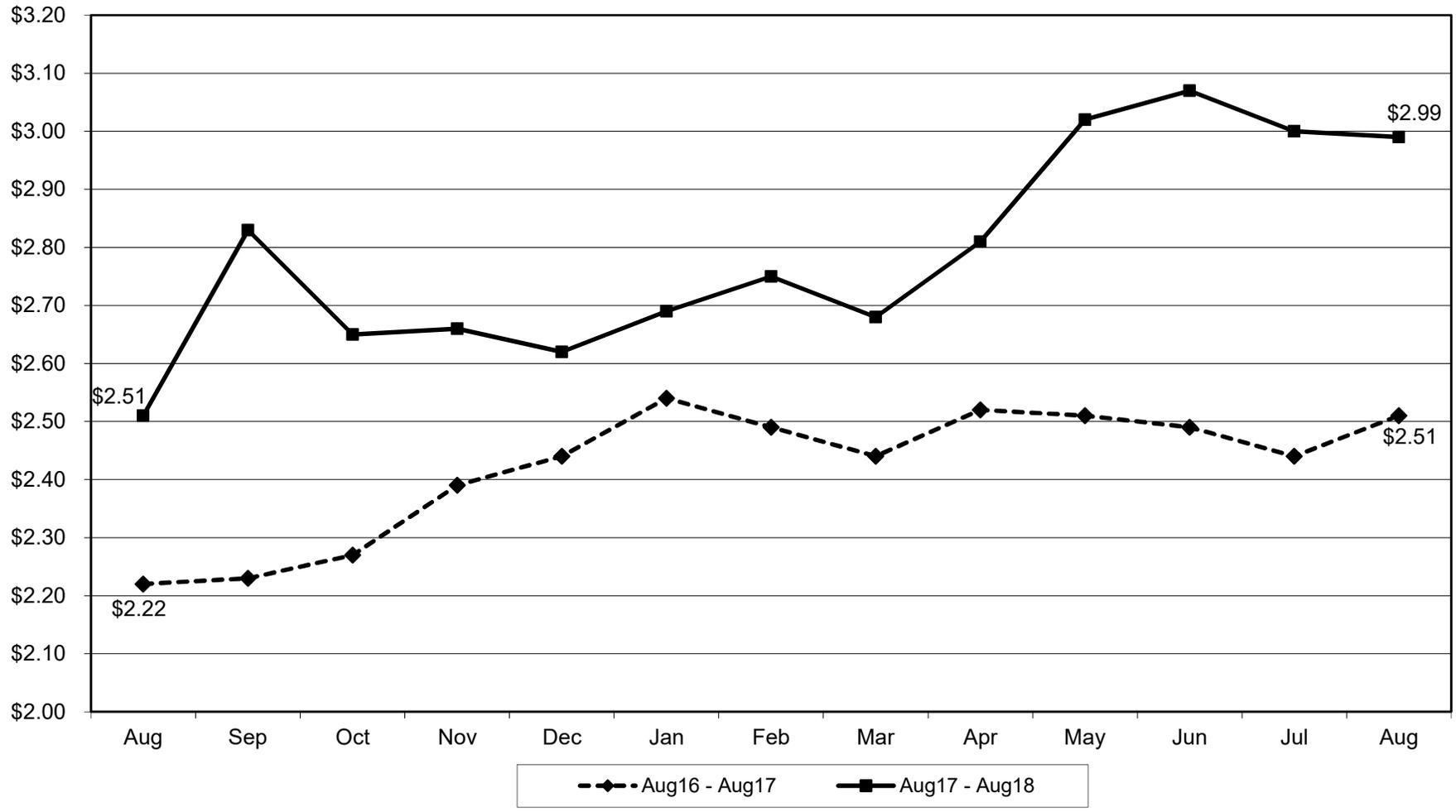
Average Daily Traffic: 12-Month Rolling Averages

| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Non-E-ZPass²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------|---------------------------------|----------------|--------------------------------|------------------|---------------|
| 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 |
| May-18 | 863,421 | 801,976 | 61,446 | 801,904 | 61,517 |
| Jun-18 | 867,288 | 809,884 | 57,404 | 805,686 | 61,602 |
| Jul-18 | 870,113 | 815,532 | 54,581 | 808,221 | 61,892 |
| Aug-18 | 872,876 | 820,343 | 52,533 | 810,864 | 62,012 |

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 August 2016 - August 2018





Bridges and Tunnels

Safety Report August 2018



Safety Report

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

| Performance Indicator | | | | |
|---|------------------------------|------------------------------|------------------------------|--------------|
| Performance Indicator | 12-Month Average | | | |
| | September 2015 - August 2016 | September 2016 - August 2017 | September 2017 - August 2018 | |
| Customer Collisions Rate for Bridge Customers per Million Vehicles | 6.87 | 8.39 | 6.68 | |
| Customer Injury Collisions Rate for Bridge Customers per Million Vehicles | 0.92 | 0.92 | 1.04 | |
| Employee Accident Reports | 259 | 258 | 243 | |
| Employee Lost Time Injuries Rate per 200,000 worker hours | 6.7 | 6.6 | 8.6 | |
| Construction Injuries per 200,000 worker | 1.94 | 1.89 | 1.11 | |
| Leading Indicators | | | | |
| Roadway Safety | 2017 | | 2018 | |
| | August | Year End | August | Year to Date |
| Workforce Development (# of Participants) | 6 | 926 | 23 | 337 |
| Fleet Preventative Maintenance Insp. | 117 | 1445 | 100 | 1064 |
| Safety Taskforce Inspections | 0 | 12 | 0 | 4 |
| Construction Safety | August | Year End | August | Year to Date |
| Construction Safety Inspections | 248 | 3384 | 207 | 1402 |
| Fire Safety | August | Year End | August | Year to Date |
| Fire Code Audits Completed | 1 | 14 | 0 | 8 |
| FDNY Liaison Visits | 0 | 25 | 1 | 14 |

Definitions:

Workforce Development provides for focused safety and skills training to all operations, maintenance and staff personnel. Classes feature OSHA 10 and 30 Classes, operations mandatory safety and skills instruction and retraining and specialty training (TIMS, CDL, FDNY instruction, Wrecker Driver Instruction and Roadway Safety Rules).

Fleet Preventative Maintenance Inspections are conducted at each location to improve the customer and worker safety environment. Inspections identify potential hazardous roadway or facility conditions and prescribe corrective actions to eliminate hazards.

Safety Taskforce Inspections are conducted by the joint Labor and Management Committee at each facility throughout the year on a rotating basis. The inspections consist of reviewing past accident and incident experiences/reports and facility safety reports. The Taskforce meets with location management and union representatives and makes a complete tour of the facility. The Taskforce is comprised of representatives of the Safety and Operations groups and has representation from each of the represented unions.

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

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

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

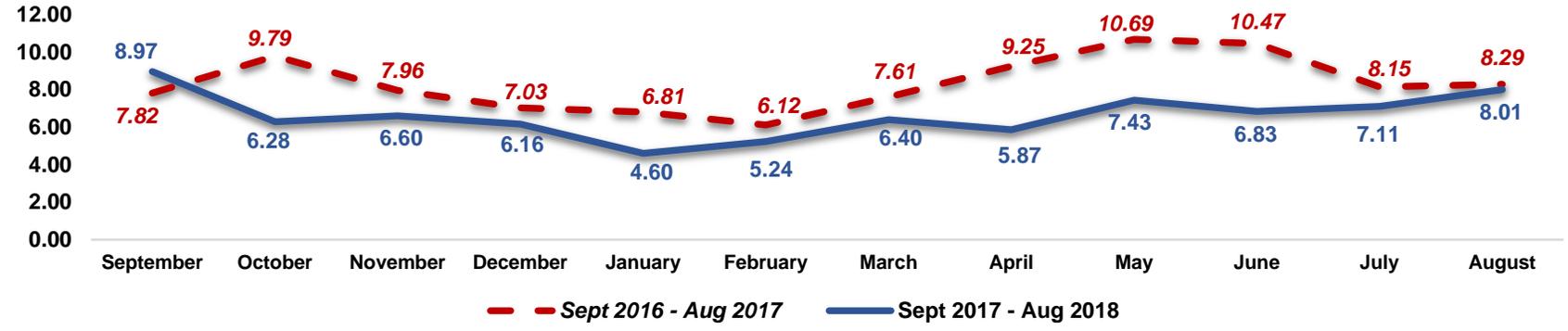


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



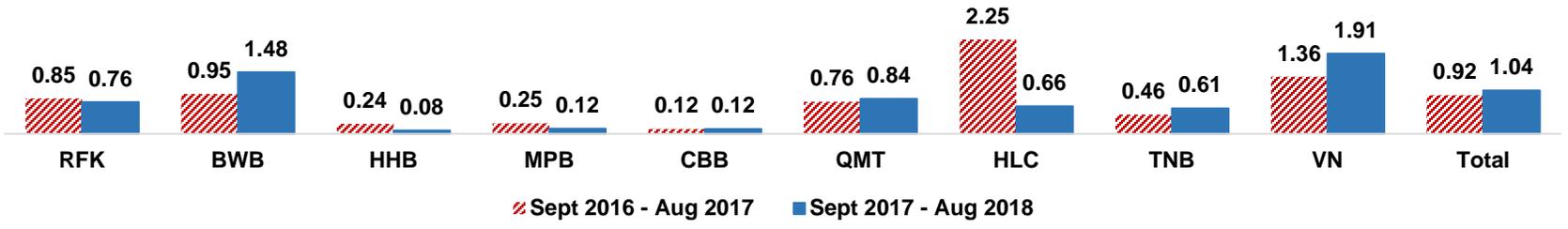
Total Collisions per Million Vehicles



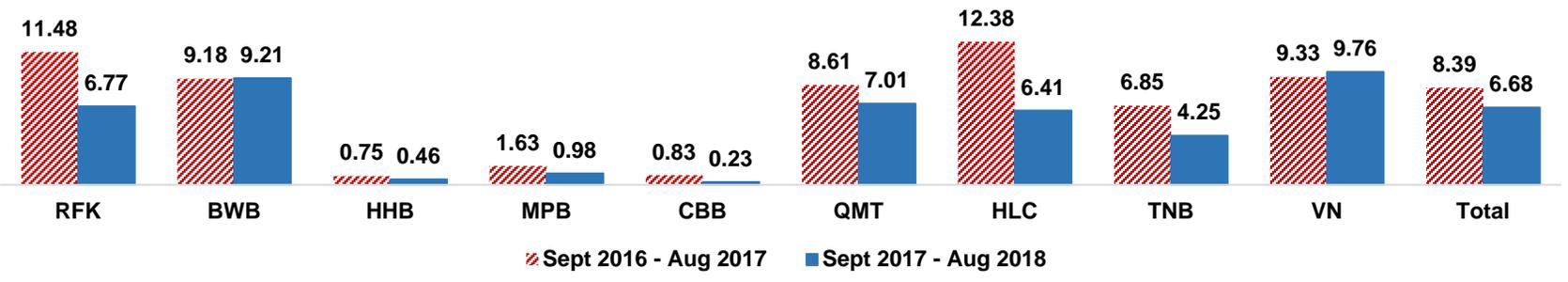


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: August 2017 – August 2018

| | 17-Aug | 17-Sep | 17-Oct | 17-Nov | 17-Dec | 18-Jan | 18-Feb | 18-Mar | 18-Apr | 18-May | 18-Jun | 18-Jul | 18-Aug |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| RFK | 8.87 | 7.51 | 7.42 | 9.61 | 6.67 | 6.24 | 4.17 | 5.62 | 4.08 | 8.62 | 6.78 | 5.48 | 8.48 |
| BWB | 13.26 | 13.18 | 9.02 | 6.80 | 5.18 | 5.91 | 6.79 | 7.60 | 10.57 | 10.24 | 10.30 | 10.27 | 13.18 |
| TNB | 8.11 | 10.32 | 5.82 | 2.73 | 5.37 | 2.47 | 2.59 | 4.25 | 3.53 | 4.31 | 3.29 | 3.20 | 2.95 |
| VNB | 10.42 | 10.67 | 6.66 | 8.83 | 8.65 | 5.23 | 8.73 | 10.20 | 8.27 | 11.11 | 11.31 | 13.64 | 12.64 |
| QMT | 5.51 | 7.93 | 7.74 | 7.55 | 10.68 | 7.65 | 6.25 | 7.12 | 7.90 | 6.44 | 5.21 | 4.99 | 5.50 |
| HLC | 6.94 | 14.78 | 5.28 | 7.71 | 4.09 | 2.87 | 6.62 | 7.39 | 5.77 | 4.83 | 5.44 | 5.09 | 7.21 |
| HHB | 0.44 | 0.00 | 0.87 | 0.92 | 0.00 | 0.00 | 0.00 | 0.48 | 0.45 | 0.85 | 0.43 | 0.90 | 0.44 |
| MPB | 2.45 | 1.42 | 1.54 | 0.00 | 3.26 | 1.76 | 0.00 | 1.63 | 0.00 | 1.39 | 0.00 | 1.16 | 0.00 |
| CBB | 0.00 | 1.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 |
| Total | 8.29 | 8.97 | 6.28 | 6.60 | 6.16 | 4.60 | 5.24 | 6.40 | 5.87 | 7.43 | 6.83 | 7.11 | 8.01 |



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:

- 34,356 summonses were issued in the YTD August 2018 period—3.1% lower than in the YTD August 2017 period.
- 73.7% (25,318) of the summonses issued in the YTD August 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

| Summons Type | YTD August 2017 | YTD August 2018 | % Change |
|--------------------------------------|-----------------|-----------------|---------------|
| Speed | 3,874 | 4,039 | 4.3% |
| Disobey Signs/Traffic Control Device | 9,650 | 8,024 | (16.8%) |
| Cell Phone/Texting | 1,700 | 1,670 | (1.8%) |
| Unsafe Lane Change/Failure to Signal | 1,905 | 2,076 | 9.0% |
| *All Other | 18,341 | 18,547 | 1.1% |
| Total | 35,470 | 34,356 | (3.1%) |

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



Bridges and Tunnels

Report on Cashless Tolling August 2018



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

August 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 August, overall E-ZPass market share was 93.9%, which was 2.8% points higher than August 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 August. 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 92.3% overall in August. Each facility was above 90%. Overall, 7.7% 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 August, 45.6% of traffic volume occurred during the weekday peak periods (nearly 21.4% in the AM peak and nearly 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 August, 86.0% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.9% and 6.1% for Non-NYCSC E-ZPass accounts and TBM, respectively.

REVENUE

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

As of August, our overall facility-wide collection rate is at 100.4% for tolls transacted six months earlier (February 2018), that is, when both tolls and fees are considered, which is .3% lower than as of July (100.7%). The VNB, BWB and the TNB are slightly under 100% on tolls transacted six months earlier. However, when looking back at collection rates 10 months (October 2017) and 12 months (August 2017) earlier, the overall facility-wide collection rates are at 102.5% and 103.7%, respectively.

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 August, 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.

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 August, E-ZPass and TBM transactions were 93.9% and 6.1% of all toll transactions, respectively. About 1.7% of E-ZPass transactions resulted in E-ZPass violations. 965,741 toll bills were issued under the TBM program and 184,086 MTA B&T Toll Bill violation notices were issued to customers.

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

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

| I. Traffic: All B&T Facilities by Method of Payment | | | |
|--|-------------------|-------------------|--------------------|
| | August 2018 | August 2017 | 2018 YTD |
| E-ZPass ¹ | 27,505,690 | 25,749,869 | 201,195,856 |
| Tolls by Mail/Cash ^{1,2,3} | <u>1,774,339</u> | <u>2,521,625</u> | <u>12,083,552</u> |
| Total | 29,280,029 | 28,271,494 | 213,279,408 |
| E-ZPass Market Share: | | | |
| Total | 93.9% | 91.1% | 94.3% |
| Cars | 93.8% | 90.9% | 94.2% |
| Trucks | 95.3% | 94.0% | 95.4% |

| II. Traffic: Average Weekday by Facility⁴ | | | | | | |
|---|----------------|----------------|---------------|----------------------|--------------|-------------|
| Facility | August 2018 | | | E-ZPass Market Share | | |
| | Total | E-ZPass | TBM | Aug 2018 | Aug 2017 | Change |
| Bronx-Whitestone Bridge | 142,266 | 131,853 | 10,413 | 92.7% | 85.4% | 7.3% |
| Cross Bay Bridge | 26,692 | 25,192 | 1,500 | 94.4% | 92.9% | 1.5% |
| Henry Hudson Bridge | 73,660 | 69,994 | 3,666 | 95.0% | 94.5% | 0.5% |
| Hugh L. Carey Tunnel | 56,299 | 54,245 | 2,054 | 96.4% | 95.6% | 0.8% |
| Marine Parkway Bridge | 27,184 | 26,073 | 1,111 | 95.9% | 95.1% | 0.8% |
| Queens Midtown Tunnel | 84,018 | 80,600 | 3,418 | 95.9% | 95.0% | 0.9% |
| Robert F. Kennedy Bridge | 196,356 | 184,344 | 12,013 | 93.9% | 92.1% | 1.8% |
| Throgs Neck Bridge | 129,142 | 120,757 | 8,385 | 93.5% | 88.4% | 5.1% |
| Verrazano-Narrows Bridge ¹ | <u>223,744</u> | <u>213,260</u> | <u>10,484</u> | <u>95.3%</u> | <u>94.9%</u> | <u>0.4%</u> |
| All Facilities¹ | 959,361 | 906,317 | 53,044 | 94.5% | 92.0% | 2.4% |

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
August 2018**
Preliminary data subject to final audit

| III. Traffic: Average Weekend by Facility | | | | | | |
|--|----------------|----------------|---------------|----------------------|--------------|-------------|
| Facility | August 2018 | | | E-ZPass Market Share | | |
| | Total | E-ZPass | TBM | Aug 2018 | Aug 2017 | Change |
| Bronx-Whitestone Bridge | 139,216 | 126,031 | 13,184 | 90.5% | 80.3% | 10.2% |
| Cross Bay Bridge | 23,965 | 22,223 | 1,742 | 92.7% | 89.3% | 3.5% |
| Henry Hudson Bridge | 69,183 | 64,363 | 4,820 | 93.0% | 91.8% | 1.3% |
| Hugh L. Carey Tunnel | 44,461 | 42,007 | 2,454 | 94.5% | 92.9% | 1.6% |
| Marine Parkway Bridge | 24,679 | 23,286 | 1,393 | 94.4% | 92.3% | 2.1% |
| Queens Midtown Tunnel | 75,109 | 70,841 | 4,268 | 94.3% | 92.3% | 2.0% |
| Robert F. Kennedy Bridge | 183,820 | 168,726 | 15,094 | 91.8% | 88.6% | 3.2% |
| Throgs Neck Bridge | 136,333 | 124,347 | 11,986 | 91.2% | 83.8% | 7.4% |
| Verrazano-Narrows Bridge ¹ | <u>205,076</u> | <u>190,725</u> | <u>14,351</u> | <u>93.0%</u> | <u>91.9%</u> | <u>1.1%</u> |
| All Facilities | 901,841 | 832,549 | 69,292 | 92.3% | 88.3% | 4.1% |

| IV. Traffic: Distribution by Facility & Time Period | | | |
|--|-----------------|-----------------|--------------|
| Facility | August 2018 | | |
| | Weekday AM Peak | Weekday PM Peak | Off-Peak |
| Bronx-Whitestone Bridge | 21.4% | 23.1% | 55.5% |
| Cross Bay Bridge | 20.1% | 25.4% | 54.5% |
| Henry Hudson Bridge | 21.2% | 27.8% | 51.0% |
| Hugh L. Carey Tunnel | 23.3% | 26.0% | 50.7% |
| Marine Parkway Bridge | 20.4% | 27.5% | 52.1% |
| Queens Midtown Tunnel | 21.4% | 23.3% | 55.3% |
| Robert F. Kennedy Bridge | 23.1% | 21.5% | 55.4% |
| Throgs Neck Bridge | 23.0% | 23.5% | 53.4% |
| Verrazano-Narrows Bridge ⁵ | <u>16.0%</u> | <u>28.1%</u> | <u>55.9%</u> |
| All Facilities | 21.4% | 24.3% | 54.4% |

Note:

5. Traffic distributions reported in westbound tolled direction only

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

| V. Traffic: Distribution by Facility and Payment Method | | | |
|--|-------------------|-----------------------|------------------|
| Facility | August 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 | 92.2% | 1.8% | 6.0% |
| Henry Hudson Bridge | 81.2% | 13.3% | 5.5% |
| Hugh L. Carey Tunnel | 89.6% | 6.4% | 4.1% |
| Marine Parkway Bridge | 92.0% | 3.6% | 4.5% |
| Queens Midtown Tunnel | 89.9% | 5.6% | 4.5% |
| Robert F. Kennedy Bridge | 86.4% | 6.9% | 6.6% |
| Throgs Neck Bridge | 85.2% | 7.7% | 7.1% |
| Verrazano-Narrows Bridge | <u>83.9%</u> | <u>10.9%</u> | <u>5.2%</u> |
| All Facilities | 86.0% | 7.9% | 6.1% |

| VI. Revenue Collection Rates Through August 2018 | | |
|---|----------------------------------|--|
| Facility | Cashless Tolling Go-Live Date | Transactions from Go-Live Date through February (6 months prior to August) |
| Henry Hudson Bridge ⁶ | 11/20/16 | 102.7% |
| Hugh L. Carey Tunnel | 1/4/17 | 102.0% |
| Queens Midtown Tunnel | 1/10/17 | 103.3% |
| Marine Parkway Bridge | 4/30/17 | 102.9% |
| Cross Bay Bridge | 4/30/17 | 102.0% |
| Robert F. Kennedy Bridge | 6/15/17 | 101.0% |
| Verrazano-Narrows Bridge | 7/8/17 | 97.7% |
| Bronx-Whitestone Bridge | 9/30/17 | 99.1% |
| Throgs Neck Bridge | 9/30/17 | 98.9% |
| All Facilities | | 100.4% |

Note:

6. Cashless Tolling has been in effect at the HHB since 2012. The facility implemented open road Cashless Tolling on November 20, 2016 when its tollbooths were removed.

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

| VII. Customer Service Center | | | |
|--------------------------------------|----------------|----------------|-------------|
| <i>E-ZPass</i> | August 2018 | August 2017 | YTD 2018 |
| Total Accounts Opened | 29,581 | 42,923 | 192,673 |
| Total Active Accounts | | | 3,477,928 |
| Total Active Tags | | | 5,483,060 |
| Total Reload Cards Distributed | 3,693 | 4,807 | 29,516 |
| Reload Card % of Cash Replenishments | | | 20.59% |
| Total Active Reload Cards | | | 167,982 |

| <i>Customer Service Center Metrics</i> | August 2018 | August 2017 | YTD 2018 |
|---|----------------|----------------|-------------|
| Number of Phone Calls Handled by Customer Service Center | | | |
| General E-ZPass | 353,571 | 333,425 | 2,343,677 |
| Tolls by Mail | 165,675 | 50,764 | 980,803 |
| Violations | 44,861 | 42,527 | 343,407 |
| Other ⁷ | 18,151 | 19,732 | 118,778 |
| Interactive Voice Response System | 1,114,021 | 827,307 | 6,937,926 |
| Total | 1,696,279 | 1,273,755 | 10,724,591 |
| Average Phone Call Waiting Time (in minutes) | | | |
| General E-ZPass Call Unit | 3:07 | 1:23 | 1:59 |
| Violations Call Unit | 3:18 | 0:27 | 2:43 |
| Tolls By Mail Call Unit | 0:29 | 0:31 | 0:41 |

| VIII. Toll Processing Metrics | | |
|---|-------------------|--------------------|
| <i>E-ZPass and Tolls by Mail Metrics</i> | August 2018 | YTD 2018 |
| E-ZPass Program | | |
| # of Paid Transactions⁸ | 23,870,743 | 175,150,745 |
| Passenger | 22,170,090 | 162,421,418 |
| Commercial | 1,700,653 | 12,729,327 |
| # of Violations Transactions | 419,556 | 2,624,682 |
| Passenger | 397,407 | 2,470,850 |
| Commercial | 22,149 | 153,832 |
| # of Violation Notices Issued (First Notice, by Mail Date) | 156,592 | 1,057,526 |
| Tolls by Mail Program (TBM) | | |
| # of Transactions | 1,596,372 | 10,754,417 |
| Passenger | 1,509,937 | 10,141,485 |
| Commercial | 86,435 | 612,932 |
| # of Violation Transactions⁹ | - | 3,848,927 |
| Passenger | - | 3,626,338 |
| Commercial | - | 222,589 |
| # of Toll Bills Issued (By Mail Date)¹⁰ | 965,741 | 5,754,418 |
| # of Violation Notices Issued (By Mail Date) | 184,086 | 1,339,242 |

Note:

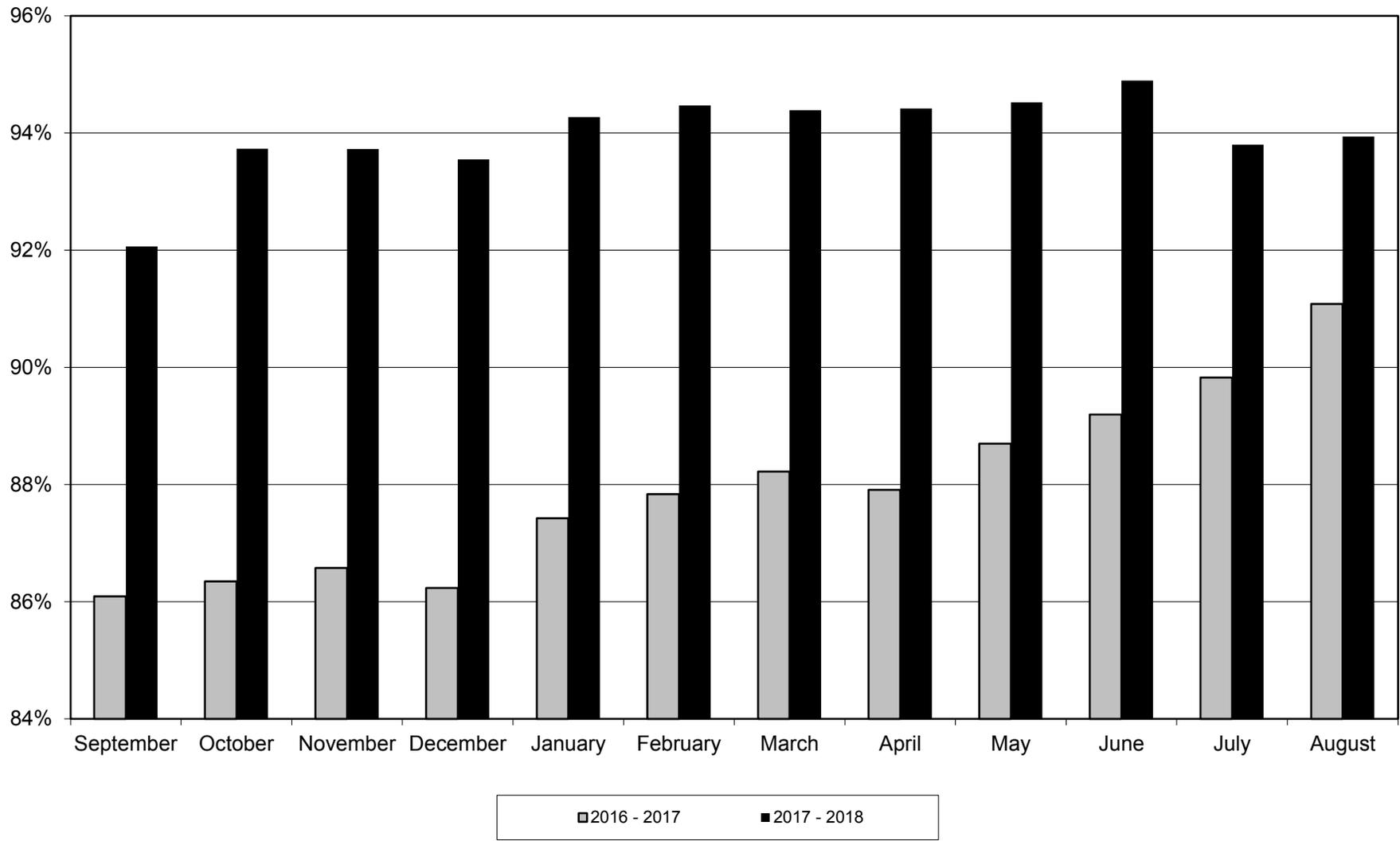
7. Business and retail tag registration calls

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 September 2016 through August 2018





Bridges and Tunnels

Financial Report August 2018



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

(in thousands)

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

| | |
|--|-----------|
| Cash-Unrestricted | 10,544 |
| Investments: | |
| Unrestricted | 175,300 |
| Restricted | 1,015,517 |
| Accrued interest receivable | 3,234 |
| Accounts receivable (net of reserve provision) | 54,173 |
| Tolls due from other agencies | 44,628 |
| Prepaid expenses | 7,256 |
| | <hr/> |
| Total current assets | 1,310,651 |

NONCURRENT ASSETS:

| | |
|---|-----------|
| Investments: | |
| Unrestricted | |
| Restricted | 7 |
| Facilities, less acc.dep of \$1,565,224 | 6,196,865 |
| Capital lease 2 Broadway net acc. dep. | 38,189 |
| Derivative Hedge Assets | 3,545 |
| Security Deposits | - |
| | <hr/> |
| Total noncurrent assets | 6,238,606 |

TOTAL ASSETS:

7,549,257**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 | 251,864 |
| | <hr/> |

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

438,620**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

7,987,877

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of August 31, 2018
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

| | |
|--|-----------|
| Current portion-long term debt | 307,220 |
| Interest Payable | 103,990 |
| Accounts Payable | 167,154 |
| Accrued Pension Payable | 6,399 |
| Payable to MTA-CAP | 302,821 |
| Due to MTA-Operating Expenses | 7,111 |
| Due to NYCTA-Operating Expenses | 236 |
| Accrued salaries | 30,889 |
| Accrued Vac & Sick Benefits | 16,718 |
| Current portion of estimated liability arising from injury | 2,087 |
| Due to New York City Transit Authority | 46,776 |
| Due to Metropolitan Transportation Authority | 62,642 |
| Unredeemed Tolls | 174,386 |
| Tolls due to other agencies | 61,862 |
| E-ZPass Airport Toll Liability | 9,129 |
| | <hr/> |
| Total current liabilities | 1,299,420 |

NONCURRENT LIABILITIES:

| | |
|--|------------|
| Long term debt | 9,152,101 |
| Post Employment Benefits Other than Pensions | 753,243 |
| Estimated liability arising from injury | 45,693 |
| 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 | 10,417,494 |

DEFERRED INFLOW OF RESOURCES

| | |
|---|--------|
| Deferred Inflow of resources related to Pension | 20,754 |
|---|--------|

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES

11,737,667

NET POSITION

-3,749,790

TOTAL LIABILITIES, DEFERRED INFLOWS OF

7,987,877

*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
AUGUST 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 |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 179.509 | 179.804 | 0.295 | 0.2 | 0.000 | 0.000 | 0.000 | - | 179.509 | 179.804 | 0.295 | 0.2 |
| Other Operating Revenue | 1.427 | 2.834 | 1.406 | 98.5 | 0.000 | 0.000 | 0.000 | - | 1.427 | 2.834 | 1.406 | 98.5 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 2.298 | 1.775 | (0.523) | (22.8) | 2.298 | 1.775 | (0.523) | (22.8) |
| Investment Income | 0.090 | 0.354 | 0.264 | * | 0.000 | 0.000 | 0.000 | - | 0.090 | 0.354 | 0.264 | * |
| Total Revenue | \$181.027 | \$182.992 | \$1.966 | 1.1 | \$2.298 | \$1.775 | (\$0.523) | (22.8) | \$183.325 | \$184.767 | \$1.442 | 0.8 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$12.085 | \$10.234 | \$1.851 | 15.3 | \$0.779 | \$0.736 | \$0.044 | 5.6 | 12.865 | \$10.970 | \$1.895 | 14.7 |
| Overtime | 2.234 | 2.055 | 0.179 | 8.0 | 0.241 | 0.043 | 0.197 | 81.9 | 2.475 | 2.098 | 0.376 | 15.2 |
| Health and Welfare | 2.606 | 2.114 | 0.492 | 18.9 | 0.159 | 0.183 | (0.024) | (15.1) | 2.765 | 2.297 | 0.468 | 16.9 |
| OPEB Current Payment | 1.905 | 1.830 | 0.075 | 3.9 | 0.000 | 0.000 | 0.000 | - | 1.905 | 1.830 | 0.075 | 3.9 |
| Pensions | 2.974 | 3.020 | (0.046) | (1.6) | 0.235 | 0.191 | 0.044 | 18.6 | 3.209 | 3.212 | (0.003) | (0.1) |
| Other Fringe Benefits | 1.497 | 1.308 | 0.189 | 12.6 | 0.110 | 0.101 | 0.008 | 7.7 | 1.607 | 1.410 | 0.197 | 12.3 |
| Reimbursable Overhead | (0.774) | (0.520) | (0.254) | (32.8) | 0.774 | 0.520 | 0.254 | 32.8 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$22.528 | \$20.042 | \$2.485 | 11.0 | \$2.298 | \$1.775 | \$0.523 | 22.8 | \$24.826 | \$21.817 | \$3.009 | 12.1 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$0.629 | \$0.360 | \$0.269 | 42.8 | \$0.000 | \$0.000 | \$0.000 | - | \$0.629 | \$0.360 | \$0.269 | 42.8 |
| Fuel | 0.141 | 0.104 | 0.038 | 26.6 | 0.000 | 0.000 | 0.000 | - | 0.141 | 0.104 | 0.038 | 26.6 |
| Insurance | 1.002 | 0.879 | 0.123 | 12.3 | 0.000 | 0.000 | 0.000 | - | 1.002 | 0.879 | 0.123 | 12.3 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 15.233 | 11.969 | 3.263 | 21.4 | 0.000 | 0.000 | 0.000 | - | 15.233 | 11.969 | 3.263 | 21.4 |
| Professional Service Contracts | 3.445 | 4.272 | (0.828) | (24.0) | 0.000 | 0.000 | 0.000 | - | 3.445 | 4.272 | (0.828) | (24.0) |
| Materials & Supplies | 0.438 | 0.293 | 0.145 | 33.1 | 0.000 | 0.000 | 0.000 | - | 0.438 | 0.293 | 0.145 | 33.1 |
| Other Business Expenses | 4.284 | 3.973 | 0.311 | 7.3 | 0.000 | 0.000 | 0.000 | - | 4.284 | 3.973 | 0.311 | 7.3 |
| Total Non-Labor Expenses | \$25.171 | \$21.851 | \$3.321 | 13.2 | \$0.000 | \$0.000 | \$0.000 | - | \$25.171 | \$21.851 | \$3.321 | 13.2 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$47.699 | \$41.893 | \$5.806 | 12.2 | \$2.298 | \$1.775 | \$0.523 | 22.8 | \$49.997 | \$43.668 | \$6.329 | 12.7 |
| Depreciation | \$11.645 | \$12.058 | (\$0.413) | (3.5) | \$0.000 | \$0.000 | \$0.000 | - | 11.645 | \$12.058 | (\$0.413) | (3.5) |
| 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 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$64.594 | \$59.201 | \$5.393 | 8.3 | \$2.298 | \$1.775 | \$0.523 | 22.8 | \$66.892 | \$60.976 | \$5.916 | 8.8 |
| Less: Depreciation | \$11.645 | \$12.058 | (\$0.413) | (3.5) | \$0.000 | \$0.000 | \$0.000 | - | \$11.645 | \$12.058 | (\$0.413) | (3.5) |
| 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 | - |
| Total Expenses | \$47.699 | \$41.893 | \$5.806 | 12.2 | \$2.298 | \$1.775 | \$0.523 | 22.8 | \$49.997 | \$43.668 | \$6.329 | 12.7 |
| Net Surplus/(Deficit) | \$133.328 | \$141.099 | \$7.771 | 5.8 | \$0.000 | \$0.000 | \$0.000 | - | \$133.328 | \$141.099 | \$7.771 | 5.8 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 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 |
| Net Income/(Deficit) | | | | | | | | \$133.328 | \$141.099 | \$7.771 | 5.8 | |
| Less: Capitalized Assets | | | | | | | | 2.914 | 0.513 | 2.401 | 82.4 | |
| Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Adjusted Net Income/(Deficit) | | | | | | | | \$130.414 | \$140.586 | \$10.172 | 7.8 | |
| Less: Debt Service | | | | | | | | 55.530 | 55.885 | (0.355) | (0.6) | |
| Less: Contribution to the Capital Program | | | | | | | | 20.059 | 20.059 | 0.000 | 0.0 | |
| Income Available for Distribution | | | | | | | | \$54.825 | \$64.642 | \$9.817 | 17.9 | |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | 0.090 | 0.354 | 0.264 | * | |
| MTA - Distributable Income | | | | | | | | 32.256 | 35.932 | 3.675 | 11.4 | |
| NYCTR - Distributable Income | | | | | | | | 22.479 | 28.356 | 5.878 | 26.1 | |
| Total Distributable Income | | | | | | | | \$54.825 | \$64.642 | \$9.817 | 17.9 | |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | 183.325 | 184.767 | 1.442 | 0.8 | |
| Less: Total Operating Expenses | | | | | | | | <u>49.997</u> | <u>43.668</u> | <u>6.329</u> | 12.7 | |
| Net Operating Income/(Deficit) | | | | | | | | \$133.328 | \$141.099 | \$7.771 | 5.8 | |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | 2.914 | 0.513 | 2.401 | 82.4 | |
| Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| B&T Debt Service | | | | | | | | 23.552 | 22.943 | 0.608 | 2.6 | |
| Contribution to the Capital Program | | | | | | | | 20.059 | 20.059 | 0.000 | 0.0 | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Total Deductions From Operating Income | | | | | | | | \$46.524 | \$43.515 | \$3.009 | 6.5 | |
| Total Support to Mass Transit | | | | | | | | \$86.804 | \$97.584 | \$10.780 | 12.4 | |

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
AUGUST 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 |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 1,297.069 | 1,306.106 | 9.037 | 0.7 | 0.000 | 0.000 | 0.000 | - | 1,297.069 | 1,306.106 | 9.037 | 0.7 |
| Other Operating Revenue | 13.227 | 15.727 | 2.500 | 18.9 | 0.000 | 0.000 | 0.000 | - | 13.227 | 15.727 | 2.500 | 18.9 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 14.157 | 12.494 | (1.663) | (11.7) | 14.157 | 12.494 | (1.663) | (11.7) |
| Investment Income | 0.886 | 1.375 | 0.489 | 55.2 | 0.000 | 0.000 | 0.000 | - | 0.886 | 1.375 | 0.489 | 55.2 |
| Total Revenue | \$1,311.181 | \$1,323.208 | \$12.027 | 0.9 | \$14.157 | \$12.494 | (\$1.663) | (11.7) | \$1,325.338 | \$1,335.702 | \$10.364 | 0.8 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$83.404 | \$77.324 | \$6.080 | 7.3 | \$5.389 | \$5.229 | \$0.160 | 3.0 | 88.793 | \$82.553 | \$6.240 | 7.0 |
| Overtime | 17.058 | 16.266 | 0.792 | 4.6 | 0.811 | 0.174 | 0.636 | 78.5 | 17.869 | 16.440 | 1.429 | 8.0 |
| Health and Welfare | 19.026 | 18.162 | 0.864 | 4.5 | 1.195 | 1.260 | (0.065) | (5.4) | 20.221 | 19.423 | 0.799 | 3.9 |
| OPEB Current Payment | 14.739 | 14.436 | 0.304 | 2.1 | 0.000 | 0.000 | 0.000 | - | 14.739 | 14.436 | 0.304 | 2.1 |
| Pensions | 24.436 | 24.575 | (0.139) | (0.6) | 1.539 | 1.400 | 0.139 | 9.0 | 25.975 | 25.975 | (0.000) | (0.0) |
| Other Fringe Benefits | 12.204 | 11.452 | 0.751 | 6.2 | 0.750 | 0.721 | 0.029 | 3.9 | 12.954 | 12.173 | 0.780 | 6.0 |
| Reimbursable Overhead | (4.473) | (3.709) | (0.764) | (17.1) | 4.473 | 3.709 | 0.764 | 17.1 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$166.394 | \$158.506 | \$7.888 | 4.7 | \$14.157 | \$12.494 | \$1.663 | 11.7 | \$180.551 | \$171.000 | \$9.551 | 5.3 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$3.665 | \$3.015 | \$0.650 | 17.7 | 0.000 | \$0.000 | \$0.000 | - | \$3.665 | \$3.015 | \$0.650 | 17.7 |
| Fuel | 1.406 | 1.372 | 0.034 | 2.4 | 0.000 | 0.000 | 0.000 | - | 1.406 | 1.372 | 0.034 | 2.4 |
| Insurance | 7.015 | 7.481 | (0.467) | (6.7) | 0.000 | 0.000 | 0.000 | - | 7.015 | 7.481 | (0.467) | (6.7) |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 90.620 | 80.341 | 10.279 | 11.3 | 0.000 | 0.000 | 0.000 | - | 90.620 | 80.341 | 10.279 | 11.3 |
| Professional Service Contracts | 29.376 | 27.571 | 1.805 | 6.1 | 0.000 | 0.000 | 0.000 | - | 29.376 | 27.571 | 1.805 | 6.1 |
| Materials & Supplies | 3.118 | 2.594 | 0.525 | 16.8 | 0.000 | 0.000 | 0.000 | - | 3.118 | 2.594 | 0.525 | 16.8 |
| Other Business Expenses | 31.010 | 29.880 | 1.129 | 3.6 | 0.000 | 0.000 | 0.000 | - | 31.010 | 29.880 | 1.129 | 3.6 |
| Total Non-Labor Expenses | \$166.209 | \$152.254 | \$13.955 | 8.4 | \$0.000 | \$0.000 | \$0.000 | - | \$166.209 | \$152.254 | \$13.955 | 8.4 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$332.603 | \$310.760 | \$21.843 | 6.6 | \$14.157 | \$12.494 | \$1.663 | 11.7 | \$346.760 | \$323.253 | \$23.506 | 6.8 |
| Depreciation | \$92.177 | \$93.660 | (\$1.483) | (1.6) | 0.000 | \$0.000 | \$0.000 | - | 92.177 | \$93.660 | (\$1.483) | (1.6) |
| OPEB Obligation | 43.472 | 43.472 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 43.472 | 43.472 | 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 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$468.252 | \$447.892 | \$20.360 | 4.3 | \$14.157 | \$12.494 | \$1.663 | 11.7 | \$482.409 | \$460.386 | \$22.023 | 4.6 |
| Less: Depreciation | \$92.177 | \$93.660 | (\$1.483) | (1.6) | \$0.000 | \$0.000 | \$0.000 | - | \$92.177 | \$93.660 | (\$1.483) | (1.6) |
| Less: OPEB Obligation | 43.472 | 43.472 | 0.000 | 0.0 | 0.000 | 0.000 | 0.000 | - | 43.472 | 43.472 | 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 | - |
| Total Expenses | \$332.603 | \$310.760 | \$21.843 | 6.6 | \$14.157 | \$12.494 | \$1.663 | 11.7 | \$346.760 | \$323.253 | \$23.506 | 6.8 |
| Net Surplus/(Deficit) | \$978.578 | \$1,012.448 | \$33.870 | 3.5 | \$0.000 | \$0.000 | \$0.000 | - | \$978.578 | \$1,012.448 | \$33.870 | 3.5 |

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
AUGUST 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 |
| Net Income/(Deficit) | | | | | | | | \$978.578 | \$1,012.448 | \$33.870 | 3.5 | |
| Less: Capitalized Assets | | | | | | | | 11.643 | 4.211 | \$7.432 | 63.8 | |
| Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Adjusted Net Income/(Deficit) | | | | | | | | \$966.935 | \$1,008.237 | \$41.302 | 4.3 | |
| Less: Debt Service | | | | | | | | 445.207 | 445.535 | (0.328) | (0.1) | |
| Less: Contribution to the Capital Program | | | | | | | | 59.488 | 59.488 | 0.000 | 0.0 | |
| Income Available for Distribution | | | | | | | | \$462.240 | \$503.214 | \$40.974 | 8.9 | |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | 0.886 | 1.375 | 0.489 | 55.2 | |
| MTA - Distributable Income | | | | | | | | 270.117 | 289.289 | 19.172 | 7.1 | |
| NYCTR - Distributable Income | | | | | | | | 191.237 | 212.550 | 21.313 | 11.1 | |
| Total Distributable Income | | | | | | | | \$462.240 | \$503.214 | \$40.974 | 8.9 | |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | 1,325.338 | 1,335.702 | 10.364 | 0.8 | |
| Less: Total Operating Expenses | | | | | | | | <u>346.760</u> | <u>323.253</u> | <u>23.506</u> | 6.8 | |
| Net Operating Income/(Deficit) | | | | | | | | \$978.578 | \$1,012.448 | \$33.870 | 3.5 | |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | 11.643 | 4.211 | 7.432 | 63.8 | |
| Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| B&T Debt Service | | | | | | | | 184.119 | 181.876 | 2.243 | 1.2 | |
| Contribution to the Capital Program | | | | | | | | 59.488 | 59.488 | 0.000 | 0.0 | |
| GASB Reserves | | | | | | | | 0.000 | 0.000 | 0.000 | - | |
| Total Deductions From Operating Income | | | | | | | | \$255.251 | \$245.575 | \$9.676 | 3.8 | |
| Total Support to Mass Transit | | | | | | | | \$723.328 | \$766.873 | \$43.546 | 6.0 | |

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

MTA BRIDGES AND TUNNELS
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 | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance | | |
|---|---|--------|---|---|--------|---|--------------|---|
| | | | | August 2018 | | | Year-to-Date | |
| | \$ | % | | \$ | % | | \$ | % |
| Nonreimbursable | | | | | | | | |
| Vehicle Toll Revenue | 0.295 | 0.2% | Higher toll revenue due to 0.2% higher traffic | 9.037 | 0.7% | Higher YTD toll revenue primarily due to 0.7% higher traffic | | |
| Other Operating Revenue | 1.406 | 98.5% | Higher other operating revenue primarily due to higher revenue from E-ZPass administrative fees | 2.500 | 18.9% | Higher other operating revenue primarily due to additional Battery Parking Garage net income and higher revenue from E-ZPass administrative fees | | |
| Investment Income | 0.264 | 293.6% | Higher than anticipated short-term investment returns on fund balances | 0.489 | 55.2% | Higher than anticipated short-term investment returns on fund balances | | |
| Payroll | 1.851 | 15.3% | Lower payroll expenses primarily due to vacancies | 6.080 | 7.3% | Lower payroll expenses primarily due to vacancies | | |
| Overtime | 0.179 | 8.0% | See overtime tables | 0.792 | 4.6% | See overtime tables | | |
| Health and Welfare | 0.492 | 18.9% | Lower expenses primarily due to vacancies | 0.864 | 4.5% | Lower expenses primarily due to vacancies | | |
| OPEB Current Payment | 0.075 | 3.9% | Lower expenses primarily due to timing against the monthly forecast allocation | 0.304 | 2.1% | Lower expenses primarily due to timing against the YTD forecast allocation | | |
| Pensions | (0.046) | -1.6% | Higher non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast | (0.139) | -0.6% | Higher non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are at the forecast level | | |
| Other Fringe Benefits | 0.189 | 12.6% | Lower expenses primarily due to vacancies | 0.751 | 6.2% | Lower expenses primarily due to vacancies | | |
| Electric Power | 0.269 | 42.8% | Lower electricity expenses primarily due to timing against the monthly forecast allocation | 0.650 | 17.7% | Lower electricity expenses primarily due to timing against the YTD forecast allocation | | |
| Fuel | 0.038 | 26.6% | Lower fuel expenses primarily due to timing against the monthly forecast allocation | 0.034 | 2.4% | Lower fuel expenses due to timing against the YTD forecast allocation | | |
| Insurance | 0.123 | 12.3% | Lower insurance expenses primarily due to timing against the monthly forecast allocation | (0.467) | -6.7% | Higher insurance expenses primarily due to timing against the YTD forecast allocation | | |
| Maintenance and Other Operating Contracts | 3.263 | 21.4% | Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs | 10.279 | 11.3% | Lower expenses primarily due to timing against the YTD forecast for E-ZPass Customer Service Center costs (\$6.147M) and major maintenance projects (\$2.045M) | | |
| Professional Service Contracts | (0.828) | -24.0% | Higher expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$2.476M), partially offset by lower miscellaneous consulting costs (\$0.690M), marketing and customer outreach costs (\$0.385M) and outside engineering services (\$0.311M) | 1.805 | 6.1% | Lower expenses primarily due to timing against the monthly forecast allocation for marketing and customer outreach costs (\$1.103M) and miscellaneous consulting costs (\$1.649M) partially offset by higher bond issuance costs of \$1.278M. | | |
| Materials & Supplies | 0.145 | 33.1% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation | 0.525 | 16.8% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation | | |
| Other Business Expense | 0.311 | 7.3% | Lower expenses primarily due to timing against the monthly forecast allocation for toll collection processing fees. | 1.129 | 3.6% | Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees | | |
| Depreciation | (0.413) | -3.5% | Higher depreciation expense primarily due to timing against the monthly forecast allocation | (1.483) | -1.6% | Higher depreciation expense primarily due to timing against the YTD forecast allocation | | |
| Other Post Employment Benefits | 0.000 | - | No variance | 0.000 | - | No variance | | |
| Reimbursable | | | | | | | | |
| Capital and Other Reimbursements | (0.523) | -22.8% | Lower capital reimbursements due to timing against the monthly forecast allocation | (1.663) | -11.7% | Lower capital reimbursements due to timing against the YTD forecast allocation | | |
| Payroll | 0.044 | 5.6% | Lower capital reimbursements due to timing against the monthly forecast allocation | 0.160 | 3.0% | Lower capital reimbursements due to timing against the YTD forecast allocation | | |
| Overtime | 0.197 | 81.9% | See overtime tables | 0.636 | 78.5% | See overtime tables | | |
| Health and Welfare | (0.024) | -15.1% | Higher capital reimbursements due to timing against the monthly forecast allocation | (0.065) | -5.4% | Higher capital reimbursements due to timing against the YTD forecast allocation | | |
| OPEB Current Payment | 0.000 | - | No variance | 0.000 | - | No variance | | |
| Pensions | 0.044 | 18.6% | Lower capital reimbursements due to timing against the monthly forecast allocation | 0.139 | 9.0% | Lower capital reimbursements due to timing against the YTD forecast allocation | | |
| Other Fringe Benefits | 0.008 | 7.7% | Lower capital reimbursements due to timing against the monthly forecast allocation | 0.029 | 3.9% | Lower capital reimbursements due to timing against the YTD forecast allocation | | |
| Reimbursable Overhead | 0.254 | 32.8% | Lower capital reimbursements due to timing against the monthly forecast allocation | 0.764 | 17.1% | 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)

| | August | | | | | | August Year-to-Date | | | | | |
|--|-------------------|----------------|---------------|----------------|---------------------|----------------|---------------------|-----------------|----------------|-----------------|---------------------|----------------|
| | Mid-Year Forecast | | Actuals | | Var. - Fav./(Unfav) | | Mid-Year Forecast | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 7,221 | \$0.452 | 4,134 | \$0.259 | 3,087 | \$0.193 | 43,211 | \$2.791 | 36,603 | \$2.364 | 6,608 | \$0.427 |
| | | | | | 42.7% | 42.7% | | | | | 15.3% | 15.3% |
| <u>Unscheduled Service</u> | 272 | \$0.019 | 43 | \$0.003 | 229 | \$0.016 | 963 | \$0.069 | 287 | \$0.021 | 676 | \$0.048 |
| | | | | | 84.2% | 84.2% | | | | | 70.2% | 69.6% |
| <u>Programmatic/Routine Maintenance</u> | 1,865 | \$0.146 | 2,674 | \$0.209 | (809) | (\$0.063) | 21,724 | \$1.785 | 24,171 | \$1.986 | (2,447) | (\$0.201) |
| | | | | | -43.4% | -43.2% | | | | | -11.3% | -11.3% |
| <u>Unscheduled Maintenance</u> | 1,518 | \$0.119 | 946 | \$0.074 | 572 | \$0.045 | 8,660 | \$0.700 | 6,475 | \$0.523 | 2,185 | \$0.177 |
| | | | | | 37.7% | 37.8% | | | | | 25.2% | 25.3% |
| <u>Vacancy/Absentee Coverage</u> | 15,891 | \$1.003 | 15,431 | \$0.974 | 461 | \$0.029 | 108,783 | \$7.096 | 105,993 | \$6.914 | 2,790 | \$0.182 |
| | | | | | 2.9% | 2.9% | | | | | 2.6% | 2.6% |
| <u>Weather Emergencies</u> | 53 | \$0.004 | 149 | \$0.011 | (96) | (\$0.007) | 12,483 | \$0.850 | 12,839 | \$0.874 | (356) | (\$0.024) |
| | | | | | ** | ** | | | | | -2.8% | -2.8% |
| <u>Safety/Security/Law Enforcement</u> | 2,170 | \$0.136 | 1,569 | \$0.098 | 602 | \$0.038 | 13,584 | \$0.874 | 12,105 | \$0.779 | 1,479 | \$0.095 |
| | | | | | 27.7% | 27.9% | | | | | 10.9% | 10.9% |
| <u>Other</u> | 237 | \$0.019 | 969 | \$0.078 | (732) | (\$0.059) | 10,631 | \$1.112 | 13,300 | \$1.391 | (2,669) | (\$0.279) |
| | | | | | ** | ** | | | | | -25.1% | -25.1% |
| <u>*All Other Departments and Accruals</u> | 0 | \$0.336 | | \$0.349 | | (\$0.013) | | \$1.781 | | \$1.414 | | \$0.367 |
| | | | | | | -3.9% | | | | | | 20.6% |
| Subtotal | 29,227 | \$2.234 | 25,914 | \$2.055 | 3,313 | \$0.179 | 220,037 | \$17.058 | 211,772 | \$16.266 | 8,265 | \$0.792 |
| | | | | | 11.3% | 8.0% | | | | | 3.8% | 4.6% |
| REIMBURSABLE OVERTIME | 2,869 | \$0.241 | 344 | \$0.043 | 2,525 | \$0.197 | 9,684 | \$0.811 | 1,959 | \$0.174 | 7,725 | \$0.636 |
| | | | | | 88.0% | 81.9% | | | | | 79.8% | 78.5% |
| TOTAL OVERTIME | 32,096 | \$2.475 | 26,258 | \$2.098 | 5,838 | \$0.376 | 229,721 | \$17.869 | 213,730 | \$16.440 | 15,990 | \$1.429 |
| | | | | | 18.2% | 15.2% | | | | | 7.0% | 8.0% |

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

MTA Bridges and Tunnels
2018 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 | | | | | | |
| <u>Scheduled Service</u> | 3,087 42.7% | \$0.193 42.7% | Lower than planned expenses | 6,608 15.3% | \$0.427 15.3% | Lower than planned expenses |
| <u>Unscheduled Service</u> | 229 84.2% | \$0.016 84.2% | Lower than planned expenses | 676 70.2% | \$0.048 69.6% | Lower than planned expenses |
| <u>Programmatic/Routine Maintenance</u> | (809) -43.4% | (\$0.063) -43.2% | Higher than planned expenses | (2,447) -11.3% | (\$0.201) -11.3% | Higher than planned expenses |
| <u>Unscheduled Maintenance</u> | 572 37.7% | \$0.045 37.8% | Lower than planned expenses | 2,185 25.2% | \$0.177 25.3% | Lower than planned expenses |
| <u>Vacancy/Absentee Coverage</u> | 461 2.9% | \$0.029 2.9% | Lower than planned expenses | 2,790 2.6% | \$0.182 2.6% | Lower than planned expenses |
| <u>Weather Emergencies</u> | (96) ** | (\$0.007) ** | Higher than planned expenses | (356) -2.8% | (\$0.024) -2.8% | Higher than planned expenses |
| <u>Safety/Security/Law Enforcement</u> | 602 27.7% | \$0.038 27.9% | Lower than planned expenses | 1,479 10.9% | \$0.095 10.9% | Lower than planned expenses |
| <u>Other</u> | (732) ** | (\$0.059) ** | Higher than planned expenses | (2,669) -25.1% | (\$0.279) -25.1% | Higher than planned expenses |
| <u>*All Other Departments and Accruals</u> | | (\$0.013) -3.9% | Primarily due to adjustments for the 28-day OT payroll lag | | \$0.367 20.6% | Primarily due to adjustments for the 28-day OT payroll lag |
| Subtotal | 3,313 11.3% | \$0.179 8.0% | | 8,265 3.8% | \$0.792 4.6% | |
| REIMBURSABLE OVERTIME | 2,525 88.0% | \$0.197 81.9% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program | 7,725 79.8% | \$0.636 78.5% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program |
| TOTAL OVERTIME | 5,838 | \$0.376 | | 15,990 | \$1.429 | |

Figures are preliminary.
Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
*Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag.
**Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Month of August

Year to date ending August 2018

Comparison Current Year vs. Prior Year:

| Prior Year | | Current Year | | Percentage Change | | | Prior Year | | Current Year | | Percentage Change | |
|-------------|-----------------------|--------------|-----------------------|-------------------|---------------------|----------------------------|--------------|-----------------------|--------------|-----------------------|-------------------|---------------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 4.1 | \$29.7 | 4.4 | 30.2 | 6.2% | 1.6% | Bronx-Whitestone | 30.6 | \$218.3 | 31.8 | \$221.0 | 3.9% | 1.2% |
| 0.8 | 1.8 | 0.8 | 1.8 | 1.0% | 0.2% | Cross Bay | 5.7 | 12.5 | 5.7 | 12.8 | 1.4% | 2.1% |
| 2.3 | 8.1 | 2.2 | 7.6 | -0.9% | -6.4% | Henry Hudson | 16.9 | 56.3 | 17.1 | 55.9 | 1.2% | -0.6% |
| 1.6 | 9.7 | 1.7 | 10.0 | 5.0% | 3.1% | Hugh L. Carey | 11.7 | 70.1 | 12.2 | 74.8 | 5.0% | 6.8% |
| 0.8 | 1.9 | 0.8 | 1.9 | 1.4% | 0.1% | Marine Parkway | 5.4 | 12.6 | 5.5 | 12.2 | 2.0% | -3.2% |
| 2.3 | 15.4 | 2.5 | 16.2 | 7.8% | 5.0% | Queens Midtown | 16.6 | 103.3 | 17.6 | 112.6 | 6.3% | 9.0% |
| 5.9 | 40.9 | 6.0 | 40.4 | 0.8% | -1.2% | RFK | 41.5 | 286.8 | 44.3 | 298.9 | 6.8% | 4.2% |
| 3.9 | 31.4 | 4.1 | 31.5 | 3.3% | 0.2% | Throgs Neck | 29.1 | 230.2 | 29.4 | 229.9 | 1.2% | -0.1% |
| 6.5 | 39.6 | 6.8 | 40.3 | 4.8% | 1.7% | Verrazano-Narrows | 47.3 | 272.4 | 49.5 | 287.9 | 4.7% | 5.7% |
| 28.3 | \$178.5 | 29.3 | \$179.8 | 3.6% | 0.7% | Total | 204.7 | \$1,262.6 | 213.3 | \$1,306.1 | 4.2% | 3.4% |
| | <u>\$6.313</u> | | <u>\$6.141</u> | | <u>-2.7%</u> | Revenue Per Vehicle | | <u>\$6.169</u> | | <u>\$6.124</u> | | <u>-0.7%</u> |

Note: Numbers may not add due to rounding.

Comparison Actual vs. Mid-Year Forecast:

| July M-Y Forecast | | August Actual | | Percentage Change | | | YTD M-Y Forecast | | YTD Actual | | Percentage Change | |
|-------------------|-----------------------|---------------|-----------------------|-------------------|---------------------|----------------------------|------------------|-----------------------|------------|-----------------------|-------------------|---------------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 28.7 | \$179.5 | 29.3 | \$179.8 | 2.0% | 0.2% | Total All | 211.4 | \$1,297.1 | 213.3 | \$1,306.1 | 0.9% | 0.7% |
| | <u>\$6.255</u> | | <u>\$6.141</u> | | <u>-1.8%</u> | Revenue Per Vehicle | | <u>\$6.137</u> | | <u>\$6.124</u> | | <u>-0.2%</u> |

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
August 2018

| Department | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|----------------------|--------------|--|---|
| Administration | | | | |
| Executive | 6 | 6 | - | |
| Law ⁽¹⁾ | 17 | 13 | 4 | 1 Managerial vacancy and 3 Professional vacancies |
| CFO ⁽²⁾ | 27 | 22 | 5 | 6 Managerial vacancies and 1 Professional overage |
| Administration ⁽³⁾ | 43 | 35 | 8 | 2 Managerial and 6 Professional vacancies |
| EEO | 2 | - | 2 | 2 Managerial vacancies |
| Total Administration | 95 | 76 | 19 | |
| Operations | | | | |
| Revenue Management | 41 | 32 | 9 | 5 Managerial and 4 Professional vacancies |
| Operations (Non-Security) | 57 | 52 | 5 | 5 Professional vacancies |
| Total Operations | 98 | 84 | 14 | |
| Maintenance | | | | |
| Maintenance | 227 | 209 | 18 | 3 Managerial, 4 Professional, and 11 Maintainer vacancies |
| Operations - Maintainers | 160 | 160 | - | |
| Total Maintenance | 387 | 369 | 18 | |
| Engineering/Capital | | | | |
| Engineering & Construction | 192 | 150 | 42 | 7 Managerial and 35 Professional vacancies |
| Safety & Health | 10 | 9 | 1 | 1 Managerial vacancy |
| Law ⁽¹⁾ | 22 | 18 | 4 | 2 Managerial and 2 Professional vacancies |
| CFO-Planning & Budget Capital | 29 | 26 | 3 | 4 Managerial vacancies and 1 Professional overage |
| Total Engineering/Capital | 253 | 203 | 50 | |
| Public Safety | | | | |
| Operations (Security) | 620 | 584 | 36 | 23 Managerial and 13 Operational vacancies |
| Internal Security - Operations | 48 | 36 | 12 | 5 Managerial and 7 Professional vacancies |
| Total Public Safety | 668 | 620 | 48 | |
| Total Positions | | | | |
| | 1,501 | 1,352 | 149 | |
| Non-Reimbursable | 1,414 | 1,265 | 149 | |
| Reimbursable | 87 | 87 | - | |
| Total Full-Time | 1,501 | 1,352 | 149 | |

(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
August 2018

| | Mid-Year Forecast | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|----------------------|--------------|--|--|
| Administration | | | | |
| Managers/Supervisors | 35 | 24 | 11 | 6 vacancies in CFO, 2 in Administration, 2 in EEO and 1 vacancy in Law |
| Professional, Technical, Clerical | 60 | 52 | 8 | 6 vacancies in Administration, 3 in Law, and 1 overage in CFO |
| Operational Hourlies | - | - | - | |
| Total Administration | 95 | 76 | 19 | |
| Operations | | | | |
| Managers/Supervisors | 59 | 54 | 5 | 5 vacancies in Revenue Management |
| Professional, Technical, Clerical | 39 | 30 | 9 | 4 vacancies in Revenue Management and 5 in Operations |
| Operational Hourlies ⁽¹⁾ | - | - | - | |
| Total Operations | 98 | 84 | 14 | |
| Maintenance | | | | |
| Managers/Supervisors | 24 | 21 | 3 | 3 vacancies in Maintenance |
| Professional, Technical, Clerical | 20 | 16 | 4 | 4 vacancies in Maintenance |
| Operational Hourlies ⁽²⁾ | 343 | 332 | 11 | 11 Maintainer vacancies in Maintenance |
| Total Maintenance | 387 | 369 | 18 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 60 | 46 | 14 | 24 |
| Professional, Technical, Clerical | 193 | 157 | 36 | 35 vacancies in Engineering, 2 in Law, and 1 overage in CFO |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 253 | 203 | 50 | |
| Public Safety | | | | |
| 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 ⁽³⁾ | 443 | 430 | 13 | 13 BTO vacancies in Operations |
| Total Public Safety | 668 | 620 | 48 | |
| Total Positions | | | | |
| Managers/Supervisors | 368 | 307 | 61 | |
| Professional, Technical, Clerical | 347 | 283 | 64 | |
| Operational Hourlies | 786 | 762 | 24 | |
| Total Positions | 1,501 | 1,352 | 149 | |

(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



Capital Program Project Status Report September 2018

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
SEPTEMBER 30, 2018

Introduction

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

Commitments

In September, B&T made seven commitments with a total value of \$8.0 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*).

Year-to-date, B&T has made a total of 106 commitments with a value of \$207.0 million against a plan of 61 commitments with a total value of \$214.4 million. Of these, 105 commitments with a total value of \$176.1 million have been made against the 2018 Plan, with one commitment with a total value of \$30.9 million made against the 2017 Plan.

Completions

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*).

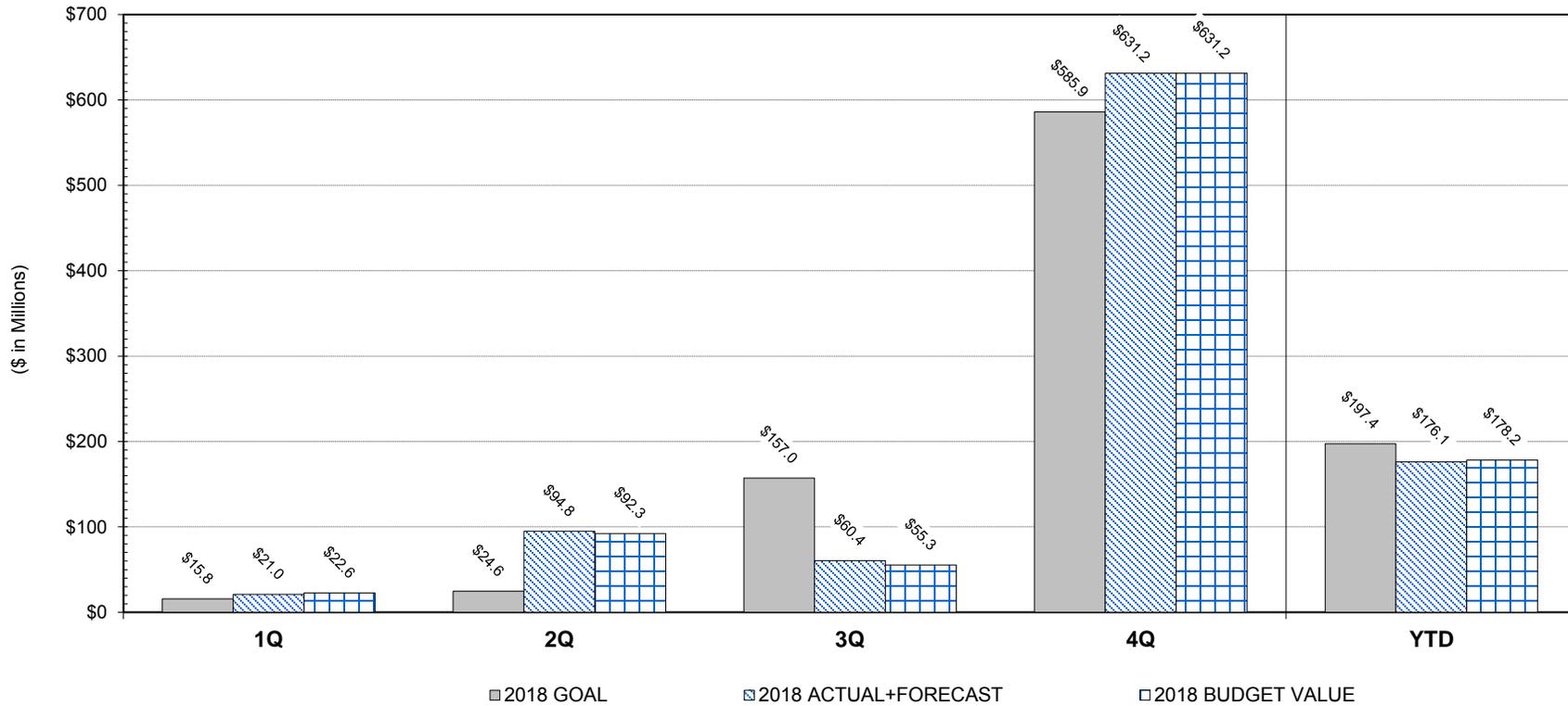
Of these completions, \$801.2 million have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

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

MTA Bridges and Tunnels
Commitments as of September 30, 2018

| | | |
|----------------------|---------|---------------------|
| 2018 Budget Goal: | \$783.4 | |
| 2018 Annual Forecast | \$807.3 | |
| YTD Goal: | \$197.4 | |
| YTD Actual: | \$176.1 | (89.2% of YTD Goal) |
| YTD Budgeted Value: | \$178.2 | (90.3% of YTD Goal) |
| Left to Commit: | \$631.2 | |

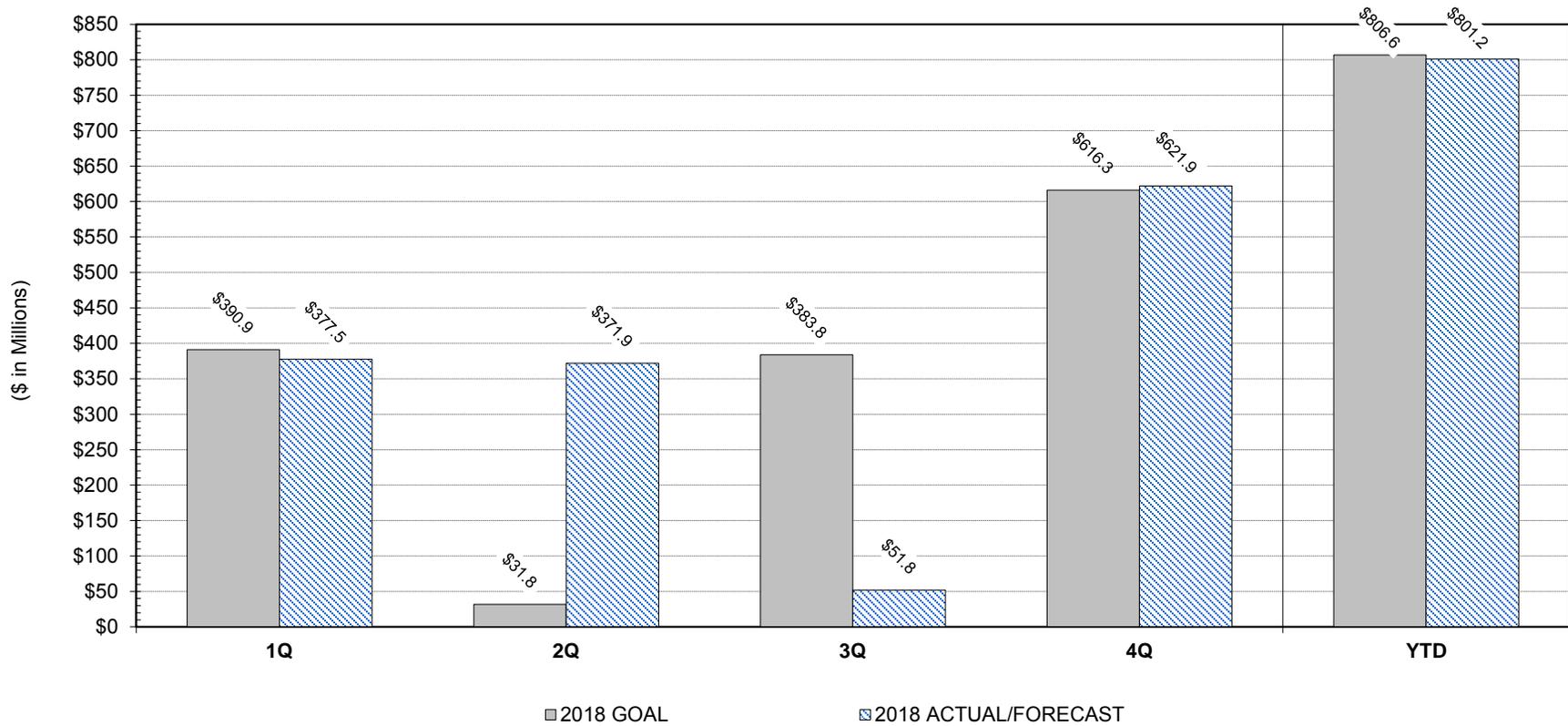


MTA Bridges and Tunnels: Status of Major Commitments as of September 30, 2018

| Project ID | ACEP | Project Description | Budget (\$ in Millions) | | | Award Date | | | Notes |
|------------|----------|--|-------------------------|--------------------|----------------|------------|--------------------|-------------------|-------|
| | | | 2018 Goal | Actual / Forecast* | Budgeted Value | 2018 Goal | Advertisement Date | Actual / Forecast | |
| RK65B | D702RK65 | Reconstruct Manhattan Toll Plaza Structure & Ramps | \$21.0 | \$21.0 | \$21.0 | Jul-18 | May-18 | Aug-18 | A |
| 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 | Oct-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 | Nov-18 | F |
| VN32/VN49P | 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 | | | | | | | |
| 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 September 30, 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 September 30, 2018

| Project ID | Project Description | Budget (\$ in Millions) | | Completions Status | | Completion Date | | Notes |
|-------------|--|-------------------------|--------------------|---------------------|---------------------|-----------------|-------------------|-------|
| | | 2018 Goal | Actual / Forecast* | Physical % Complete | % Contingency Spent | 2018 Goal | Actual / Forecast | |
| BB28S/BB28 | Hugh L. Carey Tunnel Sandy Restoration Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway | \$377.5 | \$377.5 | 99% | 24% | Mar-18 | Mar-18 | A |
| CB99S/MP03S | MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System | \$31.8 | \$32.0 | 99% | 66% | Jun-18 | Apr-18 | A |
| QM30 | Queens Midtown Tunnel - Vent Building Electrical Upgrades Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation | \$57.4 | \$57.4 | 96% | 81% | Jul-18 | Oct-18 | F 1,2 |
| QM40S/QM40 | Queens Midtown Tunnel - Sandy Restoration Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers | \$326.4 | \$326.4 | 99% | 26% | Jul-18 | May-18 | A |
| 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 Cable & Suspender Rope Investigation/Testing | \$59.8 | \$59.8 | 95% | 25% | Dec-18 | Dec-18 | F |
| MP03/MP16 | MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System Miscellaneous Structural Rehabilitation and Zone Painting | \$102.8 | \$102.8 | 89% | 83% | Dec-18 | Dec-18 | F |
| RK75 | Interim Repairs - RFK Roadway Deck | \$52.9 | \$52.9 | 93% | 95% | Dec-18 | Dec-18 | F |
| RK65A | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | \$252.6 | \$252.6 | 94% | 82% | Dec-18 | Dec-18 | F |
| Tun-Mit-01 | Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls | \$96.3 | \$96.3 | 84% | 35% | Dec-18 | Dec-18 | F |

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

Note 1: Additional time required for motor modification

Note 2: Extension to substantial Completion required to provide additional factory acceptance testing and additional field installation verification /testing.

MTA Bridges and Tunnels: 2017 Major Commitments Status as of September 30, 2018

| Project ID | ACEP | Project Description | Budget (\$ in Millions) | | | Award Date | | | Notes |
|------------|----------|---|-------------------------|--------------------|----------------|------------|--------------------|-------------------|--------|
| | | | 2017 Goal | Actual / Forecast* | Budgeted Value | 2017 Goal | Advertisement Date | Actual / Forecast | |
| RK07 | D704RK07 | Electrical/Mechanical Rehab of HR Lift Span | \$17.0 | \$30.9 | \$26.0 | Nov-17 | Jan-17 | May-18 | A 1, 2 |

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

MTA Bridges and Tunnels: 2017 Major Completions Status as of September 30, 2018

| Project ID | ACEP | Project Description | Budget (\$ in Millions) | | Completions Status | | Completion Date | | | Notes |
|------------|----------|--|-------------------------|--------------------|---------------------|---------------------|-----------------|-------------------|---|-------|
| | | | 2017 Goal | Actual / Forecast* | Physical % Complete | % Contingency Spent | Original Goal | Actual / Forecast | | |
| CB24 | ED010324 | MPB / CBB Master Plan & Resiliency Needs (CB-24) | \$10.0 | \$10.0 | 97% | 0% | Dec-17 | Mar-18 | A | 1 |

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

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



Bridges and Tunnels

Procurements October 2018



Staff Summary

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

| |
|---------------------------------|
| Date: 10/15/2018 |
| Vendor Name: |
| Contract Number: |
| Contract Manager Name: |
| Table of Contents Ref #: |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 10/15/2018 | | | |
| 2 | MTA B&T Committee | 10/22/2018 | | | |
| 3 | MTA Board | 10/24/2018 | | | |

| Internal Approvals | | | |
|--------------------|---|-------|--|
| Order | Approval | Order | Approval |
| | President <i>MMT for CTF</i> | | VP Operations |
| | VP & Chief of Staff <i>JR</i> | | VP & Chief Engineer |
| | SVP & General Counsel | | VP & Chief Procurement Officer <i>BB</i> |
| | VP & Chief Financial Officer <i>clh</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:

| <u>Schedules Requiring Two-Thirds Vote:</u> | <u># of Actions</u> | <u>\$ Amount</u> |
|---|---------------------|------------------|
| Schedule B: Request to Use RFP Procurement of Purchase & Public Works in lieu of Sealed Bid | 1 | \$20.000M |
| Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts) | 1 | \$35.093M |
| SUBTOTAL | 2 | \$55.093M |

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

| | | |
|--------------|----------|------------------|
| TOTAL | 2 | \$55.093M |
|--------------|----------|------------------|

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
OCTOBER 2018

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

B: Request to Use RFP Procurement of Purchase & Public Works in lieu of Sealed Bid
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|----|-----------------------------|-----------------|-------------------------------|
| 1. | N/A Contract No. GFM-525 | \$20,000,000.00 | <u>Staff Summary Attached</u> |
|----|-----------------------------|-----------------|-------------------------------|

4yr. Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency General Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-525 to obtain Miscellaneous Cleaning & Painting Services on an As-Needed Basis at Various Authority Facilities.

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

- | | | | |
|----|---|-----------------|-------------------------------|
| 2. | Kiewit Infrastructure Co. Contract No. VN-89/VN-30 | \$35,093,252.00 | <u>Staff Summary Attached</u> |
|----|---|-----------------|-------------------------------|

2yr. Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency General Procurement Guidelines to award a competitively solicited public work contract for design-build services for rehabilitation of the tower pedestals, mooring platforms and elevators at the Verrazzano-Narrows Bridge.

Staff Summary

| Item Number: 1 (Final) | | | | | |
|---|---|----------|---|------|-------|
| Dept & Dept Head Name: Engineering and Construction, <i>Joe Keane, P.E.</i> <i>[Signature]</i> | | | | | |
| Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>[Signature]</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | | Approval | Info | Other |
| 1 | President | 10/8/18 | | | |
| 2 | MTA B&T Committee | 10/22/18 | | | |
| 3 | MTA Board | 10/24/18 | | | |
| 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 | | | | |

| SUMMARY INFORMATION | |
|---|----------------------------|
| Vendor Name N/A | Contract Number GFM-525 |
| Description Miscellaneous Cleaning & Painting on an As-Needed Basis at Various Authority Facilities | |
| Total Amount \$20,000,000 (estimated) | |
| Contract Term (including Options, if any) Four (4) years | |
| 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency General Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-525 to obtain Miscellaneous Cleaning & Painting Services on an As-Needed Basis at Various Authority Facilities.

II. DISCUSSION

In accordance with the All-Agency Procurement Guidelines, B&T is requesting that the Board declare competitive bidding to be impractical for this solicitation and authorize B&T to enter into a competitive RFP process to award contracts for miscellaneous cleaning & painting services. These contracts will be awarded to multiple contractors who would provide competitive bids for various cleaning and painting projects. The budget for these as yet undefined projects is \$20,000,000. The duration of these contracts will be four (4) years.

The selected contractors are invited to bid on specific cleaning & painting projects throughout all Authority facilities which are awarded to the lowest bidders. Funds from the aggregate amount are allocated to individual contracts to pay contractors for the work they perform. The Authority, in operating and maintaining its facilities, will need to conduct cleaning and painting, and incidental works on an as-needed basis, at the various facilities which includes buildings of various types, tunnels, bridges, and their associated facilities. Categories of work to be undertaken under these contracts include but may not be limited to cleaning and painting of structural members, lead paint removal and disposal and miscellaneous repairs incidental to painting works.

Staff Summary

The scopes of these miscellaneous as-needed cleaning and painting projects cannot be readily determined at this time. During the contract term, the Scope of Work for each miscellaneous work order will be identified. Each of the contracted firms will then be given the Scope of Work for the prospective work order. Subsequent to a site tour, bids will be submitted. The contractor submitting the lowest responsive bid price shall be awarded that specific work order.

This competitive RFP method of selection is in the public's interest and provides the Authority with the following benefits:

- i) Immediate response and resolution to potential emergency and other unforeseen situations with a responsible contractor performing the work;
- ii) Price competition between selected contractors for each work order;
- iii) Reduces the need for and is an alternative to amendments to existing painting or construction contracts.
- iv) It is impractical and inefficient to procure cleaning and painting services discussed herein through a separate competitive contract bidding process for each work order.

Therefore, B&T deems it to be in the public's interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

III. D/M/WBE INFORMATION

MTA DDCR will assign applicable goals prior to issuance of the Request for Proposal.

IV. IMPACT ON FUNDING

Funding under Contract GFM-525 will be provided from the Operating Budget, G/L 711101, in the amount of \$20,000,000 for a period of four (4) years (2019-2022).

V. ALTERNATIVES

Utilize a standard competitive bidding process to award each as-needed cleaning and painting project. This process is impractical due to potential delays in obtaining these services from responsible firms for immediate or unanticipated/emergency needs and would not be in the best interest of B&T.

Staff Summary

| Item Number: 2 (Final) | | | | | |
|--|-------------------------------------|----------|---|------|-------|
| Dept. & Dept. Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E., V.P. & C.E. | | | | | |
| Division & Division Head Name: <i>Aris Stathopoulos</i> Engineering and Construction, Aris Stathopoulos, P.E. | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 10/08/18 | | | |
| 2 | MTA B&T Committee | 10/22/18 | | | |
| 3 | MTA Board | 10/24/18 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>BB</i> | 4 | Vice President & Chief of Staff <i>SK</i> | | |
| 2 | General Counsel <i>MMT</i> | 5 | President <i>MMT for CTF</i> | | |
| 3 | Chief Procurement Officer <i>BB</i> | | | | |

| | |
|---|--------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name Kiewit Infrastructure Co. | Contract Number VN-89/VN-30 |
| Description: Design-Build for Rehabilitation of the Tower Pedestals, Mooring Platforms and Elevators at the Verrazzano-Narrows Bridge | |
| Total Amount \$35,093,252 | |
| Contract Term (Including Options, if any) 24 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 design-build services for rehabilitation of the tower pedestals, mooring platforms and elevators at the Verrazzano-Narrows Bridge to Kiewit Infrastructure Co. for a period of 24 months in the negotiated amount of \$35,093,252. The Work is necessary to: (i) maintain the tower pedestals in a state of good repair by addressing deficiencies and seal the pedestals to stop water infiltration; (ii) rehabilitate the Brooklyn mooring platform and replace the Staten Island platform to accommodate new larger FDNY vessels and (iii) rehabilitate and modernize the tower elevators to meet current code requirements and provide durable and reliable service. In accordance with the MTA Design-Build Best Practice Guidance, and in order to enhance competition and defray proposal costs, this solicitation included stipends to be paid to each unsuccessful proposer in the amount of \$40,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling \$80,000 to the two unsuccessful shortlisted firms.

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 rehabilitation of the tower pedestals, mooring platforms and elevators at the Verrazzano-Narrows Bridge. The Work requires the design, construction and construction management of: (i) rehabilitation of the tower pedestals which

(rev. 4/07/10)

Staff Summary

includes resetting and resealing of granite and; (ii) rehabilitation and modernization of four (4) tower elevator systems including associated lighting in the elevator cabs, landings and hallways and new ventilation for the machine room and (iii) replacement of the Staten Island mooring platform with the lateral fire standpipe runs and modification of the Brooklyn Tower mooring platforms to accommodate current FDNY firefighting apparatus at the Verrazzano-Narrows Bridge.

The service requirements were publicly advertised; four firms submitted qualification information and based on a review of their qualifications, those four firms were deemed qualified to receive the RFP. Three of the four firms submitted proposals: Kiewit Infrastructure Co. (Kiewit) (\$34,886,000), Tully Cleary JV, LLC (Tully Cleary) (\$41,355,650), and WeDeBuBett, LLC (WeDeBuBett) (\$47,462,000). The proposals and oral presentations were evaluated against established criteria set forth in the RFP, including proposed price, design-build technical approach, key personnel, schedule and management approach.

In accordance with the MTA Design-Build Best Practice Guidance, Technical Proposals were evaluated by a Selection Committee (SC) prior to evaluation of the cost proposals. The SC recommended Kiewit as the highest rated firm based on several factors. Kiewit's proposal demonstrated successful past experience on comparable bridge projects of similar complexity including that of their proposed designer, AECOM USA. Kiewit: (i) had the best understanding of the specifications and the overall project, (ii) submitted the most thorough proposal with innovative and cost effective approaches for the staging and construction plan, paver mounting and waterproofing system for the pedestals and elevator modernization (iii) proposed highly qualified personnel. These factors in combination with the lowest proposed price, compared to other proposers, made Kiewit's proposal the most advantageous to the Authority.

Although Tully Cleary and WeDeBuBett provided strong technical proposals demonstrating extensive bridge experience and viable technical solutions, their price proposals were higher and the SC unanimously considered the Kiewit proposal to offer the best value for the Authority.

Kiewit submitted a proposal of \$34,886,000. Negotiations were conducted with Kiewit which included discussion of technical requirements, design assumptions, and construction approach. During the detailed technical discussion, it was agreed to add a provision for anticipated additional joint work for the pedestals below the water line that was not included in the original specifications. Based on these scope clarifications, the parties agreed to a revised value of \$35,093,252, which is 7.2% above the Engineer's revised estimate of \$32,730,700 and is fair and reasonable. Upon review of final technical scope and the negotiated fee, the SC recommended the Kiewit team for award, determining that they proposed the best technical solution, and based on the reasons listed above, will provide the best value to the Authority.

In connection with a previous contract awarded to the Contractor, Kiewit was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the Interim MTA Chairman/CEO in consultation with the MTA General Counsel on February 26, 2013. No new SAI has been found related to the Contractor and Kiewit has been deemed responsible.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights has assigned goals of 0% MBE, 0% WBE and 0% SDVOB to this contract.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under projects: D701VN89/D03774 (\$29,910,952), D704VN30/D03737 (\$4,832,300) and in the Operating Budget VNM-390 (\$350,000). The two Design-Build Stipends totaling \$80,000 are funded under the 2015-2019 Capital Program project D701VN89/D04234 and D04235.

V. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.