



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

November 2018

Committee Members

C. Moerdler, Chair

A. Albert

N. Brown

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Tuesday, 11/13/2018

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - October 2018

B&T Committee Minutes - October 2018 - Page 4

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

4. Report on Operations - September 2018

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

5. Safety Report - September 2018

B&T Safety Report - September 2018 - Page 31

6. Customer Environment Survey - Third Quarter 2018

B&T Customer Environment Survey - Third Quarter 2018 - Page 37

7. Report on Cashless Tolling - September 2018

B&T Report on Cashless Tolling - September 2018 - Page 48

8. Financial Report - September 2018

B&T Financial Report - September 2018 - Page 56

9. Capital Program Project Status Report - October 2018

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

10. Procurements

B&T Procurements - Page 78

BT Competitive

B&T Competitive - Page 81

11. Diversity Report - Second Quarter 2018

B&T Diversity Report - Second Quarter 2018 - Page 90

Next Meeting: Monday, December 10, 2018 at 11:30 a.m.



Bridges and Tunnels

Minutes of Committee Meeting October 2018

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

October 22, 2018

11:30 a.m.

In attendance were the Honorable:

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

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
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Dennis J. Martin, Executive Vice President
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

October 22, 2018

Minutes of TBTA Committee held October 22, 2018 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There were two public speakers. Neile Weissman, of Complete George, discussed the reasons why the TBTA should follow through with its plans to widen the Henry Hudson Bridge (HHB) walkway. He urged TBTA to invest in bike infrastructure and criticized TBTA's enforcement of its regulations governing the use of bicycles on pedestrian walkways.

Murray Bodin, of Concerned Grandparents, commended Mr. Fulton and TBTA staff on replacing the posted speed signs at the HHB southbound with "Maintain Speed" signs. Because of the new signs, traffic moves significantly faster even though lanes have been shifted two lanes to the left and are slightly narrower. He stated that type of creative thinking is what MTA should emulate in other areas.

Chairman Moerdler addressed Mr. Bodin by acknowledging that Daniel DeCrescenzo and Joseph Keane recently met with staff on the improvements at the HHB and he addressed Mr. Weissman by stating that staff is also evaluating pedestrian and bicycle access to the HHB.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 24, 2018 were approved.

Committee Work Plan

Mr. Fulton stated that TBTA's Second Quarter Diversity Report was moved from the October Committee Meeting agenda to the November agenda.

President Fulton's Remarks

Mr. Fulton thanked Mr. Bodin for his complimentary remarks and he stated that TBTA is focused on making sure that the HHB customers get the level of service they deserve. Mr. Fulton also stated that it was a pleasure to see Mr. Weissman again, whom he had spoken to in the past regarding the George Washington Bridge, and that he does not view cyclists as nuisances but acknowledged that they are a very important part of the solution for mobility particularly in urban environments. Mr. Fulton has asked staff to look at all TBTA facilities with a mindset towards the future, customer safety and making sure that pedestrian and cyclist safety is balanced so that the use of walkways by both is factored into future planning and the Capital Program.

Mr. Fulton introduced Dennis Martin, TBTA's new Executive Vice President, and stated that he has 34 years of transportation experience, including serving as Interim Executive Director of New Jersey Transit. Mr. Martin will oversee all aspects of day-to-day safety, operations, maintenance, engineering, security, and labor activities with a focus on customer service, continuous improvement, and internal communications.

Report on Operations

With regard to the Report on Operations for August 2018, Mr. DeCrescenzo stated that traffic was higher by 3.6%. Preliminary traffic figures for September 2018 are 2.3% higher than September 2017. Through August 2018, officers issued 4.3% more speeding summonses and 9.0% 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 August 2018, Mr. Osnes stated that enforcement of safety regulations and other actions are resulting in significant improvements in customer safety as follows:

- August 2018 was the eleventh consecutive month of year-over-year improvements in TBTA's collision rate;
- For the 12 months through August 2018, there were 6.68 collisions per million vehicles, which is slightly better than the rate of 8.39 the previous 12 months and slightly better than the 6.87 rate for the 12 months prior to that period.
- The 12-month injury collision rate for August was 1.04 per million vehicles, which was slightly higher than the previous 12-month period. Preliminary figures for September indicate year-over-year improvements in the injury collision rate.

Employee and contractor safety metrics are as follows:

- The employee lost time injury rate was higher than in the previous 12 months, and as IOD investigations continue, TBTA is exploring ergonomic adjustments to mitigate injuries associated with entering and exiting vehicles; and
- The construction injury rate for August 2018 was 41% lower than the previous 12 months.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for August 2018, Ms. Chua stated that TBTA's E-ZPass market share is 93.9% or 2.8 percentage points higher than the same period last year. The combined collection rate for all facilities through February 2018 is 100.4%. With regard to customer outreach efforts, Ms. Chua stated that 440,000 customers have enrolled in the Mobile Alerts program. Since March 2018, when TBTA launched targeted efforts to increase enrollment in this free service, 116,000 customers have enrolled, which is a 33% increase. TBTA is currently promoting a \$500 sweepstakes as an incentive for customers to enroll in the Mobile Alerts program. The sweepstakes is being promoted through statement inserts and emails sent to all TBTA E-ZPass customers. TBTA's New York E-ZPass Customer Service Center partner peer agencies, the New York State Thruway Authority and the Port Authority of New York and New Jersey, are joining the campaign to give it a broader regional scope. The sweepstakes will remain open until November 30, 2018.

Commissioner Vanterpool asked why there was a significant increase in customer service calls in August 2018 as opposed to August 2017. Ms. Terry responded that in August 2018 TBTA was fully cashless unlike in August 2017 since TBTA was not fully cashless until the end of September 2017, so it is a natural growth.

Commissioner Brown asked if E-ZPass saturation has fulfilled expectations because depending on the market share it can be a substantial income difference for the MTA. He is also surprised that everyone has not signed up for E-ZPass. Ms. Chua stated that the E-ZPass market share is steady but outreach efforts continue to help increase market share. Mr. Fulton stated that while we are at saturation and hovering at an E-ZPass market share of around 94% to 95%, the number of accounts opened in 2017 was greater than in 2018 but customers are still enrolling. He said we are doing well because we have achieved that level and reduced the number of Tolls by Mail customers.

Chairman Moerdler asked if the TBTA has the technical ability to distinguish single passenger vehicles from multiple passenger vehicles as that may be an additional source of revenue for the MTA. Ms. Chua stated that the HOV lane cameras at the VNB can distinguish the number of passengers but such cameras are not installed at all TBTA facilities. Commissioner Moerdler asked if the cameras could be installed at all facilities and Ms. Chua stated that she supposed so.

Financial Report

With regard to the Financial Report for August 2018, Ms. Chua stated that her report compares the results against the July mid-year forecast. Through August 2018, toll revenue was \$1.306 billion, which is 0.7% or \$9.0 million better than forecast. For September 2018, preliminary toll revenue is down 0.9% against the mid-year

forecast due to a slight drop in the average toll based on timing of Tolls by Mail versus E-ZPass payments. The projected year-to-date revenue, however, is still up \$7.5 million or 0.5%. Traffic through August 2018 was 213.3 million crossings, up against forecast by 0.9% or 1.9 million crossings. Preliminary September 2018 traffic is 27.1 million crossings, which is 0.1 million crossings or 0.5% above forecast. Total expenses through August 2018 were \$323.3 million, which is \$23.5 million or 6.8% lower than forecast. TBTA's support to mass transit was \$766.9 million, which is \$43.5 million or 6.0% better than forecast.

2019 Preliminary Budget – Materials Previously Submitted

Ms. Chua stated that while this item is only listed on the agenda and the information is not in the Committee materials, she asked if there were any questions regarding the 2019 preliminary budget. The Committee members did not have any questions.

Capital Program Status Report

With regard to the Capital Program Status Report for September 2018, Mr. Keane stated that TBTA awarded seven commitments totaling \$8.0 million. The most significant commitment made in September was for a design-build project for electrical rehabilitation at the Hugh L. Carey Tunnel for \$5.7 million. In aggregate, 106 commitments totaling \$207.0 million or 96.5% of the year-to-date plan have been awarded. No projects were completed in September. 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 October 2018, Mr. Bajor stated that there are two competitive procurements in the amount of \$35.1 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there is a request to use the RFP process and to declare competitive bidding to be impractical to pre-qualify firms for miscellaneous cleaning and painting services on an as-needed basis at various Authority facilities. There is no funding committed at this time. There is one competitive procurement action this month, which is an award of a competitively solicited Design-Build Contract for the rehabilitation of the tower pedestals, mooring platforms and elevators at the Verrazzano-Narrows Bridge in the negotiated amount of \$35.1M.

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

Contractors to be Determined	Contract No. GFM-525 TBTA is seeking Board approval under the All-Agency General Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize TBTA 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.	\$20,000,000.00 Initial Projected Budget
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Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Kiewit Infrastructure Co.

Contract No. VN-89/VN-30

\$35,093,252.00

TBTA 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.

Mr. Bajor stated that there are no ratifications.

With regard to the as-needed Miscellaneous Cleaning and Painting Services request for proposal (RFP), Commissioner Vanterpool asked whether in-house personnel can perform those services, like cleaning and painting of structural members, so that those services would not have to be contracted out. Mr. Bajor responded that cleaning is not the appropriate word because it is more like surface preparation and sandblasting for larger work on the bridge. For smaller isolated work, internal maintenance staff can be used. This is just a preliminary process for an as-needed contract so that the work can be performed faster and, at a later time, it will be presented to the Board for award. Commissioner Vanterpool renewed an agency-wide recommendation that in order for the members of the Committee to better understand what work can be performed by staff as opposed to what work needs to be contracted out, that information should be included in the Committee materials.

With regard to the Kiewit contract, Chairman Moerdler asked whether an additional work item, added to the contract after it was let, affected the bidding process. Mr. Bajor stated that the addition did not affect bidding because it was a unit price so if TBTA does not need the services then it will not have to pay for it at all. Chairman Moerdler stated that the Procurement Task Force has been looking at trying to avoid tag-ons so TBTA should better anticipate what it needs when an RFP is issued. Mr. Bajor responded that he understood Chairman Moerdler's concern. Commissioner Vanterpool asked why the MTA Department of Diversity and Civil Rights did not issue any MBE goals for this project. Mr. Bajor responded that there are limited opportunities due to the highly specialized nature of the work, which involves mostly elevator work and the actual mooring platform.

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

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2018

Customer Environment Survey – 3rd Quarter 2018
Diversity Report – 2nd Quarter 2018

Operations
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

October 2019

2020 Preliminary Budget

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Report on Cashless Tolling

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

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.

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.

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.

FEBRUARY 2019 (cont'd)

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.

SEPTEMBER 2019 (cont'd)

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.

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.



Bridges and Tunnels

Report on Operations September 2018



MTA Bridges and Tunnels September 2018 Traffic Trends

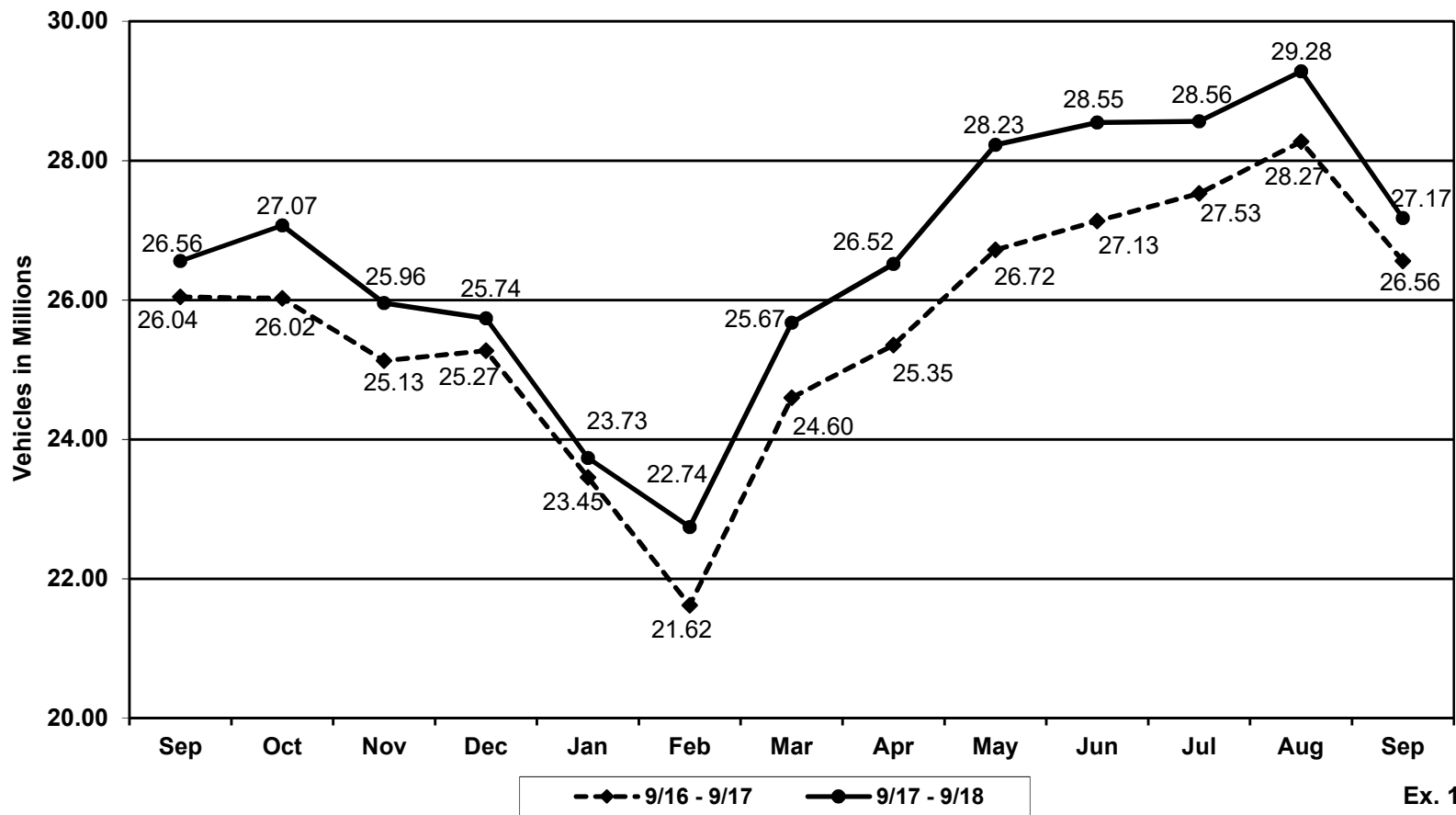
Summary

Traffic was higher on a year-to-year basis, with 27.2 million crossings this month vs. 26.6 million crossings in September 2017, an increase of 2.3% (Exhibit 1).

E-ZPass volume increased by 4.7% on a year-to-year basis for the month while crossings using Tolls by Mail declined 25.3% compared to Tolls by Mail, cash and other payment methods used in September 2017 (Exhibit 7). Passenger car travel increased 2.7% and other vehicle travel declined 2.3% from September 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 September totaled 5.9 inches compared to 1.8 inches last year. Gas prices averaged \$2.98 per gallon this September, which was \$0.15 more than last year at this time.

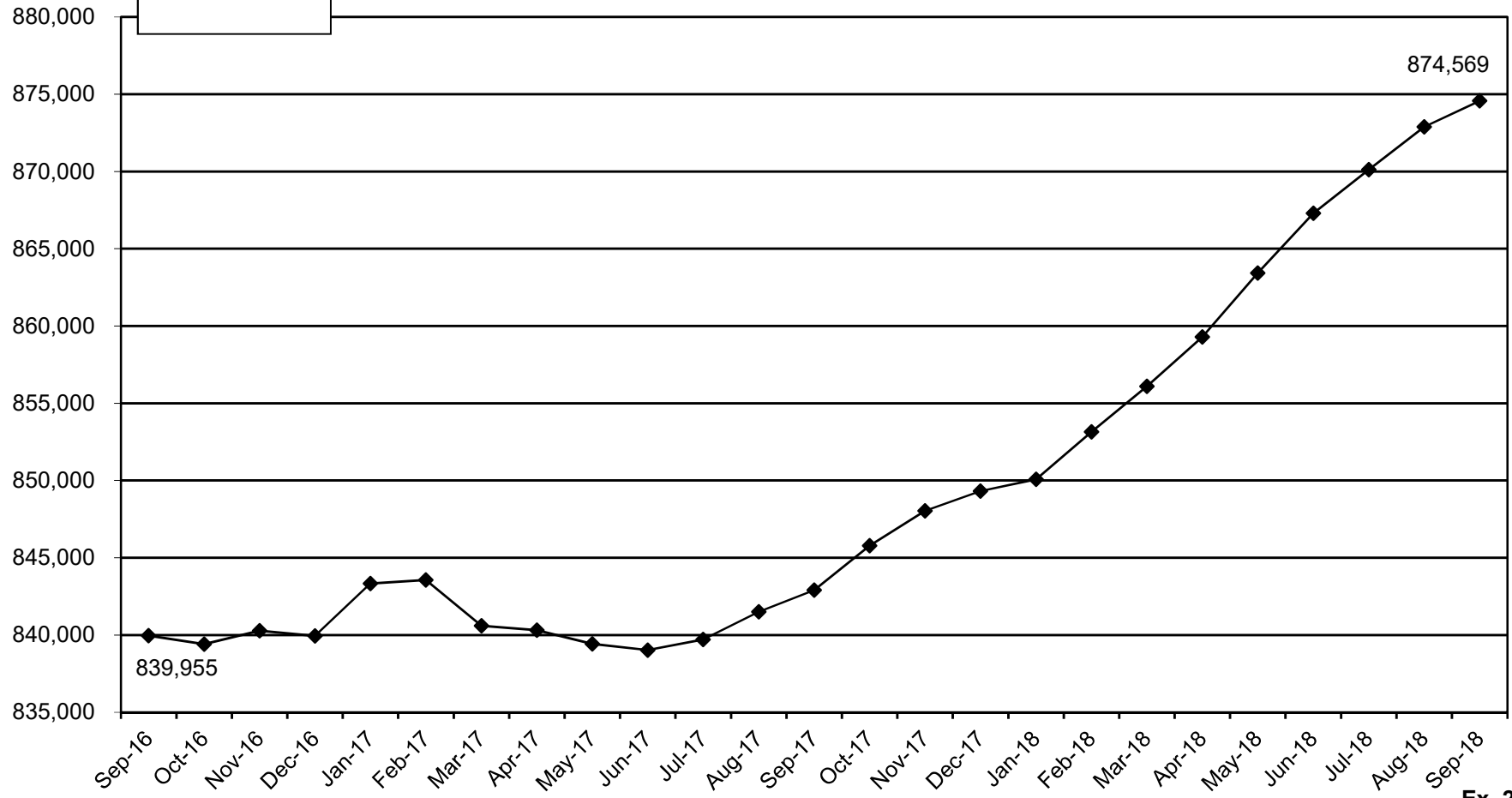
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2018



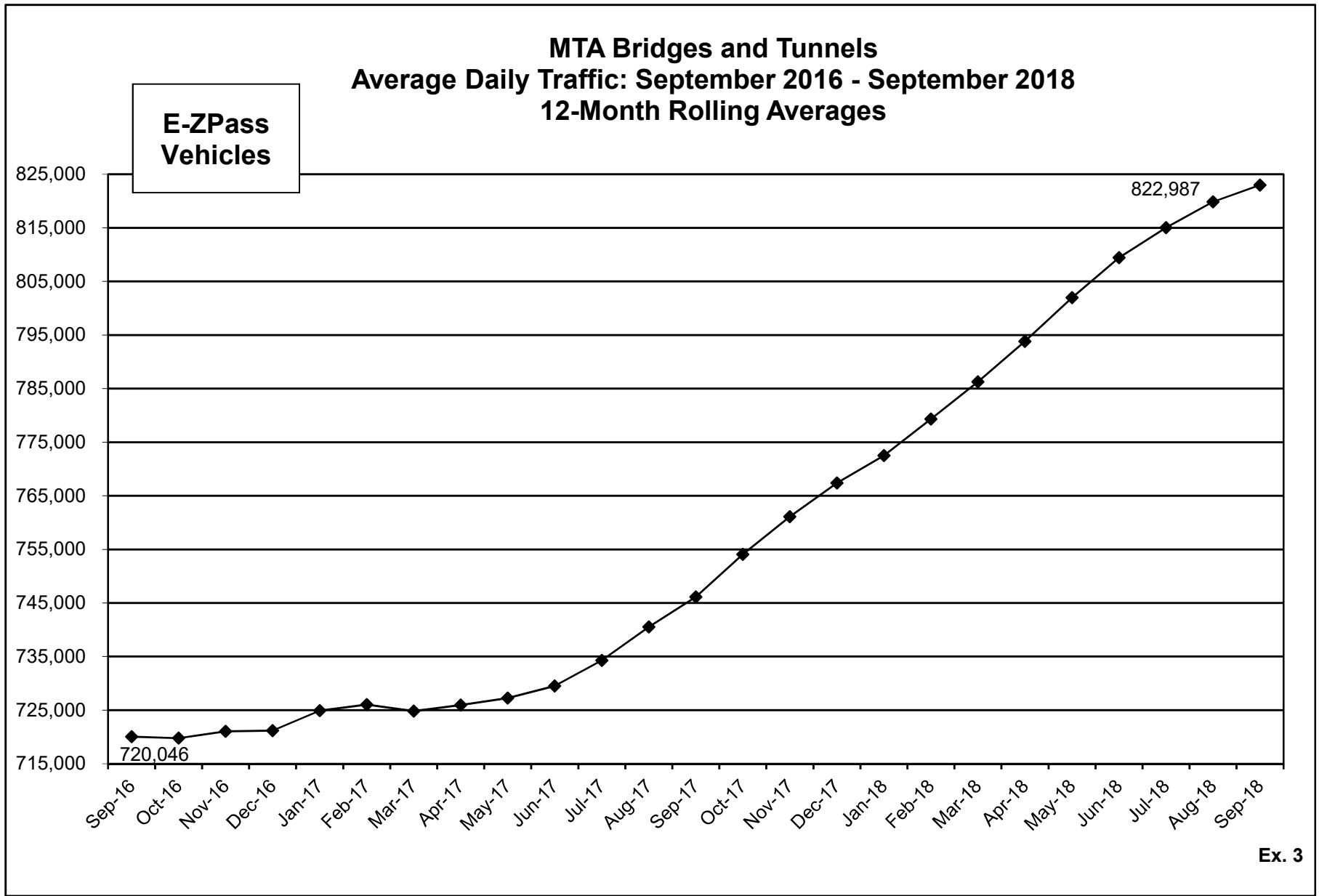
Ex. 1

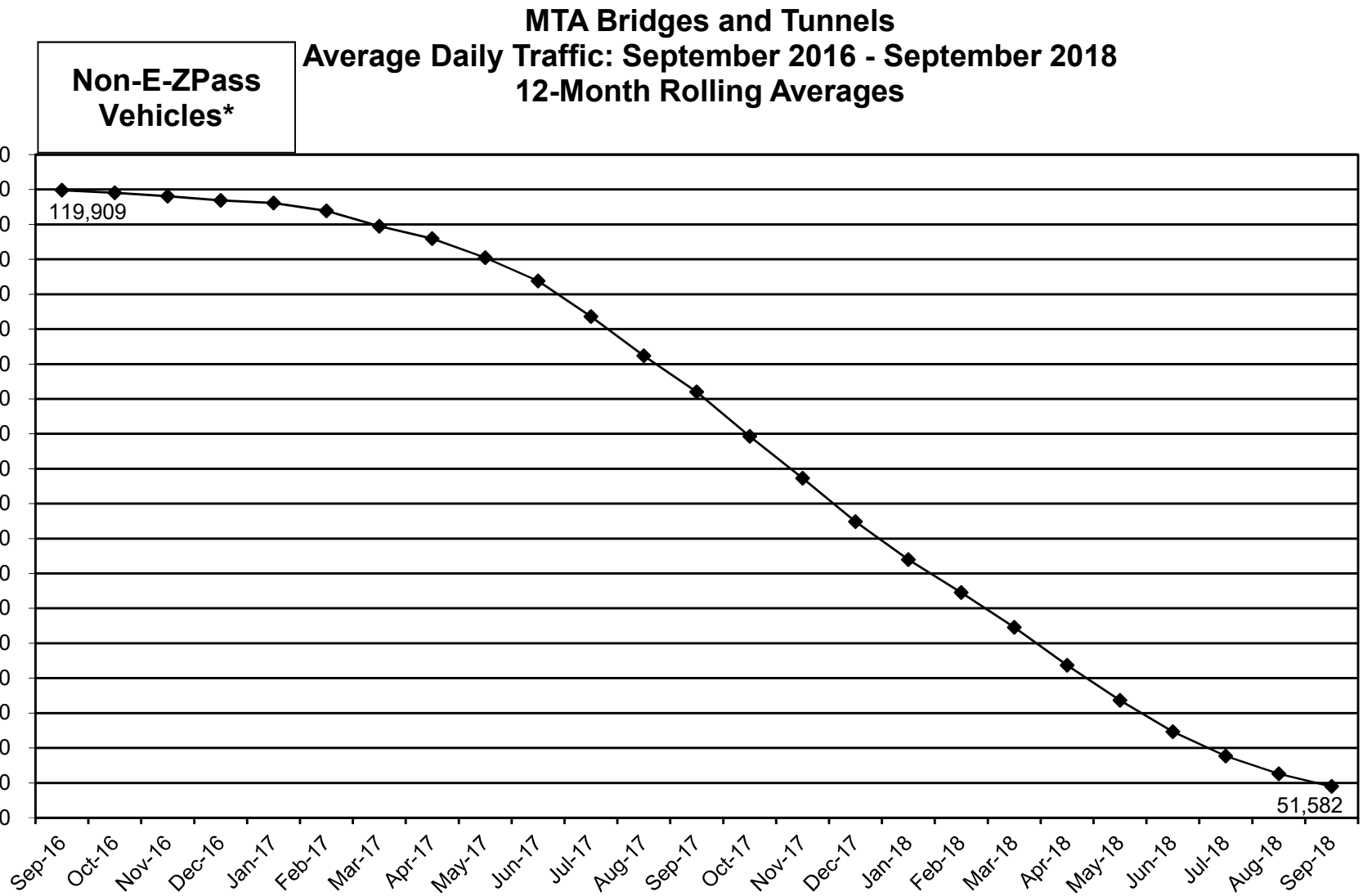
**MTA Bridges and Tunnels
Average Daily Traffic: September 2016 - September 2018
12-Month Rolling Averages**

All Vehicles



Ex. 2



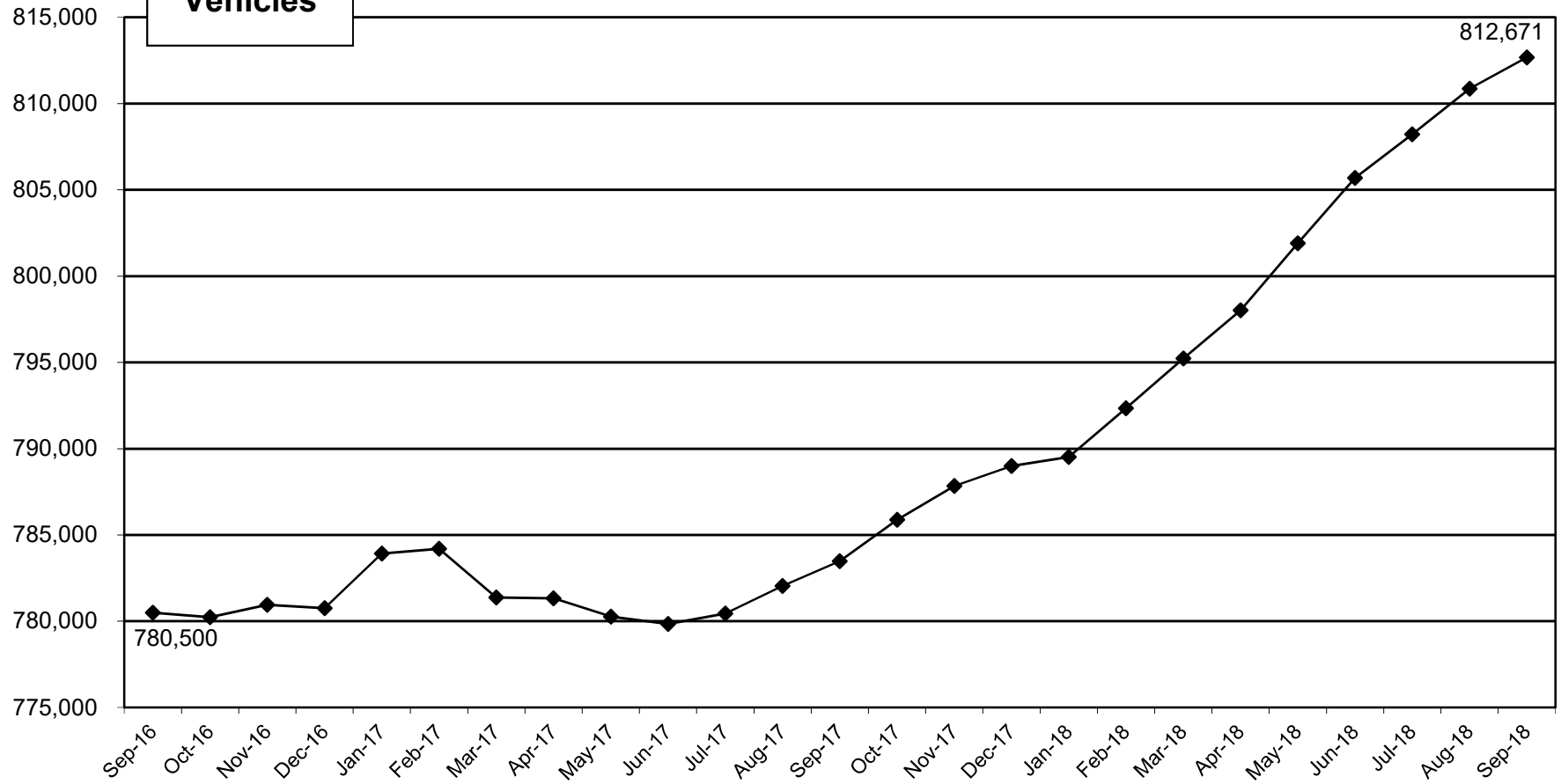


*Includes Tolls by Mail, cash, token, and ticket transactions.

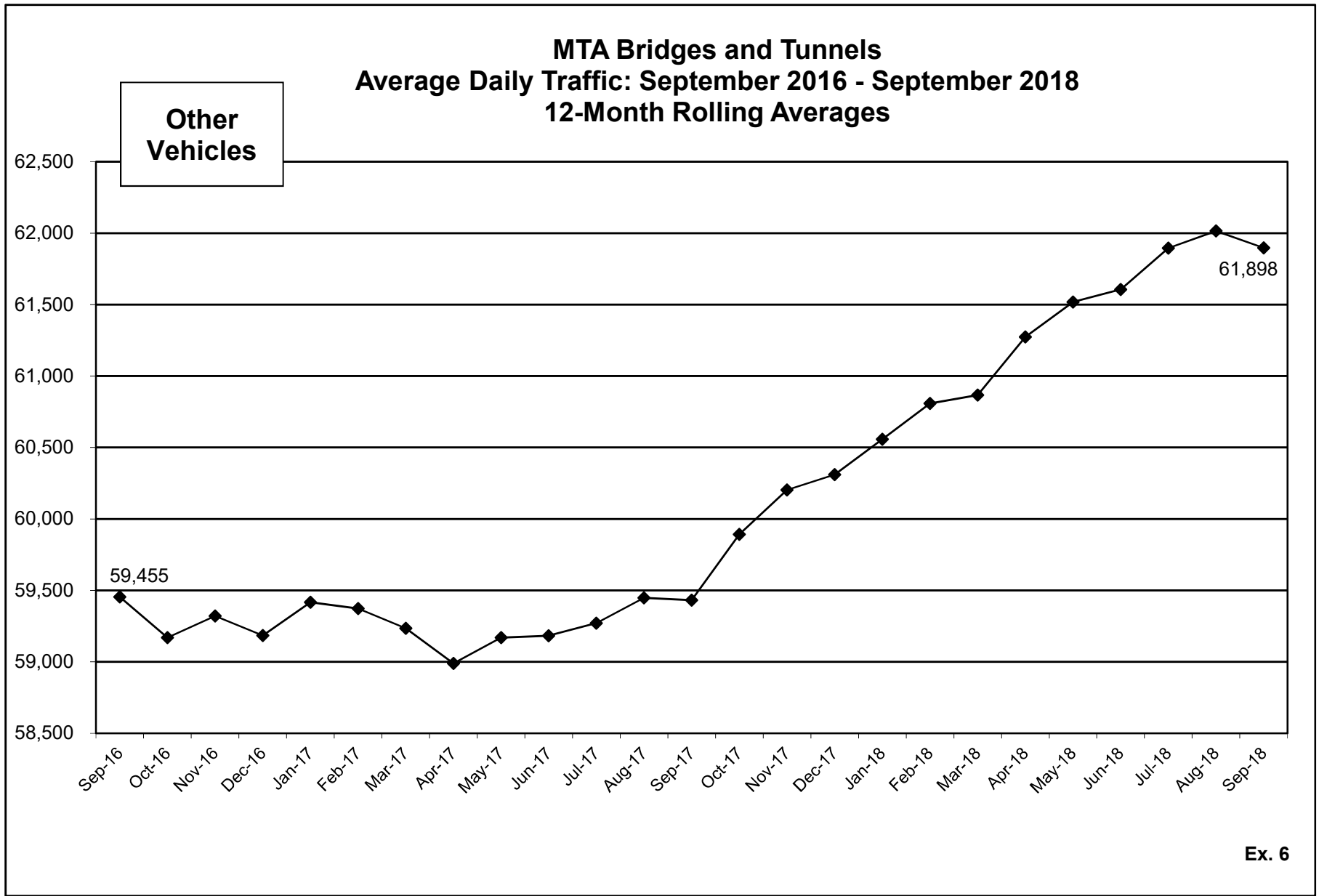
Ex. 4

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

**Passenger
Vehicles**



Ex. 5



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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.3%	3.2%	4.2%	4.0%	3.8%
	E-ZPass	4.7%	6.6%	9.2%	9.8%	10.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-25.3%	-30.9%	-40.5%	-44.5%	-46.7%
RFK Bridge	Total Vehicles	-1.3%	0.3%	5.0%	5.8%	5.4%
	E-ZPass	-0.1%	2.5%	10.2%	12.7%	13.5%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-16.5%	-23.6%	-37.7%	-44.2%	-47.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	10.2%	8.4%	7.9%	6.3%	5.7%
	E-ZPass	10.6%	9.5%	9.4%	8.0%	8.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	1.6%	-11.3%	-18.5%	-23.2%	-32.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	4.3%	3.6%	-0.4%	2.2%
	E-ZPass	11.2%	12.8%	12.6%	5.0%	11.8%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-42.9%	-45.8%	-48.7%	-46.5%	-50.3%
Verrazano-Narrows Bridge	Total Vehicles	1.2%	3.6%	4.2%	4.3%	4.3%
	E-ZPass	1.5%	4.9%	8.8%	9.9%	10.7%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-4.1%	-15.7%	-42.0%	-47.5%	-50.1%
Henry Hudson Bridge	Total Vehicles	-0.6%	-0.3%	0.3%	1.0%	1.4%
	E-ZPass	0.0%	0.4%	1.2%	2.1%	2.7%
	Tolls By Mail	-10.4%	-11.0%	-14.1%	-15.7%	-17.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.0%	-0.2%	0.7%	1.1%	1.6%
	E-ZPass	-2.1%	1.7%	3.5%	5.1%	6.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-19.9%	-25.5%	-33.7%	-42.9%	-46.8%

(1) September 2018 vs. September 2017

(2) July 2018 to September 2018 vs. July 2017 to September 2017

(3) April 2018 to September 2018 vs. April 2017 to September 2017

(4) January 2018 to September 2018 vs. January 2017 to September 2017

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

(6) Includes tokens and tickets

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

Ex. 7

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

Corridor	Toll Media	Sep(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.3%	3.2%	4.2%	4.0%	3.8%
	Passenger	2.7%	3.3%	4.2%	4.0%	3.7%
	Other	-2.3%	1.9%	3.3%	3.5%	4.2%
RFK Bridge	Total Vehicles	-1.3%	0.3%	5.0%	5.8%	5.4%
	Passenger	-1.1%	0.2%	5.1%	5.9%	5.4%
	Other	-4.9%	0.6%	3.8%	5.0%	5.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	10.2%	8.4%	7.9%	6.3%	5.7%
	Passenger	11.6%	9.4%	8.8%	7.1%	6.5%
	Other	-6.9%	-4.3%	-2.9%	-3.4%	-2.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	4.3%	3.6%	-0.4%	2.2%
	Passenger	4.2%	4.3%	3.5%	-0.4%	2.2%
	Other	2.5%	5.0%	4.3%	0.6%	3.1%
Verrazano-Narrows Bridge	Total Vehicles	1.2%	3.6%	4.2%	4.3%	4.3%
	Passenger	1.5%	3.6%	4.1%	4.1%	4.1%
	Other	-2.5%	3.6%	5.6%	6.4%	7.5%
Henry Hudson Bridge	Total Vehicles	-0.6%	-0.3%	0.3%	1.0%	1.4%
	Passenger	-0.5%	-0.2%	0.3%	1.0%	1.3%
	Other	-10.6%	-8.1%	-1.0%	5.0%	13.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.0%	-0.2%	0.7%	1.1%	1.6%
	Passenger	-2.8%	-0.2%	0.5%	0.7%	1.1%
	Other	-7.5%	0.2%	5.5%	7.8%	9.9%

(1) September 2018 vs. September 2017

(2) July 2018 to September 2018 vs. July 2017 to September 2017

(3) April 2018 to September 2018 vs. April 2017 to September 2017

(4) January 2018 to September 2018 vs. January 2017 to September 2017

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

Ex. 8

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
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	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,029	\$2.99	81	6.7	-	14
Sep-18	27,174,912	\$2.98	73	5.9	-	13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
2017 vs. 2016						
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	1,413,557	\$0.58	(1)	(0.6)	-	5
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,535	\$0.48	5	3.4	-	1
September	615,774	\$0.15	1	4.1	-	8

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

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic: 12-Month Rolling Averages

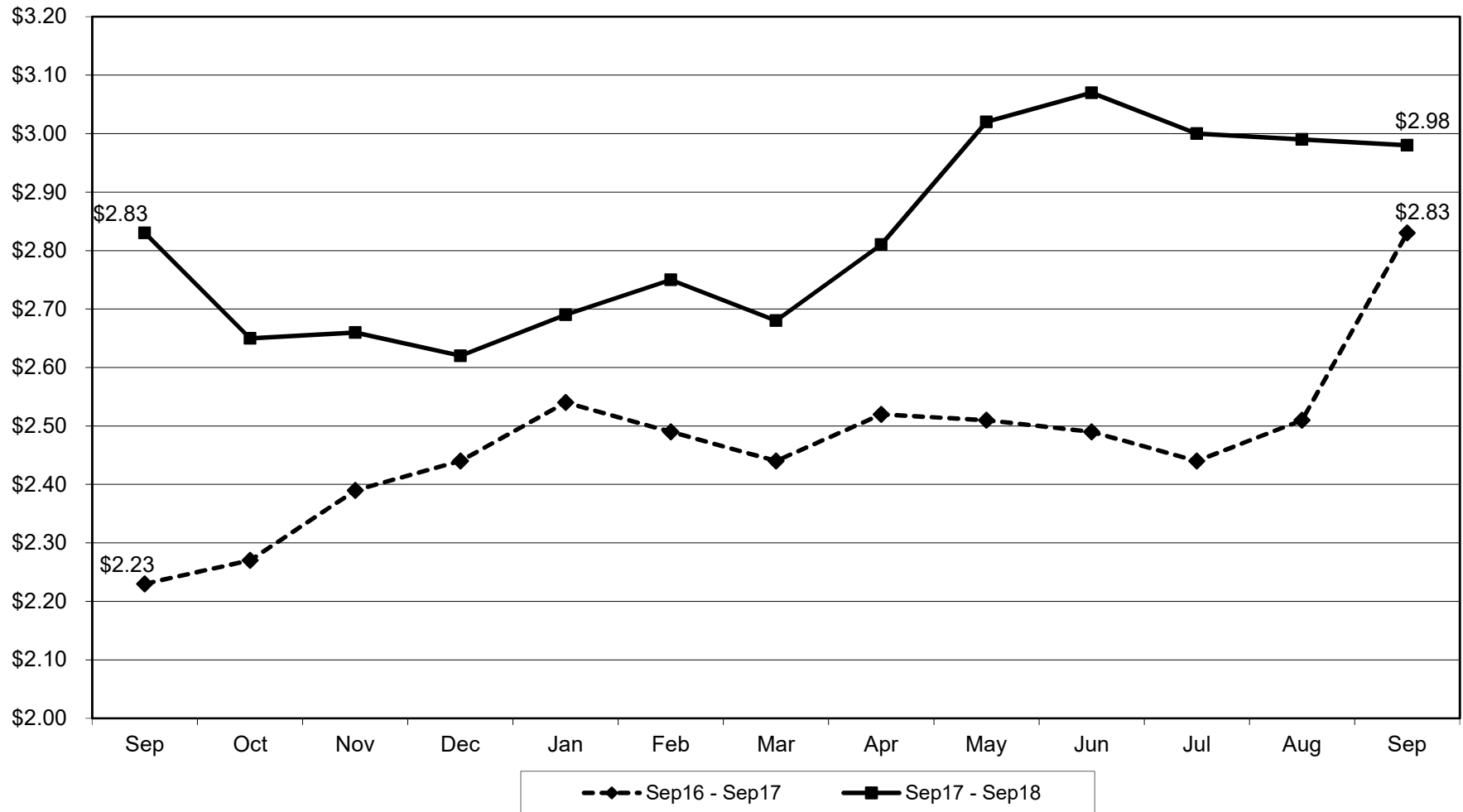
<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Sep-16	839,955	720,046	119,909	780,500	59,455
Oct-16	839,401	719,772	119,629	780,231	59,169
Nov-16	840,278	721,056	119,223	780,958	59,320
Dec-16	839,936	721,175	118,761	780,752	59,184
Jan-17	843,340	724,889	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	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,841	53,041	810,867	62,015
Sep-18	874,569	822,987	51,582	812,671	61,898

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 September 2016 - September 2018





Bridges and Tunnels

Safety Report September 2018



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	October 2015 - September 2016	October 2016 - September 2017	October 2017 - September 2018	
Customer Collisions Rate for Bridge Customers per Million Vehicles	7.00	8.49	6.49	
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.89	0.97	0.99	
Employee Accident Reports	256	251	280	
Employee Lost Time Injuries Rate per 200,000 worker hours	6.9	6.4	8.7	
Construction Injuries per 200,000 worker	1.76	1.72	1.18	
Leading Indicators				
Roadway Safety	2017		2018	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	138	926	0	337
Fleet Preventative Maintenance Insp.	125	1445	132	1196
Safety Taskforce Inspections	0	12	1	5
Construction Safety	September	Year End	September	Year to Date
Construction Safety Inspections	280	3384	226	1628
Fire Safety	September	Year End	September	Year to Date
Fire Code Audits Completed	2	14	3	11
FDNY Liaison Visits	1	25	2	16

Definitions:

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

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

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

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

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

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



Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



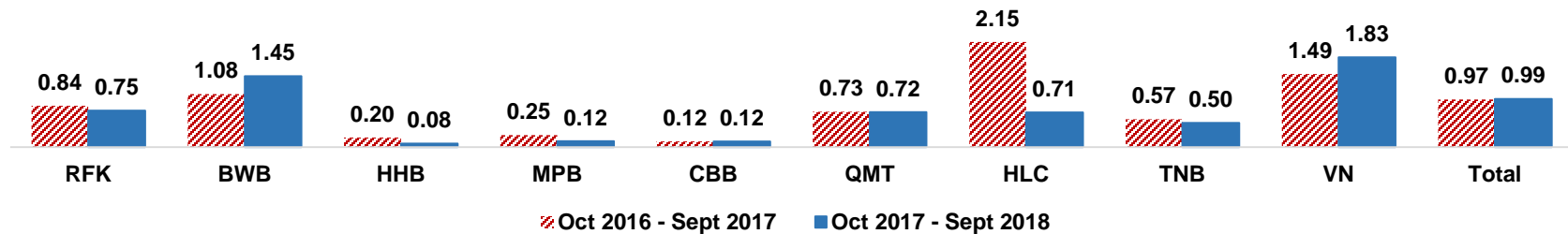
Total Collisions per Million Vehicles



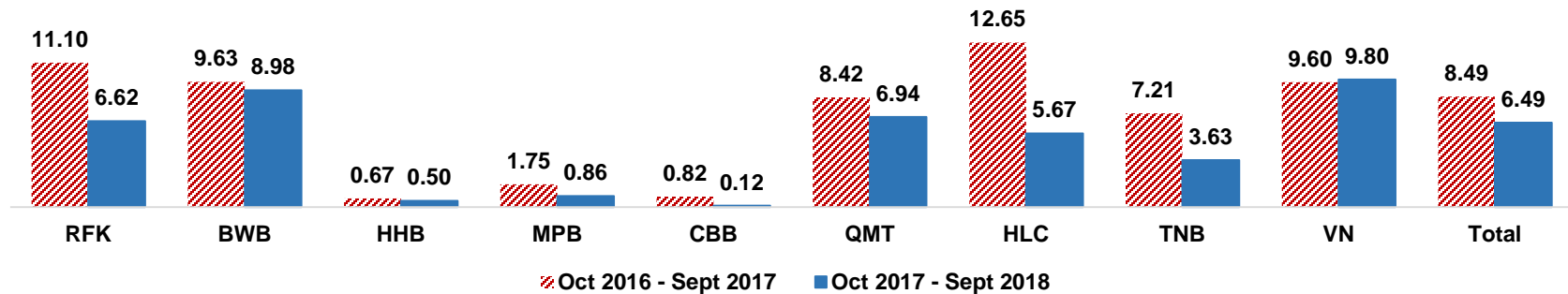


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: September 2017 – September 2018

	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep
RFK	7.51	7.42	9.61	6.67	6.24	4.17	5.62	4.08	8.62	6.78	5.48	8.48	5.67
BWB	13.18	9.02	6.80	5.18	5.91	6.79	7.60	10.57	10.24	10.30	10.27	12.95	10.54
TNB	10.32	5.82	2.73	5.37	2.47	2.59	4.25	3.53	4.31	3.29	3.20	2.95	2.91
VNB	10.67	6.66	8.83	8.65	5.23	8.73	10.20	8.27	11.11	11.31	13.64	12.64	11.17
QMT	7.93	7.74	7.55	10.68	7.65	6.25	7.12	7.90	6.44	5.21	4.99	5.50	7.02
HLC	14.78	5.28	7.71	4.09	2.87	6.62	7.39	5.77	4.83	5.44	5.09	7.21	5.70
HHB	0.00	0.87	0.92	0.00	0.00	0.00	0.48	0.45	0.85	0.43	0.90	0.44	0.46
MPB	1.42	1.54	0.00	3.26	1.76	0.00	1.63	0.00	1.39	0.00	1.16	0.00	0.00
CBB	1.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.00	0.00	0.00	0.00
Total	8.97	6.28	6.60	6.16	4.60	5.24	6.40	5.87	7.43	6.83	7.11	7.98	6.74



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:

- 38,023 summonses were issued in the YTD September 2018 period—3.6% lower than in the YTD September 2017 period.
- 74.1% (28,166) of the summonses issued in the YTD September 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD September 2017	YTD September 2018	% Change
Speed	4,440	4,572	3.0%
Disobey Signs/Traffic Control Device	10,745	9,027	(16.0%)
Cell Phone/Texting	1,884	1,778	(5.6%)
Unsafe Lane Change/Failure to Signal	2,165	2,273	5.0%
*All Other	20,196	20,373	0.9%
Total	39,430	38,023	(3.6%)

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



Bridges and Tunnels

Customer Environment Survey Third Quarter 2018



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of third quarter 2018 results:

Customer Environment

In third quarter 2018, B&T striped 161,406 linear feet of roadway at the Verrazzano-Narrows, Robert F. Kennedy, Bronx-Whitestone and Henry Hudson Bridges, as well as at the Queens Midtown Tunnel. Clear roadway striping helps B&T customers safely navigate its facilities. To enhance the customer environment, B&T repaired 408 potholes and swept 3,046 miles of roadway in third quarter 2018.

Customer Safety

B&T customer safety performance improved in third quarter 2018. The total collision rate was 7.29, 13.8% better than the 8.46 rate in third quarter 2017. The collision with injury rate per million vehicles in third quarter 2018 was 1.05, versus 1.26 in third quarter 2017, representing a 16.0% decrease.

Travel Time

In third quarter 2018, Average Peak Period Travel Time was 11.4% better at B&T facilities than prior to implementation of open road cashless tolling.

PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During third quarter 2018, B&T completed 3,376 work orders, 2 of which were emergencies. During this period, the average time to complete emergency work orders was 0.6 days.

Roadway Lights in Service (%)

In third quarter 2018, 95.9% of roadway lights were in service, 8.7% more than third quarter 2017.

Roadway Sweeping

B&T swept 3,046 miles of roadway in third quarter 2018, 3.5% less than in third quarter 2017.

Storm Drains

B&T cleaned 598 storm drains in the third quarter 2018, which was a 60.8% increase compared to third quarter 2017.

Potholes Repaired

B&T repaired 408 potholes in the third quarter 2018, 38.1% less than third quarter 2017.

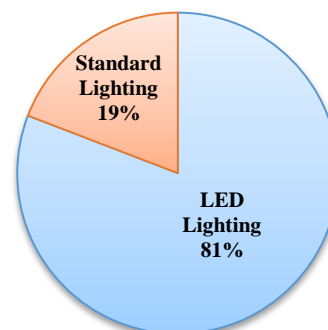
Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In third quarter 2018, B&T striped 161,406 linear feet of roadway at the Verrazzano-Narrows, Robert F. Kennedy, Bronx Whitestone and Henry Hudson Bridges, as well as at the Queens Midtown Tunnel.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of third quarter 2018, B&T has upgraded 81% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:
3rd Quarter 2018**



Performance Statistics	Year End				3 rd Quarter		% Change
	2014	2015	2016	2017	2017	2018	
Completed Maintenance Work Orders (All)	9,615	13,317	12,434	13,877	3,286	3,376	2.7%
Maintenance Work Orders (Emergency)	20	19	24	22	5	2	N/A
Avg. days to complete emergency work order	0.2	0.4	0.4	0.2	0.3	0.6	(100.0%)
Potholes repaired	5,088	4,007	4,120	2,899	659	408	(38.1%)
Roadway sweeping (miles)	15,563	12,601	12,906	11,269	3,158	3,046	(3.5%)
Roadway lights in service (%)	90.2%	90.1%	88.7%	90.9%	88.2%	95.9%	8.7%
Storm drains cleaned	2,115	2,139	2,098	3,269	372	598	60.8%
Tunnel cleaning -walls and ceilings (linear ft.)	1,821,638	304,095	113,901	519,690	113,892	1,338,254	1,075.0%
Roadway striping replaced (linear ft.)	430,803	520,007	379,087	617,436	129,114	161,406	25.0%

ORT Travel Time

Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation. Peak period travel time was down an average of 11.4% in third quarter 2018 and an average of 14.0% in the YTD September 2018 period, across all B&T facilities.

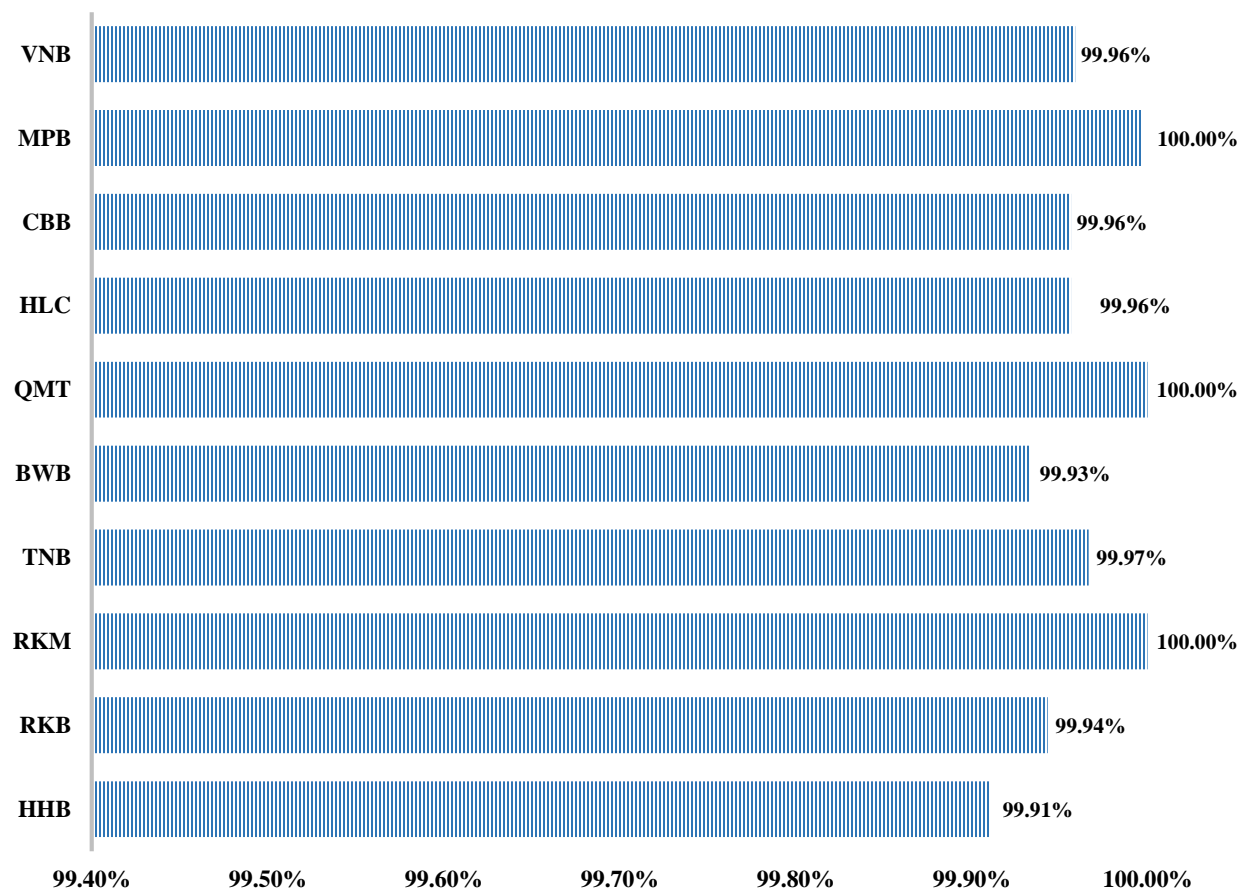
3rd Quarter 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:52	7.1%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:35	1.4%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:31	2.2%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:46	1.4%	↓
Queens Midtown Tunnel	January 10, 2017	6:00	4:57	17.5%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:24	0.4%	↓
Verrazzano-Narrows Bridge	July 8, 2017	7:13	5:00	30.7%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:37	17.8%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:09	13.8%	↓
Cashless ORT Total				11.4%	↓

YTD September 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:47	16.1%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:30	3.7%	↓
Throgs Neck Bridge	September 30, 2017	4:37	4:14	8.3%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:34	4.8%	↓
Queens Midtown Tunnel	January 10, 2017	6:00	5:01	16.4%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:12	4.9%	↓
Verrazzano-Narrows Bridge	July 8, 2017	7:13	4:59	30.9%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:32	22.0%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:06	17.5%	↓
Cashless ORT Total				14.0%	↓

Toll System Availability

Open Road Cashless Tolling (ORT) has been implemented at all B&T facilities. New toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.99% during third quarter 2018.

Toll System Availability: 3rd Quarter 2018



Customer Safety

Performance Statistics	Year End				3 rd Quarter		% Change
	2014	2015	2016	2017	2017	2018	
Collision Rate per Million Vehicles	5.56	5.78	7.49	8.00	8.46	7.29	13.8%
Collision with Injury Rate per Million Vehicles	0.92	0.95	0.87	0.99	1.26	1.05	16.0%
Speeding Summonses	7,452	7,094	5,782	5,930	1,785	1,584	(11.3%)
Truck Summonses	2,173	3,496	2,840	2,371	536	1,304	143.3%
Emergency Response Time (min:sec)	7:05	7:45	7:47	7:41	7:16	7:22	(1.4%)

B&T responded to 2,556 roadway incidents in third quarter 2018. The average response time was 7 minutes and 22 seconds. Incidents include disabled vehicles, collisions and debris in the roadway.

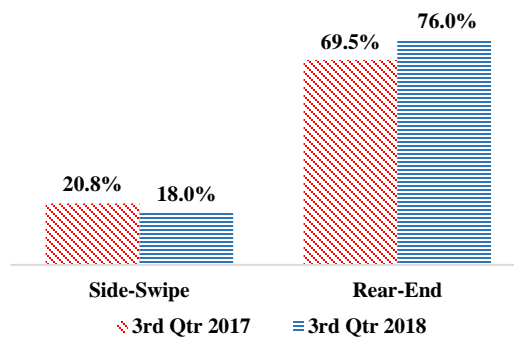
In third quarter 2018, the collision rate per million vehicles was 7.29 and the collision with injury rate per million vehicles was 1.05, as compared to 8.46 and 1.26, respectively, for the same period in 2017.

76.0% of the collisions at B&T facilities in the third quarter 2018 were rear-end collisions, 6.5% higher than in third quarter 2017 (69.5%).

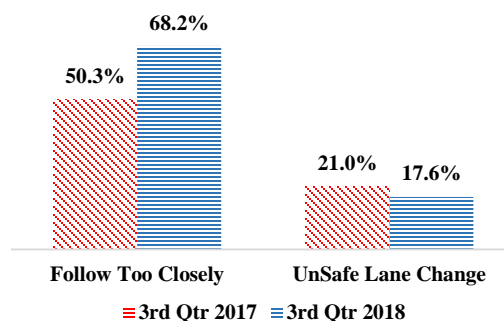
Side-swipe/lane change collisions accounted for 18.0% of all collisions in third quarter 2018, marking a decrease from 20.8% in third quarter 2017.

Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 68.2% of collisions in third quarter 2018. Collisions involving Unsafe Lane Changes decreased by 3.4% compared to third quarter 2017.

Leading Collisions Types
3rd Qtr 2017 vs. 3rd Qtr 2018

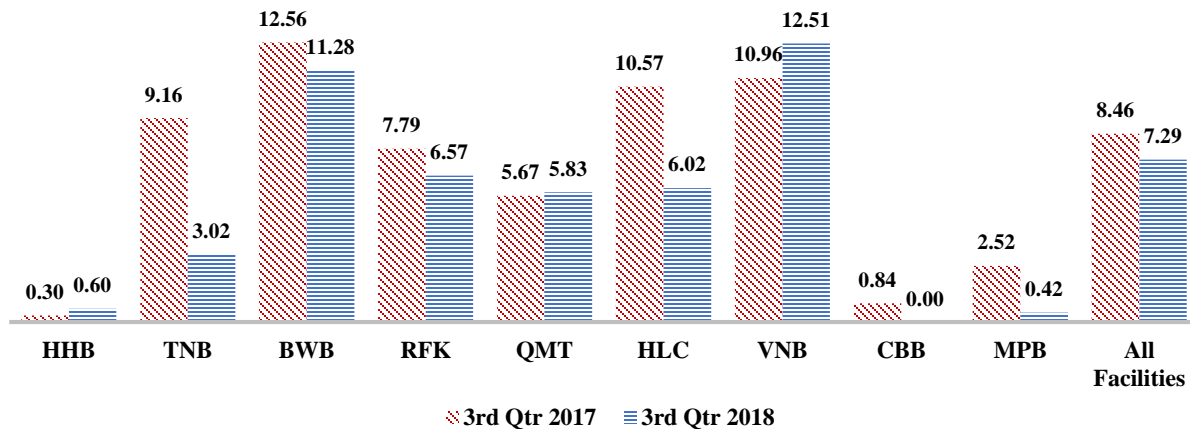


Leading Collision Factors
3rd Qtr 2017 vs. 3rd Qtr 2018

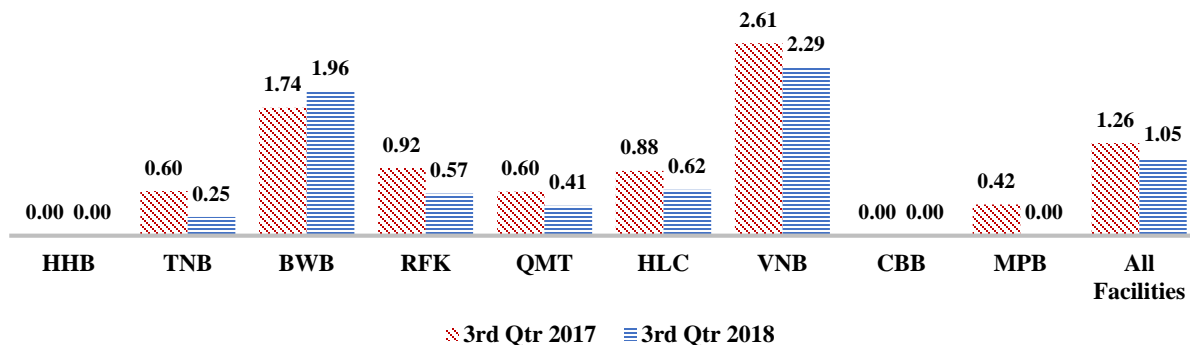


6 out of 9 facilities had lower collisions rates in third quarter 2018, as compared to third quarter 2017.

3rd Qtr 2018 vs. 3rd Qtr 2017 Total Collision Rates per Million Vehicles



3rd Qtr 2018 vs. 3rd Qtr 2017 Collision with Injuries Rates per Million Vehicles





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

- 12,178 summonses were issued in third quarter 2018, 12.7% lower than in the same period in 2017.
- 74.5% (9,071) of the summonses issued in third quarter 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	3rd Qtr 2017	3rd Qtr 2018	% Change
Speeding	1,785	1,584	-11.3%
Disobey Signs/Traffic Control Devices	4,177	3,156	-24.4%
Cell Phone/Texting	554	458	-17.3%
Unsafe Lane Change/Fail to Signal	964	622	-35.5%
All Other Summonses	6,464	6,358	-1.6%
Total	13,944	12,178	-12.7%

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

Indicator Definitions

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

CUSTOMER SERVICE		
Indicator	Description	Source
Travel Speed/Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.	TRANSMIT
Bronx-Whitestone Bridge	Queens: HRP/South Lafayette Avenue to Queens anchorage <i>Point to point Distance-10,586 feet</i> Bronx: Queens anchorage to old plaza <i>Point to point Distance-6,864 feet</i>	
Throgs Neck Bridge	Queens: Lafayette Avenue to Gantry 7 <i>Point to point Distance-18,914 feet</i> Bronx: Gantry 7 to old plaza <i>Point to point Distance-10,148 feet</i>	
Henry Hudson Bridge	Manhattan: Kappock Street to ORT Gantry Bronx: ORT Gantry to Kappock Street <i>Point to point Distance- 2,740 Feet, Average Distance Between Upper and Lower Level Gantry to Kappock Street</i>	
Robert F. Kennedy Bridge	Queens: Manhattan Lift Span to Queens Anchorage <i>Point to point distance - 11,078 feet</i> Manhattan: Queens Anchorage to Manhattan Lift Span <i>Point to point distance - 12,001 feet</i> Bronx: Queens Anchorage to Bruckner Expressway <i>Point to point distance - 11,124 feet</i>	
Queens Midtown Tunnel	Manhattan: LIE NYSDOT Gantry to Manhattan ORT Gantry <i>Point to point Distance-8,130 feet, Average Distance Between North and South Tubes ORT Gantries to Lie NYSDOT Gantry</i>	
Verrazzano-Narrows Bridge	Brooklyn: Fingerboard to 92nd Street or Fingerboard to Belt Parkway Staten Island: 92nd Street to Fingerboard or Belt Parkway to Fingerboard <i>Point to point Distance-13,464 feet</i>	
Hugh L. Carey Tunnel	Brooklyn: Brooklyn- Queens Expressway Overpass to ORT Plaza Manhattan: ORT Plaza to Brooklyn- Queens Expressway Overpass <i>Point to point Distance-10,500 Feet</i>	
Marine Parkway Bridge	Brooklyn: Signal Gantry 1 to Plaza Queens: Plaza to Signal Gantry 1 <i>Point to point Distance - 4,850 feet</i>	
Cross Bay Bridge	Queens: Beach Channel Drive to Plaza Rockaways: Plaza to Beach Channel Drive <i>Point to point distance - 3,985 feet</i>	
E-ZPass Toll Lane Availability (%)	Percent of E-ZPass toll lanes available for customer use.	Toll System Maintenance



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



Bridges and Tunnels

Report on Cashless Tolling September 2018



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

September 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 September, overall E-ZPass market share was 94.2%, which was 2.1% points higher than September 2017.

II. Traffic: Average Weekday by Facility

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

Average weekday E-ZPass market share was 95.0% overall in September. Every facility was over 90%, and six facilities were over 95% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 5.0% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.

III. Traffic: Average Weekend by Facility

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

Average weekend E-ZPass market share was 92.8% overall in September. Each facility was above 90%. Overall, 7.2% of weekend toll transactions were subject to TBM.

IV. Traffic: Distribution by Facility and Time Period

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

In September, 46.9% of traffic volume occurred during the weekday peak periods (22.3% in the AM peak and 24.6% in the PM peak) and 53.1% of the volume occurred on off-peak hours.

V. Traffic: Distribution by Facility and Payment Method

This table highlights the share of crossings at each facility that are associated with E-ZPass accounts administered by the New York Customer Service Center (NY CSC) vs. Non-NY CSC E-ZPass and Tolls by Mail (TBM) accounts. The vast majority 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 September, 86.6% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.6% and 5.8% for Non-NYCSC E-ZPass accounts and TBM, respectively.

REVENUE

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

As of September, our overall facility-wide collection rate is at 100.0% for tolls transacted six months earlier (March 2018), that is, when both tolls and fees are considered, which is .4% lower than as of August (100.4%). The VNB, BWB and the TNB are slightly under 100% on tolls transacted six months earlier.

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 September, the number of active MTA E-ZPass accounts exceeded 3.4 million and the number of active MTA E-ZPass tags exceeded 5.5 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 September, E-ZPass and TBM transactions were 94.2% and 5.8% of all toll transactions, respectively. About 1.9% of E-ZPass transactions resulted in E-ZPass violations. 882,572 toll bills were issued under the TBM program and 142,437 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
September 2018
Preliminary data subject to final audit

I. Traffic: All B&T Facilities by Method of Payment			
	September 2018	September 2017	2018 YTD
E-ZPass ¹	25,599,715	24,451,221	226,612,281
Tolls by Mail/Cash ^{1,2,3}	<u>1,575,197</u>	<u>2,107,917</u>	<u>13,844,233</u>
Total	27,174,912	26,559,138	240,456,514
E-ZPass Market Share:			
Total	94.2%	92.1%	94.2%
Cars	94.1%	91.9%	94.2%
Trucks	95.4%	94.1%	95.4%

II. Traffic: Average Weekday by Facility⁴						
Facility	September 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Sep 2018	Sep 2017	Change
Bronx-Whitestone Bridge	134,158	125,275	8,883	93.4%	86.9%	6.5%
Cross Bay Bridge	25,232	24,111	1,121	95.6%	94.5%	1.1%
Henry Hudson Bridge	74,754	71,693	3,062	95.9%	95.4%	0.5%
Hugh L. Carey Tunnel	56,463	54,600	1,863	96.7%	96.0%	0.7%
Marine Parkway Bridge	23,071	22,273	798	96.5%	95.9%	0.7%
Queens Midtown Tunnel	82,758	79,466	3,292	96.0%	95.8%	0.3%
Robert F. Kennedy Bridge	191,927	181,115	10,812	94.4%	93.3%	1.1%
Throgs Neck Bridge	124,202	116,880	7,322	94.1%	89.7%	4.4%
Verrazano-Narrows Bridge ¹	<u>213,714</u>	<u>204,778</u>	<u>8,936</u>	<u>95.8%</u>	<u>95.4%</u>	<u>0.4%</u>
All Facilities¹	926,279	880,189	46,090	95.0%	93.1%	2.0%

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
September 2018
Preliminary data subject to final audit

III. Traffic: Average Weekend by Facility						
Facility	September 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Sep 2018	Sep 2017	Change
Bronx-Whitestone Bridge	139,891	127,189	12,702	90.9%	81.8%	9.1%
Cross Bay Bridge	21,063	19,844	1,219	94.2%	92.3%	1.9%
Henry Hudson Bridge	69,588	65,275	4,314	93.8%	92.9%	0.9%
Hugh L. Carey Tunnel	47,365	44,943	2,422	94.9%	94.1%	0.8%
Marine Parkway Bridge	20,236	19,280	956	95.3%	94.3%	0.9%
Queens Midtown Tunnel	78,219	73,685	4,535	94.2%	93.4%	0.8%
Robert F. Kennedy Bridge	183,899	169,737	14,162	92.3%	90.7%	1.6%
Throgs Neck Bridge	128,975	118,191	10,784	91.6%	85.2%	6.5%
Verrazano-Narrows Bridge ¹	<u>204,320</u>	<u>191,147</u>	<u>13,173</u>	<u>93.6%</u>	<u>93.2%</u>	<u>0.4%</u>
All Facilities	893,557	829,290	64,267	92.8%	89.7%	3.1%

IV. Traffic: Distribution by Facility & Time Period			
Facility	September 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.1%	23.7%	54.3%
Cross Bay Bridge	24.2%	24.0%	51.8%
Henry Hudson Bridge	23.0%	28.6%	48.4%
Hugh L. Carey Tunnel	24.6%	26.1%	49.2%
Marine Parkway Bridge	26.6%	27.2%	46.2%
Queens Midtown Tunnel	21.4%	23.5%	55.1%
Robert F. Kennedy Bridge	23.4%	21.7%	54.9%
Throgs Neck Bridge	24.3%	23.5%	52.2%
Verrazano-Narrows Bridge ⁵	<u>15.7%</u>	<u>29.5%</u>	<u>54.8%</u>
All Facilities	22.3%	24.6%	53.1%

Note:

5. Traffic distributions reported in westbound tolled direction only

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

V. Traffic: Distribution by Facility and Payment Method			
Facility	September 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.5%	5.9%	7.6%
Cross Bay Bridge	93.4%	1.6%	5.0%
Henry Hudson Bridge	83.4%	11.8%	4.8%
Hugh L. Carey Tunnel	89.9%	6.2%	3.9%
Marine Parkway Bridge	93.0%	3.0%	4.0%
Queens Midtown Tunnel	90.2%	5.2%	4.6%
Robert F. Kennedy Bridge	87.0%	6.6%	6.4%
Throgs Neck Bridge	85.4%	7.7%	6.8%
Verrazano-Narrows Bridge	<u>84.4%</u>	<u>10.6%</u>	<u>5.0%</u>
All Facilities	86.6%	7.6%	5.8%

VI. Revenue Collection Rates Through September 2018		
Facility	Cashless Tolling Go-Live Date	Transactions from April 2017 through March 2018 (6 months prior to September)
Henry Hudson Bridge ⁶	11/20/16	102.4%
Hugh L. Carey Tunnel	1/4/17	101.7%
Queens Midtown Tunnel	1/10/17	103.0%
Marine Parkway Bridge	4/30/17	102.7%
Cross Bay Bridge	4/30/17	101.6%
Robert F. Kennedy Bridge	6/15/17	100.7%
Verrazano-Narrows Bridge	7/8/17	97.5%
Bronx-Whitestone Bridge	9/30/17	98.9%
Throgs Neck Bridge	9/30/17	98.6%
All Facilities		100.0%

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
September 2018**
Preliminary data subject to final audit

VII. Customer Service Center			
E-ZPass	September 2018	September 2017	YTD 2018
Total Accounts Opened	22,654	35,024	215,327
Total Active Accounts			3,490,297
Total Active Tags			5,537,269
Total Reload Cards Distributed	2,876	3,797	29,516
Reload Card % of Cash Replenishments			18.77%
Total Active Reload Cards			170,588

Customer Service Center Metrics	September 2018	September 2017	YTD 2018
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	270,112	287,726	2,613,789
Tolls by Mail	132,726	68,168	980,803
Violations	36,801	46,134	1,113,529
Other ⁷	12,371	15,042	131,149
Interactive Voice Response System	871,887	827,973	7,809,813
Total	1,323,897	1,245,043	12,649,083
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	3:57	1:24	2:13
Violations Call Unit	4:09	0:40	2:53
Tolls By Mail Call Unit	0:13	0:15	0:09

VIII. Toll Processing Metrics		
E-ZPass and Tolls by Mail Metrics	September 2018	YTD 2018
E-ZPass Program		
# of Paid Transactions⁸	22,229,939	197,380,684
Passenger	20,727,077	183,148,495
Commercial	1,502,862	14,232,189
# of Violations Transactions	414,960	3,039,642
Passenger	395,600	2,866,450
Commercial	19,360	173,192
# of Violation Notices Issued (First Notice, by Mail Date)	174,254	1,231,780
Tolls by Mail Program (TBM)		
# of Transactions	1,418,361	12,172,778
Passenger	1,344,505	11,485,990
Commercial	73,856	686,788
# of Violation Transactions⁹	-	4,605,274
Passenger	-	4,346,820
Commercial	-	258,454
# of Toll Bills Issued (By Mail Date)¹⁰	882,572	6,636,990
# of Violation Notices Issued (By Mail Date)	142,437	1,481,679

Note:

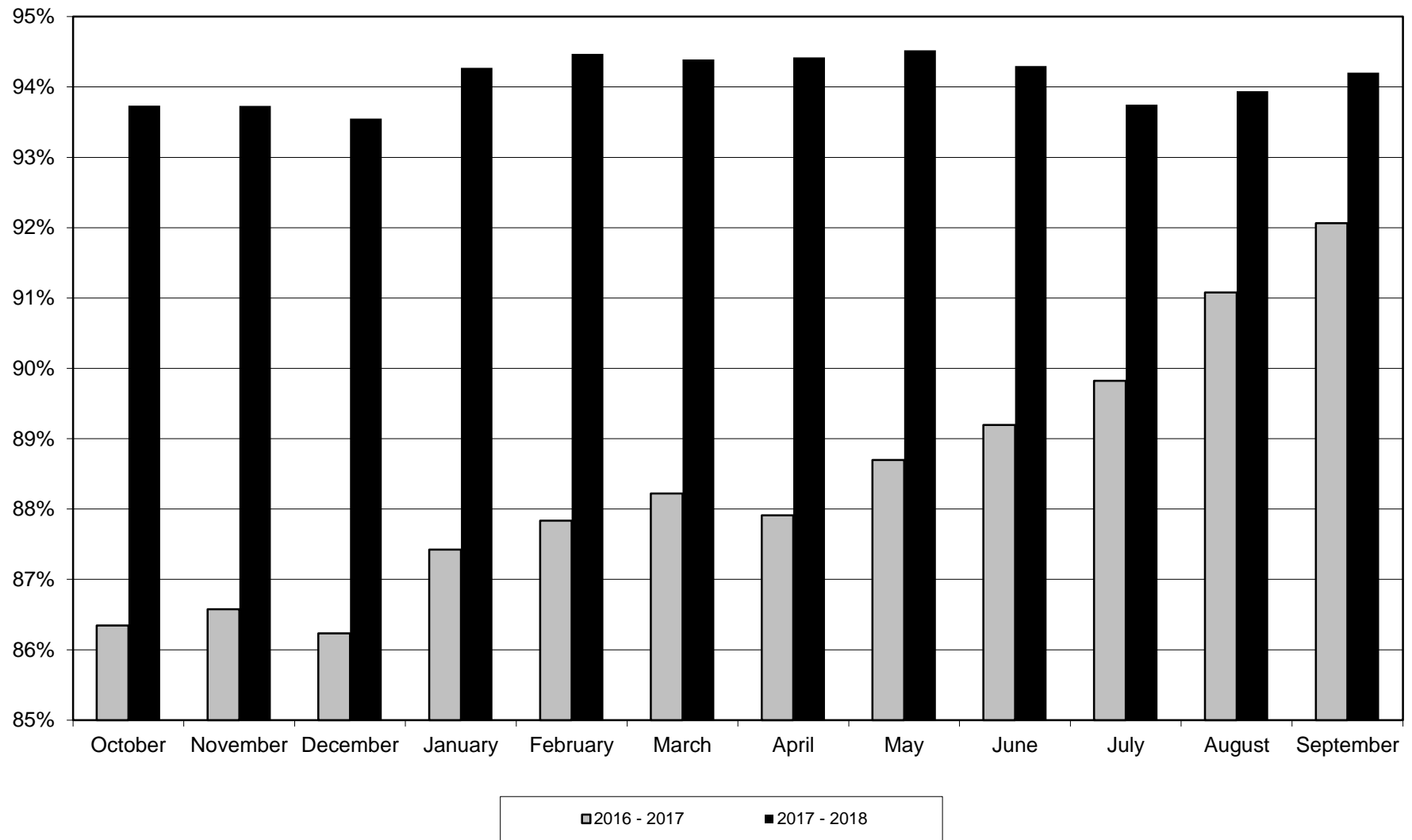
7. Business and retail tag registration calls

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 October 2016 through September 2018





Bridges and Tunnels

Financial Report September 2018



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2018
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,610
Investments:	
Unrestricted	159,599
Restricted	1,078,253
Accrued interest receivable	3,324
Accounts receivable (net of reserve provision)	71,782
Tolls due from other agencies	40,965
Prepaid expenses	2,114
	<hr/>
Total current assets	1,364,647

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	8
Facilities, less acc.dep of \$1,577,406	6,247,341
Capital lease 2 Broadway net acc. dep.	38,102
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,288,995

TOTAL ASSETS: 7,653,643

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	246,647
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 433,404

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 8,087,047

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of September 30, 2018

(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	307,220
Interest Payable	167,079
Accounts Payable	168,976
Accrued Pension Payable	9,599
Payable to MTA-CAP	310,952
Due to MTA-Operating Expenses	5,926
Due to NYCTA-Operating Expenses	419
Accrued salaries	32,422
Accrued Vac & Sick Benefits	16,718
Current portion of estimated liability arising from injury	1,565
Due to New York City Transit Authority	37,082
Due to Metropolitan Transportation Authority	55,595
Unredeemed Tolls	176,825
Tolls due to other agencies	61,636
E-ZPass Airport Toll Liability	9,046
	<hr/>
Total current liabilities	1,361,061

NONCURRENT LIABILITIES:

Long term debt	9,144,875
Post Employment Benefits Other than Pensions	758,493
Estimated liability arising from injury	45,569
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	10,415,394

DEFERRED INFLOW OF RESOURCES

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

11,797,208

NET POSITION

-3,710,162

TOTAL LIABILITIES, DEFERRED INFLOWS OF

8,087,047

*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
SEPTEMBER 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	166.257	164.733	(1.523)	(0.9)	0.000	0.000	0.000	-	166.257	164.733	(1.523)	(0.9)
Other Operating Revenue	1.427	0.504	(0.923)	(64.7)	0.000	0.000	0.000	-	1.427	0.504	(0.923)	(64.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.298	3.193	0.895	39.0	2.298	3.193	0.895	39.0
Investment Income	0.087	0.249	0.162	*	0.000	0.000	0.000	-	0.087	0.249	0.162	*
Total Revenue	\$167.771	\$165.486	(\$2.285)	(1.4)	\$2.298	\$3.193	\$0.895	39.0	\$170.069	\$168.680	(\$1.390)	(0.8)
Expenses												
<i>Labor:</i>												
Payroll	\$11.733	\$8.475	\$3.258	27.8	\$0.779	\$1.337	(\$0.558)	(71.6)	12.512	\$9.812	\$2.700	21.6
Overtime	2.253	1.890	0.363	16.1	0.241	0.033	0.208	86.4	2.494	1.923	0.571	22.9
Health and Welfare	2.606	2.074	0.532	20.4	0.159	0.325	(0.166)	*	2.765	2.399	0.366	13.2
OPEB Current Payment	1.905	1.801	0.104	5.5	0.000	0.000	0.000	-	1.905	1.801	0.104	5.5
Pensions	2.974	2.851	0.122	4.1	0.235	0.356	(0.121)	(51.2)	3.209	3.207	0.002	0.1
Other Fringe Benefits	1.473	0.987	0.486	33.0	0.110	0.328	(0.218)	*	1.583	1.315	0.268	16.9
Reimbursable Overhead	(0.774)	(0.815)	0.041	5.3	0.774	0.815	(0.041)	(5.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$22.170	\$17.264	\$4.906	22.1	\$2.298	\$3.193	(\$0.895)	(39.0)	\$24.468	\$20.457	\$4.010	16.4
<i>Non-Labor:</i>												
Electric Power	\$0.629	\$0.561	\$0.067	10.7	\$0.000	\$0.000	\$0.000	-	\$0.629	\$0.561	\$0.067	10.7
Fuel	0.141	0.121	0.020	14.2	0.000	0.000	0.000	-	0.141	0.121	0.020	14.2
Insurance	1.002	0.879	0.123	12.2	0.000	0.000	0.000	-	1.002	0.879	0.123	12.2
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	21.955	22.164	(0.209)	(1.0)	0.000	0.000	0.000	-	21.955	22.164	(0.209)	(1.0)
Professional Service Contracts	3.695	3.928	(0.234)	(6.3)	0.000	0.000	0.000	-	3.695	3.928	(0.234)	(6.3)
Materials & Supplies	0.424	1.036	(0.613)	*	0.000	0.000	0.000	-	0.424	1.036	(0.613)	*
Other Business Expenses	4.192	3.426	0.766	18.3	0.000	0.000	0.000	-	4.192	3.426	0.766	18.3
Total Non-Labor Expenses	\$32.038	\$32.117	(\$0.079)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$32.038	\$32.117	(\$0.079)	(0.2)
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.	\$54.208	\$49.381	\$4.827	8.9	\$2.298	\$3.193	(\$0.895)	(39.0)	\$56.506	\$52.574	\$3.932	7.0
Depreciation	\$11.645	\$12.269	(\$0.624)	(5.4)	\$0.000	\$0.000	\$0.000	-	11.645	\$12.269	(\$0.624)	(5.4)
OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$71.103	\$66.900	\$4.203	5.9	\$2.298	\$3.193	(\$0.895)	(39.0)	\$73.401	\$70.094	\$3.308	4.5
Less: Depreciation	\$11.645	\$12.269	(\$0.624)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$11.645	\$12.269	(\$0.624)	(5.4)
Less: OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$54.208	\$49.381	\$4.827	8.9	\$2.298	\$3.193	(\$0.895)	(39.0)	\$56.506	\$52.574	\$3.932	7.0
Net Surplus/(Deficit)	\$113.564	\$116.106	\$2.542	2.2	\$0.000	\$0.000	\$0.000	-	\$113.564	\$116.106	\$2.542	2.2

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
SEPTEMBER 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$113.564	\$116.106	\$2.542	2.2
Less: Capitalized Assets						2.914	0.401	2.513	2.914	0.401	2.513	86.2
Reserves						0.000	0.000	0.000	0.000	0.000	0.000	-
GASB Reserves						0.000	0.000	0.000	0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$110.650	\$115.705	\$5.055	4.6
Less: Debt Service						55.530	54.529	1.001	55.530	54.529	1.001	1.8
Less: Contribution to the Capital Program						20.059	20.059	0.000	20.059	20.059	0.000	0.0
Income Available for Distribution									\$35.061	\$41.118	\$6.056	17.3
Distributable To:												
MTA - Investment Income						0.087	0.249	0.162	0.087	0.249	0.162	*
MTA - Distributable Income						22.376	25.041	2.666	22.376	25.041	2.666	11.9
NYCTR - Distributable Income						12.598	15.827	3.229	12.598	15.827	3.229	25.6
Total Distributable Income									\$35.061	\$41.118	\$6.056	17.3
Support to Mass Transit:												
Total Revenues						170.069	168.680	(1.390)	170.069	168.680	(1.390)	(0.8)
Less: Total Operating Expenses						<u>56.506</u>	<u>52.574</u>	<u>3.932</u>	<u>56.506</u>	<u>52.574</u>	<u>3.932</u>	7.0
Net Operating Income/(Deficit)						\$113.564	\$116.106	\$2.542	\$113.564	\$116.106	\$2.542	2.2
Deductions from Net Operating Income:												
Capitalized Assets						2.914	0.401	2.513	2.914	0.401	2.513	86.2
Reserves						0.000	0.000	0.000	0.000	0.000	0.000	-
B&T Debt Service						23.552	22.868	0.683	23.552	22.868	0.683	2.9
Contribution to the Capital Program						20.059	20.059	0.000	20.059	20.059	0.000	0.0
GASB Reserves						0.000	0.000	0.000	0.000	0.000	0.000	-
Total Deductions From Operating Income						\$46.524	\$43.328	\$3.196	\$46.524	\$43.328	\$3.196	6.9
Total Support to Mass Transit						\$67.040	\$72.778	\$5.738	\$67.040	\$72.778	\$5.738	8.6

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
SEPTEMBER 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,463.325	1,470.839	7.514	0.5	0.000	0.000	0.000	-	1,463.325	1,470.839	7.514	0.5
Other Operating Revenue	14.654	16.231	1.577	10.8	0.000	0.000	0.000	-	14.654	16.231	1.577	10.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.455	15.687	(0.768)	(4.7)	16.455	15.687	(0.768)	(4.7)
Investment Income	0.973	1.624	0.651	66.9	0.000	0.000	0.000	-	0.973	1.624	0.651	66.9
Total Revenue	\$1,478.953	\$1,488.694	\$9.742	0.7	\$16.455	\$15.687	(\$0.768)	(4.7)	\$1,495.407	\$1,504.381	\$8.974	0.6
Expenses												
<i>Labor:</i>												
Payroll	\$95.137	\$85.799	\$9.338	9.8	\$6.168	\$6.566	(\$0.398)	(6.5)	101.305	\$92.365	\$8.940	8.8
Overtime	19.311	18.156	1.155	6.0	1.051	0.207	0.844	80.3	20.362	18.363	2.000	9.8
Health and Welfare	21.632	20.237	1.396	6.5	1.354	1.585	(0.231)	(17.0)	22.986	21.822	1.165	5.1
OPEB Current Payment	16.644	16.237	0.407	2.4	0.000	0.000	0.000	-	16.644	16.237	0.407	2.4
Pensions	27.409	27.426	(0.017)	(0.1)	1.775	1.756	0.019	1.1	29.184	29.182	0.002	0.0
Other Fringe Benefits	13.676	12.439	1.237	9.0	0.860	1.049	(0.189)	(21.9)	14.537	13.488	1.048	7.2
Reimbursable Overhead	(5.247)	(4.524)	(0.722)	(13.8)	5.247	4.524	0.722	13.8	0.000	0.000	0.000	-
Total Labor Expenses	\$188.564	\$175.770	\$12.794	6.8	\$16.455	\$15.687	\$0.768	4.7	\$205.019	\$191.457	\$13.561	6.6
<i>Non-Labor:</i>												
Electric Power	\$4.294	\$3.576	\$0.717	16.7	0.000	\$0.000	\$0.000	-	\$4.294	\$3.576	\$0.717	16.7
Fuel	1.547	1.493	0.054	3.5	0.000	0.000	0.000	-	1.547	1.493	0.054	3.5
Insurance	8.017	8.361	(0.344)	(4.3)	0.000	0.000	0.000	-	8.017	8.361	(0.344)	(4.3)
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	112.575	102.504	10.070	8.9	0.000	0.000	0.000	-	112.575	102.504	10.070	8.9
Professional Service Contracts	33.070	31.499	1.571	4.8	0.000	0.000	0.000	-	33.070	31.499	1.571	4.8
Materials & Supplies	3.542	3.630	(0.088)	(2.5)	0.000	0.000	0.000	-	3.542	3.630	(0.088)	(2.5)
Other Business Expenses	35.202	33.306	1.895	5.4	0.000	0.000	0.000	-	35.202	33.306	1.895	5.4
Total Non-Labor Expenses	\$198.247	\$184.370	\$13.876	7.0	\$0.000	\$0.000	\$0.000	-	\$198.247	\$184.370	\$13.876	7.0
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.	\$386.810	\$360.140	\$26.670	6.9	\$16.455	\$15.687	\$0.768	4.7	\$403.265	\$375.827	\$27.438	6.8
Depreciation	\$103.823	\$105.930	(\$2.107)	(2.0)	0.000	\$0.000	\$0.000	-	103.823	\$105.930	(\$2.107)	(2.0)
OPEB Obligation	48.722	48.722	0.000	0.0	0.000	0.000	0.000	-	48.722	48.722	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.	\$539.355	\$514.792	\$24.563	4.6	\$16.455	\$15.687	\$0.768	4.7	\$555.810	\$530.479	\$25.331	4.6
Less: Depreciation	\$103.823	\$105.930	(\$2.107)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$103.823	\$105.930	(\$2.107)	(2.0)
Less: OPEB Obligation	48.722	48.722	0.000	0.0	0.000	0.000	0.000	-	48.722	48.722	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	\$386.810	\$360.140	\$26.670	6.9	\$16.455	\$15.687	\$0.768	4.7	\$403.265	\$375.827	\$27.438	6.8
Net Surplus/(Deficit)	\$1,092.142	\$1,128.554	\$36.412	3.3	\$0.000	\$0.000	\$0.000	-	\$1,092.142	\$1,128.554	\$36.412	3.3

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
SEPTEMBER 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)									\$1,092.142	\$1,128.554	\$36.412	3.3
Less: Capitalized Assets									14.557	4.612	\$9.945	68.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,077.585	\$1,123.942	\$46.357	4.3
Less: Debt Service									500.737	500.064	0.674	0.1
Less: Contribution to the Capital Program									79.547	79.547	0.000	0.0
Income Available for Distribution									\$497.301	\$544.332	\$47.031	9.5
Distributable To:												
MTA - Investment Income									0.973	1.624	0.651	66.9
MTA - Distributable Income									292.493	314.331	21.837	7.5
NYCTR - Distributable Income									203.835	228.377	24.542	12.0
Total Distributable Income									\$497.301	\$544.332	\$47.031	9.5
<u>Support to Mass Transit:</u>												
Total Revenues									1,495.407	1,504.381	8.974	0.6
Less: Total Operating Expenses									<u>403.265</u>	<u>375.827</u>	<u>27.438</u>	6.8
Net Operating Income/(Deficit)									\$1,092.142	\$1,128.554	\$36.412	3.3
Deductions from Net Operating Income:												
Capitalized Assets									14.557	4.612	9.945	68.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									207.671	204.744	2.927	1.4
Contribution to the Capital Program									79.547	79.547	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$301.775	\$288.903	\$12.872	4.3
Total Support to Mass Transit									\$790.367	\$839.651	\$49.284	6.2

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		September 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(1.523)	-0.9%	Lower toll revenue due to a lower than forecast average toll	7.514	0.5%	Higher YTD toll revenue primarily due to 0.7% higher traffic
Other Operating Revenue	(0.923)	-64.7%	Lower other operating revenue primarily due to the timing of revenue from E-ZPass administrative fees	1.577	10.8%	Higher other operating revenue primarily due to higher revenue from E-ZPass administrative fees
Investment Income	0.162	*	Higher than anticipated short-term investment returns on fund balances	0.651	66.9%	Higher than anticipated short-term investment returns on fund balances
Payroll	3.258	27.8%	Lower payroll expenses primarily due to vacancies	9.338	9.8%	Lower payroll expenses primarily due to vacancies
Overtime	0.363	16.1%	See overtime tables	1.155	6.0%	See overtime tables
Health and Welfare	0.532	20.4%	Lower expenses primarily due to vacancies	1.396	6.5%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.104	5.5%	Lower expenses primarily due to timing against the monthly forecast allocation	0.407	2.4%	Lower expenses primarily due to timing against the YTD forecast allocation
Pensions	0.122	4.1%	Lower non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast	(0.017)	-0.1%	Higher non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast
Other Fringe Benefits	0.486	33.0%	Lower expenses primarily due to vacancies	1.237	9.0%	Lower expenses primarily due to vacancies
Electric Power	0.067	10.7%	Lower electricity expenses primarily due to lower than forecast rates	0.717	16.7%	Lower electricity expenses primarily due to lower than forecast rates
Fuel	0.020	14.2%	Lower fuel expenses primarily due to timing against the monthly forecast allocation	0.054	3.5%	Lower fuel expenses due to timing against the YTD forecast allocation
Insurance	0.123	12.2%	Lower insurance expenses primarily due to timing against the monthly forecast allocation	(0.344)	-4.3%	Higher insurance expenses primarily due to timing against the YTD forecast allocation
Maintenance and Other Operating Contracts	(0.209)	-1.0%	Higher expenses primarily due to timing against the monthly forecast allocation for major maintenance projects (\$2.488 Mill) offset by lower than anticipated E-ZPass Customer Service Center costs (\$1.893 Mill).	10.070	8.9%	Lower expenses primarily due to timing against the YTD forecast for E-ZPass Customer Service Center costs (\$8.040 Mill) and miscellaneous routine maintenance (\$1.964 Mill)
Professional Service Contracts	(0.234)	-6.3%	Higher expenses primarily due to timing against the monthly forecast allocation for engineering services (\$0.999 Mill) partially offset by lower bond issuance costs (\$0.474 Mill) and customer outreach costs (\$0.207 Mill).	1.571	4.8%	Lower expenses primarily due to timing against the monthly forecast allocation for miscellaneous consulting across a variety of areas
Materials & Supplies	(0.613)	-144.5%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	(0.088)	-2.5%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.766	18.3%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees.	1.895	5.4%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees
Depreciation	(0.624)	-5.4%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(2.107)	-2.0%	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	0.895	39.0%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.768)	-4.7%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	(0.558)	-71.6%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.398)	-6.5%	Higher capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.208	86.4%	See overtime tables	0.844	80.3%	See overtime tables
Health and Welfare	(0.166)	-104.3%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.231)	-17.0%	Higher capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.121)	-51.2%	Higher capital reimbursements due to timing against the monthly forecast allocation	0.019	1.1%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	(0.218)	-198.2%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.189)	-21.9%	Higher capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	(0.041)	-5.3%	Higher capital reimbursements due to timing against the monthly forecast allocation	0.722	13.8%	Lower capital reimbursements due to timing against the YTD forecast allocation

*Variance exceeds 100%

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

	September						September 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>	7,475	\$0.469	5,807	\$0.364	1,668 22.3%	\$0.105 22.4%	50,686	\$3.260	42,618	\$2.741	8,068 15.9%	\$0.519 15.9%
<u>Unscheduled Service</u>	272	\$0.019	26	\$0.002	246 90.4%	\$0.017 89.5%	1,235	\$0.088	314	\$0.022	921 74.6%	\$0.066 75.0%
<u>Programmatic/Routine Maintenance</u>	1,865	\$0.146	3,045	\$0.238	(1,180) -63.3%	(\$0.092) -63.0%	23,589	\$1.931	27,397	\$2.243	(3,808) -16.1%	(\$0.312) -16.2%
<u>Unscheduled Maintenance</u>	1,518	\$0.119	1,303	\$0.102	215 14.2%	\$0.017 14.3%	10,178	\$0.819	7,816	\$0.629	2,362 23.2%	\$0.190 23.2%
<u>Vacancy/Absentee Coverage</u>	15,891	\$1.003	12,783	\$0.807	3,108 19.6%	\$0.196 19.5%	124,674	\$8.099	119,594	\$7.769	5,080 4.1%	\$0.330 4.1%
<u>Weather Emergencies</u>	54	\$0.004	165	\$0.012	(111) **	(\$0.008) **	12,537	\$0.854	13,003	\$0.886	(466) -3.7%	(\$0.032) -3.7%
<u>Safety/Security/Law Enforcement</u>	2,170	\$0.136	1,551	\$0.097	619 28.5%	\$0.039 28.7%	15,754	\$1.010	13,771	\$0.883	1,982 12.6%	\$0.127 12.6%
<u>Other</u>	237	\$0.019	1,453	\$0.116	(1,216) **	(\$0.097) **	10,868	\$1.131	21,264	\$2.213	(10,396) -95.7%	(\$1.082) -95.7%
<u>*All Other Departments and Accruals</u>	0	\$0.338		\$0.152		\$0.186 55.1%		\$2.119		\$0.770		\$1.349 63.7%
Subtotal	29,482	\$2.253	26,132	\$1.890	3,350 11.4%	\$0.363 16.1%	249,519	\$19.311	245,776	\$18.156	3,743 1.5%	\$1.155 6.0%
REIMBURSABLE OVERTIME	2,869	\$0.241	343	\$0.033	2,526 88.0%	\$0.208 86.3%	12,553	\$1.051	2,302	\$0.207	10,251 81.7%	\$0.844 80.3%
TOTAL OVERTIME	32,351	\$2.494	26,475	\$1.923	5,876 18.2%	\$0.571 22.9%	262,072	\$20.362	248,077	\$18.363	13,994 5.3%	\$2.000 9.8%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,668 22.3%	\$0.105 22.4%	Lower than planned expenses	8,068 15.9%	\$0.519 15.9%	Lower than planned expenses
<u>Unscheduled Service</u>	246 90.4%	\$0.017 89.5%	Lower than planned expenses	921 74.6%	\$0.066 75.0%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,180) -63.3%	(\$0.092) -63.0%	Higher than planned expenses	(3,808) -16.1%	(\$0.312) -16.2%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	215 14.2%	\$0.017 14.3%	Lower than planned expenses	2,362 23.2%	\$0.190 23.2%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	3,108 19.6%	\$0.196 19.5%	Lower than planned expenses	5,080 4.1%	\$0.330 4.1%	Lower than planned expenses
<u>Weather Emergencies</u>	(111) **	(\$0.008) **	Higher than planned expenses	(466) -3.7%	(\$0.032) -3.7%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	619 28.5%	\$0.039 28.7%	Lower than planned expenses	1,982 12.6%	\$0.127 12.6%	Lower than planned expenses
<u>Other</u>	(1,216) **	(\$0.097) **	Higher than planned expenses	(10,396) -95.7%	(\$1.082) -95.7%	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.186 55.1%	Primarily due to adjustments for the 28-day OT payroll lag		\$1.349 63.7%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	3,350 11.4%	\$0.363 16.1%		3,743 1.5%	\$1.155 6.0%	
REIMBURSABLE OVERTIME	2,526 88.0%	\$0.208 86.3%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	10,251 81.7%	\$0.844 80.3%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	5,876	\$0.571		13,994	\$2.000	

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 SeptemberYear to date ending September 2018**Comparison Current Year vs. Prior Year:**

<u>Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>Prior Year*</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
3.9	\$27.7	4.1	28.2	5.5%	1.7%	Bronx-Whitestone	34.4	\$246.0	35.8	\$249.1	4.1%	1.3%
0.7	1.6	0.7	1.6	-1.0%	-2.9%	Cross Bay	6.4	14.1	6.5	14.4	1.1%	1.5%
2.2	7.1	2.2	7.0	-0.6%	-2.1%	Henry Hudson	19.0	63.4	19.2	62.9	1.0%	-0.8%
1.5	9.1	1.6	9.4	6.0%	3.6%	Hugh L. Carey	13.1	79.2	13.8	84.2	5.1%	6.4%
0.7	1.6	0.7	1.4	-5.1%	-7.1%	Marine Parkway	6.1	14.1	6.2	13.6	1.2%	-3.6%
2.1	13.9	2.4	15.2	13.1%	9.9%	Queens Midtown	18.7	117.1	20.0	127.8	7.1%	9.1%
5.7	38.8	5.6	38.1	-1.3%	-1.8%	RFK	47.2	325.7	50.0	337.0	5.8%	3.5%
3.7	29.2	3.8	28.6	2.5%	-2.1%	Throgs Neck	32.8	259.4	33.2	258.6	1.4%	-0.3%
6.1	36.7	6.2	35.3	1.2%	-3.8%	Verrazano-Narrows	53.4	309.1	55.7	323.2	4.3%	4.6%
26.6	\$165.6	27.2	\$164.7	2.3%	-0.5%	Total	231.2	\$1,428.2	240.5	\$1,470.8	4.0%	3.0%
	\$6.236		\$6.062		-2.8%	Revenue Per Vehicle		\$6.176		\$6.117		-1.0%

Note: Numbers may not add due to rounding.

*Toll increase implemented on March 19, 2017

Comparison Actual vs. Mid-Year Forecast:

<u>Sept M-Y Forecast</u>		<u>September Actual</u>		<u>Percentage Change</u>			<u>YTD M-Y Forecast</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
27.0	\$166.3	27.2	\$164.7	0.5%	-0.9%	Total All	238.4	\$1,463.3	240.5	\$1,470.8	0.9%	0.5%
	\$6.150		\$6.062		-1.4%	Revenue Per Vehicle		\$6.138		\$6.117		-0.3%

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
September 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	24	3	4 Managerial vacancies and 1 Professional overage
Administration ⁽³⁾	43	35	8	8 Professional vacancies
EEO	2	-	2	2 Managerial vacancies
Total Administration	95	78	17	
Operations				
Revenue Management	41	34	7	5 Managerial and 2 Professional vacancies
Operations (Non-Security)	57	51	6	2 Managerial and 4 Professional vacancies
Total Operations	98	85	13	
Maintenance				
Maintenance	227	210	17	3 Managerial, 4 Professional, and 10 Maintainer vacancies
Operations - Maintainers	160	160	-	
Total Maintenance	387	370	17	
Engineering/Capital				
Engineering & Construction	192	152	40	6 Managerial and 34 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	25	4	4 Managerial vacancies
Total Engineering/Capital	253	204	49	
Public Safety				
Operations (Security)	619	582	37	24 Managerial and 13 Operational vacancies
Internal Security - Operations	48	36	12	5 Managerial and 7 Professional vacancies
Total Public Safety	667	618	49	
Total Positions	1,500	1,355	145	
Non-Reimbursable	1,413	1,268	145	
Reimbursable	87	87	-	
Total Full-Time	1,500	1,355	145	

(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
September 2018

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	35	28	7	4 vacancies in CFO, 2 in EEO, and 1 vacancy in Law
Professional, Technical, Clerical	60	50	10	8 vacancies in Administration, 3 in Law, and 1 overage in CFO
Operational Hourlies	-	-	-	
Total Administration	95	78	17	
Operations				
Managers/Supervisors	59	52	7	5 vacancies in Revenue Management and 2 in Operations
Professional, Technical, Clerical	39	33	6	2 vacancies in Revenue Management and 4 in Operations
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	98	85	13	
Maintenance				
Managers/Supervisors	24	21	3	3 vacancies in Maintenance
Professional, Technical, Clerical	20	16	4	4 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	333	10	10 Maintainer vacancies in Maintenance
Total Maintenance	387	370	17	
Engineering/Capital				
Managers/Supervisors	60	47	13	6 Managerial vacancies in Engineering, 4 in CFO, 2 in Law and 1 vacancy in Safety & Health
Professional, Technical, Clerical	193	157	36	34 vacancies in Engineering and 2 in Law
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	204	49	
Public Safety				
Managers/Supervisors	190	161	29	24 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	35	28	7	7 vacancies in Internal Security
Operational Hourlies ⁽³⁾	442	429	13	13 BTO vacancies in Operations
Total Public Safety	667	618	49	
Total Positions				
Managers/Supervisors	368	309	59	
Professional, Technical, Clerical	347	284	63	
Operational Hourlies	785	762	23	
Total Positions	1,500	1,355	145	

(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 October 2018

- MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
OCTOBER 31, 2018

Introduction

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

Commitments

In October, B&T made eight commitments with a total value of \$39 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*). The following significant Design-Build commitment was made this month:

- VN30/VN89: Tower Pier Rehabilitation / Construct Mooring Platform and Elevator Rehabilitation for \$36.5 million

Year-to-date, B&T has made a total of 114 commitments with a value of \$246.1 million against a plan of 79 commitments with a total value of \$377 million. Of these, 113 commitments with a total value of \$215.1 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

The following significant completion was achieved in October for \$59.9 million:

- BW14/BW84, Miscellaneous Structural Rehabilitation and Painting, Cable and Suspender Rope Investigation.
This project completion was achieved two months earlier than planned.

Year-to-date, B&T has completed a total of seven projects with a total value \$871 million, accomplishing 100.3% of the year-to-date goal of \$868.3 million (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

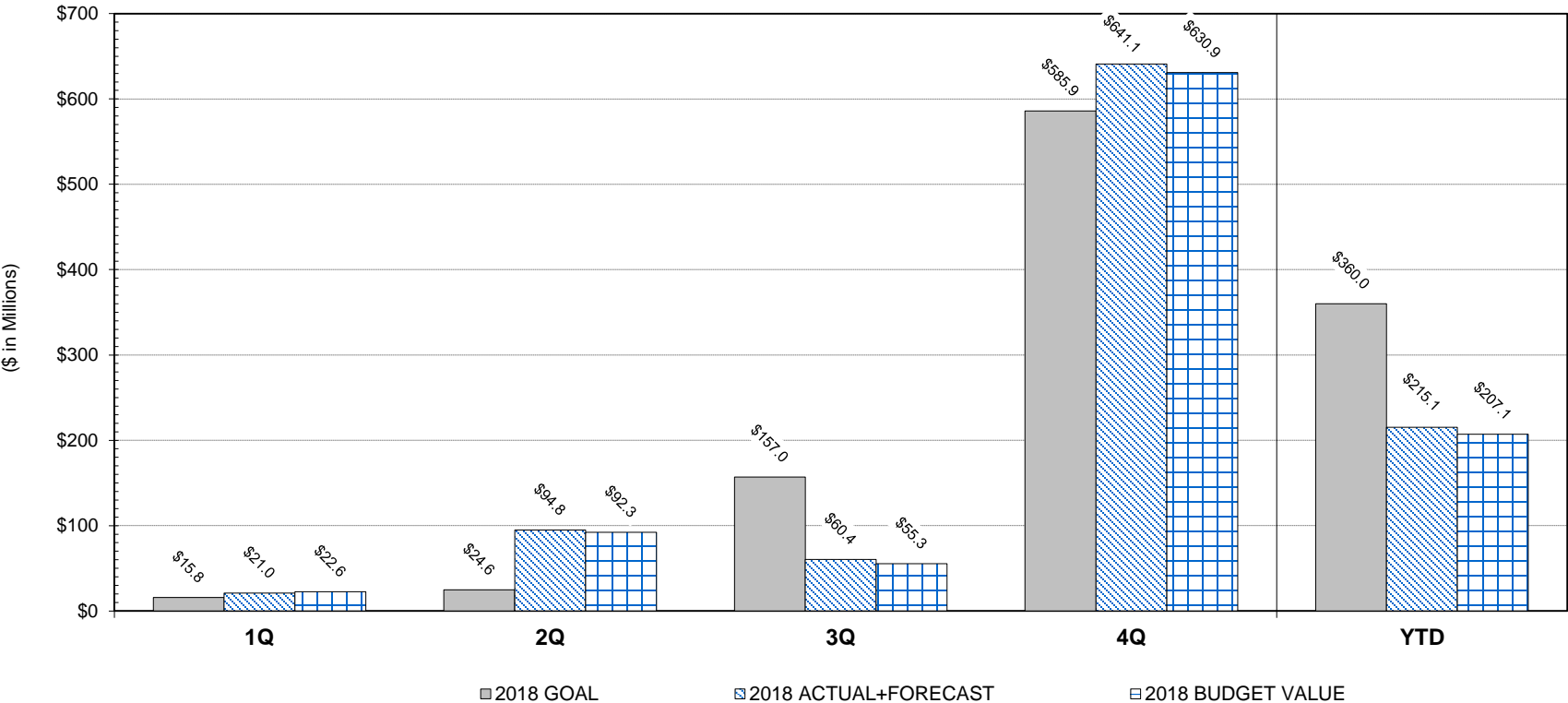
Of these completions, \$861 million have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

There were five task level closeouts in October. Year-to-date 35 tasks have been closed for a total of \$54 million.

MTA Bridges and Tunnels
Commitments as of October 31, 2018

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$817.2	
YTD Goal:	\$360.0	
YTD Actual:	\$215.1	(59.8% of YTD Goal)
YTD Budgeted Value:	\$207.1	(57.5% of YTD Goal)
Left to Commit:	\$602.0	



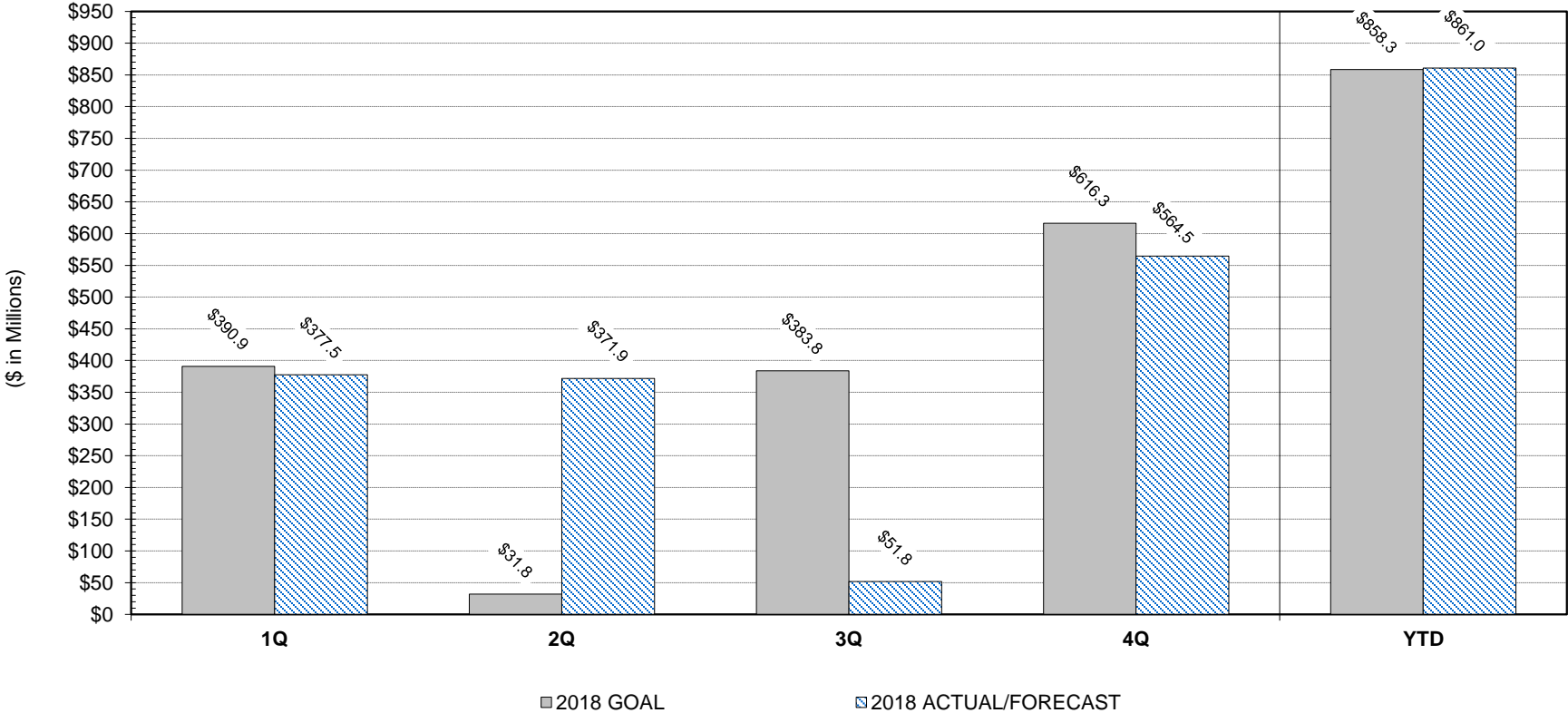
MTA Bridges and Tunnels: Status of Major Commitments as of October 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	May-18	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	\$36.5	Jul-18	Jan-18	Oct-18	A
	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	Dec-18	F 1
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	Dec-18	F 1
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)							

Note: 1 Additional time was requested to review bid documents.

MTA Bridges and Tunnels
Completions as of October 31, 2018

2018 Budget Goal:	\$1,422.8
2018 Annual Forecast:	\$1,365.7
YTD Goal:	\$858.3
YTD Actual:	\$861.0 (100.3% of YTD Goal)
Left to Complete:	\$504.7



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

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	99%	24%	Mar-18	Mar-18	A	
	Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway								
CB99S/MP03S	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building	\$31.8	\$32.0	99%	66%	Jun-18	Apr-18	A	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	96%	81%	Jul-18	Apr-19	F	1,2,3
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	99%	31%	Jul-18	May-18	A	
	Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers								
TN60	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	97%	3%	Oct-18	Aug-18	A	
BW14/BW84	Miscellaneous Structural Rehabilitation and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	95%	25%	Dec-18	Oct-18	A	
	Cable & Suspender Rope Investigation/Testing								
MP03/MP16	MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System	\$102.8	\$102.8	91%	94%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitation and Zone Painting								
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	95%	82%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	88%	35%	Dec-18	Dec-18	F	
	Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls								

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

Note 1: Additional time required for motor modification

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

Note 3: Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.

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

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

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

MTA Bridges and Tunnels: 2017 Major Completions Status as of October 31, 2018

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

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

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



Bridges and Tunnels

Procurements November 2018



Staff Summary

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

Date	11/06/2018
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	11/06/2018			
2	MTA B&T Committee	11/13/2018			
3	MTA Board	11/15/2018			

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

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Two-Thirds Vote:

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

of Actions

2

\$ Amount

\$46.523M

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts

2

\$15.219M

SUBTOTAL

4

\$61.742M

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

TOTAL

4

\$61.742M

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
NOVEMBER 2018

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

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

- | | | |
|---|------------------------|--------------------------------------|
| 1. E-J Electric Installation Co. | \$28,822,961.00 | <u>Staff Summary Attached</u> |
| Contract No. QM-81 | | |

2yr. 7 months 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 upgrades at the Queens Midtown Tunnel (QMT) and Hugh L. Carey Tunnel (HCT) control rooms as well as the construction of backup control rooms.

- | | | |
|---|------------------------|--------------------------------------|
| 2. E-J Electric Installation Co. | \$17,700,000.00 | <u>Staff Summary Attached</u> |
| Contract No. HC-30 QM-91 | | |

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 installation of fire alarm and smoke detector systems at the Hugh L. Carey Tunnel (HLC) and Queens Midtown Tunnel (QMT).

Procurements Requiring Majority Vote:

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

- | | | |
|---|-----------------------|--------------------------------------|
| 1. Greenman-Pedersen, Inc. (GPI) | \$8,648,727.96 | <u>Staff Summary Attached</u> |
| Contract No. PSC-18-3016 | | |

3yr. 6 months Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project VN-32/VN-49, Miscellaneous Steel Repairs, Cleaning (Surface Preparation) and Overcoat Painting at the Verrazzano-Narrows Bridge.

- | | | |
|---|-----------------------|--------------------------------------|
| 2. BTMI Engineering, P.C./ | \$6,570,079.00 | <u>Staff Summary Attached</u> |
| CHA Consulting, Inc. a Joint Venture | | |
| Contract No. PSC-18-3010X | | |

3yr. 3 months Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award a personal service contract for Design-Build Quality Oversight for Projects HC-07, HC-64, HC-30/QM-91 and QM-81.

Staff Summary

Page 1 of 2

Item Number : 1 (Final)					
Dept. & Dept. Head Name:					
Engineering and Construction, Joe Keane, P.E., V.P. & C.E.					
Division & Division Head Name:					
Engineering and Construction, Romolo Desantis, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/6/18			
2	MTA B&T Committee	11/13/18			
3	MTA Board	11/15/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer	4	Chief of Staff		
2	General Counsel	5	Executive Vice President		
3	Chief Procurement Officer	6	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
E-J Electric Installation Co.	QM-81
Description:	
Design-Build Services for Rehabilitation of Tunnel Controls and Communication Systems at the QMT and HCT	
Total Amount	
E-J Electric Installation Co. Award - \$28,822,961.00 Stipends - \$120,000.00	
Contract Term (including Options, if any)	
31 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 upgrades at the Queens Midtown Tunnel (QMT) and Hugh L. Carey Tunnel (HCT) control rooms as well as the construction of backup control rooms to E-J Electric Installation Co. for a period of 31 months in the negotiated amount of \$28,822,961.00. The Work is necessary to modernize the Queens Midtown Tunnel control room and critical tunnel life safety system controls and monitoring devices and to enhance safety of the tunnels, as per the recommendations of National Fire Protection Association (NFPA) 502, including provision of full redundancy and resiliency of tunnel electronic system monitoring and controls. 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 \$120,000 to the three 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 upgrades at both the QMT and HCT control rooms as well as the construction of backup control rooms as per recommendations of NFPA 502. The Work requires design and construction for the reconfiguration of the QMT central control room including replacement of obsolete equipment / systems, and installation of satellite control rooms for both the QMT and HCT in accordance with current standards.

(rev. 4/07/10)

Staff Summary

The service requirements were publicly advertised; five firms submitted qualification information and, based on a review of their qualifications, four firms were deemed qualified to receive the RFP. All four firms submitted proposals: E-J Electric Installation Co. (E-J) (\$32,202,961.10), Hellman Electric Corp. (Hellman) (\$35,347,500), MASS Electric Construction Co (MASS) (\$27,605,000), and WeDeBuBett, LLC. (WDBB) (\$28,810,000). The proposals and oral presentations were evaluated against established criteria set forth in the RFP including proposed price, design-build experience, 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 E-J as the highest rated firm based on several factors. E-J's proposal demonstrated successful past experience on comparable system design and rehabilitation projects of similar complexity including that of their proposed designer, Gannett Fleming Engineers and Architects, PC (GF). E-J (i) had the best understanding of the scope and objectives and the overall project, (ii) submitted the most thorough proposal with innovative and cost effective approaches that will minimize operational disruptions and improve functionality of the systems, and (iii) proposed highly qualified personnel with demonstrated relevant and recent experience with these Facility systems.

All the shortlisted firms provided responsive proposals demonstrating systems experience. MASS and WDBB proposals did not demonstrate requisite familiarity with certain Authority requirements, specifically regarding space constraints, system commissioning and the necessary coordination with third party vendors. Hellman proposed feasible technical solutions, however, they proposed the highest cost and the SC unanimously considered the E-J proposal to offer the best value for the Authority.

E-J submitted a proposal of \$32,202,961.10. Negotiations were conducted with E-J which included discussion of technical requirements, design assumptions, and construction approach. During the detailed technical discussion, it was agreed to streamline project staffing requirements, to reduce the contract duration from 35 months to 31 months, and to allow the Design-Builder to house project engineering staff on Facility property. Through negotiations and as a result of these cost saving measures the parties agreed to a contract amount of \$28,822,961. This agreed amount is 22% below the Engineer's estimate of \$35,162,000. As the estimate does not account for reduced staffing and project duration the negotiated amount is deemed fair and reasonable. The SC recommended the E-J 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 Joint Venture Contract awarded to the Contractor, E-J was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel on August 31, 2018. No new SAI has been found related to the Contractor and E-J has been deemed responsible.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE, 15% WBE and 6% SDVOB to this Contract. EJ Electric Installation Co. has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

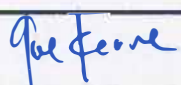
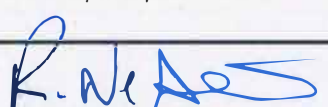
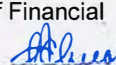





Funding is available in the 2015-2019 Capital Program under project: D704QM-81/D03564. The three Design-Build Stipends totaling \$120,000 are funded under the 2015-2019 Capital Program Tasks D04312, D04313 and D04314.

V. ALTERNATIVES

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

Staff Summary

Page 1 of 2

Item Number : 2 (Final)					
Dept. & Dept. Head Name: 					
Engineering and Construction, Joe Keane, P.E., V.P. & C.E.					
Division & Division Head Name: 					
Engineering and Construction, Romolo Desantis, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/06/18			
2	MTA B&T Committee	11/13/18			
3	MTA Board	11/15/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	VP & Chief Financial Officer 	4	VP & Chief of Staff 		
2	SVP & General Counsel 	5	Executive Vice President 		
3	VP & Chief Procurement Officer 	6	President 		

SUMMARY INFORMATION	
Vendor Name E-J Electric Installation Co.	Contract Number HC-30 QM-91
Description: Design-Build Services for Installation of Fire Alarm and Smoke Detector Systems at the HCT and QMT Ventilation and Exhaust Buildings, Service Buildings and Pump Rooms	
Total Amount E-J Electric Installation Co. Award - \$17,700,000.00 Stipends - \$40,000.00	
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 installation of fire alarm and smoke detector systems at the Hugh L. Carey Tunnel (HLC) and Queens Midtown Tunnel (QMT) to E-J Electric Installation Co. for a period of 24 months in the negotiated amount of \$17,700,000.00. The Work is necessary to address the critical needs of fire alarm and smoke detection systems at the facility buildings that house vital electrical and mechanical systems that are essential to tunnel operations. 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 \$20,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling \$40,000 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 smoke detector and alarm systems at the QMT and HCT. The Work requires the design, construction and construction management of smoke detector and fire alarm systems in ventilation, exhaust and service buildings, as well as pump rooms in accordance will all current codes and standards.

(rev. 4/07/10)

Staff Summary

The service requirements were publicly advertised; ten firms submitted qualification information and, based on a review of their qualifications, four firms were deemed qualified to receive the RFP. Three firms submitted proposals: E-J Electric Installation Co. (E-J) (\$21,984,074), Hellman Electric (Hellman) (\$23,969,092) and MASS Electric Construction Co (MASS) (\$21,599,000). The proposals and oral presentations were evaluated against established criteria set forth in the RFP, including proposed price, technical approach, key personnel 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 E-J as the highest rated firm based on several factors. E-J's proposal demonstrated successful past experience on comparable system design and rehabilitations of similar complexity including that of their proposed designer, AI Engineers, Inc. E-J provided an innovative design which will minimize operational disruptions and improve facility safety. The E-J team has relevant and recent experience with these systems at these tunnels.

All shortlisted firms provided responsive proposals demonstrating fire alarm and smoke detection systems experience. MASS and Hellman's proposals did not demonstrate requisite familiarity with certain Authority requirements, specifically integration of the fire alarm and smoke detector systems with the Operation Command Center (OCC) located on Randall's Island. The SC unanimously considered the E-J proposal to offer the best value for the Authority.

E-J submitted a proposal of \$21,984,074. Negotiations were conducted with E-J which included discussion of technical requirements, design assumptions, and construction approach. During the detailed technical discussion and negotiation, it was agreed that some items in E-J's proposal exceed RFP requirements. The parties agreed to more cost effective methods for transportation of materials to the project sites and pricing that reflect a more refined facility specific scope of services. Based on these scope clarifications, the parties agreed to a contract duration of 24 months with a value of \$17,700,000, which is 2.41% above the Engineer's revised estimate of \$17,284,087 and is fair and reasonable. The SC recommended the E-J 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 Joint Venture Contract awarded to the Contractor, E-J was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel on August 31, 2018. No new SAI has been found related to the Contractor and E-J has been deemed responsible.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE, 15% WBE and 6% SDVOB to this contract. E-J Electric Installation, Co. has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under projects: D704HC30/D03714 (\$8,673,000) and D704QM91/D03576 (\$9,027,000). The two Design-Build Stipends totaling \$40,000 are funded under the 2015-2019 Capital Program Tasks D04317 and D04318.

V. ALTERNATIVES

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

Staff Summary

Item Number: 3 (Final)					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	11/6/18			
2	MTA B&T Committee	11/13/18			
3	MTA Board	11/15/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	Executive Vice President <i>[Signature]</i>		
3	Vice President & Chief Procurement Officer <i>BB</i>	6	President <i>[Signature]</i> <i>CTF</i>		

SUMMARY INFORMATION	
Vendor Name: Greenman-Pedersen, Inc. (GPI)	Contract Number PSC-18-3016
Description: Construction Administration and Inspection Services for Project VN-32/VN-49, Miscellaneous Steel Repairs, Cleaning (Surface Preparation) and Overcoat Painting at the Verrazzano-Narrows Bridge (VNB)	
Total Amount \$8,648,727.96	
Contract Term (including Options, if any) Three (3) Years, Six (6) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project VN-32/VN-49, Miscellaneous Steel Repairs, Cleaning (Surface Preparation) and Overcoat Painting at the Verrazzano-Narrows Bridge, to Greenman Pedersen, Inc. (GPI), located at 325 West Main Street, Babylon, NY 11702, in the amount of \$8,648,727.96 for a duration of three (3) years, six (6) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services necessary to assist B&T's Engineering and Construction Department for the oversight of Project VN-32/VN-49, Miscellaneous Steel Repairs, Cleaning (Surface Preparation) and Overcoat Painting at the Verrazzano-Narrows Bridge. The required CA&I services include: pre-construction review of technical requirements; construction administration and inspection; and project closeout. The construction scope includes but is not limited to (i) cleaning and painting of all suspender ropes from 10' above the roadway through the inside of the stiffening truss, all floor and stiffening truss members, gusset plates and all steel connections to the main structural members; (ii) median center post repairs; (iii) installation of hangers, splices and traveler rail/runway beams on the main span; (iv) installation of a new maintenance catwalk system on each side of the bridge adjacent to the lower cord of the stiffening truss; (v) installation of fencing system; (vi) abatement of lead containing materials; and (vii) maintenance and protection of traffic.

The service requirements were publicly advertised; six (6) firms submitted qualification information and, based on their

Staff Summary

qualification four (4) firms were deemed qualified to receive the RFP. All four firms submitted proposals: AECOM (\$9,945,093.18), AI Engineers, Inc. (\$7,183,124), GPI (\$8,648,727.96), and LiRo Engineers, Inc. (\$8,736,444). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, expertise of proposed personnel and cost. AECOM, withdrew its name from the consideration due to personnel being unavailable for this project. The Selection Committee unanimously recommended that B&T enter into negotiations with GPI. Although AI Engineers, Inc. submitted the lowest proposed cost it was deemed not sufficient in terms of hours to meet the requirements of the Project. GPI demonstrated best understanding of the work scope, associated risks and the required contractor coordination necessary for the successful completion of the Project. They were deemed most qualified and provided an experienced staff as compared to the other proposers. Furthermore, they demonstrated an extensive knowledge base regarding bridge painting projects and in-house laboratory capabilities for coatings testing.

GPI submitted a cost proposal of \$8,648,727.96. The Authority accepted GPI's proposed cost, which is 3.14% lower than the Engineer's estimate of \$8,930,234 and is fair and reasonable. GPI's proposal is deemed most advantageous to B&T.

GPI was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. GPI has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING


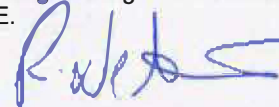


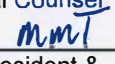



Funding is available in the 2015-2019 Capital Program under Project VN-32 (Task D03748 - \$1,431,367 and Task D04319 \$1,431,367), VN-49 (Task D03830 - \$4,250,000) and B&T's Operating Budget GL #711101 (\$2,000,000).

V. ALTERNATIVES

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

Staff Summary

Page 1 of 2

Item Number: 4 (Final)						SUMMARY INFORMATION		
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. 						Vendor Name: BTMI Engineering, P.C./CHA Consulting, Inc. a Joint Venture		Contract Number PSC-18-3010X
Division & Division Head Name: Engineering & Construction Department, Romolo DeSantis, P.E. 						Description: Design-Build Quality Oversight (D-B QO) for Projects HC 07, HC-64, HC-30/QM-91 and QM-81		
Board Reviews						Total Amount \$6,570,079		
Order	To	Date	Approved	Info	Other	Contract Term (including Options, if any) Three (3) Years, three (3) months		
1	President	11/6/18				Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
2	MTA B&T Committee	11/13/18				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
3	MTA Board	11/15/18				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Internal Approvals						Solicitation Type		
Order	Approval	Order	Approval			<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
1	Vice President & Chief Financial Officer 	4	Vice President & Chief of Staff 			Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
2	Sr. Vice President & General Counsel 	5	Executive Vice President 					
3	Vice President & Chief Procurement Officer 	6	President 					

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design-Build Quality Oversight for Projects HC-07, HC-64, HC-30/QM-91 and QM-81 to BTMI Engineering, P.C./CHA Consulting, Inc. a Joint Venture (BTMI/CHA, JV) located at 276 5th Avenue, New York, NY 10001 in the amount of \$6,570,079 for a duration of three (3) years, three (3) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide quality assurance oversight and administration services for the following Design-Build Projects: HC-07, Ventilation System Rehabilitation and Fixed Fire Suppression System Prototype at the Hugh L. Carey Tunnel (HLCT); HC-64, Hugh L. Carey Tunnel Service Building Electrical Rehabilitation; HC-30/QM-91, Installation of Fire Alarm and Smoke Detection Systems in the Hugh L. Carey and Queens Midtown Tunnels Service and Ventilation Buildings; and QM-81, Rehabilitation of Tunnel Controls and Communication Systems at the Queens Midtown Tunnel (QMT and HCLT). The services to be provided include: (i) reviewing D-B compliance in accordance with all Contract requirements; (ii) providing design quality assurance oversight; (iii) reviewing design submittals; (iv) monitoring the progress of the D-B Contract work; (v) providing construction quality assurance oversight; (vi) providing on-site representation for B&T during construction ; (vii) evaluating the Design-Builder's payment requests; (ix) preparing and submitting monthly project reports; and (x)

Staff Summary

performing project closeout.

The service requirements were publicly advertised. Seven (7) firms submitted qualification information and based on a review of their qualifications five (5) firms: BTMI Engineering, Inc. (BTMI); CHA Consulting, Inc. (CHA); Hardesty & Hanover Construction Services, LLC, (H&H); Henningson, Durham & Richardson Architecture & Engineering P.C. (HDR); and WSP USA, Inc. were selected to receive the RFP based on a review of their qualifications. BTMI and CHA requested to combine resources prior to the submission of proposals, which was allowed by B&T since both firms were deemed individually qualified. Three (3) firms submitted proposals: BTMI/CHA, JV (\$6,570,079), H&H (\$7,907,529) and HDR (\$8,988,278.45). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with BTMI/CHA, JV. BTMI/CHA, JV demonstrated the most thorough understanding of each project scope, the associated risks and challenges to be faced as compared to the other proposers. The key personnel proposed have extensive experience working on B&T tunnel projects. BTMI/CHA, JV identified cost savings by consolidating staffing between projects resulting in the lowest proposed cost.

BTMI/CHA, JV submitted a cost proposal in the amount of \$6,570,079. The Engineer's estimate is \$9,030,000. BTMI/CHA, JV's proposal reflects the synergies generated by combining the scopes of these electrical and life safety projects. The Authority accepted BTMI/CHA's proposed cost, which is 27.2% lower than the Engineer's estimate and is fair and reasonable. BTMI/CHA, JV's proposal is deemed most advantageous to B&T. The JV is considered a responsible consultant.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. BTMI Engineering PC/CHA Consulting, Inc. has not completed any MTA contract work; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under, Project HC-07 (Task D03605 - \$2,446,451), Project HC-30 (Task D03712 - \$784,426), Project HC-64 (Task D03740 - \$946,691), Project QM-81 (Task D03562 - \$1,594,435) and Project QM-91 (Task D03573 - \$798,076).

V. ALTERNATIVES

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



Bridges and Tunnels

Diversity Report Second Quarter 2018

***Presented to the MTA Diversity Committee
on November 5, 2018***



Executive Summary

MTA Bridges and Tunnels (B&T) examined the workforce composition as of **June 30, 2018**. The total workforce **decreased by (11%)** in comparison to second quarter 2017.

- ❑ Females in the workforce **decreased by (3%)** compared to second quarter 2017 due to hiring restrictions and attrition. In 2017 B&T workforce included 378 Females, and in 2018 B&T workforce consisted of 303 Females.
- ❑ Females were **hired at lower** percentage compared to their current representation of **32%** in the workforce due to attrition and hiring restrictions. In 2017 B&T hired 74 females, and in 2018 B&T hired 7 females.
- ❑ Minorities in the workforce **decreased by (2%)** compared to second quarter 2017 due to hiring restrictions and attrition. In 2017 B&T workforce included 877 minorities, and in 2018 B&T workforce consisted of 751 minority employees.
- ❑ Minorities were **hired at lower** percentage compared to their current representation of **64%** in the workforce due to attrition and hiring restrictions. In 2017 B&T hired 126 minorities, and in 2018 B&T hired 26 minority employees.



Executive Summary

MTA Bridges and Tunnels a utilization analysis* of females and minorities in its workforce as June 30, 2018.

- ❑ Based on the utilization analysis, the majority** of the underrepresentation for females occurred in the following EEO categories:
 - ❑ Technicians – Blacks
 - ❑ Administrative Support – Whites
 - ❑ Service Maintenance – Hispanics
- ❑ Based on the utilization analysis, the majority** of the underrepresentation for minorities occurred in the following EEO categories:
 - ❑ Technicians – Blacks
 - ❑ Service Maintenance – Hispanics

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

**Majority was determined by identifying the categories where most of the underutilization existed.



Executive Summary

■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
 - Diversify recruitment efforts for females and minorities to include professional associations, affinity groups, web-based, and social media advertisement to secure high-performing talent for critical positions.
 - B&T faces human resource challenges imposed by the current hiring restrictions.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
 - B&T will collaborate with MTA HQ Human Resources outreach program for veterans, conduct targeted recruitment, attending military job fairs, and utilize web-based veteran and military employment programs.
 - B&T will diversify its outreach efforts to collaborate with local and state programs that advocate for persons with disabilities in order to increase their presence within the workforce.



MTA Bridges and Tunnels

Workforce

as of June 30, 2018



Workforce by EEO Category

The table below is a snapshot as of June 30, 2018 of MTA Bridges and Tunnels numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	239		116	49%	123	51%	50	21%	22	9%	31	13%	1	0%	0	0%	12	5%	7	3%
F	69	29%	46	19%	23	10%	25	10%	6	3%	10	4%	1	0%	0	0%	4	2%	1	14%
M	170	71%	70	29%	100	42%	25	10%	16	7%	21	9%	0	0%	0	0%	8	3%	6	86%
Professionals	206		122	59%	84	41%	41	20%	38	18%	27	13%	0	0%	1	0%	15	7%	10	5%
F	88	43%	62	30%	26	13%	27	13%	20	10%	12	6%	0	0%	0	0%	3	1%	2	20%
M	118	57%	65	32%	58	28%	14	7%	18	9%	15	7%	0	0%	1	0%	12	6%	8	80%
Technicians	117		58	50%	59	50%	18	15%	32	27%	6	5%	0	0%	0	0%	2	2%	10	9%
F	22	19%	16	14%	6	5%	7	6%	7	6%	1	1%	0	0%	0	0%	1	1%	1	10%
M	95	81%	42	36%	53	45%	11	9%	25	21%	5	4%	0	0%	0	0%	1	1%	9	90%
Protective Services	432		276	64%	157	36%	145	34%	100	23%	17	4%	1	0%	1	0%	12	3%	40	9%
F	88	20%	79	18%	10	2%	60	14%	13	3%	1	0%	1	0%	1	0%	3	1%	3	8%
M	344	80%	197	46%	147	34%	85	20%	87	20%	16	4%	0	0%	0	0%	9	2%	37	93%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	32		28	88%	4	13%	21	66%	4	13%	3	9%	0	0%	0	0%	0	0%	2	6%
F	24	75%	23	72%	1	3%	19	59%	3	9%	1	3%	0	0%	0	0%	0	0%	2	100%
M	8	25%	5	16%	3	9%	2	6%	1	3%	2	6%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	340		151	44%	189	56%	71	21%	51	15%	11	3%	3	1%	0	0%	15	4%	12	4%
F	12	4%	10	3%	2	1%	2	1%	7	2%	0	0%	0	0%	0	0%	1	0%	0	0%
M	328	96%	141	41%	187	55%	69	20%	44	13%	11	3%	3	1%	0	0%	14	4%	12	100%
Total	1,366		751	55%	616	46%	346	25%	247	18%	95	7%	5	0%	2	0%	56	4%	81	6%

* American Indian/Alaskan Native

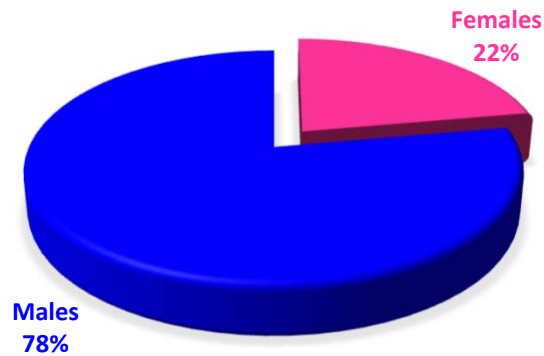
**Native Hawaiian Other Pacific Islander

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

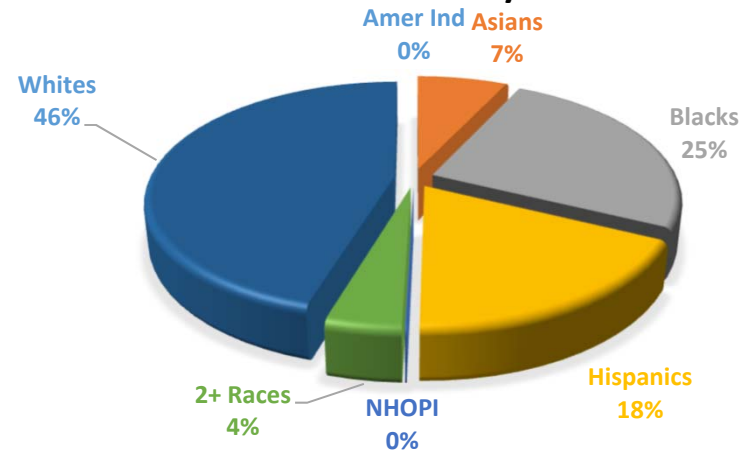


MTA Bridges and Tunnels Workforce as of June 30, 2018

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA B&T workforce consists of **1,366** employees.

- ❑ **22%** females, **55%** minorities, and **6%** veterans.
- ❑ The percentage of females employed **decreased by (3%)** compared to second quarter 2017.
- ❑ The percentage of minorities has **decreased by (2%)** as it relates to race and ethnicity compared to second quarter 2017.



MTA Bridges and Tunnels Underutilization Analysis Overview

MTA Bridges and Tunnels has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis consists of comparing MTA Bridges and Tunnels **June 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MTA Bridges and Tunnels Analysis

MTA Bridges and Tunnels' utilization analysis compares the percentages of women and minorities employed in each job group as of **June 30, 2018** to 80 percent of the females and minorities available within the relevant labor market based on the 2010 U.S. Census. The underutilized areas of representation are shaded green.

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

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the availability analysis. The shaded areas represent underutilization.



MTA Bridges and Tunnels Underutilization Analysis

MTA Bridges and Tunnels has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bridges and Tunnels **June 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the availability analysis. The shaded areas represent underutilization.



MTA Bridges and Tunnels

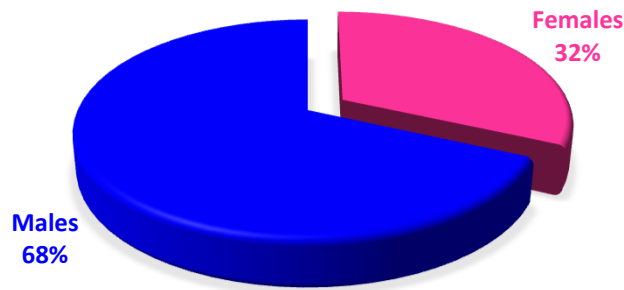
New Hires and Veterans

January 1, 2018 – June 30, 2018

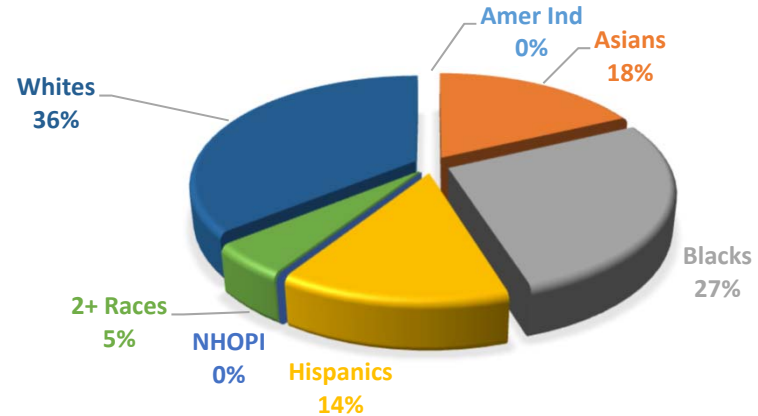


MTA Bridges and Tunnels New Hires and Veterans By Gender and Race/Ethnicity January 1, 2018 to June 30, 2018

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



MTA B&T hired **22** employees including **(0%)** veterans.

- ❑ **32%** females in which **0%** were female veterans.
- ❑ Females were **hired at higher** percentage compared to their current representation of **22%** in the workforce.
- ❑ **64%** minorities in which **0%** were minority veterans.
- ❑ Minorities were **hired at higher** percentage compared to their current representation of **55%** in the workforce.

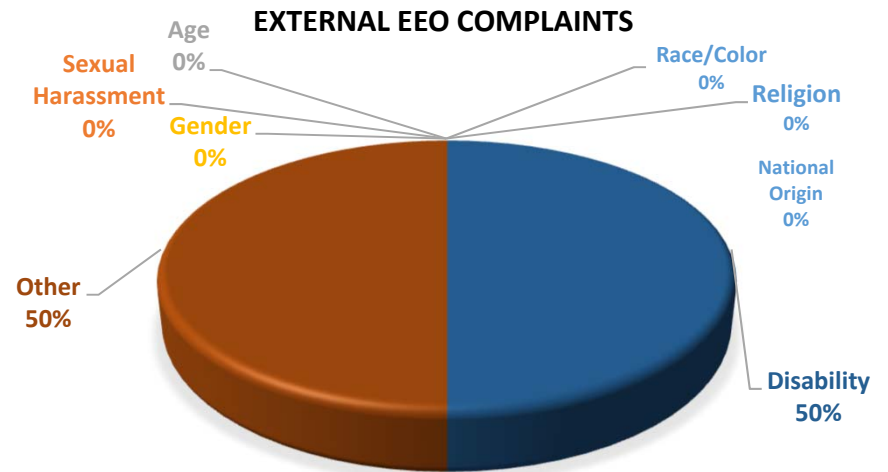
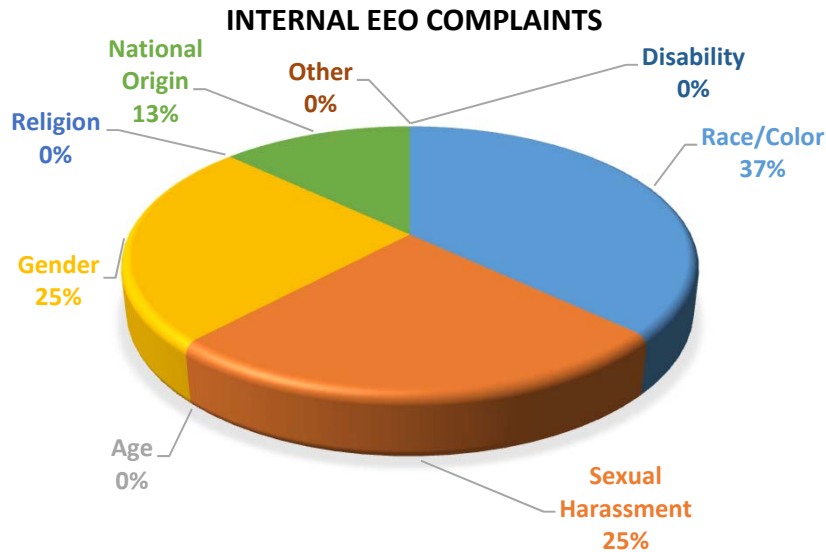
MTA Bridges and Tunnels

Complaints and Lawsuits

January 1, 2018 – June 30, 2018



MTA Bridges and Tunnels Internal/External EEO Complaints and Lawsuits January 1, 2018 to June 30, 2018



MTA B&T handled **7** EEO complaints, citing **10** separate allegations, and **0** lawsuits.

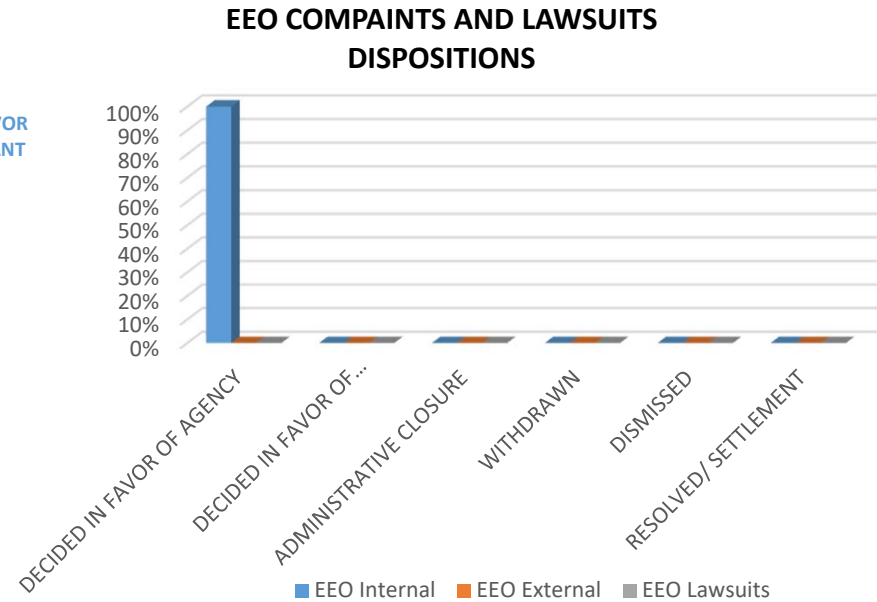
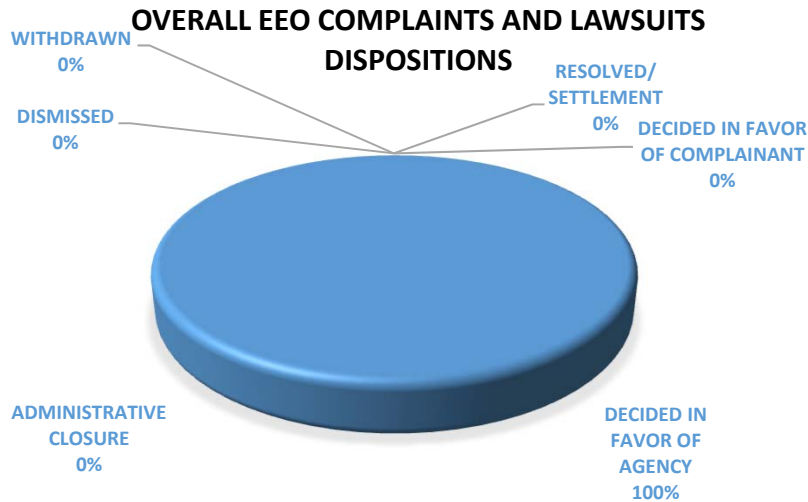
- ❑ **6** filed internal complaints.
- ❑ **1** filed external complaints.
- ❑ The most frequently cited bases internally was race/color and externally was disability.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA Bridges and Tunnels EEO Complaint and Lawsuits Dispositions January 1, 2018 to June 30, 2018



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

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



MTA Bridges and Tunnels
Title VI Discrimination Complaints, Lawsuits and Dispositions
January 1, 2018 to June 30, 2018

**There are no B&T Title VI Discrimination
Complaints, Lawsuits, or Dispositions for Reporting Period
(January 1, 2018 to June 30, 2018)**

