



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## December 2018

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### 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**

**Monday, 12/10/2018  
11:30 AM - 12:00 PM ET**

## **1. Public Comments Period**

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

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

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

*B&T Committee Work Plan - Page 11*

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

*B&T Report on Operations - October 2018 - Page 19*

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

*B&T Safety Report - October 2018 - Page 32*

## **6. Report on Cashless Tolling - October 2018**

*B&T Report on Cashless Tolling - October 2018 - Page 38*

## **7. Financial Report - October 2018**

*B&T Financial Report - October 2018 - Page 46*

## **8. 2019 Final Proposed Budget and November Financial Plan 2019-2022**

*B&T 2019 Final Proposed Budget and November Financial Plan 2019-2022 - Page 61*

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

*B&T Capital Program Project Status Report - November 2018 - Page 72*

## **10. Procurements**

*B&T Procurements - Page 91*

### **B&T Competitive**

*B&T Competitive - Page 94*

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

*B&T Diversity Report - Third Quarter 2018 - Page 100*

Next Meeting: Tuesday, January 22, 2019 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting November 2018**

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

**November 13, 2018**

**12:00 p.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Carl V. Wortendyke

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  
Lloyd Jairam, Controller  
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development  
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**

**November 13, 2018**

Minutes of TBTA Committee held November 13, 2018 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin, of Concerned Grandparents, complimented TBTA for creative thinking and moving forward.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on October 22, 2018 were approved.

**Committee Work Plan**

Mr. Fulton stated that TBTA's Committee Charter Review was removed from the November Work Plan because the Corporate Governance Committee and the full Board completed the annual review of all charters in March 2018.

**President Fulton's Remarks**

Mr. Fulton recognized the heroic, lifesaving actions of Bridge and Tunnel Officers (BTO) James Pokruss, Nicole Murray and Alonzo Key. On September 29, 2018, BTO Pokruss successfully intervened to prevent a motorist from jumping off the Verrazzano-Narrows Bridge (VNB) when he responded to what appeared to be a disabled vehicle. He saw the driver exit the vehicle and begin to climb over the side railing of the VNB. BTO Pokruss requested assistance and then pulled the driver to safety. On September 4, 2018, BTOs Murray and Key responded to what appeared to be a disabled MTA bus. Upon boarding the bus, they discovered that an infant was not breathing. BTO Murray administered CPR and the infant began to cry. After transport to the hospital, the infant was treated and released. Mr. Fulton presented BTOs Pokruss, Murray and Key with plaques in recognition of their outstanding actions in the line of duty.

Mr. Fulton stated that BTOs and Maintainers played a key role in hosting the start of the 48<sup>th</sup> New York City Marathon at the VNB on November 4, 2018. The event has grown from about 50 participants in 1970 to about 50,000 in 2018. Thanks to the combined efforts of TBTA, New York City Police Department, Department of Sanitation, New York Road Runners, and 12,000 volunteers, the event got off to a good start and ended safely.

**Report on Operations**

With regard to the Report on Operations for September 2018, Mr. DeCrescenzo stated that traffic was higher by 2.3%. Through September 2018, officers issued 3.0% more speeding summonses and 5.0% 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 September 2018, Mr. Osnes stated that enforcement of safety regulations and other actions are resulting in significant improvements in customer safety as follows:

- September 2018 was the twelfth consecutive month of year-over-year improvements in TBTA's collision rate;

- For the 12 months through September 2018, there were 6.49 collisions per million vehicles, which is significantly better than the rate of 8.49 for the previous 12 months and the 7.00 rate for the 12 months prior to that period.
- The 12-month injury collision rate for September was 0.99 per million vehicles, which was slightly higher than the previous 12-month period but lower than the 1.04 rate reported last month for the 12 months ending in August 2018.

Employee and contractor safety metrics are as follows:

- The employee lost time injury rate through September 2018 was higher than in the previous 12 months but there was a reduction in October of injuries associated with entering and exiting vehicles as TBTA continues to explore ergonomic adjustments to mitigate those types of injuries; and
- The construction injury rate for September 2018 was 31% lower than the previous 12 months.

### **Customer Environment Survey – Third Quarter 2018**

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

- TBTA striped 161,000 linear feet of roadway, bringing the year to date total to over 365,000 linear feet striped, as part of its continued collision mitigation efforts and state of good repair program.
- There were 408 potholes repaired as compared to 659 potholes repaired in the same period in 2017.
- Nearly 96% of lighting was in service, as compared to 88% in the same period in 2017, and 81% of roadway lighting is now LED.
- Post-Cashless Tolling peak period travel time averaged 11.4% better than pre-Cashless Tolling travel time and year-to-date travel time is better by 14.7% overall.

### **Report on Cashless Tolling**

With regard to the Report on Cashless Tolling for September 2018, Ms. Chua stated that TBTA's E-ZPass market share is 94.2% or 2.1 percentage points higher than the same period last year. The combined collection rate for all facilities through March 2018 is 100.0%. Now that all facilities have been operating for at least one full year under Cashless Tolling, data shows that some facilities take longer than six months to achieve a revenue collection rate of 100%. When October data is available by the next Committee meeting, TBTA will have a full year of revenue collection data for all facilities and will transition revenue collection performance reporting to a 12 month look back of payments, which provides a more accurate representation of actual performance levels.

Customer Service Center metrics indicate call waiting times averaging 2:13 and 2:53 minutes for the general E-ZPass and Violations queues, respectively, which are well below the performance standards that require 80% of calls to be answered within 45 seconds or less. One of the reasons is that during the last three months, the service provider was in the process of migrating their data center to another location, which affected response and processing times on their website and resulted in higher call volumes for customers who were looking for a faster resolution of their issues. Another reason is that the Staten Island Call Center experienced higher staff turnover last summer resulting in insufficient coverage to answer the volume of incoming calls. TBTA imposed penalties on the service provider for not meeting performance standards and is working with the provider to address these issues. The service provider has assured TBTA that corrective actions are being implemented as quickly as possible. Early November performance reports show that the call waiting times are back to the contractually mandated service levels.

Chairman Moerdler asked whether data indicates that the number of Tolls by Mail violations and violation payments has increased, decreased or remained stagnant. Ms. Chua responded that the trend indicates that both areas have decreased because more customers are paying their tolls. Chairman Moerdler asked TBTA to consider whether the VNB vehicle occupancy detection monitoring system can be expanded and used for toll collection.

### **Financial Report**

With regard to the Financial Report for September 2018, Ms. Chua stated that her report compares the results against the July Mid-Year forecast. Through September 2018, toll revenue was \$1.471 billion, which is 0.5% or \$7.5 million better than budget. Traffic through September 2018 was 240.5 million crossings, up against forecast by 0.9% or 2.1 million crossings. Total expenses through September 2018 were \$375.8 million, which is \$27.4 million or 6.8% lower than forecast. TBTA's support to mass transit was \$839.7 million, which is \$49.3 million or 6.2% better than forecast.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for October 2018, Mr. Keane stated that TBTA awarded eight commitments totaling \$39.0 million. The most significant commitment made in October was for a design-build project for tower pier rehabilitation, construction of a mooring platform and elevator rehabilitation at the VNB for \$36.5 million. In aggregate, 114 commitments totaling \$246.1 million have been awarded against a plan for 79 commitments totaling \$377 million. In October there was one major project completion at the Bronx-Whitestone Bridge (BWB) for structural rehabilitation, painting and cable and suspender rope work with a value of \$59.9 million. It was completed two months ahead of schedule. Year to date, TBTA has completed seven projects with a total value of \$871 million, achieving 100.3% of the year-to-date goal of \$868.3 million and 60% of the annual completion goal of \$1.43 billion. There were five closeouts in October bringing the year-to-date closeout total to \$54 million.

### **Procurements**

For October 2018, Mr. Bajor stated that there are four procurements in the amount of \$61.74 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Bajor stated that there are four competitive procurements totaling \$61.74 million. There are two competitively solicited Design-Build contracts. One is for upgrades to the control rooms at the Queens Midtown and Hugh L. Carey Tunnels in the negotiated amount of \$28.82 million and the other is for the installation of fire alarm and smoke detector systems at both tunnels in the negotiated amount of \$17.7 million.

Mr. Bajor stated that there are two competitively solicited personal service contract awards. One is for construction inspection and administration for Project VN-32/VN-49 Miscellaneous Steel Repairs and Overcoat Painting at the VNB in the negotiated amount of \$8.65 million and the other is for Design-Build Quality Oversight for various projects in the negotiated amount of \$6.57 million.

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

E-J Electric Installation Co.	Contract No. QM-81 TBTA is seeking Board approval under the All-Agency General Procurement Guidelines to award a competitively solicited	\$28,822,961.00
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public work contract for design-build services for upgrades at the Queens Midtown Tunnel and Hugh L. Carey Tunnel control rooms as well as the construction of backup control rooms.

E-J Electric Installation Co.	Contract No. HC-30/QM-91 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 installation of fire alarm and smoke detector systems at the Hugh L. Carey Tunnel and Queens Midtown Tunnel.	\$17,700,000.00
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### **Personal Service Contracts**

Greenman-Pedersen, Inc.	Contract No. PSC-18-3016 TBTA 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.	\$8,648,727.96
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BTMI Engineering, P.C./ CHA Consulting, Inc., a Joint Venture	Contract No. PSC-18-3010X TBTA 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.	\$6,570,079.00
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Mr. Bajor stated that there are no ratifications.

Chairman Moerdler asked whether a project labor agreement was involved on the EJ Electric contract. Mr. Bajor responded no. Chairman Moerdler also asked whether there were any restrictions on bidding based upon an applicant or bidder being a member of a union. Ms. Terry responded no.

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

### **Diversity Report – Second Quarter 2018**

Ms. Moore referred the Committee members to the TBTA Diversity Report in the Committee materials and stated that the report was presented at the MTA Diversity Committee on November 5, 2018, which summarizes our workforce data – new hires, EEO complaints and dispositions. Ms. Moore stated that there has been a reduction of approximately 11% in the workforce due to hiring restrictions, natural attrition rates, and the transition from ORT in 2017 to 2018. TBTA also issued an employee engagement and diversity survey that had a 41% return rate. The survey information will be used to address issues that impact women, minorities, persons

with disabilities and veterans in the workplace. TBTA is working on improving recruitment and retention strategies to improve diversity inclusion in the workforce.

Commissioner Vanterpool reiterated concerns that she raised previously at other Committee meetings regarding EEO reporting and the increase in EEO complaints. She is concerned about the apparent lack of responsiveness by the agencies to the real or perceived culture of discrimination and suggested that more action needs to be taken agency-wide to address diversity and reduce the number of complaints. Chairman Moerdler commented that EEO complaints follow three patterns as follows: unwarranted complaints made by an employee who is afraid they may be the subject of disciplinary action and raises the complaint as a defense; serious complaints that are investigated and appropriate action is taken; and hostile work environment in areas, such as, gender, race and religion. He suggested that the agency appoint an ombudsman to look at all complaints and filter them as appropriate. Mr. Fulton stated that EEO complaints are taken very seriously and that he and his team stand committed to address this issue because it is important to have a workplace where employees feel comfortable to come to work, do their job and feel appreciated.

### Adjournment

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

Respectfully submitted,

*for*   
Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

## II. SPECIFIC AGENDA ITEMS

Responsibility

December 2018

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

Committee Chair & Members  
 Planning & Budget  
 EEO

January 2019

Approval of 2019 Work Plan

Committee Chair & Members

February 2019

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

Planning & Budget  
 Planning & Budget  
 Controller  
 Operations  
 EEO

March 2019

Annual Procurement Contracts Report

Procurement & Materials/  
 Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

May 2019

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

Operations  
 EEO

June 2019

No items scheduled.

July 2019

No items scheduled.

August 2019

No meeting scheduled.

September 2019

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

Operations  
Planning & Budget  
EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

## **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**

### **DECEMBER 2018**

#### 2019 Proposed Committee Work Plan

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

#### 2019 Proposed Final Budget

The Committee will recommend action to the Board.

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

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

### **JANUARY 2019**

#### Approval of Work Plan for 2019

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

### **FEBRUARY 2019**

#### Preliminary Review of 2018 Operating Budget Results

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

#### 2019 Adopted Budget and February Financial Plan 2019-2022

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

#### 2018 B&T Operating Surplus

The Committee will recommend action to the Board.

#### Customer Environment Survey – 4th Quarter 2018

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

#### Diversity Report – 4<sup>th</sup> Quarter 2018

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

### **MARCH 2019**

#### Annual Procurement Contracts Report

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

## **APRIL 2019**

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

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

## **MAY 2019**

### Customer Environment Survey – 1st Quarter 2019

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

### Diversity Report – 1<sup>st</sup> Quarter 2019

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

## **JUNE 2019**

No items scheduled.

## **JULY 2019**

No items scheduled.

## **AUGUST 2019**

No meeting scheduled.

## **SEPTEMBER 2019**

### Customer Environment Survey – 2nd Quarter 2019

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

### 2020 Preliminary Budget

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

### Diversity Report – 2<sup>nd</sup> 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.

**NOVEMBER 2019**

Customer Environment Survey – 3rd 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.



# **Bridges and Tunnels**

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## **Report on Operations October 2018**



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

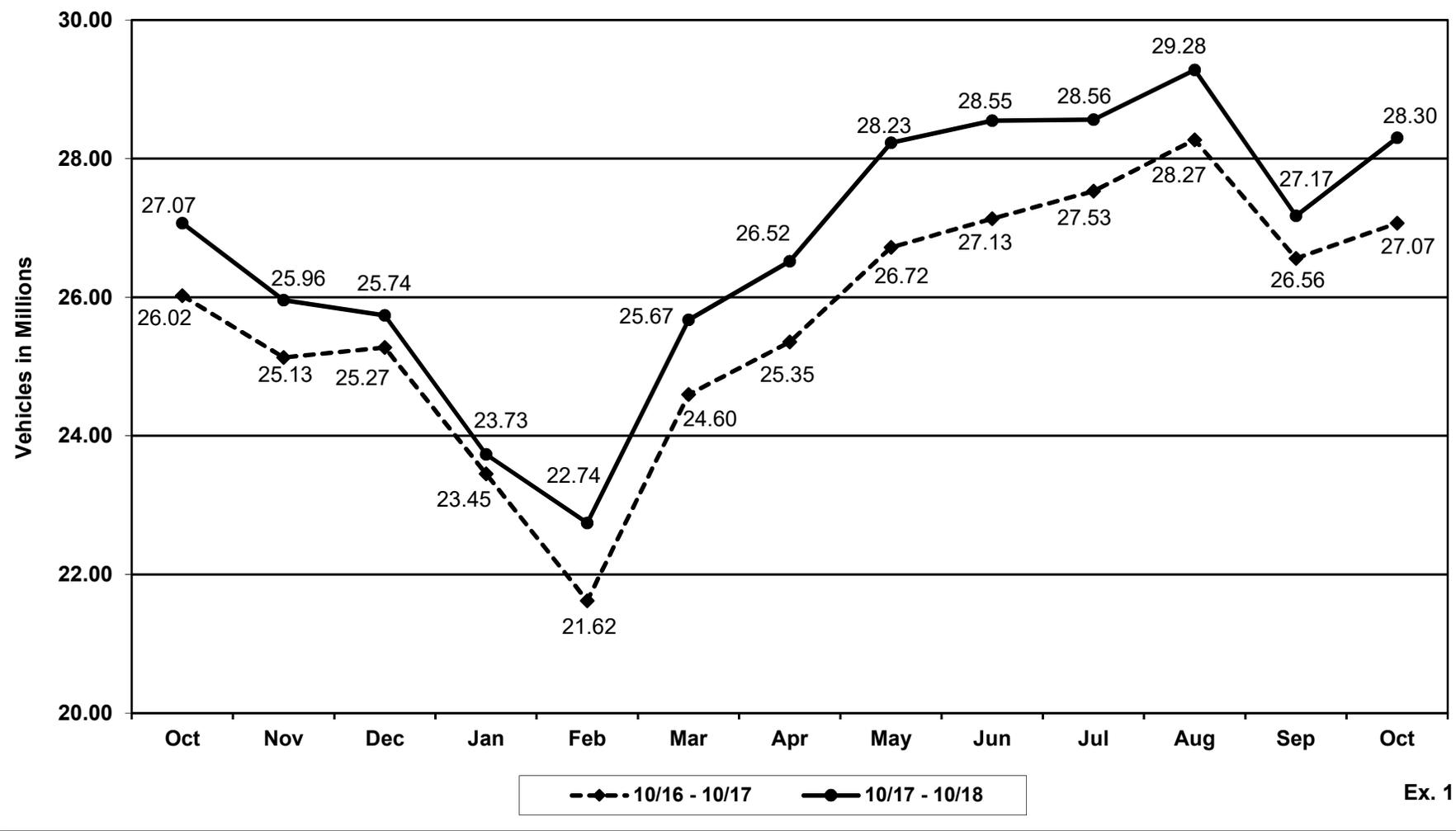
### **Summary**

Traffic was higher on a year-to-year basis, with 28.3 million crossings this month vs. 27.1 million crossings in October 2017, an increase of 4.6% (Exhibit 1).

E-ZPass volume increased by 5.7% on a year-to-year basis for the month while crossings using Tolls by Mail declined 12.9% (Exhibit 7). Passenger car travel increased 4.6% and other vehicle travel increased 4.3% from October 2017 (Exhibit 8).

Rainfall this October totaled 3.0 inches compared to 3.8 inches last year. Gas prices averaged \$2.97 per gallon this October, which was \$0.32 more than last year at this time.

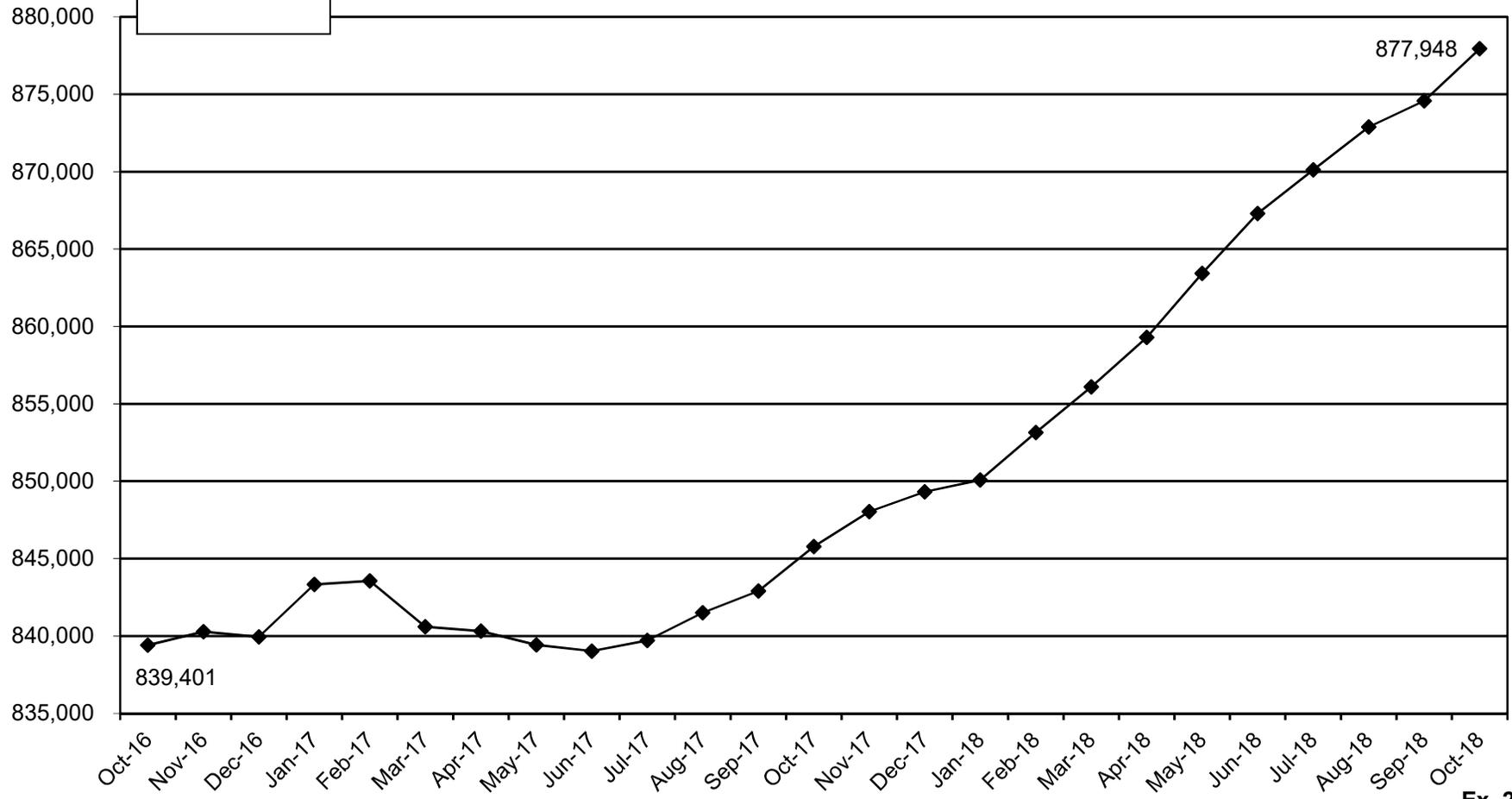
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending October 2018



Ex. 1

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

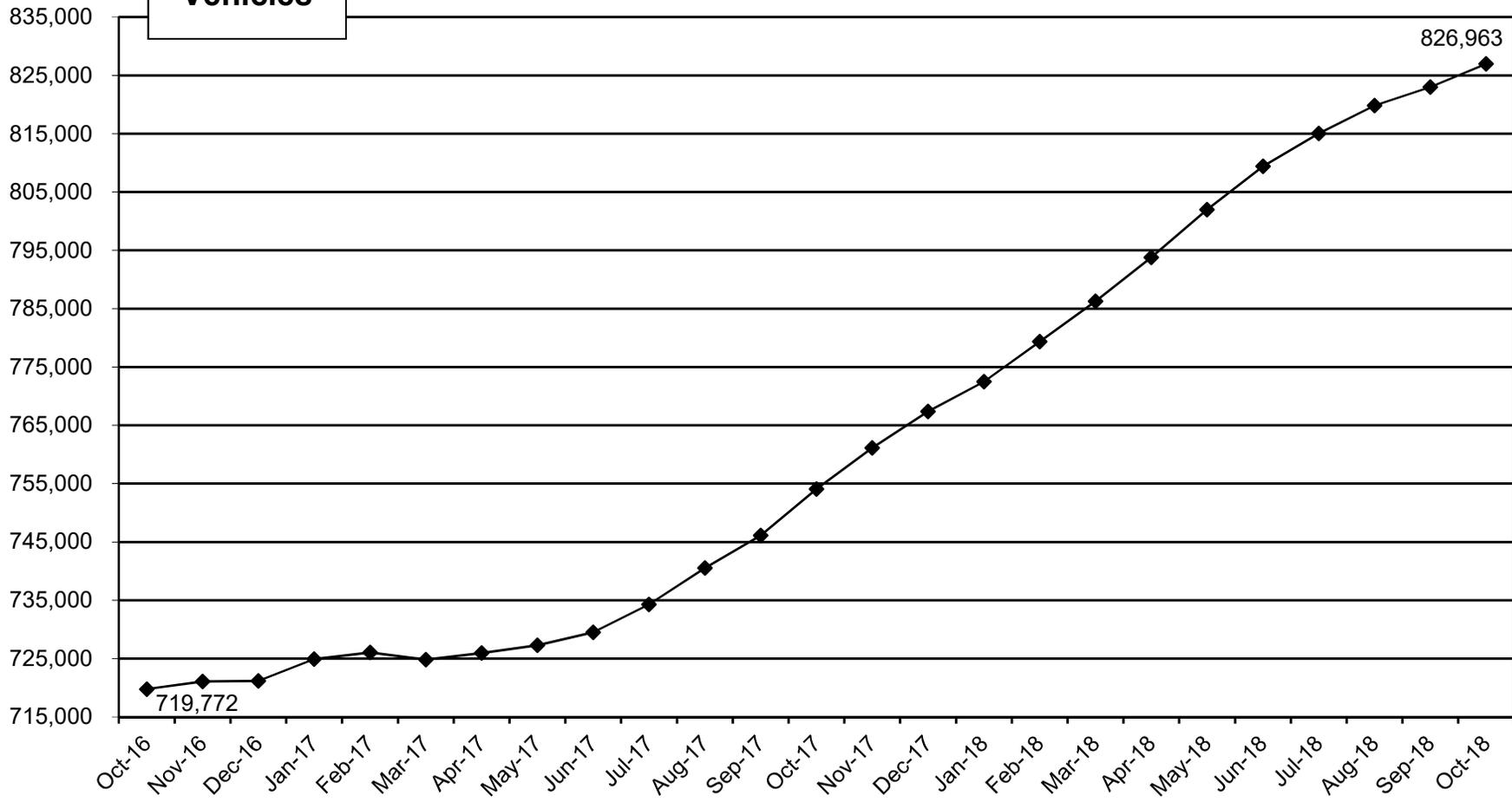
All Vehicles



Ex. 2

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

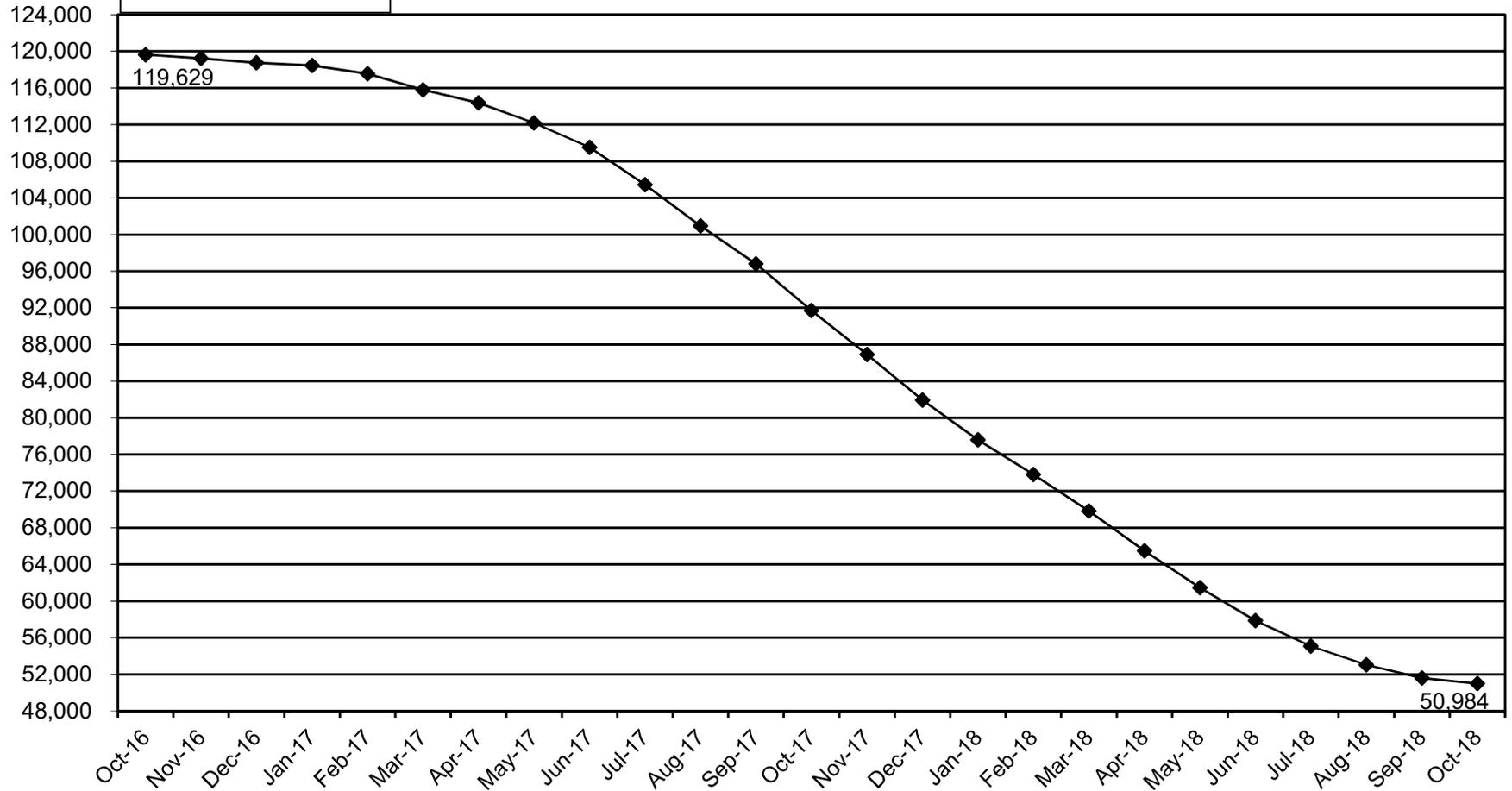
**E-ZPass  
Vehicles**



Ex. 3

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

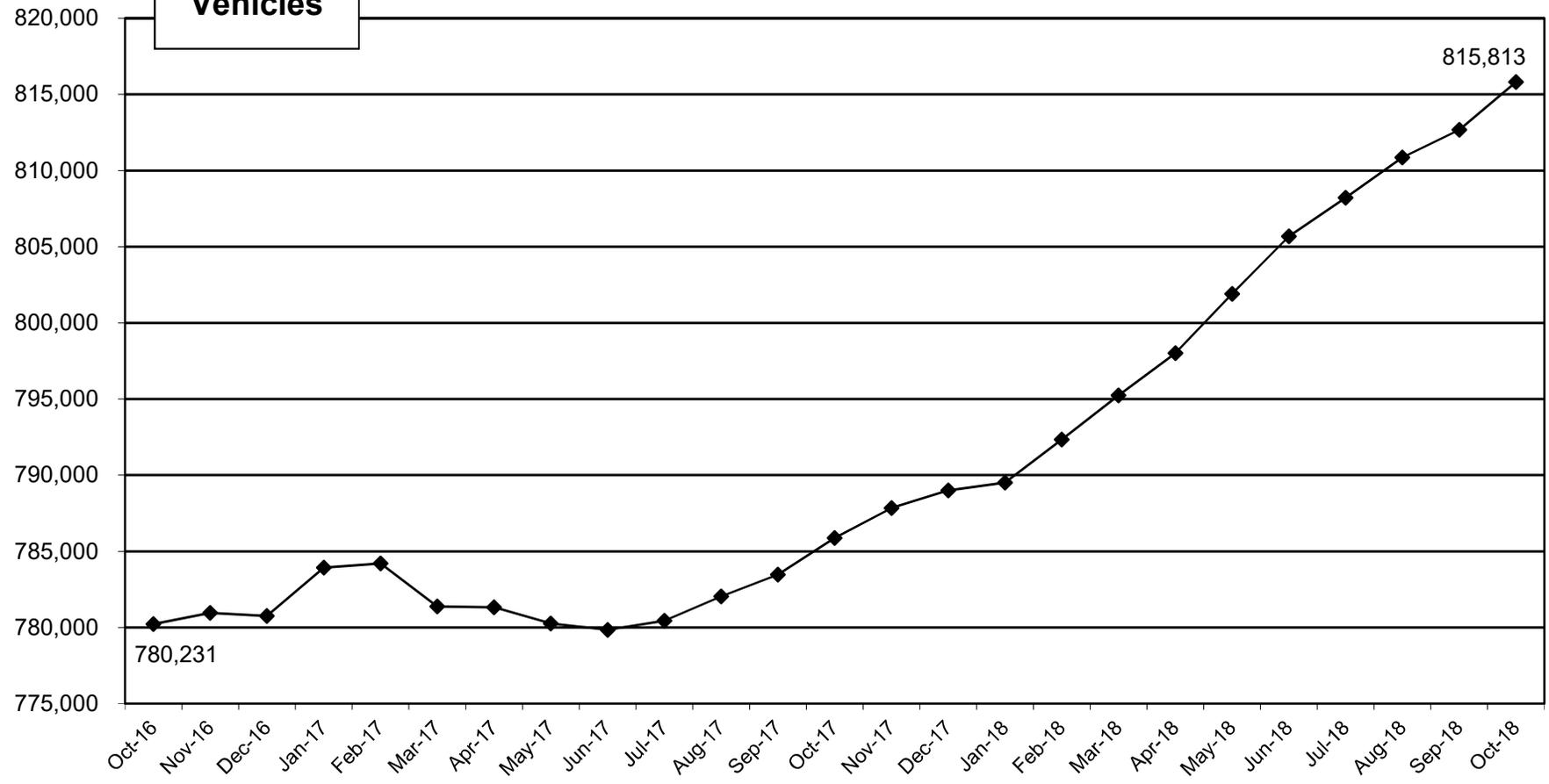
**Non-E-ZPass  
Vehicles\***



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

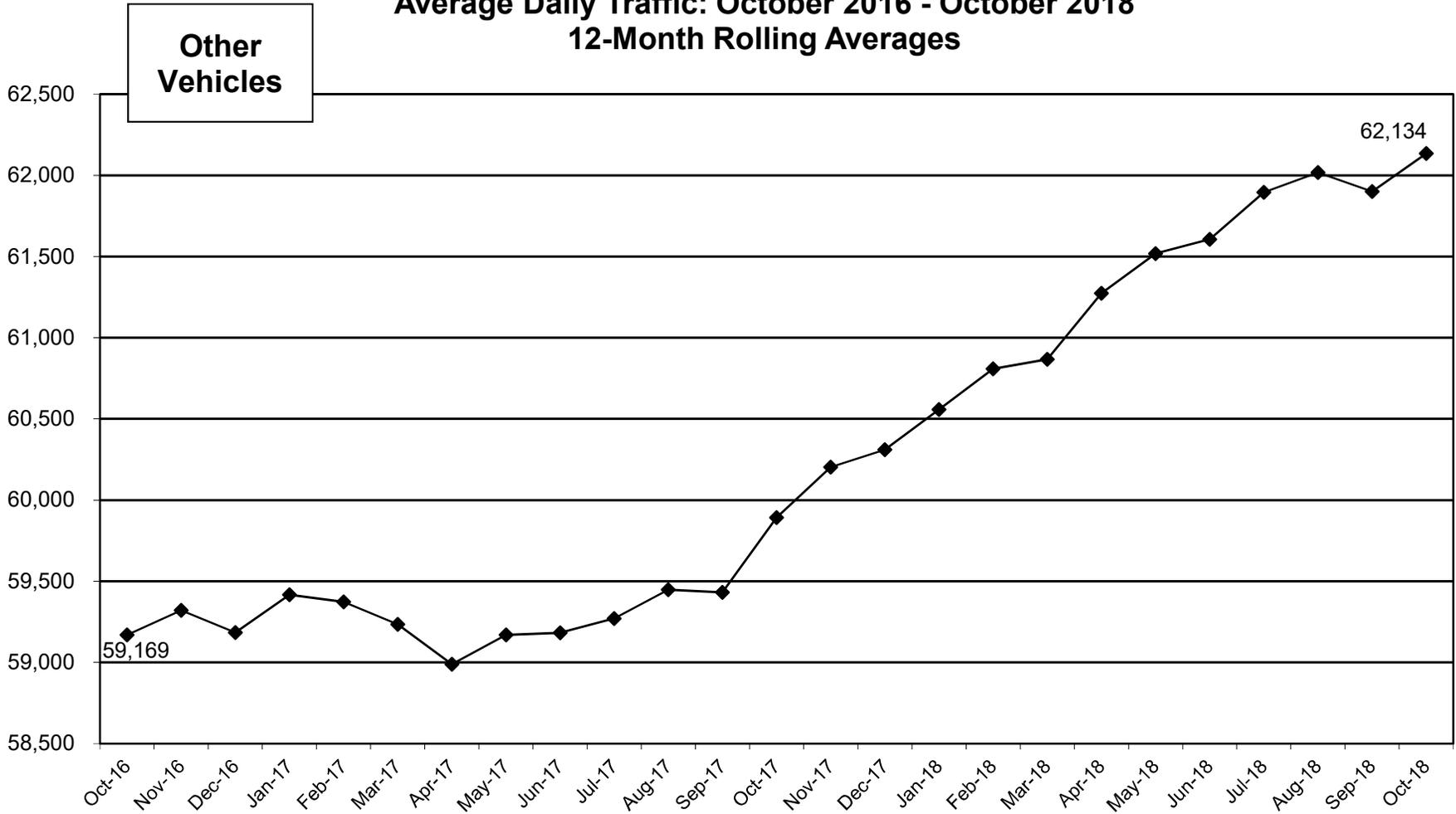
### MTA Bridges and Tunnels Average Daily Traffic: October 2016 - October 2018 12-Month Rolling Averages

Passenger  
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	4.6%	3.5%	4.2%	4.3%	3.8%
	E-ZPass	5.7%	5.8%	8.2%	9.4%	9.7%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-12.9%	-23.7%	-35.1%	-41.0%	-44.4%
RFK Bridge	Total Vehicles	-0.4%	-0.3%	3.1%	5.4%	4.9%
	E-ZPass	0.9%	1.3%	6.8%	11.1%	12.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-17.2%	-19.7%	-31.9%	-40.4%	-45.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	17.4%	11.4%	9.7%	8.1%	6.7%
	E-ZPass	18.2%	12.2%	11.0%	9.6%	9.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	2.0%	-4.7%	-13.5%	-18.9%	-28.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	4.3%	4.1%	0.8%	2.6%
	E-ZPass	5.7%	10.0%	11.7%	5.6%	11.4%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-14.1%	-37.6%	-44.4%	-42.9%	-48.5%
Verrazano-Narrows Bridge	Total Vehicles	3.8%	3.3%	4.2%	4.4%	4.1%
	E-ZPass	4.8%	3.9%	7.5%	9.2%	9.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-13.1%	-7.6%	-34.7%	-43.8%	-47.7%
Henry Hudson Bridge	Total Vehicles	1.2%	-0.1%	0.4%	1.0%	1.1%
	E-ZPass	1.7%	0.4%	1.1%	1.9%	2.2%
	Tolls By Mail	-8.4%	-9.2%	-12.0%	-13.6%	-16.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	0.0%	0.5%	1.3%	1.3%
	E-ZPass	3.0%	1.3%	2.4%	4.7%	5.5%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-18.2%	-20.8%	-26.9%	-39.2%	-44.6%

(1) October 2018 vs. October 2017

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

(3) May 2018 to October 2018 vs. May 2017 to October 2017

(4) February 2018 to October 2018 vs. February 2017 to October 2017

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

(6) Includes tokens and tickets

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

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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	4.6%	3.5%	4.2%	4.3%	3.8%
	Passenger	4.6%	3.6%	4.3%	4.4%	3.8%
	Other	4.3%	1.5%	2.7%	3.5%	3.7%
RFK Bridge	Total Vehicles	-0.4%	-0.3%	3.1%	5.4%	4.9%
	Passenger	-0.5%	-0.3%	3.2%	5.5%	4.9%
	Other	1.4%	-0.2%	2.2%	4.2%	4.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	17.4%	11.4%	9.7%	8.1%	6.7%
	Passenger	18.8%	12.6%	10.8%	9.0%	7.6%
	Other	2.4%	-3.2%	-2.8%	-2.8%	-2.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	4.1%	4.3%	4.1%	0.8%	2.6%
	Passenger	3.9%	4.3%	4.1%	0.8%	2.5%
	Other	6.8%	4.7%	4.7%	1.2%	3.4%
Verrazano-Narrows Bridge	Total Vehicles	3.8%	3.3%	4.2%	4.4%	4.1%
	Passenger	3.7%	3.4%	4.2%	4.3%	4.0%
	Other	5.7%	2.7%	4.7%	5.8%	6.7%
Henry Hudson Bridge	Total Vehicles	1.2%	-0.1%	0.4%	1.0%	1.1%
	Passenger	1.2%	0.0%	0.4%	1.0%	1.0%
	Other	0.9%	-6.4%	-3.4%	2.9%	11.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.9%	0.0%	0.5%	1.3%	1.3%
	Passenger	1.9%	0.1%	0.4%	1.0%	0.9%
	Other	1.7%	-1.4%	1.6%	6.7%	8.1%

(1) October 2018 vs. October 2017

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

(3) May 2018 to October 2018 vs. May 2017 to October 2017

(4) February 2018 to October 2018 vs. February 2017 to October 2017

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

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>(1)</sup></u>		<u>Weather<sup>(2)</sup></u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
Oct-16	26,022,431	\$2.27	61	4.8	-	6
Nov-16	25,130,058	\$2.39	53	5.4	-	8
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,452,652	\$2.54	40	3.9	10.1	15
Feb-17	21,620,767	\$2.49	44	2.0	10.3	6
Mar-17 <sup>(3)</sup>	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
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	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,174,912	\$2.98	73	5.9	-	13
<b>Oct-18</b>	<b>28,301,354</b>	<b>\$2.97</b>	<b>60</b>	<b>3.0</b>	<b>-</b>	<b>11</b>

Note: Bold numbers are preliminary.

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

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
<b>2017 vs. 2016</b>						
October	1,045,827	\$0.38	5	(1.0)	-	3
November	825,811	\$0.27	13	(3.3)	-	0
December	463,897	\$0.18	(1)	(1.0)	4	(1)
<b>2018 vs. 2017</b>						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,121,931	\$0.26	(1)	3.9	(5)	11
March	1,076,978	\$0.24	0	(0.6)	2	1
April	1,164,225	\$0.29	(8)	0.9	6	1
May	1,509,193	\$0.51	5	(2.8)	-	1
June	1,413,557	\$0.58	(1)	(0.6)	-	5
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,601	\$0.48	5	3.4	-	1
September	615,774	\$0.15	1	4.1	-	8
October	1,233,096	\$0.32	(6)	(0.8)	-	2

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

## Supplemental Data Page for Exhibits 2 through 6

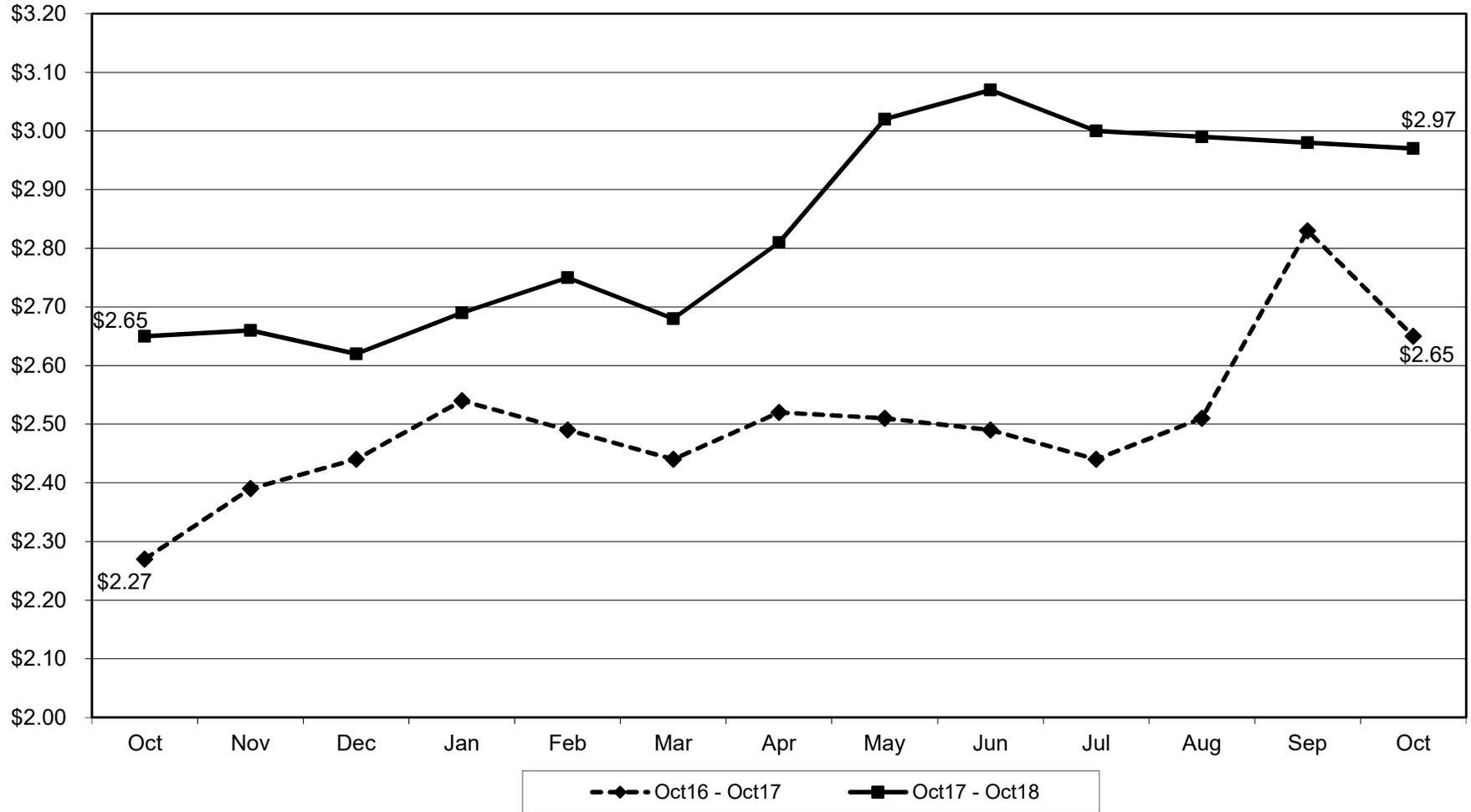
### Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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	819,840	53,042	810,865	62,017
Sep-18	874,569	822,987	51,582	812,669	61,900
<b>Oct-18</b>	<b>877,948</b>	<b>826,963</b>	<b>50,984</b>	<b>815,813</b>	<b>62,134</b>

*Note: Bold numbers are preliminary.*

1. Numbers may not add due to rounding.
2. Includes Tolls by Mail, cash, token, and ticket transactions

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





# Bridges and Tunnels

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## Safety Report October 2018



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	November 2015 - October 2016	November 2016 - October 2017	November 2017 - October 2018	
Customer Collisions Rate for Bridge Customers per Million Vehicles	7.28	8.19	6.56	
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.92	0.98	0.98	
Employee Accident Reports	248	259	270	
Employee Lost Time Injuries Rate per 200,000 worker hours	6.8	6.7	8.5	
Construction Injuries per 200,000 worker	2.04	1.31	1.63	

Leading Indicators				
Roadway Safety	2017		2018	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	144	926	20	357
Fleet Preventative Maintenance Insp.	145	1445	204	1400
Safety Taskforce Inspections	1	12	2	7
Construction Safety	October	Year End	October	Year to Date
Construction Safety Inspections	329	3384	231	1859
Fire Safety	October	Year End	October	Year to Date
Fire Code Audits Completed	1	14	1	12
FDNY Liaison Visits	4	25	4	20

### Definitions:

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

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

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

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

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

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



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

Collisions with Injuries per Million Vehicles



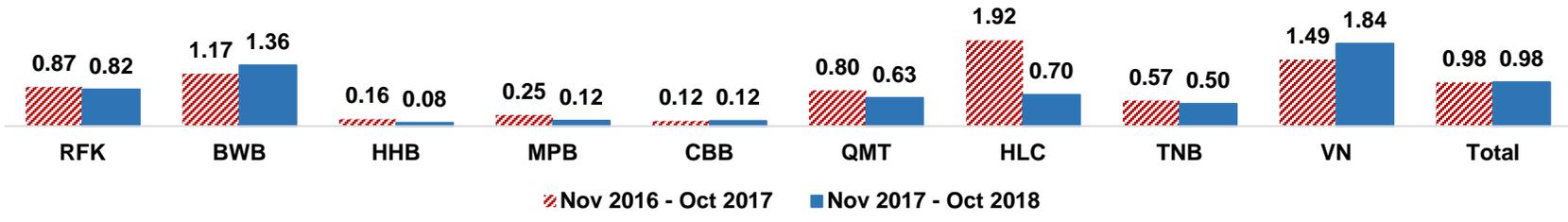
Total Collisions per Million Vehicles



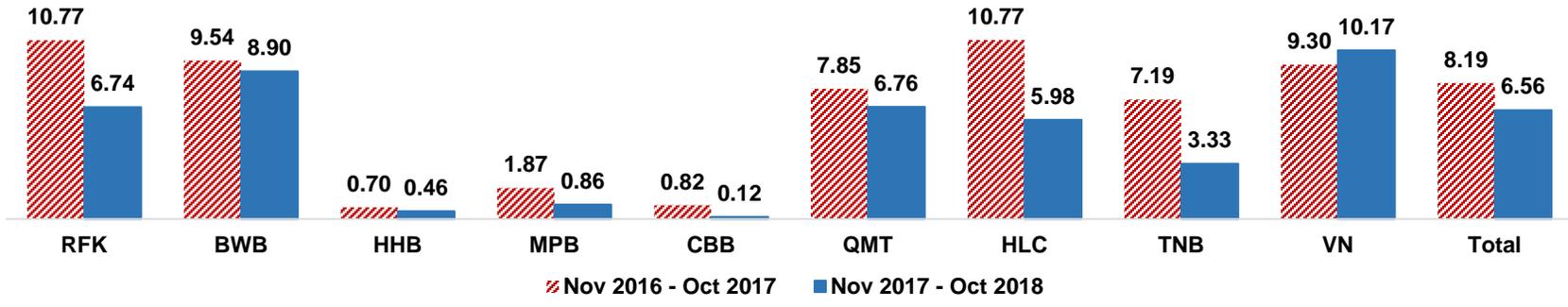


## Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





## Collision Rates by Facility

**Total Collisions per Million Vehicles: October 2017 – October 2018**

	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct
<b>RFK</b>	7.42	9.61	6.67	6.24	4.17	5.62	4.08	8.62	6.78	5.48	8.48	5.67	8.84
<b>BWB</b>	9.11	6.80	5.18	5.91	6.79	7.60	10.57	10.24	10.30	10.27	12.95	10.54	8.09
<b>TNB</b>	5.82	2.73	5.37	2.47	2.59	4.25	3.53	4.31	3.29	3.20	2.95	2.91	2.34
<b>VNB</b>	6.65	8.83	8.65	5.23	8.73	10.20	8.27	11.11	11.31	13.64	12.64	11.17	10.95
<b>QMT</b>	7.74	7.55	10.68	7.65	6.25	7.12	7.90	6.44	5.21	4.99	5.50	7.02	5.76
<b>HLC</b>	5.28	7.71	4.09	2.87	6.62	7.39	5.77	4.83	5.44	5.09	7.21	5.70	8.57
<b>HHB</b>	0.87	0.92	0.00	0.00	0.00	0.48	0.45	0.85	0.43	0.90	0.44	0.46	0.43
<b>MPB</b>	1.54	0.00	3.26	1.76	0.00	1.63	0.00	1.39	0.00	1.16	0.00	0.00	1.51
<b>CBB</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	6.29	6.60	6.16	4.60	5.24	6.40	5.87	7.43	6.83	7.11	7.98	6.74	7.00



## 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:

- 42,549 summonses were issued in the YTD October 2018 period—1.6% lower than in the YTD October 2017 period.
- 74.5% (31,704) of the summonses issued in the YTD October 2018 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD October 2017	YTD October 2018	% Change
Speed	4,864	5,274	8.4%
Disobey Signs/Traffic Control Device	11,636	10,046	(13.7%)
Cell Phone/Texting	2,091	1,931	(7.7%)
Unsafe Lane Change/Failure to Signal	2,500	2,508	0.3%
*All Other	22,163	22,790	2.8%
<b>Total</b>	<b>43,254</b>	<b>42,549</b>	<b>(1.6%)</b>

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



# **Bridges and Tunnels**

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## **Report on Cashless Tolling October 2018**



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

**October 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 October, overall E-ZPass market share was 94.8%, which was 1.0% points higher than October 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 95.3% overall in October. 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 Verrazzano-Narrows Bridge). Overall, 4.7% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.*

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

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

*Average weekend E-ZPass market share was 93.3% overall in October. Each facility was above 90%. Overall, 6.7% of weekend toll transactions were subject to TBM.*

**IV. Traffic: Distribution by Facility and Time Period**

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

*In October, 47.4% of traffic volume occurred during the weekday peak periods (22.5% in the AM peak and 24.9% in the PM peak) and 52.6% of the volume occurred on off-peak hours.*

**V. Traffic: Distribution by Facility and Payment Method**

This table highlights the share of crossings at each facility that are associated with E-ZPass accounts administered by the New York Customer Service Center (NY CSC) vs. Non-NY CSC E-ZPass and Tolls by Mail (TBM) accounts. The 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 October, 87.7% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.1% and 5.2% for Non-NYCSC E-ZPass accounts and TBM, respectively.*

## REVENUE

### **VI. Revenue Collection Rates**

This table presents Cashless Tolling revenue collection performance (actual total revenue collected divided by toll revenue if all transactions were paid as incurred). It reports on transactions for all B&T facilities that have matured for at least one year prior to the current reporting month.

*As of October 2018, our overall facility-wide collection rate is at 100.4% for transactions in October 2017 when both tolls and fees are considered.*

## 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 October, the number of active MTA E-ZPass accounts exceeded 3.5 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 October, E-ZPass and TBM transactions were 94.8% and 5.2% of all toll transactions, respectively. About 1.8% of E-ZPass transactions resulted in E-ZPass violations. 859,331 toll bills were issued under the TBM program and 198,903 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  
October 2018**  
Preliminary data subject to final audit

<b>I. Traffic: All B&amp;T Facilities by Method of Payment</b>			
	October 2018	October 2017	2018 YTD
E-ZPass <sup>1</sup>	26,823,718	25,412,624	253,435,852
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,477,636</u>	<u>1,696,737</u>	<u>15,322,082</u>
<b>Total</b>	<b>28,301,354</b>	<b>27,109,361</b>	<b>268,757,934</b>
<b>E-ZPass Market Share:</b>			
Total	94.8%	93.7%	94.3%
Cars	94.7%	93.7%	94.2%
Trucks	95.7%	94.7%	95.4%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	October 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Oct 2018	Oct 2017	Change
Bronx-Whitestone Bridge	135,909	127,259	8,650	93.6%	91.0%	2.6%
Cross Bay Bridge	25,144	24,102	1,041	95.9%	94.7%	1.1%
Henry Hudson Bridge	76,706	73,723	2,983	96.1%	95.9%	0.2%
Hugh L. Carey Tunnel	58,569	56,748	1,822	96.9%	95.9%	1.0%
Marine Parkway Bridge	23,079	22,304	776	96.6%	96.0%	0.7%
Queens Midtown Tunnel	85,051	81,752	3,299	96.1%	96.0%	0.1%
Robert F. Kennedy Bridge	188,693	178,602	10,091	94.7%	93.7%	1.0%
Throgs Neck Bridge	121,902	114,997	6,906	94.3%	94.3%	0.1%
Verrazzano-Narrows Bridge <sup>1</sup>	<u>215,057</u>	<u>206,616</u>	<u>8,441</u>	<u>96.1%</u>	<u>95.5%</u>	<u>0.6%</u>
<b>All Facilities<sup>1</sup></b>	<b>930,110</b>	<b>886,103</b>	<b>44,006</b>	<b>95.3%</b>	<b>94.4%</b>	<b>0.9%</b>

Notes:

- At the Verrazzano-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; Verrazzano-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**  
**October 2018**  
Preliminary data subject to final audit

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	October 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Oct 2018	Oct 2017	Change
Bronx-Whitestone Bridge	132,760	121,248	11,511	91.3%	88.7%	2.6%
Cross Bay Bridge	18,945	17,987	959	94.9%	93.4%	1.5%
Henry Hudson Bridge	69,009	65,151	3,859	94.4%	94.0%	0.4%
Hugh L. Carey Tunnel	49,640	47,479	2,160	95.6%	95.2%	0.4%
Marine Parkway Bridge	16,340	15,646	693	95.8%	94.7%	1.0%
Queens Midtown Tunnel	80,477	76,264	4,213	94.8%	93.9%	0.8%
Robert F. Kennedy Bridge	175,889	163,198	12,691	92.8%	91.3%	1.5%
Throgs Neck Bridge	127,516	117,423	10,092	92.1%	92.1%	0.0%
Verrazzano-Narrows Bridge <sup>1</sup>	<u>200,186</u>	<u>188,423</u>	<u>11,763</u>	<u>94.1%</u>	<u>92.9%</u>	<u>1.2%</u>
<b>All Facilities</b>	<b>870,761</b>	<b>812,819</b>	<b>57,942</b>	<b>93.3%</b>	<b>92.1%</b>	<b>1.3%</b>

<b>IV. Traffic: Distribution by Facility &amp; Time Period</b>			
Facility	October 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.5%	23.6%	54.0%
Cross Bay Bridge	25.0%	24.2%	50.8%
Henry Hudson Bridge	23.0%	28.6%	48.5%
Hugh L. Carey Tunnel	24.9%	26.2%	48.9%
Marine Parkway Bridge	28.0%	27.7%	44.4%
Queens Midtown Tunnel	21.4%	23.7%	54.9%
Robert F. Kennedy Bridge	23.4%	22.1%	54.5%
Throgs Neck Bridge	24.7%	23.7%	51.6%
Verrazzano-Narrows Bridge <sup>5</sup>	<u>16.0%</u>	<u>29.9%</u>	<u>54.2%</u>
<b>All Facilities</b>	<b>22.5%</b>	<b>24.9%</b>	<b>52.6%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

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

<b>V. Traffic: Distribution by Facility and Payment Method</b>			
Facility	October 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.5%	5.5%	7.0%
Cross Bay Bridge	94.4%	1.3%	4.3%
Henry Hudson Bridge	84.5%	11.2%	4.3%
Hugh L. Carey Tunnel	91.0%	5.6%	3.4%
Marine Parkway Bridge	94.0%	2.4%	3.5%
Queens Midtown Tunnel	91.2%	4.5%	4.2%
Robert F. Kennedy Bridge	88.0%	6.2%	5.8%
Throgs Neck Bridge	86.4%	7.3%	6.3%
Verrazzano-Narrows Bridge	<u>85.8%</u>	<u>9.8%</u>	<u>4.4%</u>
<b>All Facilities</b>	<b>87.7%</b>	<b>7.1%</b>	<b>5.2%</b>

<b>VI. Revenue Collection Rates</b>	
Facility	Revenue Collection Rate October 2018 <sup>7</sup>
Henry Hudson Bridge <sup>6</sup>	102.2%
Hugh L. Carey Tunnel	101.4%
Queens Midtown Tunnel	102.3%
Marine Parkway Bridge	101.1%
Cross Bay Bridge	99.2%
Robert F. Kennedy Bridge	100.5%
Verrazzano-Narrows Bridge	97.7%
Bronx-Whitestone Bridge	101.6%
Throgs Neck Bridge	100.9%
<b>All Facilities</b>	<b>100.4%</b>

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.

7. Represents total revenue collections from transactions in October 2017

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

<b>VII. Customer Service Center</b>			
<i>E-ZPass</i>	October 2018	October 2017	YTD 2018
Total Accounts Opened	22,878	32,299	238,205
Total Active Accounts			3,506,703
Total Active Tags			5,542,605
Total Reload Cards Distributed	3,269	4,347	35,661
Reload Card % of Cash Replenishments			17.10%
Total Active Reload Cards			170,581

<i>Customer Service Center Metrics</i>	October 2018	October 2017	YTD 2018
<b>Number of Phone Calls Handled by Customer Service Center</b>			
General E-ZPass	315,991	286,899	2,929,780
Tolls by Mail	165,674	83,337	1,279,203
Violations	41,154	52,323	421,362
Other <sup>8</sup>	13,896	13,835	145,045
Interactive Voice Response System	1,256,914	834,834	9,066,727
<b>Total</b>	<b>1,793,629</b>	<b>1,271,228</b>	<b>13,842,117</b>
<b>Average Phone Call Waiting Time (in minutes)</b>			
General E-ZPass Call Unit	4:07	2:18	2:25
Violations Call Unit	4:28	1:39	3:02
Tolls By Mail Call Unit	0:24	0:53	0:38

<b>VIII. Toll Processing Metrics</b>		
<i>E-ZPass and Tolls by Mail Metrics</i>	October 2018	YTD 2018
<b>E-ZPass Program</b>		
<b># of Paid Transactions<sup>9</sup></b>	<b>23,274,991</b>	<b>220,654,793</b>
Passenger	21,532,582	204,680,203
Commercial	1,742,409	15,974,590
<b># of Violations Transactions</b>	<b>430,335</b>	<b>3,470,859</b>
Passenger	407,200	3,274,524
Commercial	23,135	196,335
<b># of Violation Notices Issued (First Notice, by Mail Date)</b>	<b>188,702</b>	<b>1,420,482</b>
<b>Tolls by Mail Program (TBM)</b>		
<b># of Transactions</b>	<b>1,333,177</b>	<b>12,172,778</b>
Passenger	1,253,318	11,485,990
Commercial	79,859	686,788
<b># of Violation Transactions<sup>10</sup></b>	<b>-</b>	<b>4,605,274</b>
Passenger	-	4,346,820
Commercial	-	258,454
<b># of Toll Bills Issued (By Mail Date)<sup>11</sup></b>	<b>859,331</b>	<b>7,496,321</b>
<b># of Violation Notices Issued (By Mail Date)</b>	<b>198,903</b>	<b>1,680,582</b>

Note:

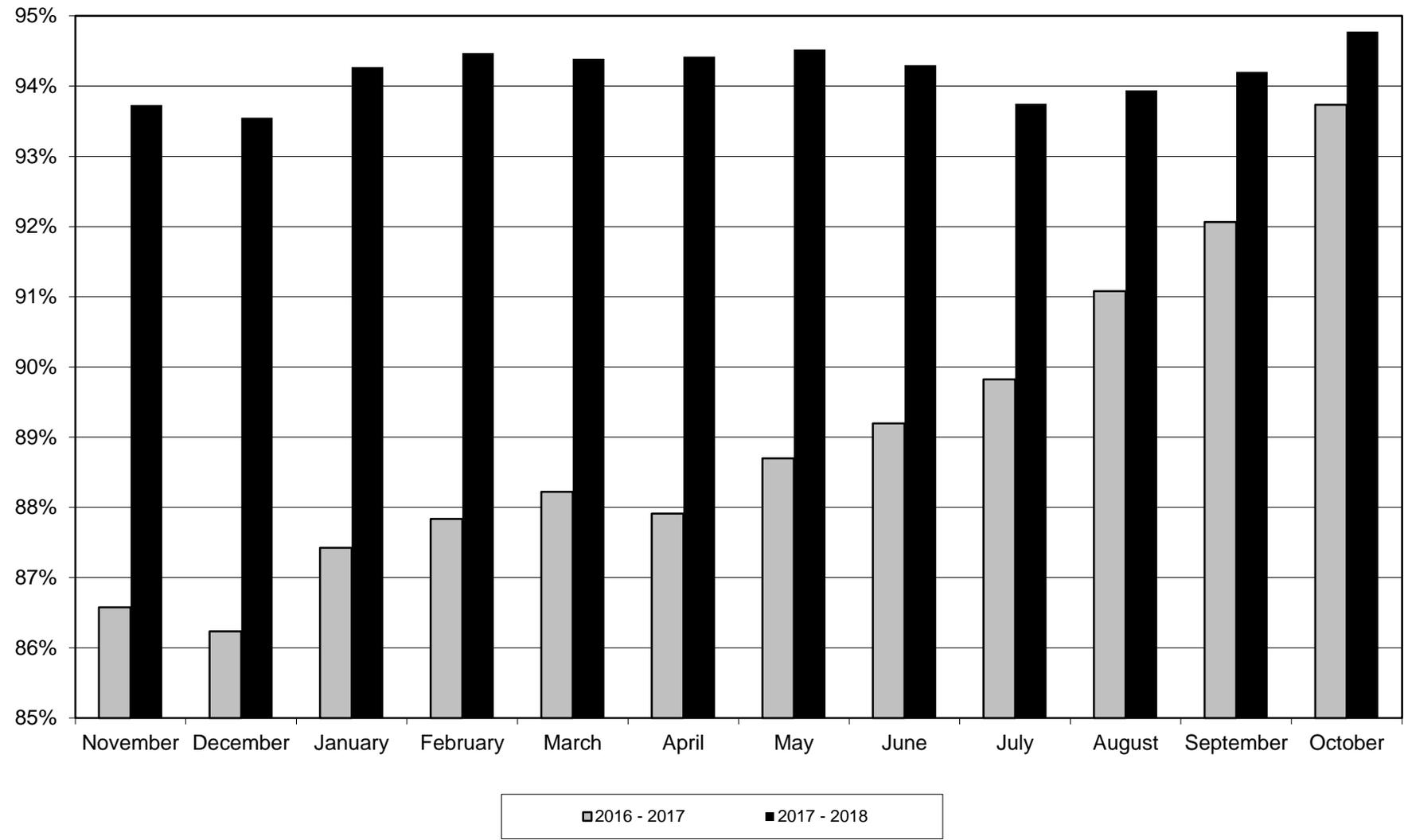
8. Business and retail tag registration calls

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

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

11. 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 November 2016 through October 2018





# Bridges and Tunnels

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## Financial Report October 2018



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

(in thousands)

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

Cash-Unrestricted	9,732
Investments:	
Unrestricted	161,405
Restricted	1,242,284
Accrued interest receivable	4,594
Accounts receivable (net of reserve provision)	57,856
Tolls due from other agencies	44,112
Prepaid expenses	6,872
	<hr/>
Total current assets	1,526,856

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	9
Facilities, less acc.dep of \$1,589,801	6,240,138
Capital lease 2 Broadway net acc. dep.	38,014
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,281,706

**TOTAL ASSETS:** 

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 7,808,562**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	51,164
Accumulated decreases in fair value of derivative instruments	124,942
Defeasance costs	246,647
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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 422,753**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES** 

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 8,231,315

# MTA BRIDGES & TUNNELS

## STATEMENT OF NET POSITION

As of October 31, 2018

(in thousands)

### LIABILITIES AND INFLOWS OF RESOURCES

#### CURRENT LIABILITIES:

Current portion-long term debt	307,220
Interest Payable	166,183
Accounts Payable	165,989
Accrued Pension Payable	12,799
Payable to MTA-CAP	292,516
Due to MTA-Operating Expenses	4,970
Due to NYCTA-Operating Expenses	513
Accrued salaries	34,873
Accrued Vac & Sick Benefits	16,129
Current portion of estimated liability arising from injury	1,043
Due to New York City Transit Authority	47,370
Due to Metropolitan Transportation Authority	67,351
Unredeemed Tolls	178,781
Tolls due to other agencies	57,117
E-ZPass Airport Toll Liability	11,408
	<hr/>
Total current liabilities	1,364,263

#### NONCURRENT LIABILITIES:

Long term debt	9,254,089
Post Employment Benefits Other than Pensions	763,743
Estimated liability arising from injury	45,786
Capital lease obligations	55,711
Derivative Hedge Liabilities	102,374
Due (to)/from MTA - change in fair value of derivative	26,113
Net Pension Liability	271,608
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,519,424

#### DEFERRED INFLOW OF RESOURCES

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

11,904,440

#### NET POSITION

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-3,673,126

#### TOTAL LIABILITIES, DEFERRED INFLOWS OF

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8,231,315

\*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**  
**ACCRAUAL STATEMENT of OPERATIONS by CATEGORY**  
**OCTOBER 2018**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	169.205	170.901	1.696	1.0	0.000	0.000	0.000	-	169.205	170.901	1.696	1.0
Other Operating Revenue	1.427	0.934	(0.494)	(34.6)	0.000	0.000	0.000	-	1.427	0.934	(0.494)	(34.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.298	1.151	(1.147)	(49.9)	2.298	1.151	(1.147)	(49.9)
Investment Income	0.090	0.305	0.215	*	0.000	0.000	0.000	-	0.090	0.305	0.215	*
<b>Total Revenue</b>	<b>\$170.723</b>	<b>\$172.140</b>	<b>\$1.417</b>	<b>0.8</b>	<b>\$2.298</b>	<b>\$1.151</b>	<b>(\$1.147)</b>	<b>(49.9)</b>	<b>\$173.021</b>	<b>\$173.291</b>	<b>\$0.270</b>	<b>0.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$12.152	\$9.462	\$2.689	22.1	\$0.779	\$0.471	\$0.309	39.6	12.931	\$9.933	\$2.998	23.2
Overtime	2.220	1.953	0.267	12.0	0.241	0.043	0.198	82.1	2.461	1.997	0.464	18.9
Health and Welfare	2.613	2.198	0.414	15.9	0.159	0.120	0.038	24.2	2.771	2.319	0.453	16.3
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	2.978	3.088	(0.110)	(3.7)	0.235	0.119	0.116	49.4	3.214	3.207	0.006	0.2
Other Fringe Benefits	1.501	1.257	0.244	16.3	0.110	0.065	0.045	40.9	1.611	1.322	0.289	18.0
Reimbursable Overhead	(0.774)	(0.332)	(0.442)	(57.1)	0.774	0.332	0.442	57.1	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.595</b>	<b>\$19.428</b>	<b>\$3.167</b>	<b>14.0</b>	<b>\$2.298</b>	<b>\$1.151</b>	<b>\$1.147</b>	<b>49.9</b>	<b>\$24.893</b>	<b>\$20.579</b>	<b>\$4.314</b>	<b>17.3</b>
<i>Non-Labor:</i>												
Electric Power	\$0.629	\$0.416	\$0.212	33.8	\$0.000	\$0.000	\$0.000	-	\$0.629	\$0.416	\$0.212	33.8
Fuel	0.270	0.141	0.129	47.6	0.000	0.000	0.000	-	0.270	0.141	0.129	47.6
Insurance	1.006	0.880	0.126	12.5	0.000	0.000	0.000	-	1.006	0.880	0.126	12.5
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.233	10.076	5.156	33.9	0.000	0.000	0.000	-	15.233	10.076	5.156	33.9
Professional Service Contracts	3.445	2.050	1.395	40.5	0.000	0.000	0.000	-	3.445	2.050	1.395	40.5
Materials & Supplies	0.438	0.069	0.369	84.3	0.000	0.000	0.000	-	0.438	0.069	0.369	84.3
Other Business Expenses	4.284	4.143	0.140	3.3	0.000	0.000	0.000	-	4.284	4.143	0.140	3.3
<b>Total Non-Labor Expenses</b>	<b>\$25.303</b>	<b>\$17.776</b>	<b>\$7.528</b>	<b>29.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$25.303</b>	<b>\$17.776</b>	<b>\$7.528</b>	<b>29.7</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$47.898</b>	<b>\$37.204</b>	<b>\$10.695</b>	<b>22.3</b>	<b>\$2.298</b>	<b>\$1.151</b>	<b>\$1.147</b>	<b>49.9</b>	<b>\$50.196</b>	<b>\$38.354</b>	<b>\$11.842</b>	<b>23.6</b>
Depreciation	\$11.645	\$12.805	(\$1.160)	(10.0)	\$0.000	\$0.000	\$0.000	-	11.645	\$12.805	(\$1.160)	(10.0)
OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$64.794</b>	<b>\$55.259</b>	<b>\$9.535</b>	<b>14.7</b>	<b>\$2.298</b>	<b>\$1.151</b>	<b>\$1.147</b>	<b>49.9</b>	<b>\$67.092</b>	<b>\$56.410</b>	<b>\$10.682</b>	<b>15.9</b>
Less: Depreciation	\$11.645	\$12.805	(\$1.160)	(10.0)	\$0.000	\$0.000	\$0.000	-	\$11.645	\$12.805	(\$1.160)	(10.0)
Less: OPEB Obligation	5.250	5.250	0.000	0.0	0.000	0.000	0.000	-	5.250	5.250	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$47.898</b>	<b>\$37.204</b>	<b>\$10.695</b>	<b>22.3</b>	<b>\$2.298</b>	<b>\$1.151</b>	<b>\$1.147</b>	<b>49.9</b>	<b>\$50.196</b>	<b>\$38.354</b>	<b>\$11.842</b>	<b>23.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$122.825</b>	<b>\$134.936</b>	<b>\$12.112</b>	<b>9.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$122.825</b>	<b>\$134.936</b>	<b>\$12.112</b>	<b>9.9</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$122.825</b>	<b>\$134.936</b>	<b>\$12.112</b>	<b>9.9</b>
Less: Capitalized Assets									2.914	0.728	2.186	75.0
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$119.911</b>	<b>\$134.208</b>	<b>\$14.298</b>	<b>11.9</b>
Less: Debt Service									55.530	55.324	0.206	0.4
Less: Contribution to the Capital Program									20.059	20.059	0.000	0.0
<b>Income Available for Distribution</b>									<b>\$44.322</b>	<b>\$58.826</b>	<b>\$14.504</b>	<b>32.7</b>
Distributable To:												
MTA - Investment Income									0.090	0.305	0.215	*
MTA - Distributable Income									27.005	33.989	6.984	25.9
NYCTR - Distributable Income									17.227	24.532	7.305	42.4
<b>Total Distributable Income</b>									<b>\$44.322</b>	<b>\$58.826</b>	<b>\$14.504</b>	<b>32.7</b>
<b>Support to Mass Transit:</b>												
Total Revenues									173.021	173.291	0.270	0.2
Less: Total Operating Expenses									<u>50.196</u>	<u>38.354</u>	<u>11.842</u>	23.6
<b>Net Operating Income/(Deficit)</b>									<b>\$122.825</b>	<b>\$134.936</b>	<b>\$12.112</b>	<b>9.9</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.914	0.728	2.186	75.0
Reserves									0.000	0.000	0.000	-
B&T Debt Service									23.552	22.485	1.067	4.5
Contribution to the Capital Program									20.059	20.059	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$46.524</b>	<b>\$43.271</b>	<b>\$3.253</b>	<b>7.0</b>
<b>Total Support to Mass Transit</b>									<b>\$76.300</b>	<b>\$91.665</b>	<b>\$15.365</b>	<b>20.1</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,632.531	1,641.741	9.210	0.6	0.000	0.000	0.000	-	1,632.531	1,641.741	9.210	0.6
Other Operating Revenue	16.081	17.165	1.083	6.7	0.000	0.000	0.000	-	16.081	17.165	1.083	6.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.753	16.838	(1.915)	(10.2)	18.753	16.838	(1.915)	(10.2)
Investment Income	1.063	1.929	0.866	81.5	0.000	0.000	0.000	-	1.063	1.929	0.866	81.5
<b>Total Revenue</b>	<b>\$1,649.675</b>	<b>\$1,660.834</b>	<b>\$11.159</b>	<b>0.7</b>	<b>\$18.753</b>	<b>\$16.838</b>	<b>(\$1.915)</b>	<b>(10.2)</b>	<b>\$1,668.428</b>	<b>\$1,677.672</b>	<b>\$9.244</b>	<b>0.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$107.289	\$95.262	\$12.027	11.2	\$6.947	\$7.037	(\$0.090)	(1.3)	114.236	\$102.299	\$11.938	10.4
Overtime	21.531	20.109	1.422	6.6	1.292	0.250	1.042	80.6	22.824	20.359	2.464	10.8
Health and Welfare	24.245	22.435	1.810	7.5	1.513	1.705	(0.192)	(12.7)	25.758	24.140	1.618	6.3
OPEB Current Payment	18.549	18.038	0.511	2.8	0.000	0.000	0.000	-	18.549	18.038	0.511	2.8
Pensions	30.387	30.514	(0.127)	(0.4)	2.010	1.875	0.135	6.7	32.397	32.389	0.008	0.0
Other Fringe Benefits	15.177	13.696	1.481	9.8	0.970	1.114	(0.144)	(14.8)	16.148	14.810	1.338	8.3
Reimbursable Overhead	(6.021)	(4.856)	(1.164)	(19.3)	6.021	4.856	1.164	19.3	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$211.159</b>	<b>\$195.198</b>	<b>\$15.961</b>	<b>7.6</b>	<b>\$18.753</b>	<b>\$16.838</b>	<b>\$1.915</b>	<b>10.2</b>	<b>\$229.912</b>	<b>\$212.036</b>	<b>\$17.876</b>	<b>7.8</b>
<i>Non-Labor:</i>												
Electric Power	\$4.922	\$3.993	\$0.930	18.9	0.000	\$0.000	\$0.000	-	\$4.922	\$3.993	\$0.930	18.9
Fuel	1.817	1.634	0.183	10.1	0.000	0.000	0.000	-	1.817	1.634	0.183	10.1
Insurance	9.022	9.240	(0.218)	(2.4)	0.000	0.000	0.000	-	9.022	9.240	(0.218)	(2.4)
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	127.807	112.581	15.227	11.9	0.000	0.000	0.000	-	127.807	112.581	15.227	11.9
Professional Service Contracts	36.515	33.549	2.966	8.1	0.000	0.000	0.000	-	36.515	33.549	2.966	8.1
Materials & Supplies	3.980	3.699	0.281	7.1	0.000	0.000	0.000	-	3.980	3.699	0.281	7.1
Other Business Expenses	39.485	37.450	2.036	5.2	0.000	0.000	0.000	-	39.485	37.450	2.036	5.2
<b>Total Non-Labor Expenses</b>	<b>\$223.550</b>	<b>\$202.146</b>	<b>\$21.404</b>	<b>9.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$223.550</b>	<b>\$202.146</b>	<b>\$21.404</b>	<b>9.6</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$434.709</b>	<b>\$397.344</b>	<b>\$37.365</b>	<b>8.6</b>	<b>\$18.753</b>	<b>\$16.838</b>	<b>\$1.915</b>	<b>10.2</b>	<b>\$453.462</b>	<b>\$414.182</b>	<b>\$39.280</b>	<b>8.7</b>
Depreciation	\$115.468	\$118.735	(\$3.267)	(2.8)	0.000	\$0.000	\$0.000	-	115.468	\$118.735	(\$3.267)	(2.8)
OPEB Obligation	53.972	53.972	0.000	0.0	0.000	0.000	0.000	-	53.972	53.972	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$604.149</b>	<b>\$570.051</b>	<b>\$34.098</b>	<b>5.6</b>	<b>\$18.753</b>	<b>\$16.838</b>	<b>\$1.915</b>	<b>10.2</b>	<b>\$622.902</b>	<b>\$586.889</b>	<b>\$36.013</b>	<b>5.8</b>
Less: Depreciation	\$115.468	\$118.735	(\$3.267)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$115.468	\$118.735	(\$3.267)	(2.8)
Less: OPEB Obligation	53.972	53.972	0.000	0.0	0.000	0.000	0.000	-	53.972	53.972	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$434.709</b>	<b>\$397.344</b>	<b>\$37.365</b>	<b>8.6</b>	<b>\$18.753</b>	<b>\$16.838</b>	<b>\$1.915</b>	<b>10.2</b>	<b>\$453.462</b>	<b>\$414.182</b>	<b>\$39.280</b>	<b>8.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,214.967</b>	<b>\$1,263.490</b>	<b>\$48.524</b>	<b>4.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,214.967</b>	<b>\$1,263.490</b>	<b>\$48.524</b>	<b>4.0</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$1,214.967</b>	<b>\$1,263.490</b>	<b>\$48.524</b>	<b>4.0</b>	
Less: Capitalized Assets								17.471	5.340	\$12.131	69.4	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$1,197.496</b>	<b>\$1,258.151</b>	<b>\$60.655</b>	<b>5.1</b>	
Less: Debt Service								556.267	555.388	0.880	0.2	
Less: Contribution to the Capital Program								99.605	99.605	0.000	0.0	
<b>Income Available for Distribution</b>								<b>\$541.623</b>	<b>\$603.158</b>	<b>\$61.535</b>	<b>11.4</b>	
Distributable To:												
MTA - Investment Income								1.063	1.929	0.866	81.5	
MTA - Distributable Income								319.498	348.320	28.822	9.0	
NYCTR - Distributable Income								221.062	252.909	31.847	14.4	
<b>Total Distributable Income</b>								<b>\$541.623</b>	<b>\$603.158</b>	<b>\$61.535</b>	<b>11.4</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								1,668.428	1,677.672	9.244	0.6	
Less: Total Operating Expenses								<u>453.462</u>	<u>414.182</u>	<u>39.280</u>	8.7	
<b>Net Operating Income/(Deficit)</b>								<b>\$1,214.967</b>	<b>\$1,263.490</b>	<b>\$48.524</b>	<b>4.0</b>	
Deductions from Net Operating Income:												
Capitalized Assets								17.471	5.340	12.131	69.4	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								231.223	227.229	3.994	1.7	
Contribution to the Capital Program								99.605	99.605	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$348.299</b>	<b>\$332.174</b>	<b>\$16.125</b>	<b>4.6</b>	
<b>Total Support to Mass Transit</b>								<b>\$866.668</b>	<b>\$931.316</b>	<b>\$64.648</b>	<b>7.5</b>	

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		October 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	1.696	1.0%	Higher toll revenue due to 1.9% higher traffic	9.210	0.6%	Higher YTD toll revenue primarily due to 1.0% higher traffic
Other Operating Revenue	(0.494)	-34.6%	Lower other operating revenue primarily due to the timing of revenue from E-ZPass administrative fees	1.083	6.7%	Higher other operating revenue primarily due to higher revenue from E-ZPass administrative fees
Investment Income	0.215	*	Higher than anticipated short-term investment returns on fund balances	0.866	81.5%	Higher than anticipated short-term investment returns on fund balances
Payroll	2.689	22.1%	Lower payroll expenses primarily due to vacancies	12.027	11.2%	Lower payroll expenses primarily due to vacancies
Overtime	0.267	12.0%	See overtime tables	1.422	6.6%	See overtime tables
Health and Welfare	0.414	15.9%	Lower expenses primarily due to vacancies	1.810	7.5%	Lower expenses primarily due to vacancies
OPEB Current Payment	0.104	5.5%	Lower expenses primarily due to timing against the monthly forecast allocation	0.511	2.8%	Lower expenses primarily due to timing against the YTD forecast allocation
Pensions	(0.110)	-3.7%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast.	(0.127)	-0.4%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to forecast.
Other Fringe Benefits	0.244	16.3%	Lower expenses primarily due to vacancies	1.481	9.8%	Lower expenses primarily due to vacancies
Electric Power	0.212	33.8%	Lower electricity expenses primarily due to lower than forecast rates	0.930	18.9%	Lower electricity expenses primarily due to lower than forecast rates
Fuel	0.129	47.6%	Lower fuel expenses primarily due to timing against the monthly forecast allocation	0.183	10.1%	Lower fuel expenses due to timing against the YTD forecast allocation
Insurance	0.126	12.5%	Lower insurance expenses primarily due to timing against the monthly forecast allocation	(0.218)	-2.4%	Higher insurance expenses primarily due to timing against the YTD forecast allocation
Maintenance and Other Operating Contracts	5.156	33.9%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$2.183 Mill) and timing against the monthly forecast allocation for major maintenance projects (\$1.123 Mill), miscellaneous routine maintenance (\$0.732 Mill) and maintenance of Cashless Tolling equipment (\$0.305 Mill)	15.227	11.9%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$10.223 Mill) and timing against the YTD forecast for miscellaneous routine maintenance (\$2.696 Mill), security and surveillance equipment purchases (\$0.693 Mill), major maintenance projects (\$0.680 Mill), and maintenance of Cashless Tolling equipment (\$0.701 Mill)
Professional Service Contracts	1.395	40.5%	Lower expenses primarily due to timing against the monthly forecast allocation for miscellaneous consulting services (\$0.747 Mill), engineering services (\$0.409 Mill) and customer outreach costs (\$0.381 Mill), partially offset by higher bond issuance costs (\$0.339 Mill).	2.966	8.1%	Lower expenses primarily due to timing against the monthly forecast allocation for miscellaneous consulting services (\$2.388 Mill) and customer outreach costs (\$1.691 Mill), partially offset by higher bond issuance costs (\$1.143 Mill).
Materials & Supplies	0.369	84.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	0.281	7.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.140	3.3%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees.	2.036	5.2%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees
Depreciation	(1.160)	-10.0%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(3.267)	-2.8%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
<b>Reimbursable</b>						
Capital and Other Reimbursements	(1.147)	-49.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	(1.915)	-10.2%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.309	39.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.090)	-1.3%	Higher capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.198	82.1%	See overtime tables	1.042	80.6%	See overtime tables
Health and Welfare	0.038	24.2%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.192)	-12.7%	Higher capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.116	49.4%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.135	6.7%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	0.045	40.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.144)	-14.8%	Higher capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.442	57.1%	Lower capital reimbursements due to timing against the monthly forecast allocation	1.164	19.3%	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)

	October						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	7,008	\$0.438	4,497	\$0.281	2,511	\$0.157	57,694	\$3.698	47,472	\$3.043	10,222	\$0.655
					35.8%	35.8%					17.7%	17.7%
<u>Unscheduled Service</u>	272	\$0.019	25	\$0.002	248	\$0.017	1,507	\$0.107	339	\$0.024	1,168	\$0.083
					91.0%	89.5%					77.5%	77.6%
<u>Programmatic/Routine Maintenance</u>	1,865	\$0.146	3,667	\$0.287	(1,802)	(\$0.141)	25,454	\$2.077	31,216	\$2.547	(5,762)	(\$0.470)
					-96.6%	-96.6%					-22.6%	-22.6%
<u>Unscheduled Maintenance</u>	1,518	\$0.119	1,054	\$0.083	465	\$0.036	11,696	\$0.938	8,970	\$0.719	2,726	\$0.219
					30.6%	30.3%					23.3%	23.3%
<u>Vacancy/Absentee Coverage</u>	15,891	\$1.003	12,981	\$0.819	2,910	\$0.184	140,565	\$9.102	132,745	\$8.596	7,820	\$0.506
					18.3%	18.3%					5.6%	5.6%
<u>Weather Emergencies</u>	54	\$0.004	431	\$0.032	(377)	(\$0.028)	12,591	\$0.858	13,443	\$0.916	(852)	(\$0.058)
					**	**					-6.8%	-6.8%
<u>Safety/Security/Law Enforcement</u>	2,206	\$0.138	2,168	\$0.136	39	\$0.002	17,960	\$1.148	15,920	\$1.018	2,040	\$0.130
					1.7%	1.4%					11.4%	11.3%
<u>Other</u>	237	\$0.019	2,173	\$0.174	(1,936)	(\$0.155)	11,105	\$1.150	23,311	\$2.414	(12,206)	(\$1.264)
					**	**					**	**
<u>*All Other Departments and Accruals</u>	0	\$0.334		\$0.140		\$0.195		\$2.454		\$0.833		\$1.621
						58.3%						66.0%
Subtotal	29,051	\$2.220	26,996	\$1.953	2,055	\$0.267	278,570	\$21.531	273,414	\$20.109	5,156	\$1.422
					7.1%	12.0%					1.9%	6.6%
<b>REIMBURSABLE OVERTIME</b>	2,869	\$0.241	443	\$0.043	2,426	\$0.198	15,422	\$1.292	2,845	\$0.250	12,577	\$1.042
					84.6%	82.3%					81.6%	80.7%
<b>TOTAL OVERTIME</b>	<b>31,920</b>	<b>\$2.461</b>	<b>27,439</b>	<b>\$1.997</b>	<b>4,481</b>	<b>\$0.464</b>	<b>293,991</b>	<b>\$22.824</b>	<b>276,259</b>	<b>\$20.359</b>	<b>17,733</b>	<b>\$2.464</b>
					14.0%	18.9%					6.0%	10.8%

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	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	2,511 35.8%	\$0.157 35.8%	Lower than planned expenses	10,222 17.7%	\$0.655 17.7%	Lower than planned expenses
<u>Unscheduled Service</u>	248 91.0%	\$0.017 89.5%	Lower than planned expenses	1,168 77.5%	\$0.083 77.6%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,802) -96.6%	(\$0.141) -96.6%	Higher than planned expenses	(5,762) -22.6%	(\$0.470) -22.6%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	465 30.6%	\$0.036 30.3%	Lower than planned expenses	2,726 23.3%	\$0.219 23.3%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	2,910 18.3%	\$0.184 18.3%	Lower than planned expenses	7,820 5.6%	\$0.506 5.6%	Lower than planned expenses
<u>Weather Emergencies</u>	(377) **	(\$0.028) **	Higher than planned expenses	(852) -6.8%	(\$0.058) -6.8%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	39 1.7%	\$0.002 1.4%	Lower than planned expenses	2,040 11.4%	\$0.130 11.3%	Lower than planned expenses
<u>Other</u>	(1,936) **	(\$0.155) **	Higher than planned expenses	(12,206) **	(\$1.264) **	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.195 58.3%	Primarily due to adjustments for the 28-day OT payroll lag		\$1.621 66.0%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	2,055 7.1%	\$0.267 12.0%		5,156 1.9%	\$1.422 6.6%	
<b>REIMBURSABLE OVERTIME</b>	2,426 84.6%	\$0.198 82.3%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	12,577 81.6%	\$1.042 80.7%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>4,481</b>	<b>\$0.464</b>		<b>17,733</b>	<b>\$2.464</b>	

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

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

Month of October

Year to date ending October 2018

**Comparison Current Year vs. Prior Year:**

Prior Year		Current Year		Percentage Change			Prior Year*		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.9	\$25.3	4.2	28.8	6.4%	14.0%	Bronx-Whitestone	38.4	\$271.3	40.0	\$278.0	4.3%	2.5%
0.7	1.5	0.7	1.2	1.8%	-20.0%	Cross Bay	7.1	15.7	7.2	15.6	1.2%	-0.6%
2.3	7.6	2.3	7.3	1.2%	-3.9%	Henry Hudson	21.3	71.0	21.6	70.2	1.0%	-1.1%
1.5	9.4	1.7	10.3	15.6%	9.6%	Hugh L. Carey	14.6	88.6	15.5	94.5	6.2%	6.7%
0.6	1.4	0.7	1.1	2.1%	-22.4%	Marine Parkway	6.7	15.5	6.8	14.7	1.3%	-5.3%
2.2	14.0	2.6	16.3	18.7%	16.5%	Queens Midtown	20.9	131.2	22.6	144.1	8.3%	9.9%
5.8	40.5	5.7	38.5	-0.4%	-4.8%	RFK	53.0	366.2	55.7	375.6	5.2%	2.6%
3.8	30.7	3.8	29.4	1.7%	-4.3%	Throgs Neck	36.5	290.1	37.0	287.9	1.4%	-0.8%
6.3	38.3	6.5	38.0	3.8%	-1.0%	Verrazzano-Narrows	59.7	347.4	62.3	361.2	4.2%	4.0%
<b>27.1</b>	<b>\$168.7</b>	<b>28.3</b>	<b>\$170.9</b>	<b>4.6%</b>	<b>1.3%</b>	<b>Total</b>	<b>258.3</b>	<b>\$1,596.9</b>	<b>268.8</b>	<b>\$1,641.7</b>	<b>4.0%</b>	<b>2.8%</b>
	<u><b>\$6.233</b></u>		<u><b>\$6.039</b></u>		<u><b>-3.1%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.182</b></u>		<u><b>\$6.109</b></u>		<u><b>-1.2%</b></u>

Note: Numbers may not add due to rounding.

\*Toll increase implemented on March 19, 2017

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

Oct M-Y Forecast		October Actual		Percentage Change			YTD M-Y Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.7	\$169.2	28.3	\$170.9	2.3%	1.0%	Total All	266.0	\$1,632.5	268.8	\$1,641.7	1.0%	0.6%
	<u><b>\$6.118</b></u>		<u><b>\$6.039</b></u>		<u><b>-1.3%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$6.136</b></u>		<u><b>\$6.109</b></u>		<u><b>-0.4%</b></u>

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	6	7	(1)	1 Managerial overage
Law <sup>(1)</sup>	17	13	4	1 Managerial vacancy and 3 Professional vacancies
CFO <sup>(2)</sup>	28	24	4	5 Managerial vacancies and 1 Professional overage
Administration <sup>(3)</sup>	43	35	8	8 Professional vacancies
EEO	2	-	2	2 Managerial vacancies
<b>Total Administration</b>	<b>96</b>	<b>79</b>	<b>17</b>	
<b>Operations</b>				
Revenue Management	41	35	6	5 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	57	52	5	2 Managerial and 3 Professional vacancies
<b>Total Operations</b>	<b>98</b>	<b>87</b>	<b>11</b>	
<b>Maintenance</b>				
Maintenance	227	210	17	3 Managerial, 3 Professional, and 11 Maintainer vacancies
Operations - Maintainers	160	160	-	
<b>Total Maintenance</b>	<b>387</b>	<b>370</b>	<b>17</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	149	43	6 Managerial and 37 Professional vacancies
Safety & Health	10	9	1	1 Managerial vacancy
Law <sup>(1)</sup>	22	18	4	2 Managerial and 2 Professional vacancies
CFO-Planning & Budget Capital	29	25	4	4 Managerial vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>201</b>	<b>52</b>	
<b>Public Safety</b>				
Operations (Security)	617	580	37	24 Managerial and 13 Operational vacancies
Internal Security - Operations	48	35	13	5 Managerial and 8 Professional vacancies
<b>Total Public Safety</b>	<b>665</b>	<b>615</b>	<b>50</b>	
<b>Total Positions</b>				
	<b>1,499</b>	<b>1,352</b>	<b>147</b>	
Non-Reimbursable	<b>1,412</b>	<b>1,265</b>	<b>147</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,499</b>	<b>1,352</b>	<b>147</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	36	29	7	5 vacancies in CFO, 2 in EEO, 1 vacancy in Law, and 1 overage in Executive
Professional, Technical, Clerical	60	50	10	8 vacancies in Administration, 3 in Law, and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>96</b>	<b>79</b>	<b>17</b>	
<b>Operations</b>				
Managers/Supervisors	59	52	7	5 vacancies in Revenue Management and 2 in Operations
Professional, Technical, Clerical	39	35	4	1 vacancy in Revenue Management and 3 vacancies in Operations
Operational Hourlies <sup>(1)</sup>	-	-	-	
<b>Total Operations</b>	<b>98</b>	<b>87</b>	<b>11</b>	
<b>Maintenance</b>				
Managers/Supervisors	24	21	3	3 vacancies in Maintenance
Professional, Technical, Clerical	20	17	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	332	11	11 Maintainer vacancies in Maintenance
<b>Total Maintenance</b>	<b>387</b>	<b>370</b>	<b>17</b>	
<b>Engineering/Capital</b>				
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	154	39	37 vacancies in Engineering and 2 in Law
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>201</b>	<b>52</b>	
<b>Public Safety</b>				
Managers/Supervisors	190	161	29	24 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	35	27	8	8 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	440	427	13	13 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>665</b>	<b>615</b>	<b>50</b>	
<b>Total Positions</b>				
Managers/Supervisors	369	310	59	
Professional, Technical, Clerical	347	283	64	
Operational Hourlies	783	759	24	
<b>Total Positions</b>	<b>1,499</b>	<b>1,352</b>	<b>147</b>	

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

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

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

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2018 YEAR-TO-DATE**  
**(\$ in millions)**

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,649.675	1,660.305	1,660.834	11.159	0.7	0.529	0.0
Investment Income	1.063	1.496	1.929	0.866	81.5	0.433	28.9
<b>Total Revenue without Investment Income</b>	<b>1,648.612</b>	<b>1,658.809</b>	<b>1,658.905</b>	<b>10.293</b>	<b>0.6</b>	<b>0.096</b>	<b>0.0</b>
Total Expenses before Non-Cash Liability Adjs	434.709	410.091	397.345	<b>37.364</b>	<b>8.6</b>	<b>12.747</b>	<b>3.1</b>
Depreciation	115.468	116.873	118.735	(3.267)	(2.8)	(1.862)	(1.6)
Other Post-Employment Benefits	53.972	53.972	53.972	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000		0.000	
<b>Total Expenses after Non-Cash Liability Adjs</b>	<b>604.149</b>	<b>580.936</b>	<b>570.052</b>	<b>34.098</b>	<b>5.6</b>	<b>10.884</b>	<b>1.9</b>
Less: Depreciation	115.468	116.873	118.735	(3.267)	(2.8)	(1.862)	(1.6)
Less: Other Post-Employment Benefits	53.972	53.972	53.972	0.000	0.0	0.000	0.0
<b>Total Expenses</b>	<b>434.709</b>	<b>410.091</b>	<b>397.345</b>	<b>37.364</b>	<b>8.6</b>	<b>12.747</b>	<b>3.1</b>
<b>Net Income/(Deficit)</b>	<b>1,214.966</b>	<b>1,250.214</b>	<b>1,263.490</b>	<b>48.524</b>	<b>4.0</b>	<b>13.276</b>	<b>1.1</b>
<b>Net Income without Investment Income</b>	<b>1,213.903</b>	<b>1,248.718</b>	<b>1,261.561</b>	<b>47.657</b>	<b>3.9</b>	<b>12.843</b>	<b>1.0</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2018 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.529	0.0	Primarily due to higher than forecast Investment Income
Total Expenses	\$12.747	3.1	Primarily due to vacancies, lower overtime, and the timing of E-ZPass Customer Service Center costs and major maintenance projects

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



# **Bridges and Tunnels**

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## **2019 Final Proposed Budget and November Financial Plan 2019-2022**

# Staff Summary

<b>Subject</b> B&T 2019 Budget and 2019-2022 Financial Plan Adoption
<b>Department</b> Office of the Chief Financial Officer
<b>Department Head Name</b> Mildred Chua <i>[Signature]</i>
<b>Department Head Signature</b> <i>[Signature]</i>
<b>Project Manager Name</b> Dore Abrams

<b>Date</b> December 5, 2018
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/10/18	X		
2	Finance Committee	12/10/18	X		
3	MTA Board	12/12/18	X		

Internal Approvals			
Order	Approval	Order	Approval
2	President <i>[Signature]</i>	1	VP & Chief Financial Officer <i>[Signature]</i>
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Safety & Health		VP & Chief of Staff				Other
	VP & Chief Security Officer		VP Maintenance & Operations Support				

**PURPOSE:**

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2018 November Forecast, 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022.

**DISCUSSION:**

The 2019 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections exclude the estimated impacts from projected toll increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

B&T estimates that for 2018 and 2019 combined, \$2,865.0 million will be provided in baseline net operating income.

**2018 NOVEMBER FORECAST-BASELINE**

The 2018 November Forecast projects \$1,987.2 million in non-reimbursable revenues, of which \$1,967.1 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$552.1 million, consisting of \$247.5 million in labor expenses and \$304.6 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,029.0 million. Reimbursable revenue and expenses are both forecast at \$23.6 million. Total end-of-year positions are projected at 1,497, including 1,410 non-reimbursable positions and 87 reimbursable positions.

## 2019 FINAL PROPOSED BUDGET-BASELINE

The 2019 Final Proposed Budget projects \$2,003.8 million in non-reimbursable revenues, of which \$1,983.6 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$574.0 million, consisting of \$272.3 million in labor expenses and \$301.7 million in non-labor expenses. Total Support to Mass Transit is projected to be \$979.5 million. Reimbursable revenue and expenses are both forecast at \$24.0 million. Total end-of-year positions are projected at 1,499, including 1,412 non-reimbursable positions and 87 reimbursable positions.

## MAJOR PROGRAMMATIC INITIATIVES

- **Cashless Tolling** has been fully functional at all B&T facilities since September 30, 2017. The implementation of Cashless Tolling has resulted in the need for a more structured approach in capturing MTA B&T's Total Cost of Ownership (TCO) for the new assets, systems and equipment that are now operational across the facilities. Best practice asset management principles aligned with operational goals and the overall strategic vision for MTA B&T's new business model for cashless toll collection provides a consistent approach and roadmap to ensuring sustainability of the agency across all aspects of the business and integrating the various departmental perspectives including safety, security, operations, engineering, maintenance, finance, law, procurement and administration.
- **Customer Outreach** efforts are underway to help customers become more acclimated to and comfortable with the Cashless Tolling system. These outreach efforts have focused on helping customers effectively manage their E-ZPass accounts, understand payment options, and avoid violation fees. B&T can target this information to specific customer groups through informational inserts in E-ZPass statements, toll bills, letters and emails, as well as through community outreach events held periodically throughout the region. B&T is also meeting the public demand for smartphone and web-based information tools by heavily promoting its mobile alert service. Customers can sign up for notifications that alert them when their E-ZPass balance is low or informs them about other important account issues, and this helps them avoid violations and fees. Other information resources are being developed as part of a revised MTA website to help customers better understand Cashless Tolling, E-ZPass options, and how to pay toll bills.
- **Enhanced Safety and Security Programs** are being carried out through collaborative initiatives with New York State agencies. Security teams have been combined with traffic enforcement at crossings and comprehensive operating protocols have been developed across agencies.

## IMPACT ON FUNDING

The 2018 November Forecast, the 2019 Final Proposed Budget, and the Four-Year Financial Plan 2019-2022, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

## RECOMMENDATION

It is recommended that the MTA Board adopt the 2018 November Forecast, the 2019 Final Proposed Budget, and the Four-Year Financial Plan for 2019-2022 for MTA Bridges and Tunnels.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Other Operating Revenue	20.082	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	1.477	1.240	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$1,933.416</b>	<b>\$1,987.238</b>	<b>\$2,003.814</b>	<b>\$2,010.569</b>	<b>\$2,018.518</b>	<b>\$2,018.446</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$121.438	\$122.151	\$139.719	\$141.585	\$144.013	\$146.948
Overtime	28.382	26.807	27.347	27.895	28.455	29.026
Health and Welfare	26.694	29.454	32.371	33.581	35.240	37.007
OPEB Current Payments	20.096	22.359	24.213	25.292	26.684	28.151
Pension	39.001	36.335	35.613	33.684	34.093	34.754
Other Fringe Benefits	19.540	17.949	20.769	21.694	21.879	23.087
Reimbursable Overhead	(6.805)	(7.568)	(7.720)	(7.874)	(8.032)	(8.192)
<b>Total Labor Expenses</b>	<b>\$248.347</b>	<b>\$247.487</b>	<b>\$272.311</b>	<b>\$275.857</b>	<b>\$282.332</b>	<b>\$290.780</b>
<b>Non-Labor:</b>						
Electric Power	\$3.683	\$5.537	\$5.925	\$6.092	\$6.302	\$6.574
Fuel	1.575	2.323	2.474	2.456	2.383	2.338
Insurance	12.101	11.317	12.217	12.872	13.583	14.361
Claims	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
Maintenance and Other Operating Contracts	149.266	187.084	183.024	184.568	191.931	200.683
Professional Services Contracts	36.674	45.533	44.100	42.092	42.119	43.526
Materials and Supplies	3.901	4.341	4.421	4.522	4.572	4.678
Other Business Expenses	34.637	48.464	49.535	50.976	52.261	52.780
<b>Total Non-Labor Expenses</b>	<b>\$241.838</b>	<b>\$304.599</b>	<b>\$301.696</b>	<b>\$303.579</b>	<b>\$313.151</b>	<b>\$324.939</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$490.185</b>	<b>\$552.086</b>	<b>\$574.007</b>	<b>\$579.436</b>	<b>\$595.483</b>	<b>\$615.719</b>
Depreciation	\$240.957	\$138.759	\$148.432	\$158.779	\$169.848	\$181.689
OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
GASB 68 Pension Expense Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$809.247</b>	<b>\$765.720</b>	<b>\$802.710</b>	<b>\$824.112</b>	<b>\$856.124</b>	<b>\$892.995</b>
Less: Depreciation	240.957	138.759	148.432	158.779	169.848	181.689
Less: OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
Less: GASB 68 Pension Exp Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
<b>Total Expenses</b>	<b>\$490.185</b>	<b>\$552.086</b>	<b>\$574.007</b>	<b>\$579.436</b>	<b>\$595.483</b>	<b>\$615.719</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,435.152</b>	<b>\$1,429.806</b>	<b>\$1,431.133</b>	<b>\$1,423.035</b>	<b>\$1,402.727</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.361	23.575	24.046	24.527	25.018	25.518
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$8.011	\$8.506	\$8.676	\$8.850	\$9.027	\$9.208
Overtime	1.333	1.999	2.039	2.080	2.121	2.164
Health and Welfare	1.718	1.831	1.867	1.905	1.943	1.982
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.361	2.480	2.530	2.581	2.632	2.685
Other Fringe Benefits	1.133	1.190	1.214	1.238	1.263	1.288
Reimbursable Overhead	6.805	7.568	7.720	7.874	8.032	8.192
<b>Total Labor Expenses</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Non-Labor:</b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Non-Reimbursable / Reimbursable</b>						
Page 1 of 2						
<b>Operating Revenue</b>						
Toll Revenue	\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Other Operating Revenue	20.082	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.361	23.575	24.046	24.527	25.018	25.518
Investment Income	1.477	1.240	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$1,954.777</b>	<b>\$2,010.813</b>	<b>\$2,027.860</b>	<b>\$2,035.096</b>	<b>\$2,043.535</b>	<b>\$2,043.964</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$129.449	\$130.657	\$148.395	\$150.435	\$153.040	\$156.155
Overtime	29.715	28.806	29.386	29.975	30.576	31.189
Health and Welfare	28.412	31.285	34.238	35.486	37.183	38.989
OPEB Current Payments	20.096	22.359	24.213	25.292	26.684	28.151
Pension	41.362	38.815	38.143	36.264	36.725	37.439
Other Fringe Benefits	20.673	19.139	21.983	22.932	23.142	24.374
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$269.708</b>	<b>\$271.062</b>	<b>\$296.358</b>	<b>\$300.385</b>	<b>\$307.349</b>	<b>\$316.298</b>
<b>Non-Labor:</b>						
Electric Power	\$3.683	\$5.537	\$5.925	\$6.092	\$6.302	\$6.574
Fuel	1.575	2.323	2.474	2.456	2.383	2.338
Insurance	12.101	11.317	12.217	12.872	13.583	14.361
Claims	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
Maintenance and Other Operating Contracts	149.266	187.084	183.024	184.568	191.931	200.683
Professional Services Contracts	36.674	45.533	44.100	42.092	42.119	43.526
Materials and Supplies	3.901	4.341	4.421	4.522	4.572	4.678
Other Business Expenses	34.637	48.464	49.535	50.976	52.261	52.780
<b>Total Non-Labor Expenses</b>	<b>\$241.838</b>	<b>\$304.599</b>	<b>\$301.696</b>	<b>\$303.579</b>	<b>\$313.151</b>	<b>\$324.939</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$511.546</b>	<b>\$575.661</b>	<b>\$598.054</b>	<b>\$603.963</b>	<b>\$620.501</b>	<b>\$641.237</b>
Depreciation	\$240.957	\$138.759	\$148.432	\$158.779	\$169.848	\$181.689
OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
GASB 68 Pension Expense Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$830.608</b>	<b>\$789.295</b>	<b>\$826.756</b>	<b>\$848.639</b>	<b>\$881.142</b>	<b>\$918.513</b>
Less: Depreciation	240.957	138.759	148.432	158.779	169.848	181.689
Less: OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
Less: GASB 68 Pension Exp Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
<b>Total Expenses</b>	<b>\$511.546</b>	<b>\$575.661</b>	<b>\$598.054</b>	<b>\$603.963</b>	<b>\$620.501</b>	<b>\$641.237</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,435.152</b>	<b>\$1,429.806</b>	<b>\$1,431.133</b>	<b>\$1,423.035</b>	<b>\$1,402.727</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Non-Reimbursable / Reimbursable</b>						
Page 2 of 2						
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,435.152</b>	<b>\$1,429.806</b>	<b>\$1,431.133</b>	<b>\$1,423.035</b>	<b>\$1,402.727</b>
<b><u>Deductions from Income:</u></b>						
Less: Capitalized Assets	\$22.032	\$13.943	\$24.696	\$27.090	\$21.899	\$22.409
B&T Capital Reserves	27.347	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,393.853</b>	<b>\$1,421.210</b>	<b>\$1,405.110</b>	<b>\$1,404.043</b>	<b>\$1,401.136</b>	<b>\$1,380.318</b>
Less: Debt Service	\$652.232	\$654.482	\$684.411	\$698.408	\$724.989	\$731.421
Less: Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
<b>Income Available for Distribution</b>	<b>\$741.621</b>	<b>\$647.063</b>	<b>\$587.718</b>	<b>\$649.012</b>	<b>\$662.269</b>	<b>\$648.897</b>
<b><u>Distributable To:</u></b>						
MTA - Investment Income	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	429.777	380.653	352.317	382.703	388.896	379.819
NYCT - Distributable Income	310.368	265.171	234.161	265.068	272.132	267.838
<b>Total Distributable Income</b>	<b>\$741.621</b>	<b>\$647.063</b>	<b>\$587.718</b>	<b>\$649.012</b>	<b>\$662.269</b>	<b>\$648.897</b>
<b><u>Actual Cash Transfers:</u></b>						
MTA - Investment Income - Prior Year	\$0.635	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	423.437	405.264	355.151	379.665	388.277	380.726
NYCT - Cash Surplus Transfer	307.555	279.563	237.262	261.978	271.426	268.267
<b>Total Cash Transfers</b>	<b>\$731.627</b>	<b>\$686.304</b>	<b>\$593.653</b>	<b>\$642.882</b>	<b>\$660.943</b>	<b>\$650.234</b>
<b>SUPPORT TO MASS TRANSIT:</b>						
Total Revenue	\$1,954.777	\$2,010.813	\$2,027.860	\$2,035.096	\$2,043.535	\$2,043.964
Total Expenses Before Non-Cash Liability Adjs.	511.546	575.661	598.054	603.963	620.501	641.237
<b>Net Operating Income</b>	<b>\$1,443.232</b>	<b>\$1,435.152</b>	<b>\$1,429.806</b>	<b>\$1,431.133</b>	<b>\$1,423.035</b>	<b>\$1,402.727</b>
<b><u>Deductions from Operating Income:</u></b>						
B&T Debt Service	\$271.246	\$272.503	\$292.640	\$307.865	\$336.761	\$355.676
Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
Capitalized Assets	22.032	13.943	24.696	27.090	21.899	22.409
B&T Capital Reserves	27.347	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$320.625</b>	<b>\$406.110</b>	<b>\$450.317</b>	<b>\$391.578</b>	<b>\$372.538</b>	<b>\$378.085</b>
<b>Total Support to Mass Transit</b>	<b>\$1,122.606</b>	<b>\$1,029.042</b>	<b>\$979.489</b>	<b>\$1,039.555</b>	<b>\$1,050.496</b>	<b>\$1,024.642</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019-2022**  
**2018 Budget Reduction Plan Summary**  
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<b>Administration</b>										
2018 Vacancies and 2019 Payroll/Fringe Re-Estimates (November Plan)	-	12.910	-	2.691	-	0.000	-	0.000	-	0.000
<i>Subtotal Administration</i>	-	12.910	-	2.691	-	0.000	-	0.000	-	0.000
<b>Service/Platform/Svc.Supp/ Customer Convenience</b>										
Cashless Tolling Efficiencies (July Plan)	92	19.345	92	18.675	92	20.520	92	21.289	92	20.921
Cashless Tolling (November Plan)	-	4.800	-	8.250	-	8.250	-	8.250	-	8.250
<i>Subtotal Service/Platform/Svc.Supp/ Customer Convenience</i>	92	24.145	92	26.925	92	28.770	92	29.539	92	29.171
<b>Maintenance/Operations</b>										
Major Maintenance (November Plan)	-	0.000	-	6.000	-	7.500	-	9.000	-	9.000
<i>Subtotal Maintenance/Operations</i>	-	0.000	-	6.000	-	7.500	-	9.000	-	9.000
<b>Revenue Enhancement</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Safety/Security</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety/Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Other</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Agency Submission</b>	<b>92</b>	<b>\$37.055</b>	<b>92</b>	<b>\$35.616</b>	<b>92</b>	<b>\$36.270</b>	<b>92</b>	<b>\$38.539</b>	<b>92</b>	<b>\$38.171</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Ridership (Utilization)**  
(in millions)

	Actual	November Forecast	Final Proposed Budget	2020	2021	2022
	2017	2018	2019			

**TRAFFIC VOLUME**

Total Traffic Volume	309.997	321.111	323.874	325.043	326.349	326.337
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**TOLL REVENUE**

Toll Revenue	\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
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**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Administration</b>						
Executive	5	7	7	7	7	7
Law <sup>(1)</sup>	15	17	17	17	17	17
CFO <sup>(2)</sup>	23	28	31	31	31	31
Administration <sup>(3)</sup>	38	43	43	43	43	43
EEO	1	2	2	2	2	2
<b>Total Administration</b>	<b>82</b>	<b>97</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Operations</b>						
Revenue Management	35	37	37	37	37	37
Operations (Non-Security)	55	59	62	62	62	62
<b>Total Operations</b>	<b>90</b>	<b>96</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Maintenance</b>						
Maintenance	203	225	229	229	229	229
Operations - Maintainers	176	161	161	161	161	161
<b>Total Maintenance</b>	<b>379</b>	<b>386</b>	<b>390</b>	<b>390</b>	<b>390</b>	<b>390</b>
<b>Engineering/Capital</b>						
Engineering & Construction	154	192	192	192	192	192
Health & Safety	8	10	10	10	10	10
Law <sup>(1)</sup>	18	22	22	22	22	22
Planning & Budget Capital	23	31	33	39	39	39
<b>Total Engineering/Capital</b>	<b>203</b>	<b>255</b>	<b>257</b>	<b>263</b>	<b>263</b>	<b>263</b>
<b>Public Safety</b>						
Operations (Security)	618	615	605	605	605	605
Internal Security - Operations	35	48	48	48	48	48
<b>Total Public Safety</b>	<b>653</b>	<b>663</b>	<b>653</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Total Positions</b>	<b>1,407</b>	<b>1,497</b>	<b>1,499</b>	<b>1,505</b>	<b>1,505</b>	<b>1,505</b>
<i>Non-Reimbursable</i>	1,320	1,410	1,412	1,418	1,418	1,418
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,407	1,497	1,499	1,505	1,505	1,505
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	26	36	37	37	37	37
Professional/Technical/Clerical	56	61	63	63	63	63
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>82</b>	<b>97</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Operations</b>						
Managers/Supervisors	57	62	65	65	65	65
Professional/Technical/Clerical	32	34	34	34	34	34
Operational Hourlies (1)	1	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>90</b>	<b>96</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Maintenance</b>						
Managers/Supervisors	22	24	24	24	24	24
Professional/Technical/Clerical	11	19	23	23	23	23
Operational Hourlies (2)	346	343	343	343	343	343
<b>Total Maintenance Headcount</b>	<b>379</b>	<b>386</b>	<b>390</b>	<b>390</b>	<b>390</b>	<b>390</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	47	59	59	59	59	59
Professional/Technical/Clerical	156	196	198	204	204	204
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>203</b>	<b>255</b>	<b>257</b>	<b>263</b>	<b>263</b>	<b>263</b>
<b>Public Safety</b>						
Managers/Supervisors	163	189	189	189	189	189
Professional/Technical/Clerical	30	36	36	36	36	36
Operational Hourlies (3)	460	438	428	428	428	428
<b>Total Public Safety Headcount</b>	<b>653</b>	<b>663</b>	<b>653</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>315</b>	<b>370</b>	<b>374</b>	<b>374</b>	<b>374</b>	<b>374</b>
Professional/Technical/ Clerical	<b>285</b>	<b>346</b>	<b>354</b>	<b>360</b>	<b>360</b>	<b>360</b>
Operational Hourlies	<b>807</b>	<b>781</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>
<b>Total Positions</b>	<b>1,407</b>	<b>1,497</b>	<b>1,499</b>	<b>1,505</b>	<b>1,505</b>	<b>1,505</b>

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

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

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



# **Bridges and Tunnels**

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



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

Introduction

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

Commitments

In November, B&T made 8 commitments with a total value of \$264.9 million. (See *Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*). The following significant construction commitment was made this month:

- TN49: Replacement of Grid Decks on Suspended Spans and Structural Painting at Throgs Neck Bridge for \$262.1 million

Year-to-date, B&T has made a total of 122 commitments with a value of \$511 million against a plan of 97 commitments with a total value of \$481.3 million. Of these, 121 commitments with a total value of \$480.1 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 construction completion not reported in last month's report was achieved in October for \$252.6 million:

- RK65A, Bronx Plaza Structural Rehabilitation

In addition, the following significant construction completion was achieved in November for \$52.9 million:

- RK75, Interim Repairs-RFK Roadway Deck

Year-to-date, B&T has completed a total of nine projects with a total value \$1.176 billion, accomplishing 135.9% of the year-to-date goal of \$868.3 million (See *Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

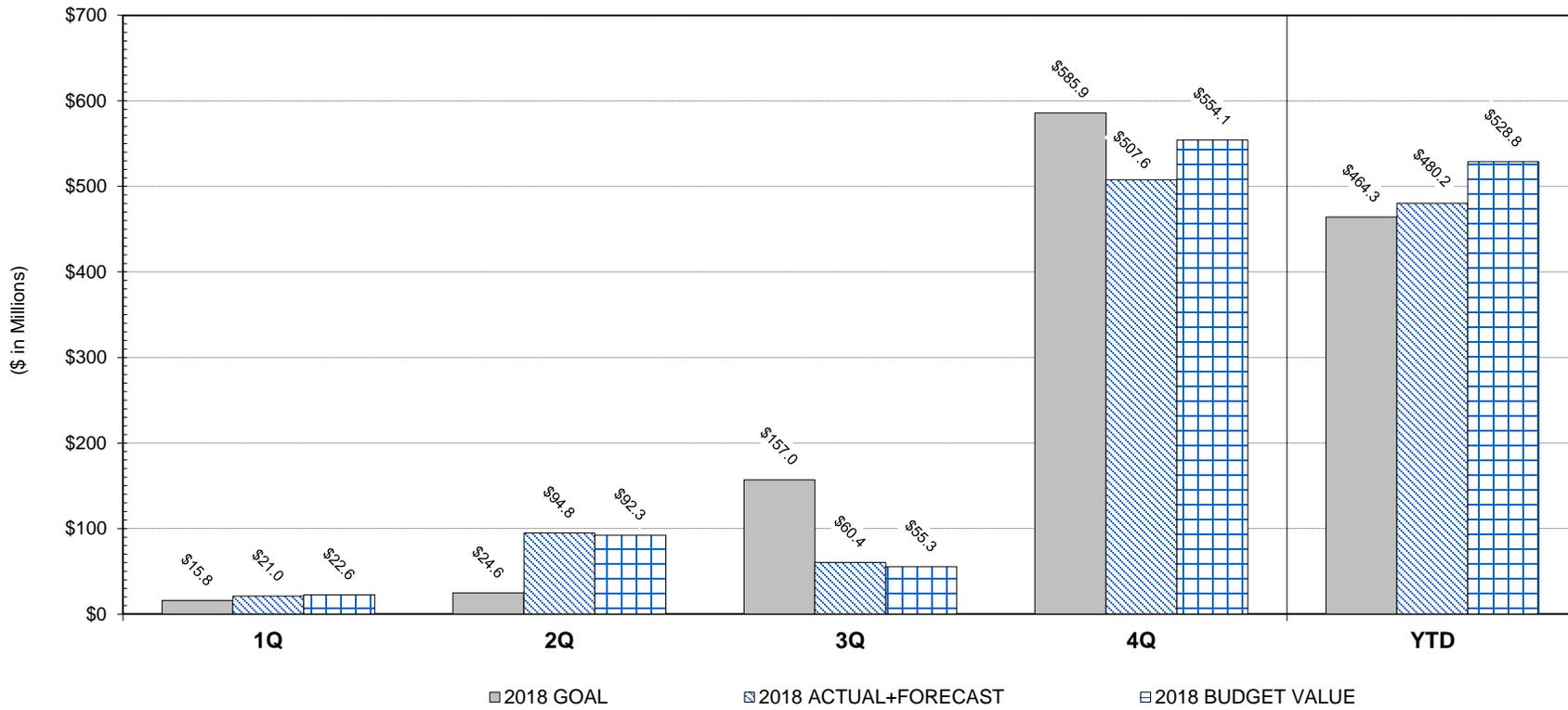
Of these completions, \$1.1665 billion have been made against the 2018 Plan and \$10.0 million has been made against the 2017 Plan.

Close-outs

There were five task level closeouts in November. Year-to-date 40 tasks have been closed for a total of \$145.7 million.

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

2018 Budget Goal:	\$783.4	
2018 Annual Forecast:	\$683.7	
YTD Goal:	\$464.3	
YTD Actual:	\$480.2	(103.4% of YTD Goal)
YTD Budgeted Value:	\$528.8	(113.9% of YTD Goal)
Left to Commit:	\$203.5	



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

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	May-18	Aug-18	A
VN10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$35.1	\$38.5	\$35.1	Jul-18	Jan-18	Jun-18	A
VN30/VN89	D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$27.2	\$27.2	\$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	Jun-19	F 2
	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	Dec-18	F 3
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction)	\$318.8	\$318.8	\$318.8	Dec-18	Jun-18	Nov-18	A
	D707TN49	Structural Painting (Construction)							

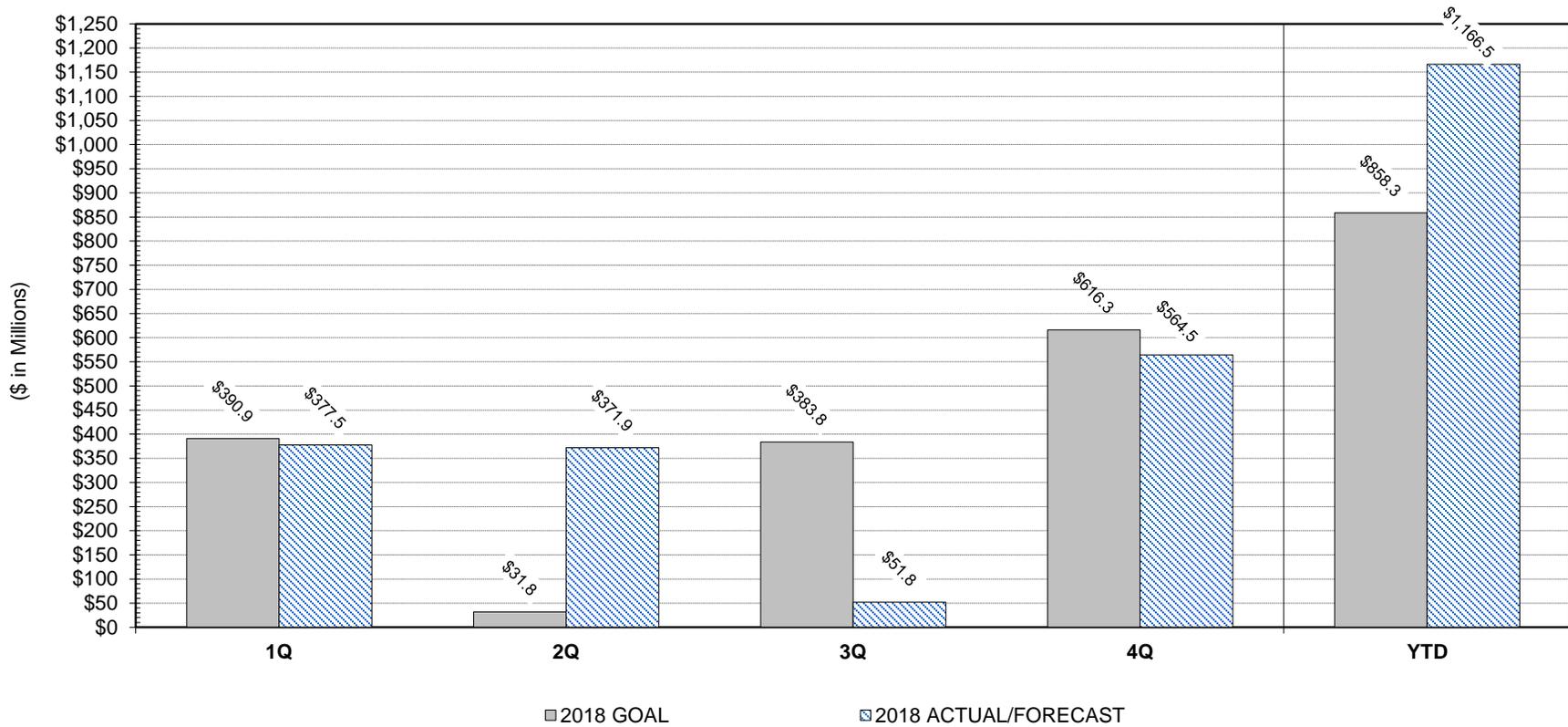
Note: 1 Additional time was requested to review bid documents.

Note: 2 Bids were received and rejected as they were not within a reasonable range of the Engineer's estimate. Project will be rebid.

Note: 3 Additional time needed for MBE/WBE plan submission.

## MTA Bridges and Tunnels Completions as of November 30, 2018

2018 Budget Goal: \$1,422.8  
 2018 Annual Forecast: \$1,365.7  
 YTD Goal: \$858.3  
 YTD Actual: \$1,166.5 (135.9% of YTD Goal)  
 Left to Complete: \$199.1



**MTA Bridges and Tunnels: Status of Major Completions as of November 30, 2018**

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date		Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast	
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	99%	24%	Mar-18	Mar-18	A
	Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway							
CB99S/MP03S	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building	\$31.8	\$32.0	99%	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	97%	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	98%	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	95%	95%	Dec-18	Nov-18	A
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	97%	82%	Dec-18	Oct-18	A 4
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	93%	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.

Note 4: Actual completion accomplished in October was not recorded

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

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

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

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

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
CB24	ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10.0	\$10.0	98%	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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 PROJECT COMPLETIONS**

Project ID	ACEP	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
BB28S/BB28	D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	Construction	Mar-18	\$65,561,692	\$65,561,692	Mar-18	\$65,561,692		
BB28S/BB28	ED010228	Restore Hugh L. Carey Tunnel - Structural	Construction	Mar-18	\$151,355,609	\$151,355,609	Mar-18	\$151,355,609		
BB28S/BB28	ED020202	Restore Hugh L. Carey Tunnel - Roadway	Construction	Mar-18	\$7,492,786	\$7,492,786	Mar-18	\$7,492,786		
BB28S/BB28	ED040243	Restore Hugh L. Carey Tunnel - Utilities	Construction	Mar-18	\$137,444,717	\$137,444,717	Mar-18	\$137,444,717		
BB28S/BB28	ED050202	Restore Hugh L. Carey Tunnel - Environmental	Construction	Mar-18	\$15,486,130	\$15,486,130	Mar-18	\$15,486,130		
AWX1	D702AWX1	Replacement of the Manhattan Plaza Pedestrian Bridge	Construction	Mar-18	\$13,387,916	\$13,387,916	Jun-18	\$13,387,916		
BB28S/BB28	ED050221	Restore Hugh L. Carey Tunnel - Vent Bldgs	Construction	Mar-18	\$174,843	\$174,843	Mar-18	\$174,843		
				<b>Mar-18 Total</b>	<b>\$390,903,693</b>	<b>\$390,903,693</b>				
CB99S/MP03S	D604MP03	PLC and Mechanical Rehab at MPB (MP-03 Phase 1)	Design-Build	Jun-18	\$9,937,758	\$9,937,758	Apr-18	\$10,164,452		
CB99S/MP03S	ED040207	Replace MPB Electrical Equipment at North Abutment (MP-03S)	Design-Build	Jun-18	\$8,433,615	\$8,433,615	Apr-18	\$8,433,615		
CB99S/MP03S	ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	Design-Build	Jun-18	\$13,470,419	\$13,470,419	Apr-18	\$13,470,419		
				<b>Jun-18 Total</b>	<b>\$31,841,792</b>	<b>\$31,841,792</b>				
QM40S/QM40	D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	Construction	Jul-18	\$62,741,544	\$62,741,544	May-18	\$62,741,544		
QM40S/QM40	ED010240	Restore Queens Midtown Tunnel - Structural	Construction	Jul-18	\$145,537,089	\$145,537,089	May-18	\$145,537,089		
QM40S/QM40	ED020203	Restore Queens Midtown Tunnel Roadway	Construction	Jul-18	\$1,467,743	\$1,467,743	May-18	\$1,467,743		
QM40S/QM40	ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	Construction	Jul-18	\$105,871,989	\$105,871,989	May-18	\$105,871,989		
QM40S/QM40	ED050203	Queens Midtown Tunnel Environmental Cleanup	Construction	Jul-18	\$10,805,889	\$10,805,889	May-18	\$10,805,889		
QM30	D604QM30	Tunnel Ventilation Building Electrical Upgrade	Construction	Jul-18	\$56,178,852	\$56,178,852			Apr-19	\$0
QM30	ED040302	Flood Mitigation-Equipment Relocations QMT	Construction	Jul-18	\$1,215,000	\$1,215,000			Apr-19	\$0
				<b>Jul-18 Total</b>	<b>\$383,818,105</b>	<b>\$383,818,105</b>				
TN60	D704TN60	Anchorage Dehumidification	Construction	Oct-18	\$43,547,419	\$43,547,419	Aug-18	\$43,547,419		
TN60	D707TN60	Anchorage Dehumidification - Painting	Construction	Oct-18	\$8,218,139	\$8,218,139	Aug-18	\$8,218,139		
				<b>Oct-18 Total</b>	<b>\$51,765,558</b>	<b>\$51,765,558</b>				
BW14/BW84	D701BW14	Miscellaneous Structural Rehabilitation	Construction	Dec-18	\$20,259,038	\$20,259,038	Oct-18	\$20,259,038		
BW14/BW84	D701BW84	Cable & Suspender Rope Investigation/ Testing	Construction	Dec-18	\$8,963,325	\$8,963,325	Oct-18	\$8,963,325		
BW14/BW84	D707BW84	Paint Tower Interior Base Cells and Struts	Construction	Dec-18	\$30,581,400	\$30,581,400	Oct-18	\$30,581,400		
MP03 Ph 2/MP16	D601MPXB	Miscellaneous Structural Rehab (MP-16)	Construction	Dec-18	\$29,746,972	\$29,746,972			Dec-18	\$29,746,972
MP03 Ph 2/MP16	D604MPXA	PLC and Mechanical Rehab at MPB (MP-03 Phase 2)	Construction	Dec-18	\$44,357,141	\$44,357,141			Dec-18	\$44,357,141
MP03 Ph 2/MP16	D607MPXC	Zone and Spot Painting of Roadway Structures	Construction	Dec-18	\$28,659,674	\$28,659,674			Dec-18	\$28,659,674
RK65A	D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	Construction - Sub-Project RK65A	Dec-18	\$252,647,241	\$252,647,241	Oct-18	\$252,647,241		
RK75	D602RK75	Interim Repairs - Toll Plaza Deck	Construction	Dec-18	\$52,922,381	\$52,922,381	Nov-18	\$52,922,381		
Tun-Mit-01	ED010301	Hugh Carey Tunnel Mitigation -Perimeter Work	Design-Build	Dec-18	\$36,248,968	\$36,248,968			Dec-18	\$36,248,968
Tun-Mit-01	ED010304	QMT Mitigation- Perimeter Work & Floodgates	Design-Build	Dec-18	\$29,254,989	\$29,254,989			Dec-18	\$29,254,989
Tun-Mit-01	ED050303	Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls	Design-Build	Dec-18	\$30,876,047	\$30,876,047			Dec-18	\$30,876,047
				<b>Dec-18 Total</b>	<b>\$564,517,176</b>	<b>\$564,517,176</b>				
				<b>Grand Total</b>	<b>\$1,422,846,325</b>	<b>\$1,422,846,325</b>				
				<b>Grand Total:</b>	<b>\$1,422,846,325</b>	<b>\$1,422,846,325</b>		<b>\$1,166,535,375</b>	<b>Remaining</b>	<b>\$199,143,791</b>

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D506AW15	Independent Engineer	D02306	2008 - Independent Engineer	D00001123 B	Jan-18	\$313,204.51
D506AW15	Independent Engineer	D02294	2007 - Independent Engineer	D00001118 C	Jan-18	\$440,358.45
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	D02549	PM Design F/A(TBTA-D1296)	D00001296 A	Jan-18	\$634,030.65
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D03273	Operations F/A(TBTA-D1739)	D00001739 A	Jan-18	\$0.00
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03070	Operations F/A(TBTA-D1672)	D00001672 B	Jan-18	\$51,415.27
ED050302	Flood Mitigation at Agency Facilities	E02672	BBT PM Design F/A(TBTA-E1767)	E00001767B	Feb-18	\$315,921.02
D606AW22	Miscellaneous	D03267	BCOR/VE-TN49(PSC-12-2891 WO#45)	D00001750A	Mar-18	\$112,404.82
D703AW32	Installation of Rotating Prism Signs	D03414	RPS-Construction	D00001830B	Mar-18	\$990,437.86
D703AW32	Installation of Rotating Prism Signs	D03415	RPS-CSS (PSC12-289C WO#68)	D00001824B	Mar-18	\$30,732.73
D602VN03	Toll Plaza- East & West Bound Ramps Improvements	D02764	Construction Administration (PSC-10-2886)	D00001394B	Mar-18	\$5,183,041.20
D501TB23	Harlem River Drive Ramp	D02938	Traffic Study (PSC-06-2807D WO#9)	D00001373C	Mar-18	\$183,165.91
D704BW39	Install Electronic Monitoring & Detection Systems	D04171	D-B Stipend-Mass Electric	D00002100A	Mar-18	\$160,000.00
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02654	Design (PSC-11-2896)	D00001495B	Mar-18	\$214,501.73
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D03186	Design/ Build RFP (PSC-11-2896)	D00001640A	Mar-18	\$190,712.75
D607MP21	Paint- Rockaway Point Blvd Overpass	D02660	Painting-Design (PSC-11-2896)	D00001496B	Mar-18	\$0.00
D706AW21	Program Administration	D03446	2017 Program Administration F/A (TBTA-D1929)	D00001929A	Mar-18	\$379,467.47
D602VN03	Toll Plaza- East & West Bound Ramps Improvements	D02760	PM Construction Administration F/A (TBTA-D1385)	D00001385B	Mar-18	\$2,601,159.54
D706AW21	Program Administration	D03445	2017 Program Administration F/A (TBTA-D1927)	D00001927A	Mar-18	\$2,041,600.49
ED010228	Restore Hugh L. Carey Tunnel- Structural	E02988	SBMP-BB28X1-Tunnel Doors	E00002201C	Mar-18	\$785,146.51
E6140101	Electronic Sec-BBT Manh & Brooklyn Vent Bldgs	E01283	Operations F/A - Maint-BBT(TBTA-E800)	E00000800B	Mar-18	\$69,566.90
D602RK65	Deck Replacement-Bronx /Manhattan Ramps/Toll Plaza	D02696	RK65R2-Staff Relocation Training Facility Design/Build	D00001651A	Apr-18	\$13,037,296.65
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03063	Construction	D00001718A	Apr-18	\$17,733,597.94
D704BW39	Install Electronic Monitoring & Detection Systems	D04173	D-B Stipend-Parsons Transportation Group	D00002102A	Apr-18	\$160,000.00
D703AW65	Toll Collection System Rehabilitation /Upgrades	D03935	Lighting Mockup HHB (HH88A)	D00001931A	Apr-18	\$82,246.80
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03884	Demo of UL/LL Toll booths (HH88A)	D00001902B	Apr-18	\$1,390,000.00
ED060201	Sandy Program Administration	E04177	2017 Grants Management (TBTA-E2777)	E00002777A	May-18	\$335,776.89
ED060201	Sandy Program Administration	E04178	2017 E & C Support (TBTA-E2778)	E00002778A	May-18	\$192,086.42
D607TN87	Paint-PM Const F/A(TBTA-D1279)	D02756	Paint-PM Const F/A(TBTA-D1279)	D00001279B	Jun-18	\$216,671.60
G5140108	08TSG ThrogsNeck ElectSecurity	G03356	Const. Admin.(PSC-12-2921)	G00002613 C	Jun-18	\$2,862,930.61
G5140109	08PSGP TN ElectSecurity	G02870	Design & CSS - TNB(PSC-10-2887)	G00002180 F	Jun-18	\$1,511,488.21
D501TB23	Harlem River Drive Ramp	D02946	Traffic Enforcement Agents	D00001404C	Oct-18	\$434,085.08
D606AW85	Traffic Enforcement Support	D03049	NYC Traffic Enforcement Agents for VN03B (MOU-08-33)	D00001454A	Oct-18	\$251,882.45
D601RK23	Miscellaneous Rehabilitation-Manhattan Approach Ramps	D03046	NYC Traffic Enforcement Agents Support (TEA)	D00001757A	Oct-18	\$991,246.26
D604MP03	Programmable Logic Controller & Mechanical Rehabilitation	D03201	Phase 1-Design/Build Stipend # 1 -Mass Electric	D00001827A	Oct-18	\$60,000.00
D604MP03	Programmable Logic Controller & Mechanical Rehabilitation	D03842	Phase 1-Design/Build Stipend # 2 -T. Moriarity and Sons	D00001828A	Oct-18	\$60,000.00
D607VN35	Paint-Brooklyn & Staten Island Lower Level Ramps	D02778	Painting-Construction	D00001606B	Nov-18	\$13,267,756.00
D602VN80	ReplaceUpper Level Suspended Span	D02790	VN80C Bus and HOV LaneRamp Improvement-Construction	D00001605G	Nov-18	\$74,143,425.65
D601VN35	Steel Repair & Concrete Rehabilitation& Drainage Systems	D02774	Construction	D00001607E	Nov-18	\$3,897,301.70
D704RK07	Electrical/Mechanical Rehabilitation of Harlem River Lift Span	D04229	Design Build Stipend Skanska (PSC-18-3009B)	D00002135A	Nov-18	\$51,000.00
D703AW32	Installation of Rotating Prism Signs	D03413	RPS-Construction Administration (PSC13-2923 WO#26)	D00001844B	Nov-18	\$279,117.75

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 TASK LEVEL CLOSEOUTS**

<b>PROJECT</b>	<b>PROJECT DESCRIPTION</b>	<b>TASK</b>	<b>TASK DESCRIPTION</b>	<b>CLOSEOUT WAR</b>	<b>CERTIFICATE DATE</b>	<b>CERTIFICATE AMOUNT</b>
				<b>Total</b>	<b>40</b>	<b>\$145,654,777.82</b>

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date					Date	
D706AW21	Program Administration	D03447	2018 Indirect Program Adm. F/A	Jan-18	\$2,400,000	\$2,400,000	Jan-18	\$2,400,000.00		
D706AW21	Program Administration	D03448	2018 Program Adm. F/A	Jan-18	\$500,000	\$500,000	Jan-18	\$500,000.00		
ED010304	QMT Mitigation - Perimeter Work & Floodgates	E04906	Construction Quality Oversight - Non-FEMA	Jan-18	\$31,500	\$31,500	Jan-18	\$31,500.00		
				<b>Jan-18 Total</b>	<b>\$2,931,500</b>	<b>\$2,931,500</b>				
ED010301	HCT Mitigation - Perimeter Work	E04971	Design-Build Non-FEMA	Feb-18	\$671,650	\$671,650	Mar-18	\$702,975.00		
ED010304	QMT Mitigation - Perimeter Work & Floodgates	E04972	Design-Build Non-FEMA	Feb-18	\$671,650	\$671,650	Mar-18	\$702,975.00		
ED060201	Sandy Program Administration	E04180	2018 E&C Support	Feb-18	\$1,000,000	\$1,000,000	Feb-18	\$230,500.00		
ED060201	Sandy Program Administration	E04179	2018 Grants Management	Feb-18	\$1,000,000	\$1,000,000	Feb-18	\$368,118.00		
D703CB63	Open Road Tolling Initiative -CB Bridge	D04147	Civil Construction Post ORT - Phase 4	Feb-18	\$2,561,261	\$2,561,261	Feb-18	\$2,874,452.00		
D703MP63	Open Road Tolling Initiative - MP Bridge	D04146	Civil Construction Post ORT - Phase 4	Feb-18	\$3,492,885	\$3,492,885	Feb-18	\$3,755,342.00		
D505QM02	Service Building Rehab.	D04102	Renovate Bathroom/Kitchens -Svc. & Vent Bldgs Ph.5	Feb-18	\$1,417,500	\$1,417,500	Feb-18	\$1,567,774.00		
D702RK23	Construction of New Harlem River Drive Ramp	D03632	PM Design F/A & RFP Dev.	Feb-18	\$500,000	\$500,000	Mar-18	\$506,743.00		
D702RK23	Construction of New Harlem River Drive Ramp	D04198	Technical Advisor & Design	Feb-18	\$1,000,000	\$1,000,000				
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03968	ORT - Const. Adm. RFK Bronx/Queens	Feb-18	\$509,406	\$509,406	Feb-18	\$509,406.00		
				<b>Feb-18 Total</b>	<b>\$12,824,352</b>	<b>\$12,824,352</b>				
D706AW28	Scope Development	D04131	LT Cable/Suspension Span Testing	Apr-18	\$500,000	\$500,000	Oct-18	\$1,421,981.00		
D706AW28	Scope Development	D04162	LT Cable/Suspension Span Testing	Apr-18	\$500,000	\$500,000				
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03583	Construction Adm/D-B QA	Apr-18	\$1,790,000	\$1,790,000	May-18	\$2,187,629.00		
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03584	Design QA	Apr-18	\$340,000	\$340,000				
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03586	Operations F/A	Apr-18	\$250,000	\$250,000	May-18	\$236,863.00		
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03582	PM D-B Const. F/A	Apr-18	\$600,000	\$600,000	Apr-18	\$847,566.00		
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04124	CSS	Apr-18	\$78,750	\$78,750			Dec-18	\$78,750
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04121	PM Construction F/A	Apr-18	\$90,000	\$90,000	May-18	\$118,548.00		
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04122	SBMP Construction	Apr-18	\$892,500	\$892,500	May-18	\$917,490.00		
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	D04159	TN52-A1-Construction - Catwalk	Apr-18	\$4,745,640	\$4,745,640	Mar-18	\$3,773,911.00		
				<b>Apr-18 Total</b>	<b>\$9,786,890</b>	<b>\$9,786,890</b>				
D704AW67	Overheight Vehicle Detection Systems	D04252	CM- OHVD System-HCT( PSC15-2973)	Jun-18	\$441,000.00	\$441,000.00	Jul-18	\$435,764.00		
D704AW67	Overheight Vehicle Detection Systems	D04254	CM- OHVD System-QMT( PSC15-2973)	Jun-18	\$441,000.00	\$441,000.00	Jul-18	\$435,764.00		
D704AW67	Overheight Vehicle Detection Systems	D04267	CSS OHVD-HCT (PSC-15-2980B WO33b)	Jun-18	\$100,000.00	\$100,000.00	Aug-18	\$94,500.00		
D704AW67	Overheight Vehicle Detection Systems	D04268	CSS OHVD-QMT (PSC-15-2980B WO33b)	Jun-18	\$100,000.00	\$100,000.00	Aug-18	\$94,500.00		
D704AW67	Overheight Vehicle Detection Systems	D04240	Installation & Integration OHVD-HCT GFM516H WO#23	Jun-18	\$4,642,278.00	\$4,642,278.00	Aug-18	\$4,833,670.00		
D704AW67	Overheight Vehicle Detection Systems	D04253	Installation & Integration OHVD-QMT GFM516H WO#23	Jun-18	\$4,807,722.00	\$4,807,722.00	Aug-18	\$5,527,548.00		
D704AW67	Overheight Vehicle Detection Systems	D04252	OHVD Maintenance F/A-HCT(TBTA-D2162)	Jun-18	\$100,000.00	\$100,000.00	Jul-18	\$100,000.00		

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date					Date	
D704AW67	Overheight Vehicle Detection Systems	D04266	OHVD Maintenance F/A-QMT(TBTA-D2163)	Jun-18	\$100,000.00	\$100,000.00	Jul-18	\$100,000.00		
D704AW67	Overheight Vehicle Detection Systems	D04265	PM OHVD Construction F/A-QMT(TBTA-D2157)	Jun-18	\$200,000.00	\$200,000.00	Jun-18	\$200,000.00		
D704AW67	Overheight Vehicle Detection Systems	D04251	PM OHVD Construction F/A-HCT(TBTA-D2156)	Jun-18	\$200,000.00	\$200,000.00	Jun-18	\$200,000.00		
D704HC64	Brooklyn Service Building Electrical Rehab.	D03739	PM D-B Constr. F/A	Jun-18	\$729,992	\$729,992	Aug-18	\$729,992.00		
D701VN10	Anchorage & Piers Rehabilitation and Sealing	D03708	Construction Adm.	Jun-18	\$3,000,000	\$3,000,000	May-18	\$3,260,330.00		
				<b>Jun-18 Total</b>	<b>\$14,861,992</b>	<b>\$14,861,992</b>				
D706AW18	Protective Liability Insurance	D03441	2018 - AAPL	Jul-18	\$2,500,000	\$2,500,000	Jun-18	\$1,260,128.00		
D704HC64	Brooklyn Service Building Electrical Rehab.	D03740	Design & Construction QA Oversight	Jul-18	\$926,473	\$926,473			Dec-18	\$926,473
D704HC64	Brooklyn Service Building Electrical Rehab.	D03744	Design QA	Jul-18	\$116,986	\$116,986			-	-
D704HC64	Brooklyn Service Building Electrical Rehab.	D03745	Design/Build	Jul-18	\$6,000,000	\$6,000,000	Sep-18	\$5,675,250.00		
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D04179	Const.Adm.RK75ph.#3 PSC-14-2956	Jul-18	\$2,000,000	\$2,000,000	Jul-18	\$786,822.00		
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03658	Construction RK75Ph3	Jul-18	\$20,370,000	\$20,370,000	Aug-18	\$21,339,150.00		
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03657	In-House CSS F/A	Jul-18	\$200,000	\$200,000	Sep-18	\$200,000.00		
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03655	PM Construction F/A	Jul-18	\$300,000	\$300,000	Sep-18	\$300,000.00		
D701VN10	Anchorage & Piers Rehabilitation and Sealing	D03710	Construction	Jul-18	\$35,077,001	\$35,077,001	Jun-18	\$38,468,640.00		
D701VN10	Anchorage & Piers Rehabilitation and Sealing	D03709	CSS	Jul-18	\$1,385,914	\$1,385,914	May-18	\$915,485.00		
D701VN10	Anchorage & Piers Rehabilitation and Sealing	D03707	PM Construction F/A	Jul-18	\$1,000,000	\$1,000,000	Jun-18	\$1,000,000.00		
D701VN89	Tower Pier Rehab/Construct Mooring Platform	D03772	Construction QA Oversight	Jul-18	\$2,000,000	\$2,000,000	Jul-18	\$1,041,948.00		
D704VN30	Elevator Rehabilitation	D03733	Construction QA Oversight	Jul-18	\$700,000	\$700,000	Jul-18	\$532,651.00		
D701VN89	Tower Pier Rehab/Construct Mooring Platform	D03773	Design QA Oversight	Jul-18	\$500,000	\$500,000			-	-
D704VN30	Elevator Rehabilitation	D03736	Design QA Oversight	Jul-18	\$700,000	\$700,000			-	-
D701VN89	Tower Pier Rehab/Construct Mooring Platform	D03774	Design/Build	Jul-18	\$18,319,552	\$18,319,552	Oct-18	\$31,406,500.00		
D704VN30	Elevator Rehabilitation	D03737	Design/Build	Jul-18	\$8,896,377	\$8,896,377	Oct-18	\$5,073,915.00		
D701VN89	Tower Pier Rehab/Construct Mooring Platform	D03771	PM D-B Construction F/A(TBTA-D2204)	Jul-18	\$750,000	\$750,000	Oct-18	\$750,000.00		
D704VN30	Elevator Rehabilitation	D03732	PM D-B Construction F/A(TBTA-D2204)	Jul-18	\$200,000	\$200,000	Oct-18	\$200,000.00		
				<b>Jul-18 Total</b>	<b>\$101,942,303</b>	<b>\$101,942,303</b>				
D702TN49	Replacement of Grid Decks on Suspended Span	D03677	Construction Adm.(PSC-17-3006)	Sep-18	\$21,000,000	\$21,000,000	Jun-18	\$18,487,000.00		
D707TN49	Painting of Suspended Span	D03683	Construction Adm.(PSC-17-3006)	Sep-18	\$2,166,000	\$2,166,000	Jun-18	\$2,193,000.00		
D702TN49	Replacement of Grid Decks on Suspended Span	D03676	PM Construction F/A(TBTA-D2137)	Sep-18	\$1,000,000	\$1,000,000	Apr-18	\$4,705,678.00		
D707TN49	Painting of Suspended Span	D03682	PM Constr/Paint F/A(TBTA-D2138)	Sep-18	\$925,201	\$925,201	Apr-18	\$855,988.00		
D703BW63	Open Road Tolling Initiative at BWB	D04149	Civil Construction Post ORT - Phase 4	Sep-18	\$10,000,000	\$10,000,000			Dec-18	\$10,000,000
D703TN63	Open Road Tolling Initiative at TNB	D04148	Civil Construction Post ORT - Phase 4	Sep-18	\$20,000,000	\$20,000,000			Dec-18	\$20,000,000
				<b>Sep-18 Total</b>	<b>\$55,091,201</b>	<b>\$55,091,201</b>				

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date					Date	
D701AWX4	Fencing Installation at VNB	D04192	Const. Adm.	Oct-18	\$1,000,000	\$1,000,000			-	-
D701AWX4	Fencing Installation at VNB	D04193	Construction - VNB	Oct-18	\$15,000,000	\$15,000,000			-	-
D701AWX4	Fencing Installation at VNB	D04196	CSS	Oct-18	\$500,000	\$500,000			-	-
D701AWX4	Fencing Installation at VNB	D04191	PM Construction F/A	Oct-18	\$500,000	\$500,000			-	-
D704HC07	Rehabilitation of HCT Ventilation Systems	D03605	Construction Quality Assurance	Oct-18	\$6,600,000	\$6,600,000			Dec-18	\$6,600,000
D704HC07	Rehabilitation of HCT Ventilation Systems	D03611	Design QA	Oct-18	\$917,103	\$917,103			-	-
D704HC07	Rehabilitation of HCT Ventilation Systems	D03612	Design/Build	Oct-18	\$66,861,165	\$66,861,165			Dec-18	\$66,861,165
D704HC07	Rehabilitation of HCT Ventilation Systems	D03604	PM D-B Constr. F/A	Oct-18	\$1,800,000	\$1,800,000			Dec-18	\$1,800,000
D701VN32	Steel Repair & Concrete Rehabilitation	D03748	Construction Administration	Oct-18	\$1,862,734	\$1,862,734			Dec-18	\$2,862,734
D707VN49	Paint Suspended Span Upper & Lower Level Steel	D03830	Construction Administration	Oct-18	\$4,250,000	\$4,250,000			Dec-18	\$4,250,000
D701VN32	Steel Repair & Concrete Rehabilitation	D03749	CSS	Oct-18	\$981,106	\$981,106			Dec-18	\$500,000
D707VN49	Paint Suspended Span Upper & Lower Level Steel	D03831	CSS	Oct-18	\$350,000	\$350,000			Dec-18	\$350,000
D701VN32	Steel Repair & Concrete Rehabilitation	D03750	Construction	Oct-18	\$23,857,009	\$23,857,009			Jun-19	
D707VN49	Paint Suspended Span Upper & Lower Level Steel	D03832	Construction	Oct-18	\$31,411,554	\$31,411,554			Jun-19	
D701VN32	Steel Repair & Concrete Rehabilitation	D03747	PM Const. F/A	Oct-18	\$873,450	\$873,450	Aug-18	\$873,450.00		
D707VN49	Paint Suspended Span Upper & Lower Level Steel	D03829	PM Const. F/A	Oct-18	\$1,550,000	\$1,550,000	Aug-18	\$1,550,000.00		
D702VN86	Design for Belt Parkway Ramps Widening	D03765	Design	Oct-18	\$3,436,101	\$3,436,101			Dec-18	\$3,436,101
D702VN86	Design for Belt Parkway Ramps Widening	D03764	PM Design F/A	Oct-18	\$777,595	\$777,595			Dec-18	\$777,595
				<b>Oct-18 Total</b>	<b>\$162,527,817</b>	<b>\$162,527,817</b>				
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03579	Const. Adm. QA	Nov-18	\$4,200,000	\$4,200,000	Aug-18	\$1,741,483.00		
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03580	Design QA	Nov-18	\$728,745	\$728,745	Sep-18	\$974,141.00		
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03581	Design/Build	Nov-18	\$35,144,083	\$35,144,083			Dec-18	\$35,144,083
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03578	PM D-B Constr. F/A	Nov-18	\$973,322	\$973,322			Dec-18	\$973,322
D704HC30	Installation of Smoke Detection/Alarm Systems	D03712	Construction Quality Assurance	Nov-18	\$750,000	\$750,000			Dec-18	\$750,000
D704QM91	Installation of Smoke Detection/Alarm Systems	D03573	Construction Quality Assurance	Nov-18	\$500,000	\$500,000			Dec-18	\$500,000
D704HC30	Installation of Smoke Detection/Alarm Systems	D03713	Design QA	Nov-18	\$500,987	\$500,987			-	-
D704QM91	Installation of Smoke Detection/Alarm Systems	D03574	Design QA	Nov-18	\$500,987	\$500,987			-	-
D704HC30	Installation of Smoke Detection/Alarm Systems	D03714	Design/Build	Nov-18	\$6,844,132	\$6,844,132			Dec-18	\$6,844,132
D704QM91	Installation of Smoke Detection/Alarm Systems	D03576	Design/Build	Nov-18	\$5,858,444	\$5,858,444			Dec-18	\$5,858,444
D704HC30	Installation of Smoke Detection/Alarm Systems	D03706	PM D-B Constr. F/A	Nov-18	\$472,061	\$472,061	Nov-18	\$472,061.00		
D704QM91	Installation of Smoke Detection/Alarm Systems	D03572	PM D-B Constr. F/A	Nov-18	\$472,061	\$472,061	Nov-18	\$472,061.00		
D704QM81	Rehab of Tunnel Controls & Communication Systems	D03562	Const. Adm. QA	Nov-18	\$3,500,000	\$3,500,000			Dec-18	\$3,500,000
D704QM81	Rehab of Tunnel Controls & Communication Systems	D03564	Design/Build	Nov-18	\$31,496,192	\$31,496,192			Dec-18	\$31,496,192

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D704QM81	Rehab of Tunnel Controls & Communication Systems	D03561	PM D-B Constr. F/A	Nov-18	\$1,500,000	\$1,500,000	Nov-18	\$1,500,000.00		
D702TN49	Replacement of Grid Decks on Suspended Span	D03678	CSS	Nov-18	\$7,500,000	\$7,500,000	Jun-18	\$7,460,100.00		
D707TN49	Painting of Suspended Span	D03684	CSS	Nov-18	\$2,187,157	\$2,187,157	Jun-18	\$914,450.00		
D704QM81	Rehab of Tunnel Controls & Communication Systems	D03563	Design QA	Nov-18	\$1,200,000	\$1,200,000				
				<b>Nov-18 Total</b>	<b>\$104,328,171</b>	<b>\$104,328,171</b>				
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A	Dec-18	\$243,331	\$243,331	May-18	\$243,331.00		
D702TN49	Replacement of Grid Decks on Suspended Span	D03679	Construction	Dec-18	\$302,813,385	\$302,813,385	Nov-18	\$247,317,000.00		
D707TN49	Painting of Suspended Span	D03685	Construction	Dec-18	\$16,000,000	\$16,000,000	Nov-18	\$14,815,500.00		
				<b>Dec-18 Total</b>	<b>\$319,056,716</b>	<b>\$319,056,716</b>				
				<b>Grand Total</b>	<b>\$783,350,942</b>	<b>\$783,350,942</b>				
<b>Unplanned Commitments</b>										
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	D04161	CM-Catwalk Installation (PSC-15-2973 wo21)			\$388,580	Jan-18	\$388,580.00		
D704HH13	Replacement of Facility Lighting System	D03783	DPR Mitigation			\$171,000	Jan-18	\$170,100.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04156	Furniture Purchase-Chairs AllSeating			\$7,550	Feb-18	\$7,550.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04155	Furniture Purchase-Chairs			\$25,410	Feb-18	\$25,410.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D03921	Furniture Purchase-Versteel			\$9,420	Feb-18	\$9,420.00		
D602TN49	Suspended Span Replacement - Phase A	D04157	OpenBarrier Crash Test-PSC16-2991N wo14			\$1,519,344	Feb-18	\$1,519,344.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04143	OCCC Smartboards			\$13,000	Feb-18	\$13,000.00		
D703HH63	Open Road Tolling/ Aesthetics	D04118	Const. Adm.-Gateway Sec. Tower (PSC14-2950/HH88A)			\$160,000	Mar-18	\$160,000.00		
D703HH63	Open Road Tolling/ Aesthetics	D04130	Gateway Sec. Tower Design /CSS			\$124,650	Mar-18	\$124,650.00		
D706AW28	Scope Development	D04194	Scope Dev.-VNB Physical Barrier (PSC16-2991H)WO20			\$311,295	Mar-18	\$311,295.00		
D706AW22	Miscellaneous	D04163	TN53 Risk Assessment (PSC-16-2991B) WO#15			\$226,210	Mar-18	\$226,210.00		
D505QM02	QM01 Phase 5 Rehabilitation(SBMP)	D04100	PM Const F/A-Ph 5(TBTA-D2122)			\$100,000	Mar-18	\$100,000.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04221	Phone System MM711 Card			\$2,457	Mar-18	\$2,457.00		
D703CB63	Open Road Tolling Initiative at CBB	D03993	Construction Administration (PSC15-2973 WO#19)			\$178,325	Apr-18	\$178,325.00		
D703MP63	Open Road Tolling Initiative at MPP	D03988	Construction Administration (PSC15-2973T WO#19)			\$178,325	Apr-18	\$178,325.00		
D703VN63	Open Road Tolling Initiative at VNB	D04021	Gateway Tower Security -Construction			\$3,129,000	Apr-18	\$3,129,000.00		
D703VN63	Open Road Tolling Initiative at VNB	D03998	Construction Administration (PSC11-2903 )			\$1,510,000	Apr-18	\$1,510,000.00		
D604AW80	Advanced Traveler Information Systems	D04167	AW80-VMS-CIP			\$16,841	Apr-18	\$16,841.00		
D706AW28	Scope Development	D04220	Operational/Traffic Study (PSC-16-2991P WO#25)			\$666,513	Apr-18	\$666,513.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04176	Office Furniture- Mechanical Shade			\$11,900	Apr-18	\$11,900.00		
D706AW10	Enterprise Asset Management	D04274	EAM-PSI-15135-B & T			\$2,030,432	May-18	\$2,030,431.89		

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date					Date	
D701AWX4	Physical Barrier Installation	D03541	Design (PSC 16-2991H WO20a)			\$237,901	May-18	\$237,901.00		
D704RK07	Electrical /Mechanical Rehabilitation of Harlem River Lift Span	D04228	Design- Build Stipend Posillico			\$51,000	May-18	\$51,000.00		
D704RK07	Electrical /Mechanical Rehabilitation of Harlem River Lift Span	D04229	Design- Build Stipend Skanska			\$51,000	May-18	\$51,000.00		
D703HC63	Open Road Tolling/ Aesthetics	D04232	Granite Plaza Modernization (TUN-MIT-01)			\$236,250	May-18	\$236,250.00		
D505QM01	Service and FE Building Rehabilitation	D04231	QM-Building Waterline Repair			\$18,515	Jun-18	\$30,899.00		
ED040281	Restore QMT Control/Comm System,CCTV,Traffic Signals	E05191	Construction -Utilities Non Fema			\$111,300	Jun-18	\$172,200.00		
D706AW22	Miscellaneous	D04141	RK66-Risk Assessment (PSC-12-2891)			\$172,591	Jun-18	\$172,591.00		
D604AW80	Advanced Traveler Information Systems	D04238	VMS-QMT Portals			\$170,082	Jun-18	\$170,082.00		
D701BW14	Miscellaneous Structural Rehabilitation	D04206	Barrier Crash Testing (PSC-16-2991H WO#21)			\$877,270	Jun-18	\$877,270.00		
D604AW80	Advanced Traveler Information Systems	D04237	VMS-HCT Portals			\$170,082	Jun-18	\$170,082.00		
D706AW10	Enterprise Asset Management	D04275	EAM-PMOSUPT-15133-B & T			\$154,828	Jun-18	\$154,827.96		
D706AW28	Scope Development	D04207	ITS-Long Range Scoping (PSC-15-2908B)			\$235,385	Jun-18	\$235,385.00		
D701RK70	Miscellaneous Structural Rehabilitation	D04280	Design Phase 1A (final) PSC-16-2996			\$844,844	Jul-18	\$844,844.00		
D707RK70	Paint Suspended Span/ Bronx Truss Steel	D03670	Design Phase 1A (final) PSC-16-2996			\$114,904	Jul-18	\$114,904.00		
D701RK19	Seismic/Wind Retrofit & Structural Rhabilitation Phase 1	D04278	Design Phase 1A (final) PSC-16-2996			\$3,549,294	Jul-18	\$3,549,294.00		
D706AW22	Miscellaneous	D04222	VN84 Risk Assessment & BCOR			\$525,800	Jul-18	\$525,800.00		
D604AW80	Advanced Traveler Information Systems	D04290	VMS Supports-HCT Portals			\$138,600	Jul-18	\$138,600.00		
D604AW80	Advanced Traveler Information Systems	D04291	VMS Supports-QMT Portals			\$113,400	Jul-18	\$113,400.00		
D604AW80	Advanced Traveler Information Systems	D02533	AW80-PM Construction F/A(TBTA-D2183)			\$200,000	Jul-18	\$200,000.00		
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D03296	Incentive for Early Completion			\$1,298,000	Jul-18	\$1,298,000.00		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04285	ORT-HHB Kapsch 07-IAG-2782A			\$219,354	Jul-18	\$219,354.00		
D703HH63	Open Road Tolling/ Aesthetics	D04120	Gateway Security Tower Construction			\$878,888	Jul-18	\$878,888.00		
D706AW28	Scope Development	D04207	Scope Development-RI Storate Facility (PSC-16-2991O )			\$151,966	Jul-18	\$151,966.00		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E05179	Design Quality Oversight- Non FEMA			\$18,974	Aug-18	\$18,974.00		
D602RK65	Deck Replacement-Bronx/Manhattan Ramps/Toll Plaza	D03285	RK65A-Incentive Milestone #2			\$1,440,000	Aug-18	\$1,440,000.00		
D706AW22	Miscellaneous	D04211	TN53 VE, Constructability (PSC16-2991 WO#22)			\$167,996	Aug-18	\$167,996.00		
D703BW63	Open Road Tolling Initiative at BWB	D04277	Civil PH4 CM (PSC15-2973 WO#28)			\$796,905	Aug-18	\$796,905.00		
D703TN63	Open Road Tolling Initiative at TNB	D04276	Civil PH4 CM (PSC15-2973 WO#28)			\$1,618,960	Aug-18	\$1,618,960.00		
D706AW22	Miscellaneous	D04140	BW07/32 Risk Assess (PSC16-2991)			\$85,033	Aug-18	\$85,033.00		
D706AW22	Miscellaneous	D04230	VN84-VE(PSC16-2991WO#29)			\$135,359	Sep-18	\$135,359.00		
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03983	Early Completion Incentive Milestone 3			\$200,000	Sep-18	\$200,000.00		
D706AW22	Miscellaneous	D04287	RK04RK19,RK70,RK20 Peer Review			\$513,113	Sep-18	\$513,113.00		
D706AW22	Miscellaneous	D04227	RK23C Risk Assesment(PSC16-2991WO#26)			\$137,478	Oct-18	\$137,478.00		

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2018 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D703VN63	Open Road Tolling Initiative at VNB	D04296	ORT-Civil Hardscaping-CM			\$56,591	Oct-18	\$56,591.00		
D705AW66	Operations Command Center Rehabilitation/Replacement	D04295	AV Equipment #30000000000000000227			\$100,000	Oct-18	\$100,000.00		
D704HC64	Brooklyn Service Building Electrical Rehab.	D03746	PM Construction Maintenance F/A TBTA-D2216)			\$250,000	Nov-18	\$250,000.00		
D706AW22	Miscellaneous	D04297	VN11-BCOR REview(PSC12-2891B WO#105)			\$20,252	Nov-18	\$20,252.00		
D701CB18	CB Scour Protection/Repair/Replace CB/MP Pier Fender	D03588	Environmental Mitigation			\$75,000	Nov-18	\$75,000.00		
<b>Grand Total</b>					<b>\$783,350,942</b>	<b>\$810,268,109</b>	<b>YTD Total</b>	<b>\$480,181,123.85</b>	<b>Remaining</b>	<b>\$203,508,991</b>
									<b>Grand Total</b>	<b>\$683,690,115</b>

MTA Bridges & Tunnels  
 Capital Program  
 2017 Major Commitments Forecast for 2018 Award

Project ID	ACEP	Project Description	IMPACT Task	Task Description	Original	Goal Start	Goal Value	Budget Value	Actual Start	Actual Value	Forecast	Forecast Value
					Goal Start Date	Goal Start Date			Date		Start Date	
RK07	D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03585	Design/Build	<b>Nov-17</b>	<b>Apr-18</b>	\$17,000,000	\$26,000,000	May-18	\$30,912,000		
						<b>Apr-18 Total</b>	<b>\$17,000,000</b>	<b>\$26,000,000</b>				
						<b>Grand Total</b>	<b>\$17,000,000</b>	<b>\$26,000,000</b>		<b>\$30,912,000</b>		<b>\$0</b>

MTA Bridges & Tunnels  
 Capital Program  
 Planned 2017 Major Completions forecast for 2018 Completion

Project ID	ACEP	Project Description	Type	Original Goal End Date	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
CB24	ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	Study	Dec-17	Mar-18	\$10,000,000	\$10,000,000	Mar-18	\$10,000,000		
						<b>Mar-18 Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>			
						<b>Grand Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>		



# Bridges and Tunnels

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## Procurements December 2018





**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**  
**DECEMBER 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. <b>Navillus Tile, Inc. dba,<br/>Navillus Contracting<br/>Contract No. HC-07</b> | <b>\$70,750,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------------|--------------------------------------|

3yr. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for design-build services for the ventilation system rehabilitation and installation of a fixed fire suppression prototype system at the Hugh L. Carey Tunnel (HCT).

- |  |                        |                                      |
|--|------------------------|--------------------------------------|
| 2. <b>D’Onofrio General Contractors Corp.<br/>Contract No.</b> | <b>\$52,583,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------------|--------------------------------------|

2yr. 6 months Contract- Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for Replacement of Fender Systems and Scour Protection at Cross Bay Veterans Memorial Bridge (CBB) and Replacement of Fender Systems at Marine Parkway-Gil Hodges Memorial Bridge (MPB).

# Staff Summary

Item Number: 1 (Final)					
Dept & Dept Head Name: Joe Keane, P.E., V.P. Chief Engineer <i>Joe Keane</i>					
Division & Division Head Name: Romolo DeSantis, P.E. <i>Romolo DeSantis</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/03/18			
2	MTA B&T Committee	12/10/18			
3	MTA Board	12/12/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>Joe Keane</i>	4	Executive Vice President		
2	Sr. Vice President & General Counsel <i>MMT</i>	5	Vice President, Chief of Staff <i>Joe Keane</i>		
3 <i>BB</i>	Vice President & Chief Procurement Officer	6	President <i>Joe Keane</i>		

SUMMARY INFORMATION	
Vendor Name: Navillus Tile, Inc. dba, Navillus Contracting	Contract Number HC-07
Description: Design-Build Services for Ventilation System Rehabilitation and Fixed Fire Suppression System at the Hugh L. Carey Tunnel	
Total Amount \$70,750,000 – Contract Award \$ 300,000 – Stipend Total	
Contract Term (including Options, if any) Three (3) years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input 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 the ventilation system rehabilitation and installation of a fixed fire suppression system at the Hugh L. Carey Tunnel (HCT) to Navillus Tile, Inc. dba, Navillus Contracting (Navillus) for a period of three (3) years in the negotiated amount of \$70,750,000. In accordance with the MTA Design-Build Best Practice Guidance and in order to enhance competition and defray proposal costs, this solicitation included stipends in the amount of \$75,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$300,000 to the four unsuccessful proposers.

**II. DISCUSSION**

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services to perform upgrades at HCT to rehabilitate the ventilation system including, replacement of ventilation fan motors, fire hardening of components and installation of a prototype fire suppression system. The Work requires the design and construction services for the following: replacement of the original 104 ventilation fan motors with new high efficiency motors; reconfigure exhaust fan chambers to fire harden critical areas to minimize potential damage to critical ventilation systems and installation of a fixed fire suppression system prototype (FFSS) to maximize life safety capabilities in the tunnel and minimize damage to critical ventilation systems in the event of a fire.

(rev. 10/20/18)

## Staff Summary

The service requirements were publicly advertised and eight (8) firms submitted qualification information. Based on a review of their qualifications, five (5) firms were deemed qualified to receive the RFP and all five firms submitted proposals: Hugh Carey Tunnel Services, JV (Judlau Contracting/E-J Electric) (\$104,000,000); John P. Picone, Inc. (\$101,000,000); Navillus (\$77,000,000); Skanska USA Civil Northeast Inc. (\$74,500,000) and TAP Electrical Contracting/Forte Construction Corp, JV (\$98,440,000). The proposals and oral presentations were evaluated against established criteria set forth in the RFP including proposed price, technical approach, D-B experience, key personnel, schedule, and management approach.

In accordance with the MTA Design-Build Best Practice Guidance, Technical Proposals were evaluated by the Selection Committee (SC) prior to evaluation of the cost proposals. The SC unanimously recommended Navillus as the highest rated firm based on several factors. Navillus provided the highest rated technical proposal with specific detail regarding their research, evaluation and recommendation for the fan motor manufacturer, FFSS prototype and project integrator. They provided particular attention to the Programmable Motor Protector (PMP) upgrades, Supervisory Control and Data Acquisition system (SCADA) and removable partition scopes for the Project. Navillus' motor designs are at an advanced stage compared to those of the other proposers, which has a positive impact on the project schedule. Navillus expanded on their technical proposal at the evaluation meeting by providing additional information with motor and FFSS data, catalog cuts and additional analyses.

The other shortlisted firms provided responsive proposals, which were viewed as technically acceptable but did not display the depth of understanding shown by Navillus. The price proposals of the other shortlisted firms, other than Skanska were deemed not competitive and therefore not in B&T's best interest. Skanska proposed the lowest price, however Skanska's proposal did not make specific recommendations to B&T for the fan motor and fixed fire suppression system manufacturers. They also omitted sections of the FFSS. Skanska's proposal was deemed less complete as compared to Navillus and therefore not in B&T's best interest.

Navillus submitted a proposal in the amount of \$77,000,000. The Engineer's estimate is \$69,907,371. The Contract includes allowances totaling \$1,500,000. Negotiations were conducted with Navillus, which included discussion of technical requirements, design assumptions, and construction approach. Through negotiations and as a result of scope refinement, B&T and Navillus agreed to the negotiated contract amount totaling \$70,750,000, which is 1.2% above the estimate and is fair and reasonable. The negotiated Navillus proposal is deemed the best value and in B&T's best interest. Navillus is considered a responsible contractor.

### **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. Navillus has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWBE performance can be determined at this time.

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

Funding is available in the 2015-2019 Capital Program under project: D704HC07/D03612 in the amount of \$70,750,000. The four Design-Build Stipends totaling \$300,000 are funded under the 2015-2019 Capital Program under Project D704HC07.

### **V. ALTERNATIVES**

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

# Staff Summary

Item Number: 2 (Final)					
Dept. & Dept. Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E., V.P.					
Division & Division Head Name: <i>Romolo DeSantis</i> Engineering and Construction, Romolo DeSantis, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	12/03/18			
2	MTA B&T Committee	12/10/18			
3	MTA Board	12/12/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	V.P. & Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President		
2	SVP & General Counsel <i>[Signature]</i>	5	V. P. & Chief of Staff <i>[Signature]</i>		
3	V.P. & Chief Procurement Officer <i>[Signature]</i>	6	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name D'Onofrio General Contractors Corp.	Contract Number CB-18
Description: Design-Build Services for Replacement of Fender Systems and Scour Protection at CBB and Replacement of Fender Systems at MPB	
Total Amount \$52,583,000 – Award \$ 225,000 - Stipends	
Contract Term (including Options, if any) Two (2) 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:	

**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 Replacement of Fender Systems and Scour Protection at Cross Bay Veterans Memorial Bridge (CBB) and Replacement of Fender Systems at Marine Parkway-Gil Hodges Memorial Bridge (MPB) for a period of two (2) years, six (6) months in the negotiated amount totaling \$52,583,000.00. 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 \$75,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling \$225,000 to the three unsuccessful proposers.

**II. DISCUSSION**

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services at CBB and MPB. The work requires the design and construction services for replacement of fender systems and scour protection at CBB and replacement of fender systems at MPB.

(rev. 4/07/10)

## Staff Summary

The D-B requirements are as follows:

CBB – (i) Removal and replacement of existing timber fender systems at Piers 3 and 6; (ii) installation tri-timber dolphin fenders; (iii) navigational lighting, signs, access walkways and railings for the existing fender system; and (iv) subsurface debris removal prior to placement of pier scour protection countermeasures at various Piers.

MPB – (i) Removal and replacement of existing timber fender system at Piers 11, 12/13, 14/15, and 16; (ii) new timber facing at the concrete cofferdam cells (iii) installation of timber walkways, steel ladders from pier top to timber walkways, navigational lighting, and signs; and (iv) removal of submarine cable chutes.

The service requirements were publicly advertised; ten D-B teams submitted qualification information and based on a review of their qualifications, five teams were deemed qualified to receive the RFP. Four teams submitted proposals: D'Onofrio General Contractors Corp. (D'Onofrio) [\$55,483,000], Weeks Marine, Inc. [\$65,988,900], Trevcon Construction Co., Inc. (Trevcon) [\$69,795,000] and Posillico Civil, Inc. (Posillico) [\$100,680,000]. The proposals were evaluated against established criteria set forth in the RFP, including proposed price, D-B technical approach, key personnel and management approach, and oral presentations.

The Selection Committee unanimously recommended D'Onofrio as the highest rated firm based on several factors, including submission of the proposed lowest price. Although all four D-B teams proposed technically acceptable proposals, D'Onofrio's approach demonstrated the greatest understanding of the RFP. D'Onofrio proposed an efficient and less disruptive method of bringing the existing concrete cofferdam fender systems at the MPB into compliance with current design standards by utilizing piles. Their proposal contained significant consideration for the geotechnical conditions by allowing sufficient time for design and final permitting approvals. In addition, their proposed new fender systems do not encroach beyond the permitted limits of the existing fender systems, which minimizes the potential risk associated with obtaining permit modifications.

Both Weeks and Posillico proposed design and construction approaches limiting the number of piles required and thus limiting disruptions to the bay's eco-system. Their technical solutions met the requirements of the RFP, but the price proposals were much higher than that of D'Onofrio and deemed not in B&T's best interest. Trevcon proposed a modified configuration of the fender systems at CBB and MPB, which presented greater risks to secure permit modifications for their proposed fender systems. Trevcon's price proposal is approximately \$14.3M higher than D'Onofrio and deemed not in B&T's best interest. Also, Trevcon submitted an alternate fender proposal, which extended beyond the permitted existing footprint and the price was approximately \$4.0M above D'Onofrio's, which also was deemed not in B&T's best interest.

D'Onofrio submitted a proposal in the amount of \$55,483,000. The Engineer's Certified Estimate is \$48,047,743. The Contract includes allowances totaling \$2,100,000. Negotiations were conducted with D'Onofrio, which included discussion of the technical requirements, design assumptions, and construction approach. Through negotiations and as a result of scope refinement, B&T and D'Onofrio agreed to the negotiated contract amount totaling \$52,583,000, which is 9.4% above the estimate and is considered fair and reasonable. The negotiated D'Onofrio proposal is deemed the best value and in B&T's best interest. D'Onofrio is considered a responsible contractor.

### III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE and 15% WBE to this contract. D'Onofrio has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWBE performance can be determined at this time.

### IV. IMPACT ON FUNDING

Funding in the amount of \$52,583,000 is available in the 2015–2019 Capital Program under Project CB-18/D03581 and in the amount of \$225,000 for stipends under Project CB-18.

# Staff Summary

## V. ALTERNATIVES

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

(rev. 4/07/10)



# Bridges and Tunnels

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## Diversity Report Third Quarter 2018

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# Executive Summary

## ■ EEO

As of **September 30, 2018**, MTA B&T's workforce included **1,360** total employees. This represents a **6% decrease** from the third quarter 2017 (3Q17) workforce.

- Females represent **22% (304)** of our workforce, a decrease by **1%**, when compared to 3Q17 due to attrition.
- Females were hired above their current representation.
- Minorities represent **55% (750)** of our workforce, remained constant when compared to 3Q17.
- Minorities were hired above their current representation.



# Executive Summary

**MTA B&T** conducted a **utilization analysis**\* of females and minorities in its workforce as of September 30, 2018. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

**Females:**

- Technicians – Blacks
- Service Maintenance – Hispanics
- Administrative Support – Whites

**Minorities:**

- Technicians – Blacks
- Service Maintenance - Hispanics
- Administrative Support – 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.



# Executive Summary

- **Diversity Initiatives to increasing representation**
  - Challenges to address underrepresentation for females and minorities
    - **Female** (Challenges: civil service and hiring restrictions)
    - **Minority** (Challenges: civil service and hiring restrictions)
  - Initiatives to increase representation for veterans and persons with disabilities
    - **Veteran** (Initiatives: in collaboration with MTAHQ targeted recruitment and networking initiatives with the military and veteran organizations and programs)
    - **Persons with disability** (Initiatives: in collaboration with MTAHQ targeted recruitment and networking initiatives with disability advocacy organizations and programs)



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# MTA Bridges and Tunnels

## **Workforce** as of September 30, 2018



# 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 Workforce

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>246</b>		120	49%	<b>126</b>	51%	<b>51</b>	21%	<b>22</b>	9%	<b>34</b>	14%	<b>1</b>	0%	<b>0</b>	0%	<b>12</b>	5%	<b>7</b>	3%
F	69	28%	46	19%	23	9%	26	11%	5	2%	10	4%	1	0%	0	0%	4	2%	1	14%
M	177	72%	74	30%	103	42%	25	10%	17	7%	24	10%	0	0%	0	0%	8	3%	6	86%
<b>Professionals</b>	<b>206</b>		125	51%	<b>81</b>	39%	<b>43</b>	21%	<b>38</b>	18%	<b>27</b>	13%	<b>0</b>	0%	<b>1</b>	0%	<b>16</b>	8%	<b>10</b>	5%
F	91	44%	64	31%	27	13%	29	14%	20	10%	12	6%	0	0%	0	0%	3	1%	3	30%
M	115	56%	61	30%	54	26%	14	7%	18	9%	15	7%	0	0%	1	0%	13	6%	7	70%
<b>Technicians</b>	<b>115</b>		57	50%	<b>58</b>	50%	<b>18</b>	16%	<b>31</b>	27%	<b>6</b>	5%	<b>0</b>	0%	<b>0</b>	0%	<b>2</b>	2%	<b>9</b>	8%
F	21	18%	16	14%	5	4%	7	6%	7	6%	1	1%	0	0%	0	0%	1	1%	1	11%
M	94	82%	41	36%	53	46%	11	10%	24	21%	5	4%	0	0%	0	0%	1	1%	8	89%
<b>Protective Services</b>	<b>428</b>		272	64%	<b>156</b>	36%	<b>142</b>	33%	<b>99</b>	23%	<b>17</b>	4%	<b>1</b>	0%	<b>0</b>	0%	<b>13</b>	3%	<b>40</b>	9%
F	87	20%	77	18%	10	2%	59	14%	13	3%	1	0%	1	0%	0	0%	3	1%	3	8%
M	341	80%	195	46%	146	34%	83	19%	86	20%	16	4%	0	0%	0	0%	10	2%	37	93%
<b>Paraprofessionals</b>	<b>0</b>		0	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	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%
<b>Administrative Support</b>	<b>29</b>		25	86%	<b>4</b>	14%	<b>20</b>	69%	<b>3</b>	10%	<b>2</b>	7%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	3%
F	24	83%	23	79%	1	3%	19	66%	3	10%	1	3%	0	0%	0	0%	0	0%	1	100%
M	5	17%	2	7%	3	10%	1	3%	0	0%	1	4%	0	0%	0	0%	0	0%	0	0%
<b>Skilled Craft</b>	<b>0</b>		0	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	0%	<b>0</b>	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%
<b>Service Maintenance</b>	<b>336</b>		151	45%	<b>185</b>	55%	<b>71</b>	21%	<b>51</b>	15%	<b>11</b>	3%	<b>3</b>	1%	<b>0</b>	0%	<b>15</b>	4%	<b>14</b>	4%
F	12	4%	10	3%	2	1%	2	1%	7	2%	0	0%	0	0%	0	0%	1	0%	0	0%
M	324	96%	141	42%	183	54%	69	21%	44	13%	11	3%	3	1%	0	0%	14	4%	14	100%
<b>Total</b>	<b>1,360</b>		750	55%	610	45%	345	26%	244	18%	97	7%	5	0%	1	0%	58	4%	81	6%

\* American Indian/Alaskan Native

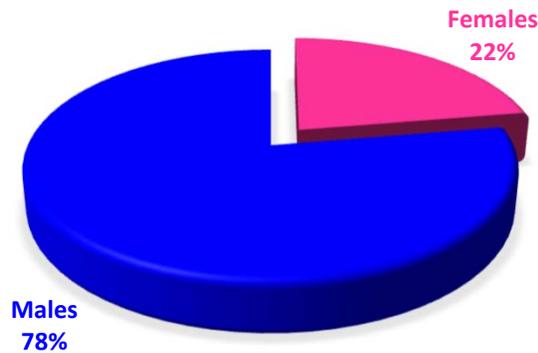
\*\*Native Hawaiian Other Pacific Islander

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

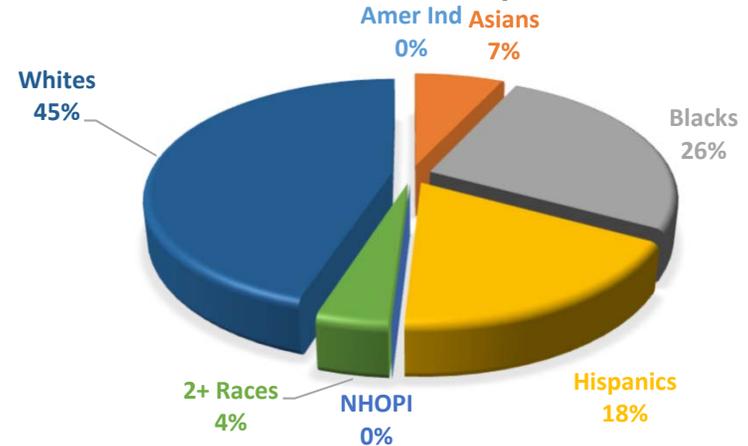


# MTA Bridges and Tunnels Workforce

## WORKFORCE BY GENDER



## WORKFORCE BY RACE/ETHNICITY



MTA B&T's workforce consists of **1,360** employees

- ❑ **22%** females, **55%** minorities, and **6%** veterans.
- ❑ The percentage of females employed **decreased by 1%** when compared to 3Q17.
- ❑ The percentage of minorities **remained constant** as it relates to race and ethnicity when compared to 3Q17.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **September 30, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart 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.



# MTA Bridges and Tunnels Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	8%	11%	5%	2%	3%	4%	0%	0%	0%	0%	1%	2%	8%	9%
	M	8%	10%	6%	7%	5%	10%	0%	0%	0%	0%	3%	3%		
Professionals	F	8%	14%	4%	10%	3%	6%	0%	0%	0%	0%	1%	1%	13%	13%
	M	8%	7%	9%	9%	4%	7%	0%	0%	0%	0%	1%	6%		
Technicians	F	11%	6%	3%	6%	0%	1%	0%	0%	0%	0%	1%	1%	2%	4%
	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%	19%	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 underutilization analysis. The shaded areas represent underutilization.



# MTA Bridges and Tunnels Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		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%	0%	0%
Administrative Support	F	37%	66%	9%	10%	3%	3%	0%	0%	0%	0%	0%	0%	13%	3%
	M	4%	3%	3%	0%	4%	4%	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%	21%	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 underutilization analysis. The shaded areas represent underutilization.



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# MTA Bridges and Tunnels

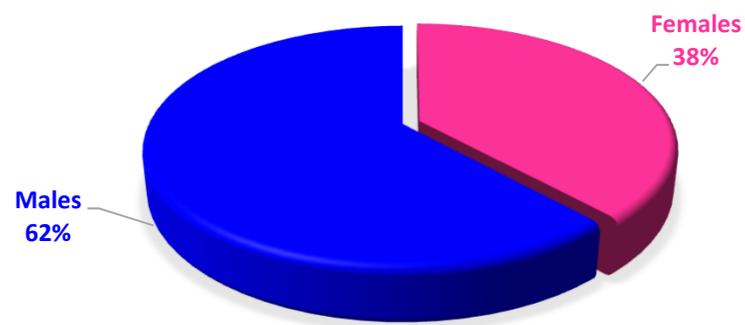
## **New Hires and Veterans**

**January 1, 2018 – September 30, 2018**

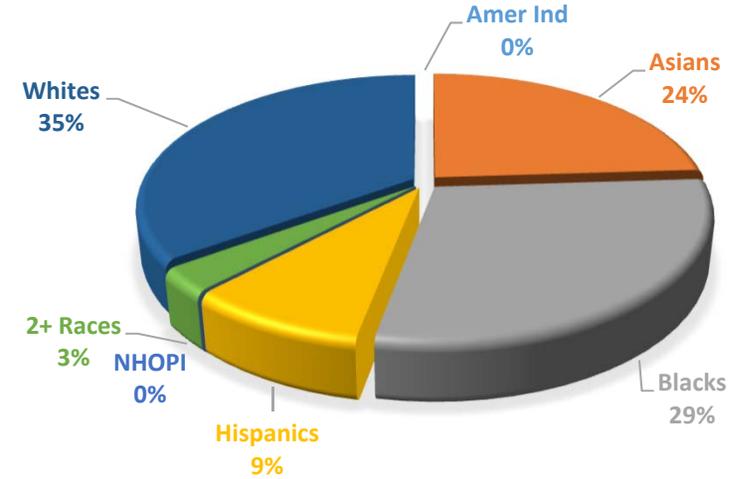


# MTA Bridges and Tunnels New Hires and Veterans

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



- MTA B&T added **34** employees including **0** veterans
- ❑ **38%** females of which **0%** were female veterans.
  - ❑ Female hires were above the percentage when compared to their current representation in the workforce.
  - ❑ **62%** minorities of which **0%** were minority veterans.
  - ❑ Minorities were hired above the percentage when compared to their current representation in the workforce.



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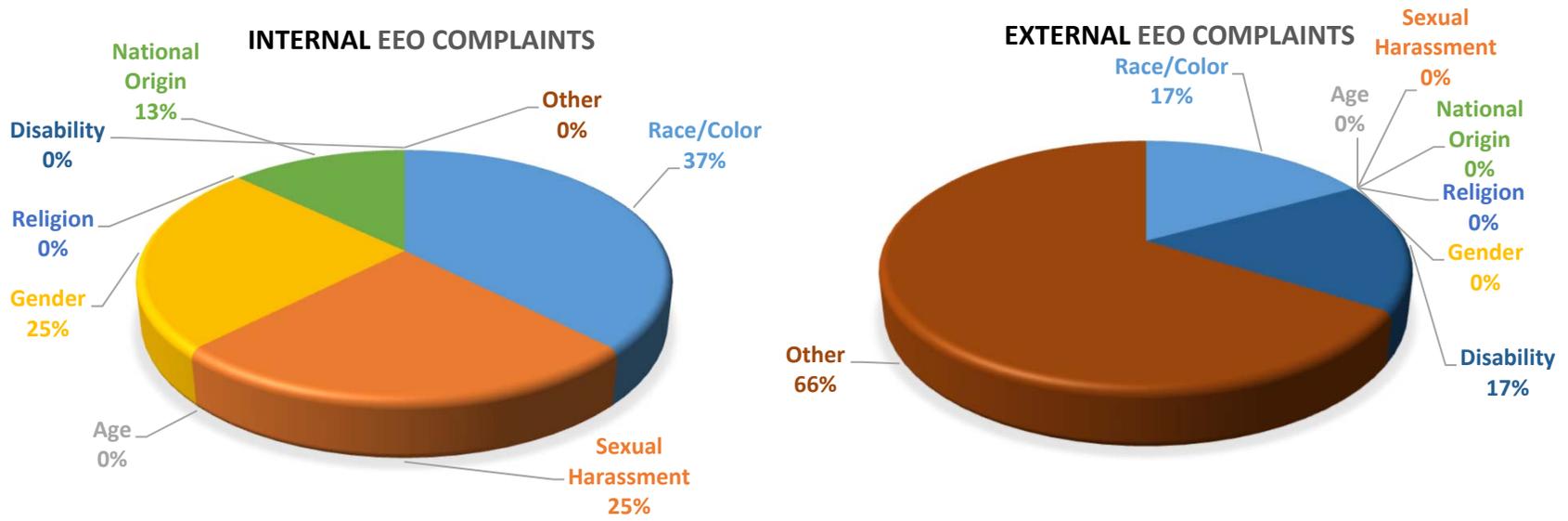
# MTA Bridges and Tunnels

## **Complaints and Lawsuits**

**January 1, 2018 – September 30, 2018**



# MTA Bridges and Tunnels Internal/External EEO Complaints and Lawsuits



MTA B&T handled **7** EEO complaints, citing **14** separate allegations, and **0** lawsuits.

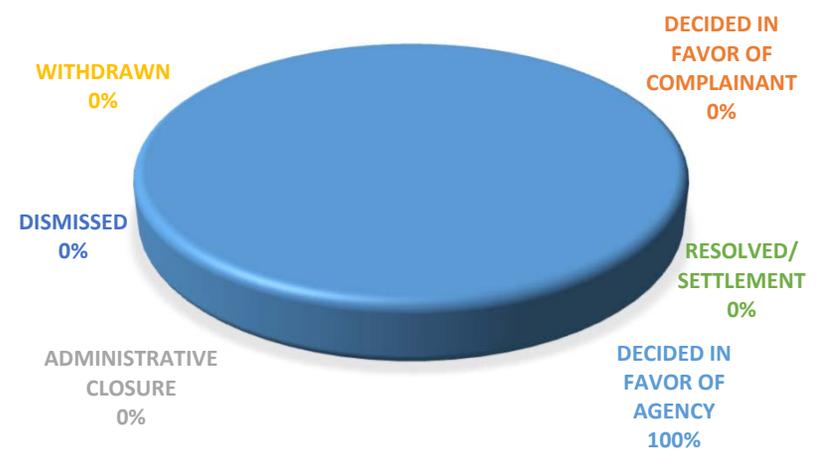
- ❑ **1** handled internal complaints.
- ❑ **0** handled external complaints.
- ❑ The most frequently cited allegations internally was race/color and externally was other category.



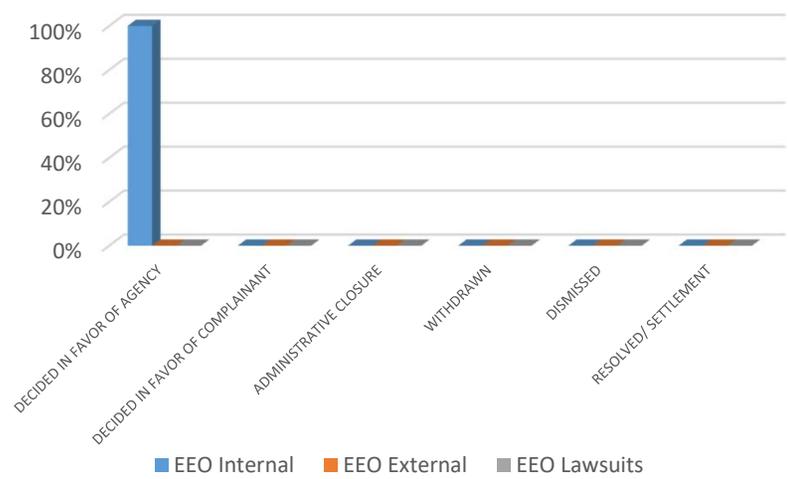
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA Bridges and Tunnels EEO Complaints and Lawsuits Dispositions

### OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



### EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



- MTA B&T disposed of **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.



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# MTA Bridges and Tunnels

## Title VI Discrimination Complaints, Lawsuits and Dispositions

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

