



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

February 2019

Committee Members

C. Moerdler, Chair

N. Brown

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

20th Floor Board Room

New York, NY 10004

Monday, 2/25/2019

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - January 2019

B&T Committee Minutes - January 2019 - Page 4

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 9

4. Report on Operations - December 2018

B&T Report on Operations - December 2018 - Page 17

5. Safety Report - December 2018

B&T Safety Report - December 2018 - Page 30

6. Customer Environment Survey - Fourth Quarter 2018

B&T Customer Environment Survey - Fourth Quarter 2018 - Page 36

7. Report on Cashless Tolling - December 2018

B&T Report on Cashless Tolling - December 2018 - Page 47

8. Financial Report - December 2018

B&T Financial Report - December 2018 - Page 55

9. B&T Operating Surplus - Action Item

2018 B&T Operating Surplus - Page 69

10. 2019 Adopted Budget/Financial Plan 2019-2022

2019 Adopted Budget Financial Plan 2019-2022 - Page 81

11. Capital Program Project Status Report - January 2018

B&T Capital Program Project Status Report - January 2019 - Page 101

12. Procurements

B&T Procurements - Page 109

B&T Competitive

B&T Competitive - Page 112

13. Diversity Report - Fourth Quarter 2018

B&T Diversity Report - Fourth Quarter 2018 - Page 116

Next Meeting: Monday, March 25, 2019 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting January 2019

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

January 22, 2019

12:00 p.m.

In attendance were the Honorable:

Charles G. Moerdler, Chairman
Norman E. Brown
Mitchell H. Pally
Veronica Vanterpool
Neal Zuckerman

Daniel F. DeCrescenzo, Jr., Acting President
Brian Bajor, Vice President and Chief Procurement Officer
Allison L. C. de Cerreño, Ph.D., Senior Vice President, Business Operations & Transformation Officer
Lloyd Jairam, Controller
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Richard Hildebrand, Acting Vice President and Chief of Operations
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Dennis J. Martin, Executive Vice President
Shawn Moore, Vice President and Chief of Staff
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Patrick Smith, Vice President, Human Resources
M. Margaret Terry, Senior Vice President and General Counsel

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

January 22, 2019

Minutes of TBTA Committee held January 22, 2019 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, discussed moving forward by using new and innovative technology.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 10, 2018 were approved.

Committee Work Plan

Mr. DeCrescenzo stated that there are no changes to the Committee Work Plan and he asked the Committee to approve the Committee Work Plan for 2019. Upon a motion duly made and seconded, the 2019 Committee Work Plan was approved.

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo thanked former TBTA President Cedrick T. Fulton for his service and wished him a happy and healthy retirement.

Report on Operations

With regard to the Report on Operations for November 2018, Mr. Hildebrand stated that traffic was higher by 2.4% and preliminary traffic was 4.7% higher in December 2018. Through November 2018, officers issued 8.5% more speeding summonses when compared to the same period in 2017. Mr. Hildebrand also stated that on December 26, 2018, Bridge and Tunnel Lieutenant Harry Persad responded to a report of a woman in labor on the Queens side of the Queens Midtown Tunnel. He coached the parents through the birth and helped the father clear a breathing obstruction. After the family was transported to the hospital, the baby girl was named "Alie" after the highway she was born on – spelled "A-L-I-E", after Long Island Expressway.

Chairman Moerdler asked why there are increases in the rates for customer injury collisions, employee injury reports and employee lost time injuries. Mr. Hildebrand responded that Operations works closely with Safety and Health to analyze the injuries and take corrective measures, including through new training. In the Cashless Tolling environment the workforce is more mobile and involved in more patrolling and vehicle interdictions. Customers traveling through TBTA facilities at higher rates of speed are more likely to report injuries when involved in collisions. Mr. Osnes stated that while employee injury rates have increased this month, the quarter-to-quarter numbers have dropped 5%. From peak 2017 to the end of 2018, TBTA lost 50,000 work hours from a decrease in employees who were not significant contributors to the lost time rate. Mr. Osnes also stated that the average age of our employees is 50 years and the injuries experienced are typical of that population working in a law enforcement environment. These are being mitigated through ergonomics. With regard to the increase in the customer injury rate, Mr. Osnes stated that there may be a correlation between accidents and the volume of traffic since adjacent properties are not retrofitted to handle the amount of volume that TBTA can push through its facilities. TBTA has increased its law enforcement presence at these locations. Commissioner Pally commented on the changes in the duties of the workforce and the physical environment because customers no longer stop at TBTA facilities. Mr. DeCrescenzo stated that while the total number of customer collisions has decreased, the collisions that have been eliminated are those that occurred at the plaza that usually did not have reports of injuries (i.e., slower impact, side swipe, hit in the rear). Employee injuries associated with the changes in workforce deployment and operations, with increased patrolling, summons issuance and arrests, are addressed and mitigated through training. Commissioner Zuckerman stated that Mr. Fulton's legacy is that he was able to

address accidents and lower the rates. He asked Mr. DeCrescenzo to continue that legacy by ensuring that the accident rate trajectory remains in a downward direction with fewer accidents and to continue to drive the accident rates down. Chairman Moerdler commented that Mr. Fulton's legacy was executed by Mr. DeCrescenzo and his colleagues. Commissioner Brown asked whether statistics are kept on State Police enforcement on and adjacent to property and he would like to see those statistics reported to compare what TBTA is doing versus the State Police. Mr. DeCrescenzo responded that statistics are kept as to summonses, arrests and persistent toll violators. Commissioner Brown also inquired as to whether TBTA would need legislation or if it could use its current rules and regulations to implement automated speed enforcement through the use of speed cameras. Ms. Terry responded that with respect to E-ZPass customers, the E-ZPass customer agreement provides consequences, such as tag revocation, for violating the speed limits on an E-ZPass facility. With respect to automated speed enforcement for those other than E-ZPass customers, Ms. Terry agreed to look into it but said that it will probably need legislation. In continuing Mr. Fulton's legacy, Mr. DeCrescenzo commented that he would stay focused on safety, security, the state of good repair and the protection of revenue.

Safety Report

With regard to the Safety Report for November 2018, Mr. Osnes stated the following:

- For the 12 months through November 2018, there were 6.56 collisions per million vehicles, which is 18.7% better than the rate of 8.07 for the previous 12 months and 11.7% better than the 7.43 rate for the 12 months ending November 2016; and
- The 12-month injury collision rate for November was 0.99 per million vehicles, which was slightly higher than the rate of 0.98 in the previous 12-month period.

Employee and contractor safety metrics are as follows:

- The employee accident reports and lost time injury rates through November 2018 were higher than in the previous 12 months but the TBTA has identified ergonomic issues that contribute to lost time injuries and is mitigating them using a range of initiatives including a new wellness program; and
- The construction injury rate for November 2018 was slightly higher than in the previous 12 months but significantly lower than in the 12 months ending November 2016.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for November 2018, Dr. C. de Cerreño stated that TBTA's E-ZPass market share is 94.8% or 1.0 percentage points higher than the same period last year. The overall collection rate for all facilities is 100.2% based on tolls and fees collected from crossings occurring in October and November of 2017, which were the first two months of full, Agency-wide Cashless Tolling operations. With regard to Customer Service Center metrics, call waiting times have been reduced by more than half from October performance and TBTA continues to work toward meeting and exceeding performance standards. Chairman Moerdler commented that Tolls by Mail as contrasted with E-ZPass is down 42.1% since last year, which shows progress in reducing costly toll bills. Commissioner Vanterpool asked what the collection rate is for Tolls by Mail. Ms. C. de Cerreno responded that she has data and will share it with the Committee members.

Financial Report

With regard to the Financial Report for November 2018, Dr. C. de Cerreño stated that her report compares the results against the July Mid-Year forecast. Through November 2018, TBTA's support to mass transit was \$1.0 billion, which is \$77.2 million or 8.2% better than forecast. Toll revenue was \$1.8 billion, which is 0.6% or \$11.3 million better than forecast. Traffic through November 2018 was 295.3 million crossings, up against forecast by 1.0%. Total expenses through November 2018 were \$450.9 million, which is \$52.2 million or 10.4% lower than forecast.

Capital Program Status Report

With regard to the Capital Program Status Report for December 2018, Mr. Keane also gave a summary of the overall 2018 Capital Program. Mr. Keane stated that TBTA awarded 29 commitments totaling \$218.0 million, including three design-build projects regarding the Rehabilitation of Tunnel Ventilation System at the Hugh L. Carey Tunnel, for \$74.3 million; the Replacement of the Pier Fender Systems at Marine Parkway and Cross Bay Bridges, for \$55.2 million; and the Rehabilitation of Tunnel Controls and Communication Systems at the Queens Midtown Tunnel, for \$30.3 million. In 2018, TBTA awarded 151 commitments at a value of \$730.5 million, which is 91.2% of the plan.

In December, two major projects totaling \$199.1 million were completed regarding the Rehabilitation of Lift Span Mechanical Systems and Painting at the Marine Parkway Bridge for \$102.8 million; and the design-build Sandy flood resiliency project at the Hugh Carey and Queens Midtown Tunnels for \$96.3 million. With completion of this flood resiliency project at the tunnels, all major Sandy restoration and resiliency projects have now been completed. In 2018, TBTA realized the highest ever yearly completion plan with 11 projects totaling \$1.38 billion, which is 96.5% of the plan.

There were five task level closeouts in December bringing the total closeouts for 2018 to \$149.5 million.

Procurements

For December 2018, Chairman Moerdler stated that there are no procurements.

Adjournment

Chairman Moerdler thanked former TBTA President Cedrick T. Fulton for his superb service, his wise counsel and steady hand and wished him the very best in his retirement.

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

Respectfully submitted,


for Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2019

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2019

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

May 2019

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

Operations
EEO

June 2019

No items scheduled.

July 2019

No items scheduled.

August 2019

No meeting scheduled.

September 2019

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

Operations
Planning & Budget
EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

2020 Proposed Committee Work Plan
2020 Proposed Final Budget
Diversity Report – 3rd Quarter 2019

Committee Chair & Members
Planning & Budget
EEO

January 2020

Approval of 2020 Work Plan

Committee Chair & Members

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

FEBRUARY 2019

Preliminary Review of 2018 Operating Budget Results

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

2019 Adopted Budget and February Financial Plan 2019-2022

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

2018 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2018

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

Diversity Report – 4th Quarter 2018

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

MARCH 2019

Annual Procurement Contracts Report

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

APRIL 2019

Final Review of 2018 Year-End Operating Results

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

MAY 2019

Customer Environment Survey – 1st Quarter 2019

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

Diversity Report – 1st Quarter 2019

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

JUNE 2019

No items scheduled.

JULY 2019

No items scheduled.

AUGUST 2019

No meeting scheduled.

SEPTEMBER 2019

Customer Environment Survey – 2nd Quarter 2019

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

2020 Preliminary Budget

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

Diversity Report – 2nd Quarter 2019

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

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.

DECEMBER 2019

2020 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2020 that will address initiatives to be reported throughout the year.

2020 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2019

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

JANUARY 2020

Approval of Work Plan for 2020

The committee will have already received a draft work plan for 2020 at the December 2019 meeting. The committee will be requested to approve the amended work plan for the year.



Bridges and Tunnels

Report on Operations December 2018



MTA Bridges and Tunnels December 2018 Traffic Trends

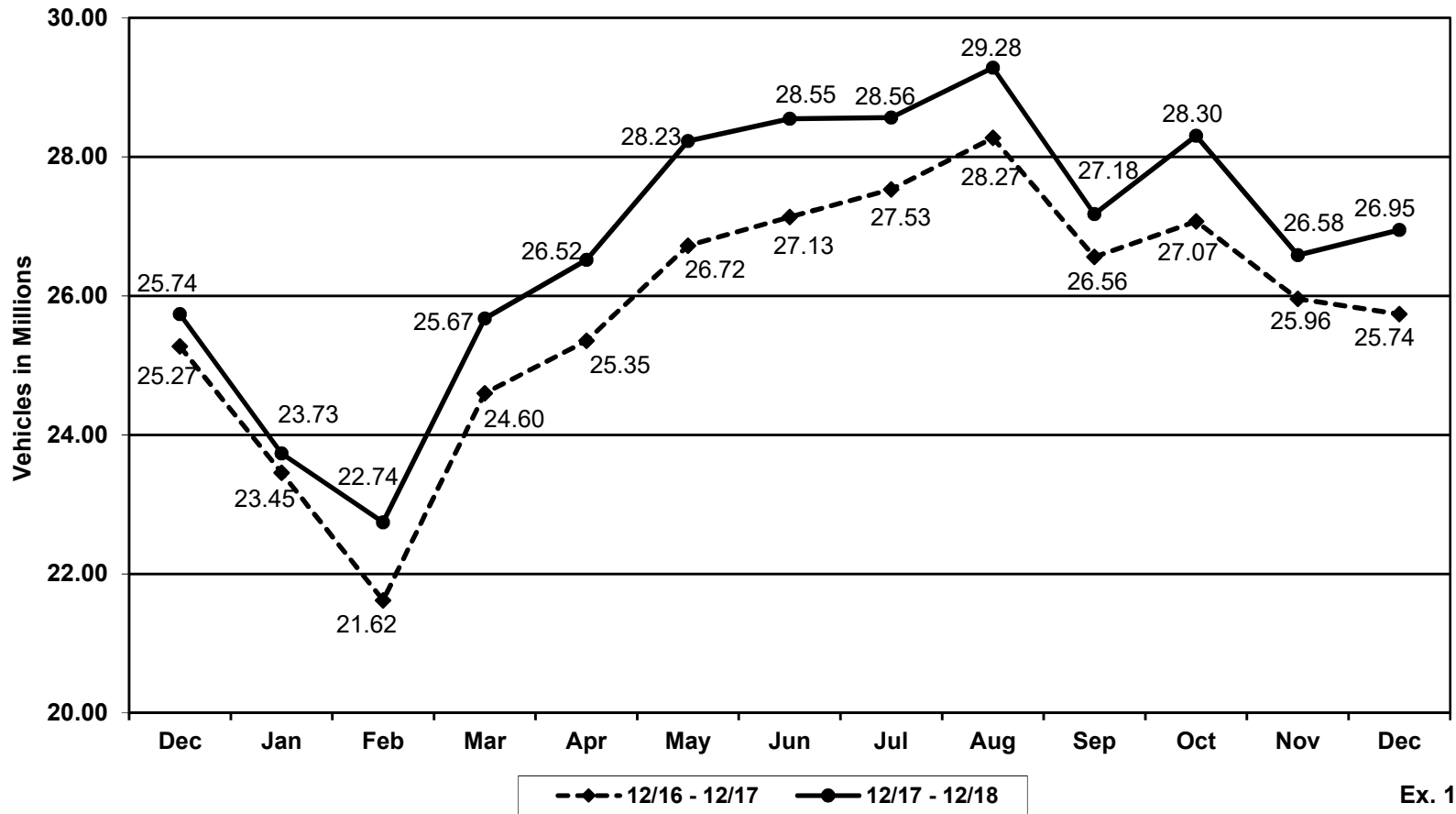
Summary

Traffic was higher on a year-to-year basis, with 26.9 million crossings this month vs. 25.7 million crossings in December 2017, an increase of 4.7% (Exhibit 1).

E-ZPass volume increased by 6.6% on a year-to-year basis for the month while crossings using Tolls by Mail declined 22.9% (Exhibit 7). Passenger car travel increased 5.2% and other vehicle travel decreased 1.4% from December 2017 (Exhibit 8).

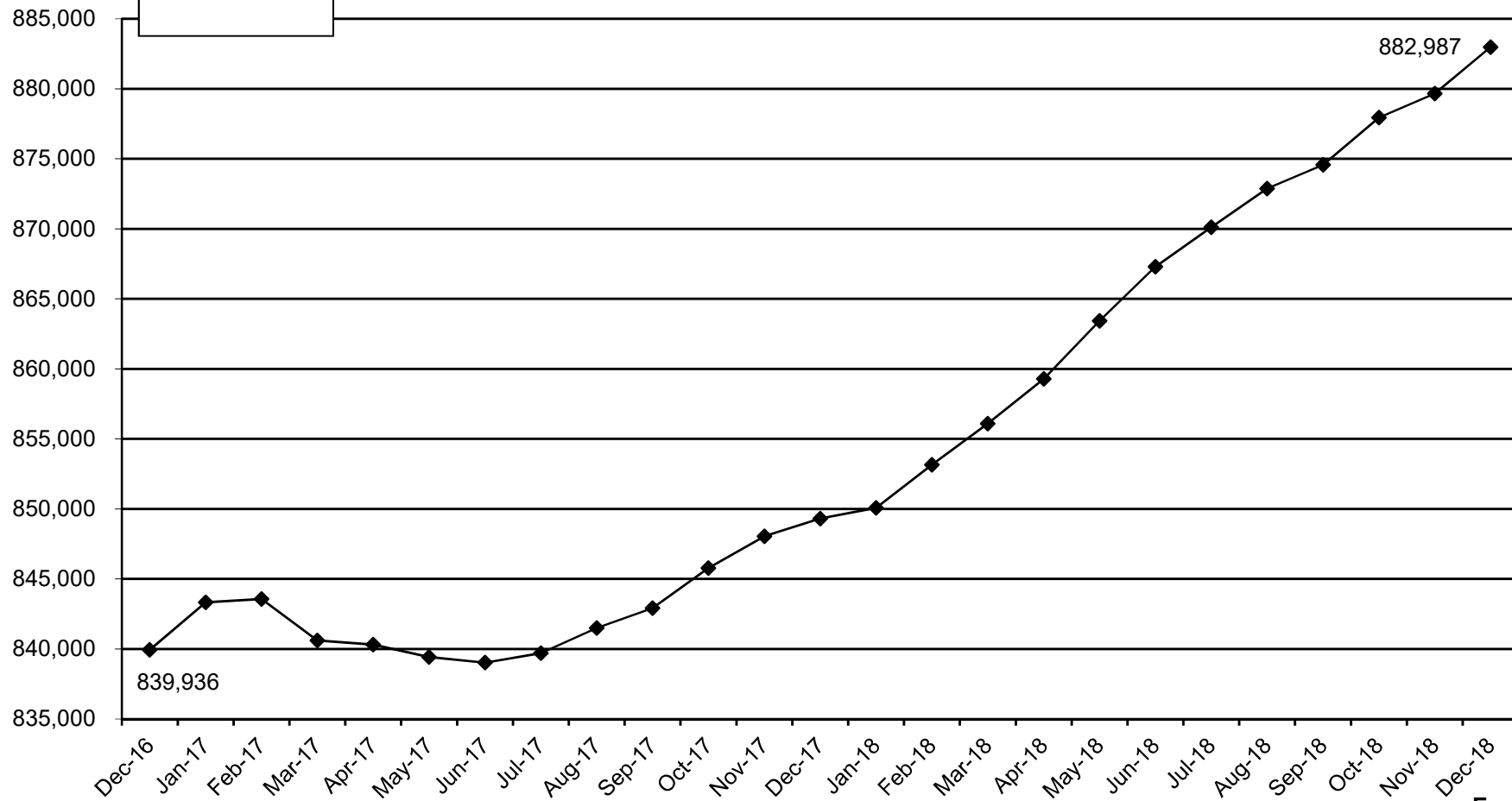
A major factor in the overall year-to-year growth was increased volume at the tunnels due to the completion of construction at both facilities. In addition, there was no snowfall in December 2018, while the prior year saw 7.2 inches. Gas prices averaged \$2.66 per gallon this past December, which was \$0.04 more than December 2017.

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

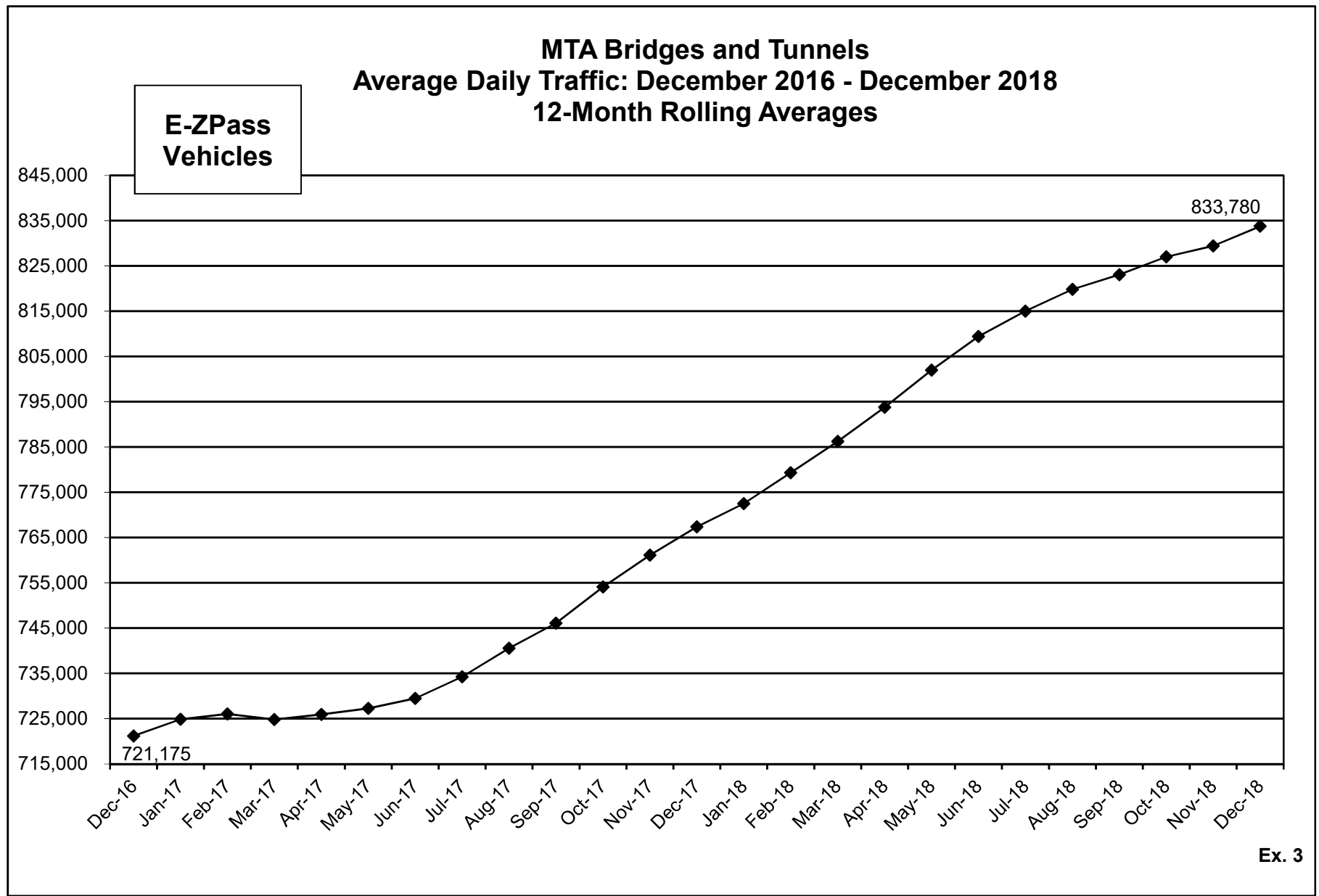


MTA Bridges and Tunnels
Average Daily Traffic: December 2016 - December 2018
12-Month Rolling Averages

All Vehicles

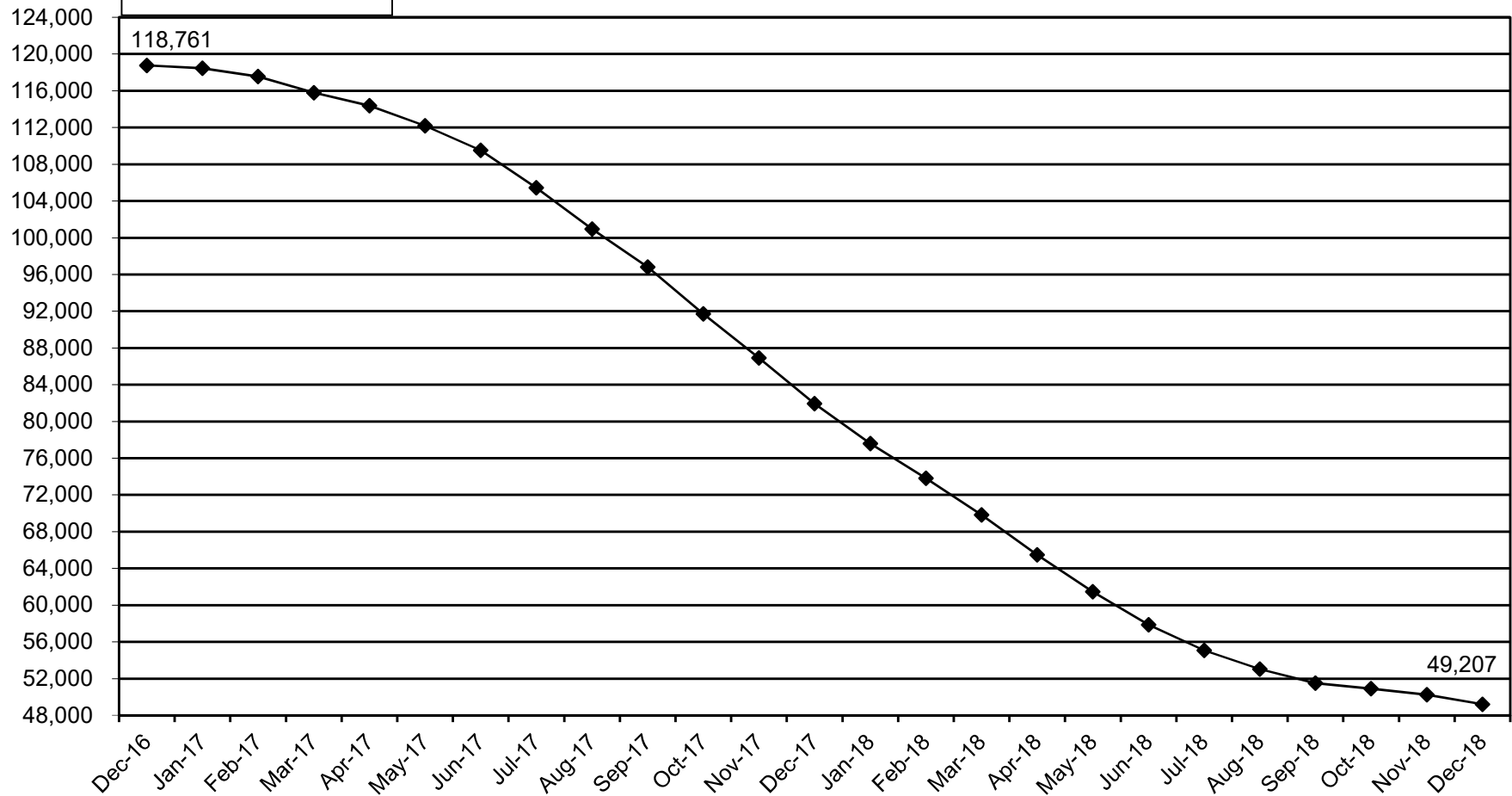


Ex. 2



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

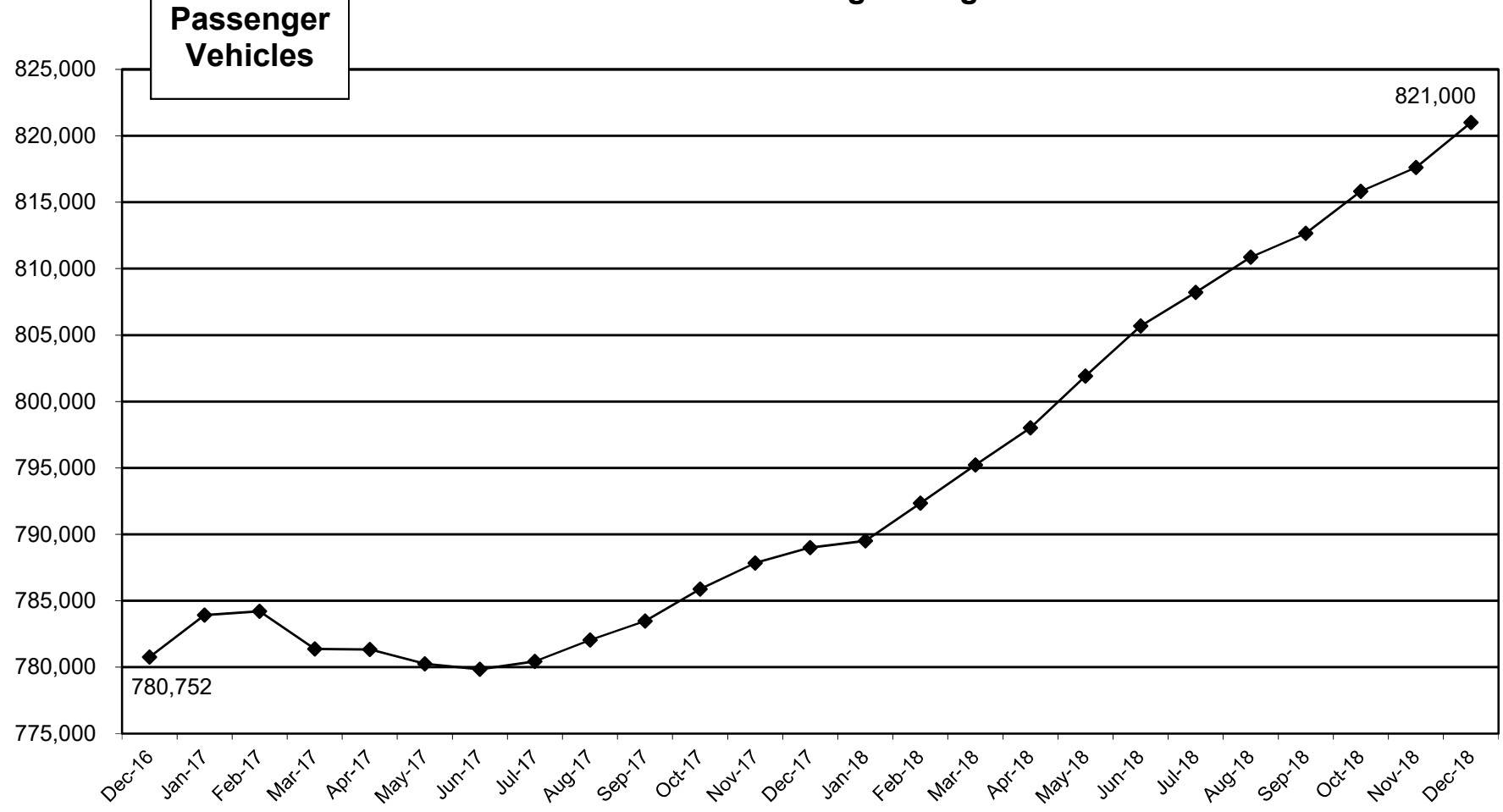
**Non-E-ZPass
Vehicles***



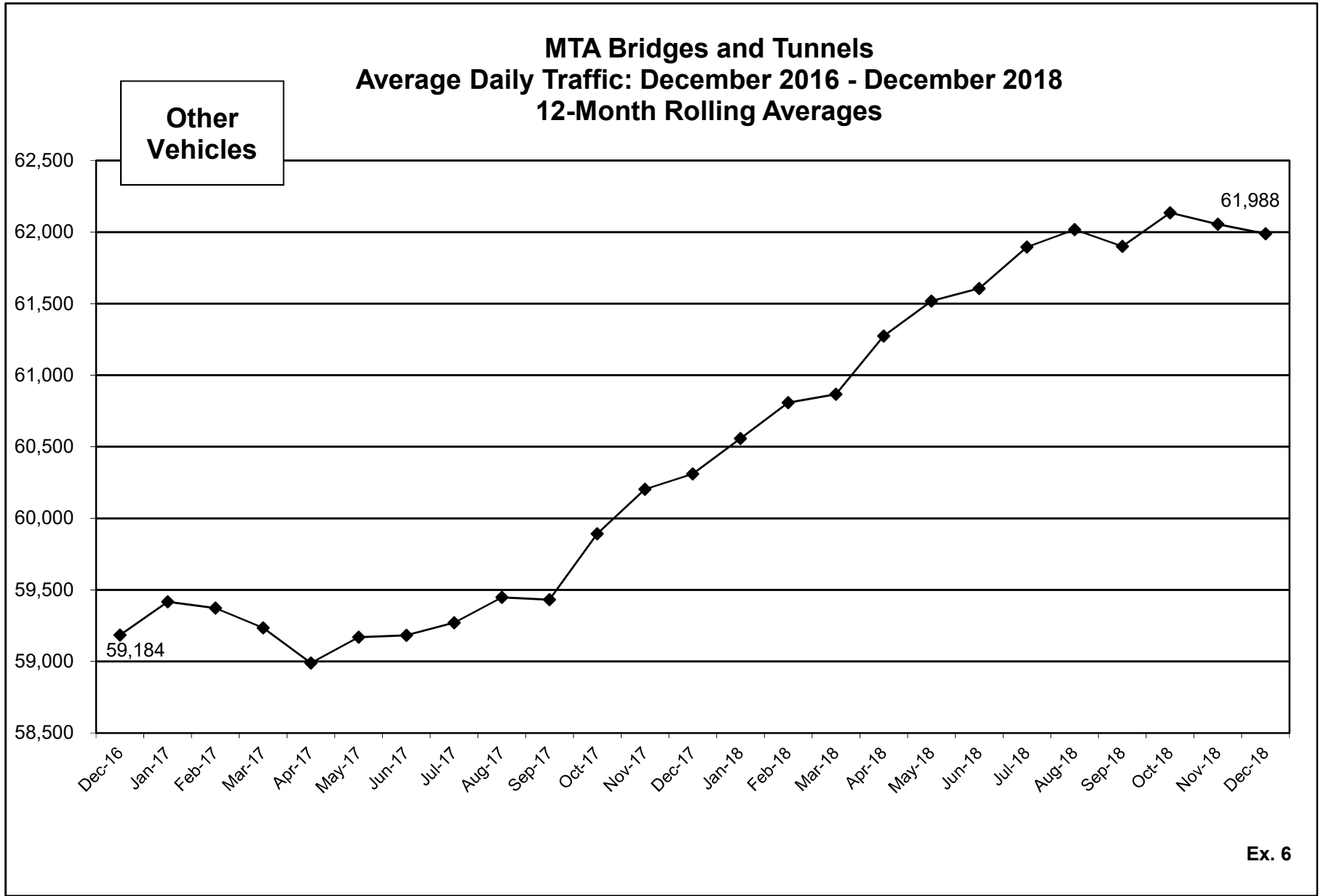
**Includes Tolls by Mail, cash, token, and ticket transactions.*

Ex. 4

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



Ex. 5



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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	4.7%	3.9%	3.6%	4.1%	4.0%
	E-ZPass	6.6%	5.3%	6.0%	7.9%	8.7%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-22.9%	-16.8%	-25.5%	-35.1%	-39.9%
RFK Bridge	Total Vehicles	-0.3%	-1.0%	-0.4%	3.0%	4.1%
	E-ZPass	1.8%	0.6%	1.6%	6.9%	9.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-27.6%	-21.7%	-23.2%	-33.9%	-40.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	17.0%	16.7%	12.4%	10.8%	8.9%
	E-ZPass	18.1%	17.4%	13.4%	12.1%	10.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-5.4%	0.1%	-6.8%	-13.5%	-18.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.9%	3.2%	3.8%	2.4%	2.9%
	E-ZPass	6.5%	5.2%	9.0%	6.2%	10.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-25.4%	-19.1%	-36.7%	-36.5%	-45.4%
Verrazano-Narrows Bridge	Total Vehicles	4.1%	3.3%	3.4%	3.9%	4.0%
	E-ZPass	5.6%	4.4%	4.7%	7.3%	8.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-23.1%	-16.8%	-16.5%	-36.4%	-42.8%
Henry Hudson Bridge	Total Vehicles	3.9%	1.3%	0.5%	0.6%	1.1%
	E-ZPass	4.9%	1.8%	1.0%	1.4%	2.0%
	Tolls By Mail	-14.8%	-7.8%	-8.5%	-11.6%	-13.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.2%	0.9%	0.3%	0.8%	1.1%
	E-ZPass	2.6%	2.0%	1.8%	3.0%	4.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-25.5%	-20.8%	-24.3%	-31.1%	-39.7%

(1) December 2018 vs. December 2017

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

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

(4) April 2018 to December 2018 vs. April 2017 to December 2017

(5) January 2018 to December 2018 vs. January 2017 to December 2017

(6) Includes tokens and tickets

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

Ex. 7

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

Corridor	Toll Media	Dec(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	4.7%	3.9%	3.6%	4.1%	4.0%
	Passenger	5.2%	4.2%	3.7%	4.2%	4.1%
	Other	-1.4%	0.6%	1.2%	2.4%	2.8%
RFK Bridge	Total Vehicles	-0.3%	-1.0%	-0.4%	3.0%	4.1%
	Passenger	0.1%	-0.8%	-0.3%	3.1%	4.2%
	Other	-5.2%	-2.8%	-1.1%	1.6%	2.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	17.0%	16.7%	12.4%	10.8%	8.9%
	Passenger	18.3%	18.0%	13.6%	11.9%	9.8%
	Other	0.7%	0.7%	-1.8%	-1.7%	-2.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.9%	3.2%	3.8%	2.4%	2.9%
	Passenger	4.1%	3.3%	3.8%	2.5%	2.8%
	Other	1.1%	3.1%	4.0%	1.5%	3.3%
Verrazano-Narrows Bridge	Total Vehicles	4.1%	3.3%	3.4%	3.9%	4.0%
	Passenger	4.4%	3.4%	3.5%	3.9%	3.9%
	Other	-1.2%	1.4%	2.5%	4.2%	5.1%
Henry Hudson Bridge	Total Vehicles	3.9%	1.3%	0.5%	0.6%	1.1%
	Passenger	4.0%	1.4%	0.6%	0.7%	1.1%
	Other	-6.9%	-6.6%	-6.7%	-2.6%	2.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.2%	0.9%	0.3%	0.8%	1.1%
	Passenger	1.8%	1.1%	0.4%	0.7%	0.8%
	Other	-6.6%	-3.2%	-1.5%	2.6%	4.9%

(1) December 2018 vs. December 2017

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

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

(4) April 2018 to December 2018 vs. April 2017 to December 2017

(5) January 2018 to December 2018 vs. January 2017 to December 2017

Ex. 8

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,452,652	\$2.54	40	3.9	10.1	15
Feb-17	21,620,767	\$2.49	44	2.0	10.3	6
Mar-17 ⁽³⁾	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,354	\$2.97	60	3.0	-	11
Nov-18	26,584,618	\$2.85	46	7.1	4.7	15
Dec-18	26,947,558	\$2.66	41	6.9	-	11

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
2017 vs. 2016						
December	463,897	\$0.18	(1)	(1.0)	4	(1)
2018 vs. 2017						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,121,931	\$0.26	(1)	3.9	(5)	11
March	1,076,978	\$0.24	0	(0.6)	2	1
April	1,164,225	\$0.29	(8)	0.9	6	1
May	1,509,193	\$0.51	5	(2.8)	-	1
June	1,413,557	\$0.58	(1)	(0.6)	-	5
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,601	\$0.48	5	3.4	-	1
September	615,994	\$0.15	1	4.1	-	8
October	1,233,096	\$0.32	(6)	(0.8)	-	2
November	628,749	\$0.19	(20)	5.0	5	7
December	1,210,503	\$0.04	2	4.9	(7)	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

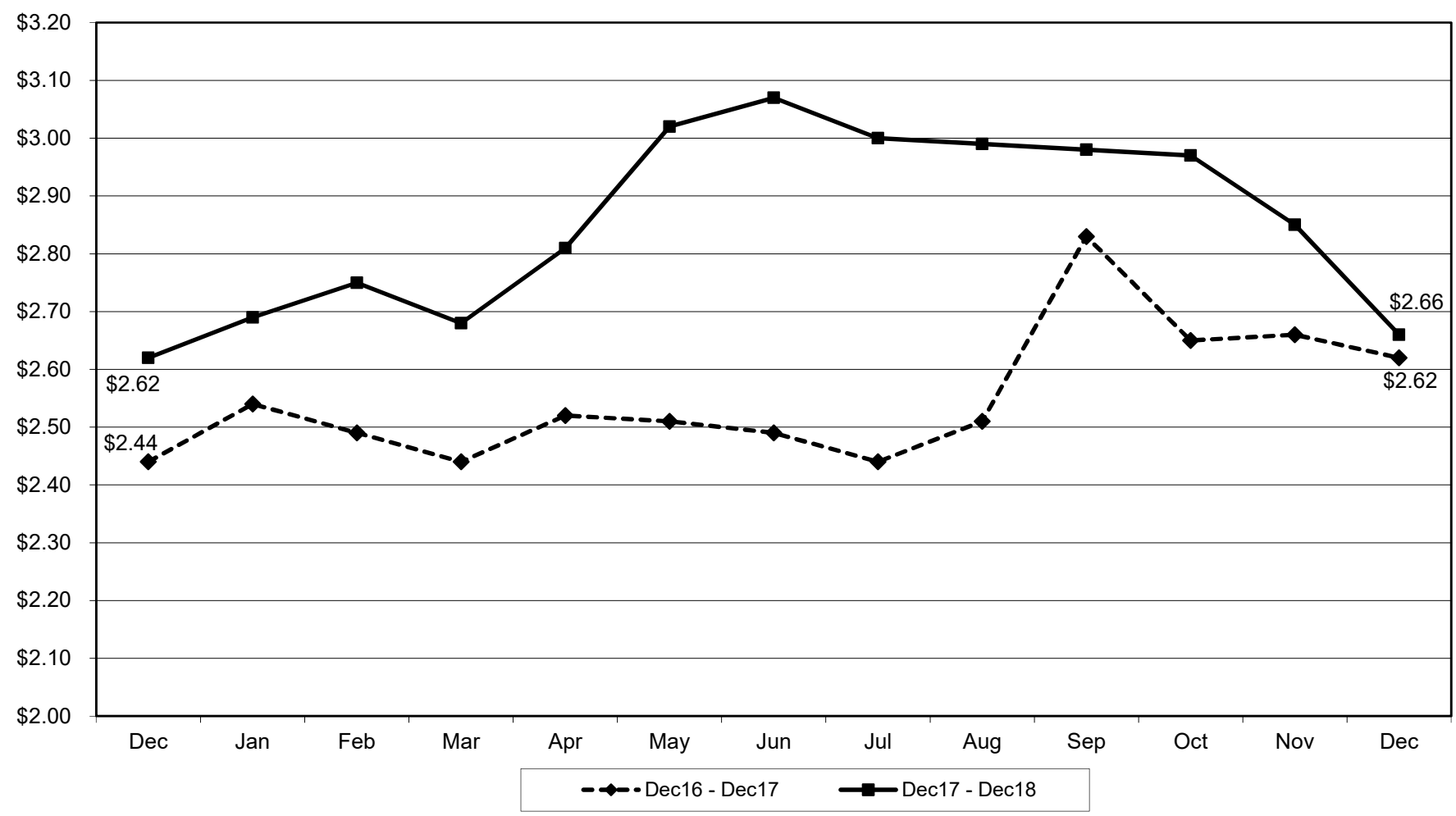
<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Dec-16	839,936	721,175	118,761	780,752	59,184
Jan-17	843,340	724,889	118,451	783,923	59,417
Feb-17	843,572	726,022	117,550	784,199	59,373
Mar-17	840,606	724,805	115,801	781,372	59,234
Apr-17	840,318	725,931	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	874,570	823,069	51,501	812,669	61,901
Oct-18	877,948	827,045	50,903	815,813	62,135
Nov-18	879,671	829,424	50,247	817,616	62,054
Dec-18	882,987	833,780	49,207	821,000	61,988

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
December 2016 - December 2018**





Bridges and Tunnels

Safety Report December 2018



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	January 2016 - December 2016	January 2017 - December 2017	January 2018 - December 2018	
Customer Collisions Rate for Bridge Customers per Million Vehicles	7.49	8.00	6.57	
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.87	0.99	1.01	
Employee Accident Reports	261	245	266	
Employee Lost Time Injuries Rate per 200,000 worker hours	6.7	7.2	8.3	
Construction Injuries per 200,000 worker	1.91	1.49	1.38	
Leading Indicators				
Roadway Safety	2017		2018	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	3	926	24	385
Fleet Preventative Maintenance Insp.	111	1445	127	1626
Safety Taskforce Inspections	4	12	5	13
Construction Safety	December	Year End	December	Year to Date
Construction Safety Inspections	174	3384	229	2271
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	1	14	1	14
FDNY Liaison Visits	1	25	0	29

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.

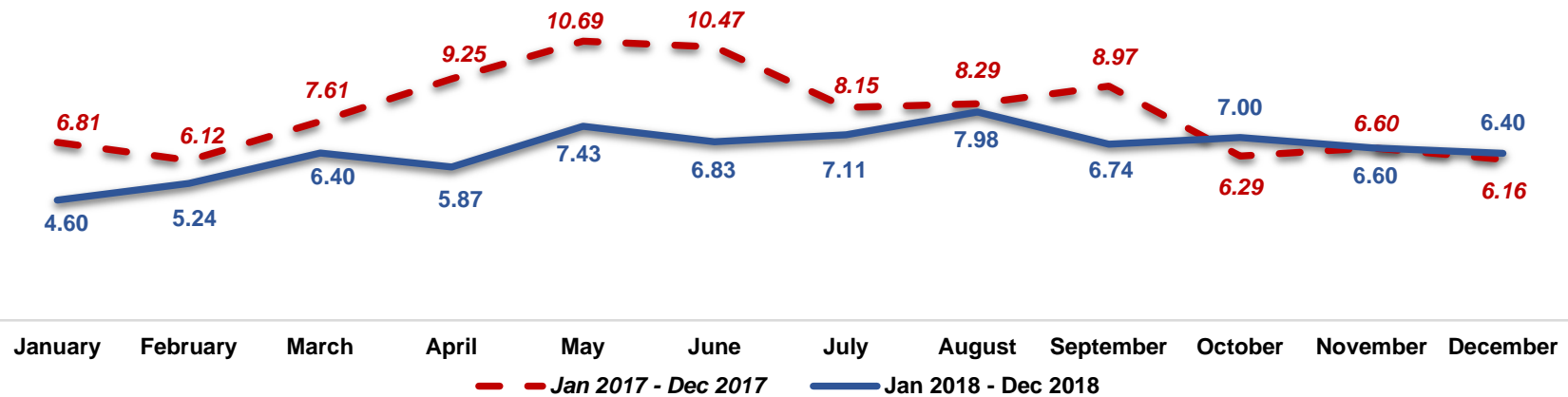
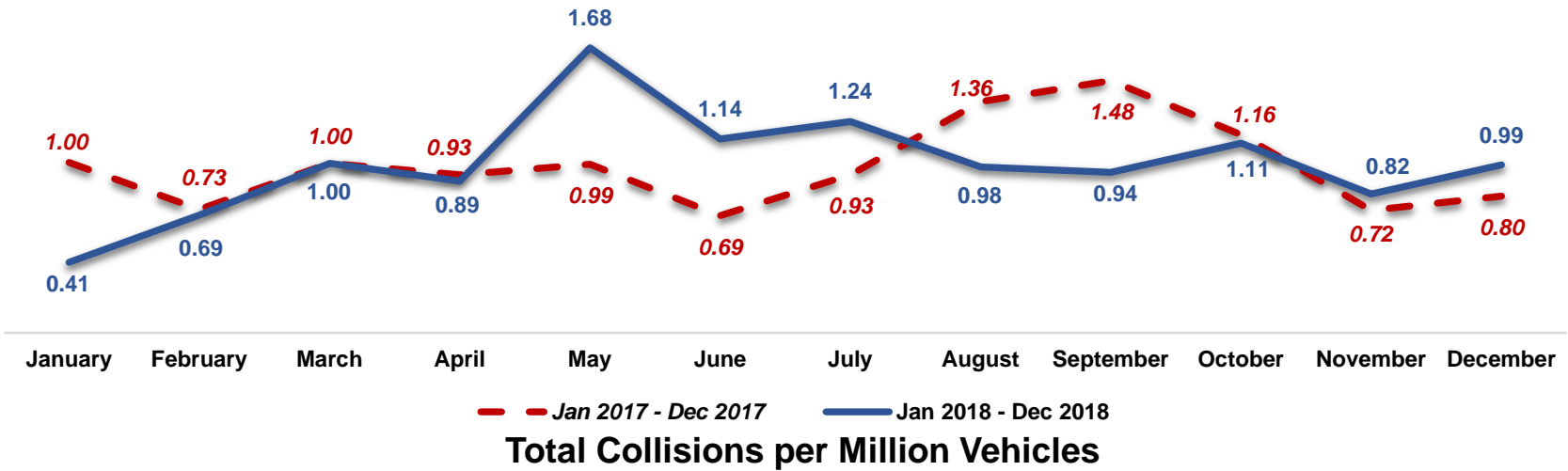
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding 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

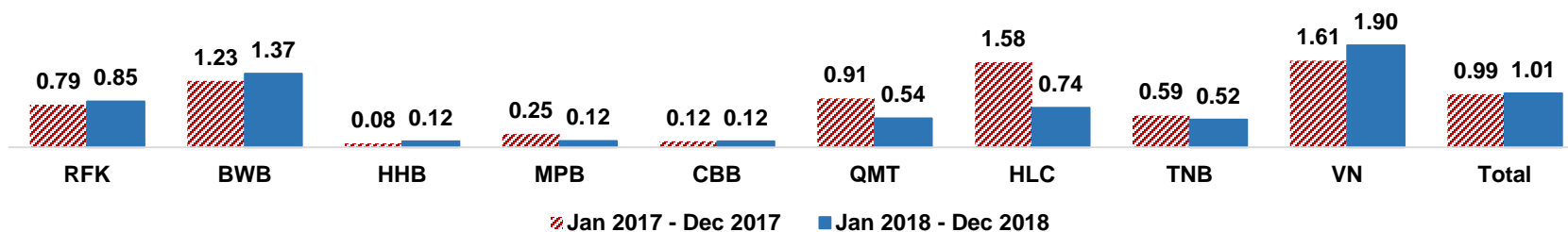




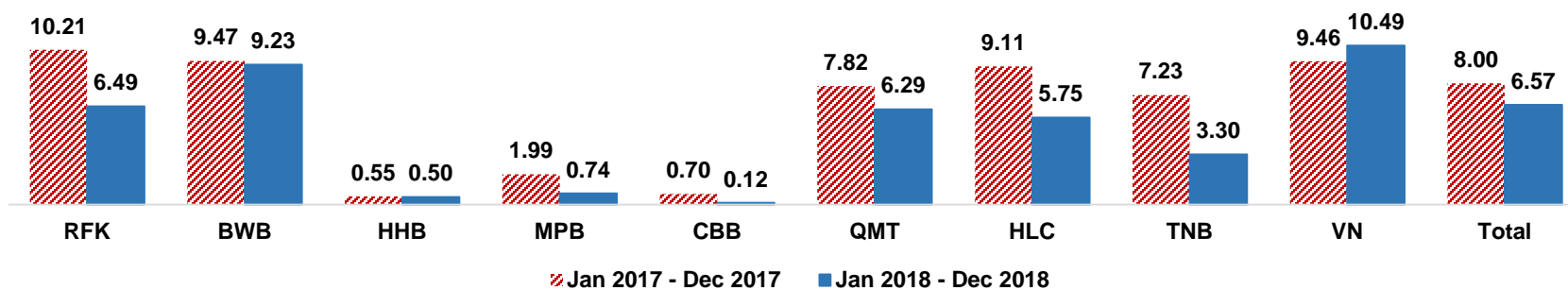
Bridges and Tunnels

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-Dec	18-Jan	18-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
RFK	6.67	6.24	4.17	5.62	4.08	8.62	6.78	5.48	8.48	5.67	8.84	8.17	5.02
BWB	5.18	5.91	6.79	7.60	10.57	10.24	10.30	10.27	12.95	10.54	8.09	9.10	6.99
TNB	5.37	2.47	2.59	4.25	3.53	4.31	3.29	3.20	2.95	2.91	2.34	3.27	4.36
VNB	8.65	5.23	8.73	10.20	8.27	11.11	11.31	13.64	12.64	11.17	10.95	9.30	12.03
QMT	10.68	7.65	6.25	7.12	7.90	6.44	5.21	4.99	5.50	7.02	5.76	7.29	4.87
HLC	4.09	2.87	6.62	7.39	5.77	4.83	5.44	5.09	7.21	5.70	8.57	3.69	5.44
HHB	0.00	0.00	0.00	0.48	0.45	0.85	0.43	0.90	0.44	0.46	0.43	0.47	0.93
MPB	3.26	1.76	0.00	1.63	0.00	1.39	0.00	1.16	0.00	0.00	1.51	1.61	0.00
CBB	0.00	0.00	0.00	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.16	4.60	5.24	6.40	5.87	7.43	6.83	7.11	7.98	6.74	7.00	6.60	6.40



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:

- 49,320 summonses were issued in 2018 — 3.7% lower than 2017.
- 74.4% (36,707) of the summonses issued in 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	YTD Decemeber 2017	YTD December 2018	% Change
Speed	5,786	6,259	8.2%
Disobey Signs/Traffic Control Device	13,344	11,810	(11.5%)
Cell Phone/Texting	2,578	2,154	(16.4%)
Unsafe Lane Change/Failure to Signal	3,014	2,866	(4.9%)
*All Other	26,512	26,231	(1.1%)
Total	51,234	49,320	(3.7%)

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



Bridges and Tunnels

Customer Environment Survey Fourth Quarter 2018



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

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

CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings

- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, administration buildings, and fleet garages.

EXECUTIVE SUMMARY

The following is a summary of the fourth quarter 2018 and year-end 2018 results:

Customer Environment

In the fourth quarter of 2018, B&T striped 14,460 linear feet of roadway at the Verrazzano-Narrows, Robert F. Kennedy, Bronx-Whitestone and Henry Hudson Bridges, as well as at the Queens Midtown Tunnel. B&T striped a total of 379,651 linear feet of roadway in 2018. Clear roadway striping helps B&T customers safely navigate its facilities. To enhance the customer environment, B&T repaired 380 potholes and swept 3,242 miles of roadway in the fourth quarter of 2018. In 2018, a total of 3,855 potholes were repaired and a total of 13,014 miles of roadway were swept.

Customer Safety

The total collision rate was 6.67, 5.0% higher than the 6.35 rate in the fourth quarter of 2017. The collision with injury rate per million vehicles in the fourth quarter of 2018 was 0.98, versus 0.90 in the fourth quarter of 2017, representing an 8.9% increase. The overall collision per million vehicles rate was 6.57 in 2018, versus 8.00 in 2017, a 17.9% improvement. The collision with injury rate per million vehicles in 2018 was 1.01, versus 0.99 in 2017.

Travel Time

In the fourth quarter of 2018, Average Peak Period Travel Time was 13.6% better at B&T facilities than prior to implementation of open road cashless tolling.

PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the fourth quarter of 2018, B&T completed 3,626 work orders, 6 of which were emergencies. During this period, the average time to complete emergency work orders was 0.4 days. B&T completed a total of 13,901 work orders in 2018, 16 of which were for emergencies.

Roadway Lights in Service (%)

In the fourth quarter of 2018, 95.6% of roadway lights were in service, 1.8% more than in the fourth quarter of 2017.

Roadway Sweeping

B&T swept 13,014 miles of roadway in 2018, 15.5% more than in 2017. B&T swept 3,242 miles of roadway in the fourth quarter of 2018, 38.7% more than in the fourth quarter of 2017.

Storm Drains

372 storm drains were cleaned in the fourth quarter and 2000 total for 2018. 2017 saw a spike in the fourth quarter as part of a bridge preservation program that focused on specific sites as part of a cyclical maintenance initiative in those areas.

Potholes Repaired

B&T repaired 380 potholes in the fourth quarter 2018, 13.4% less than the fourth quarter of 2017. A total of 3,855 potholes were repaired in 2018.

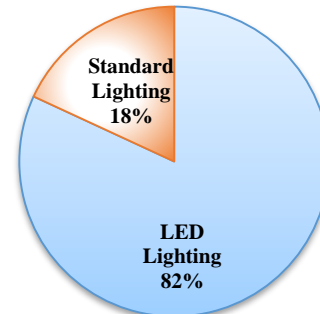
Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter of 2018, B&T striped 14,460 linear feet of roadway at the Robert F. Kennedy Bridge, as well as at the Hugh L. Carey and Queens Midtown Tunnels. A total of 379,651 linear feet of roadway were striped in 2018.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of the fourth quarter of 2018, B&T has upgraded 82% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:
4th Quarter 2018**



Performance Statistics	Year-End				4 th Qtr		% Change
	2015	2016	2017	2018	2017	2018	
Completed Maintenance Work Orders (All)	13,317	12,434	13,877	13,901	3,479	3,626	4.2%
Maintenance Work Orders (Emergency)	19	24	22	16	4	6	50.0%
Avg. days to completion for emergency work order	0.4	0.4	0.2	0.4	0.2	0.4	100.0%
Potholes repaired	4,007	4,120	2,899	3,855	439	380	(13.4%)
Roadway sweeping (miles)	12,601	12,906	11,269	13,014	2,338	3,242	38.7%
Roadway lights in service (%)	90.1%	88.7%	90.9%	95.5%	93.9%	95.6%	1.8%
Storm drains cleaned	2,139	2,098	3,269	2,000	1,332	372	(72.1%)
Tunnel cleaning -walls and ceilings (linear ft.)	304,095	113,901	519,690	4,335,053	44,898	2,179,800	4,755.0%
Roadway striping replaced (linear ft.)	520,007	379,087	617,436	379,651	184,614	14,460	(92.2%)



ORT Travel Time

Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation. Peak period travel time was down an average of 13.6% in the fourth quarter of 2018, and down an average 18.4% for Pre vs. Post Cashless Open Road Tolling Travel Time across all B&T facilities.

4 th Quarter 2018 Peak Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:56	0.0%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:14	11.0%	↓
Throgs Neck Bridge	September 30, 2017	4:37	3:57	14.4%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:20	8.8%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	4:35	23.6%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:33	-3.0%	↑
Verrazzano-Narrows Bridge	July 8, 2017	7:13	5:45	20.3%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:34	20.3%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:10	12.5%	↓
Cashless ORT Total				13.6%	↓

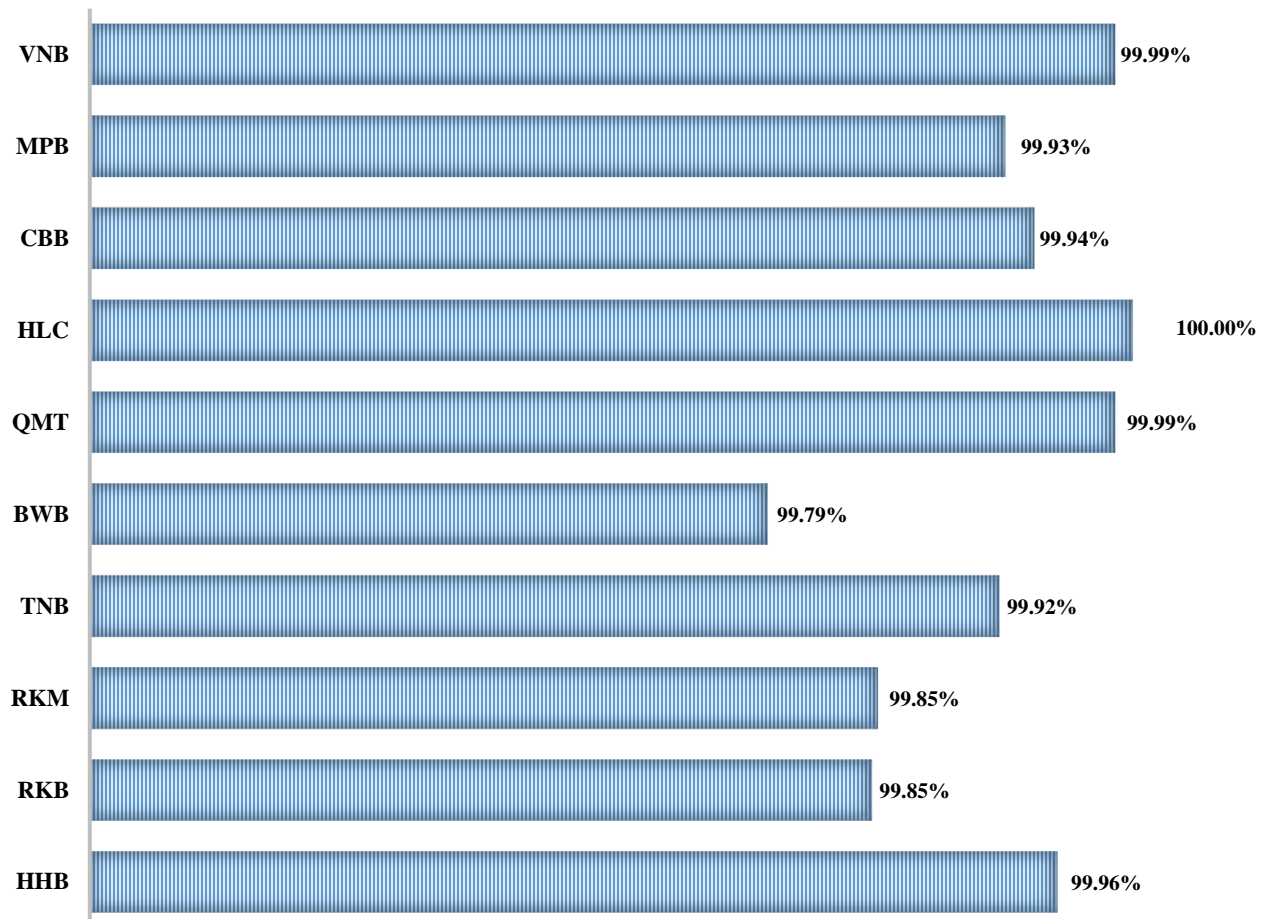
Average Pre vs. Post Cashless Open Road Tolling Travel Time					
Facility	Date of ORT Implementation	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	November 20, 2016	0:56	0:47	16.1%	↓
Bronx-Whitestone Bridge	September 30, 2017	3:38	3:05	15.1%	↓
Throgs Neck Bridge	September 30, 2017	4:37	3:41	20.2%	↓
Robert F. Kennedy Bridge	June 15, 2017	5:51	5:03	13.7%	↓
Queens-Midtown Tunnel	January 10, 2017	6:00	4:33	24.2%	↓
Hugh L. Carey Tunnel	January 4, 2017	4:25	4:11	5.3%	↓
Verrazzano-Narrows Bridge	July 8, 2017	7:13	5:21	25.9%	↓
Marine Parkway Bridge	April 30, 2017	1:58	1:30	23.7%	↓
Cross Bay Bridge	April 30, 2017	1:20	1:10	12.5%	↓
Cashless ORT Total				18.4%	↓



Toll System Availability

Open Road Cashless Tolling (ORT) has been implemented at all B&T facilities. New toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts, or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.92% during the fourth quarter of 2018.

Toll System Availability: 4th Quarter 2018





Customer Safety

Performance Statistics	Year End				4th Qtr	4th Qtr	% Change
	2015	2016	2017	2018	2017	2018	
Collision Rate per Million Vehicles	5.78	7.49	8.00	6.57	6.35	6.67	(5.0%)
Collision with Injury Rate per Million Vehicles	0.95	0.87	0.99	1.01	0.90	0.98	(8.9%)
Speeding Summonses	7,094	5,782	5,930	6,259	1,432	1,687	(17.8%)
Truck Summonses	3,496	2,840	2,371	5,153	642	1,057	(64.6%)
Emergency Response Time (min:sec)	7:45	7:47	7:41	7:20	7:36	7:40	(0.9%)

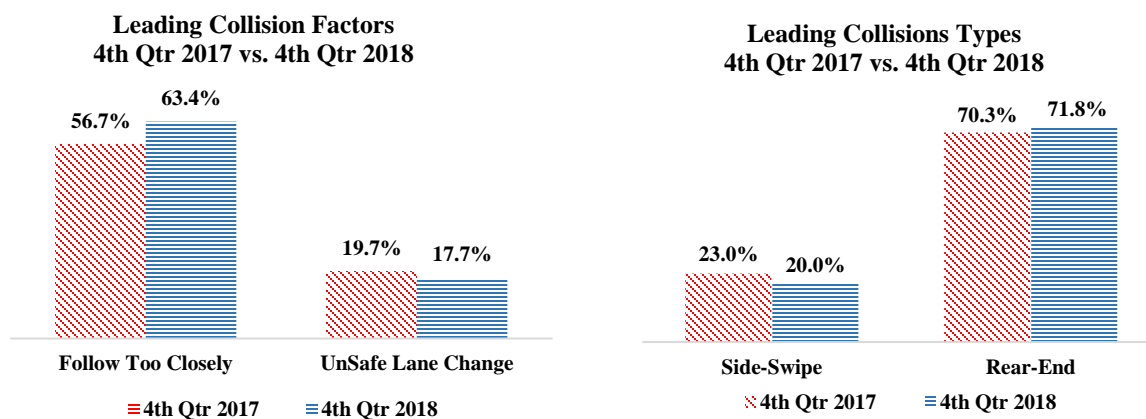
B&T responded to 2,315 roadway incidents in the fourth quarter of 2018. The average response time was 7 minutes and 40 seconds. In 2018, B&T responded to 9,463 roadway incidents, with an average response time of 7 minutes and 20 seconds. Incidents included disabled vehicles, collisions, and debris in the roadway.

In the fourth quarter of 2018, the collision rate per million vehicles was 6.67, and the collision with injury rate per million vehicles was 0.98, as compared to 6.35 and 0.90, respectively, for the same period in 2017. In 2018, the overall collision rate per million vehicles was 6.57, and the collision with injury rate per million vehicles was 1.01, as compared to 8.00 and 0.99 respectively in 2017.

Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 63.4% of collisions in the fourth quarter of 2018. Collisions involving Unsafe Lane Changes decreased by 2.0% compared to the fourth quarter of 2017.

Side-swipe collisions accounted for 20.0% of all collisions in the fourth quarter of 2018, marking a decrease from 23.0% compared to the fourth quarter of 2017.

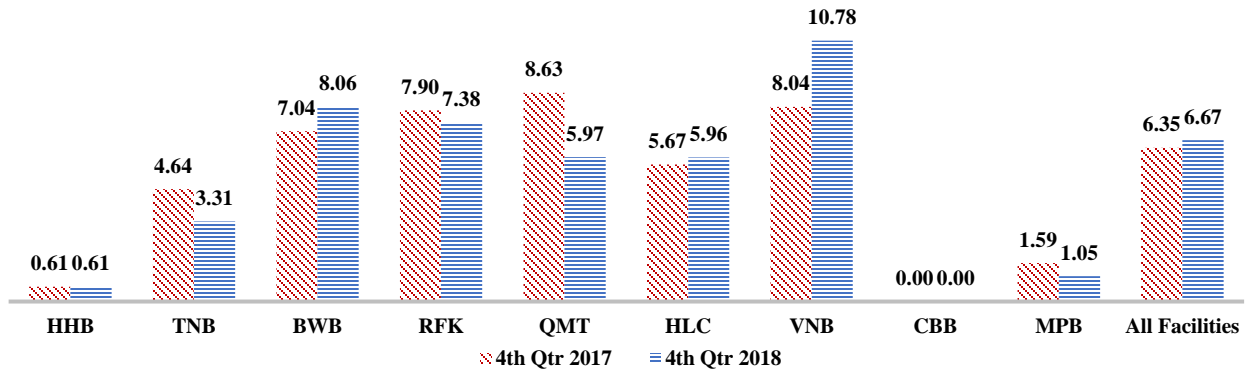
71.8% of the collisions at B&T facilities in the fourth quarter of 2018 were rear-end collisions, 1.5% higher than in the fourth quarter of 2017 (70.3%).



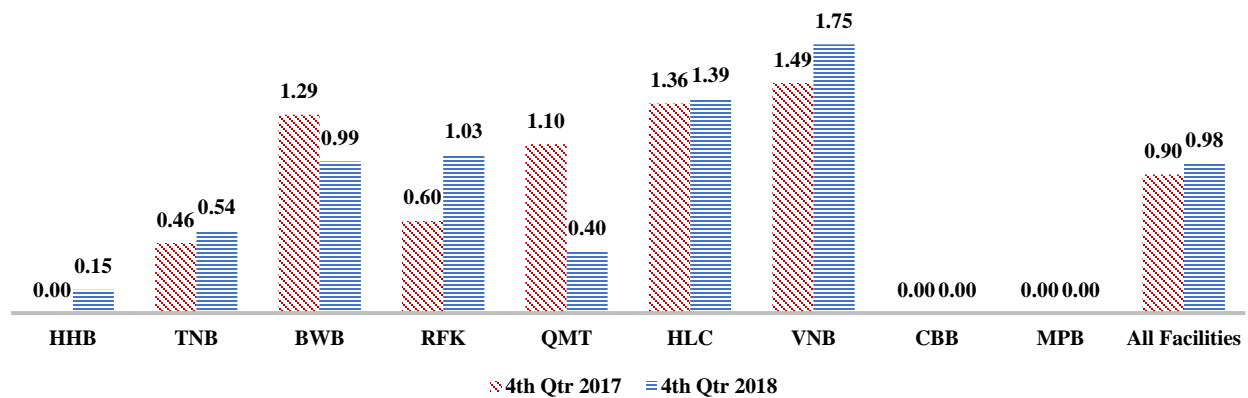


4 out of 9 facilities had lower collisions rates in the fourth quarter of 2018, as compared to the fourth quarter of 2017.

4th Qtr 2018 vs. 4th Qtr 2017 Total Collision Rates per Million Vehicles



4th Qtr 2018 vs. 4th Qtr 2017 Collision with Injuries Rates per Million Vehicles





In the Fourth quarter of 2018, B&T Law Enforcement addressed visibly unsafe driver behavior, including factors that contributed to accidents resulting in:

- 11,288 summonses were issued in the fourth quarter of 2018, 4.4% lower than in the same period of 2017.
- 75.6% (8,534) of the summonses issued in the fourth quarter of 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	4th Qtr. 2017	4th Qtr. 2018	% Change
Speeding	1,346	1,687	25.3%
Disobey Signs/Traffic Control Devices	2,599	2,783	7.1%
Cell Phone/Texting	695	375	(46.0%)
Unsafe Lane Change/Fail to Signal	849	593	(30.2%)
All Other Summonses*	6,323	5,850	(7.5%)
Total	11,812	11,288	(4.4%)

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


Indicator Definitions

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



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



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



Bridges and Tunnels

Report on Cashless Tolling December 2018



MTA Bridges and Tunnels Report on Cashless Tolling February 2019 Committee Meeting

December 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 December, overall E-ZPass market share was 95.2% and the highest month ever, which was 0.8% higher than December 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 95.6% overall in December. Every facility was over 90%, and seven facilities were over 95% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Robert F. Kennedy, Marine Parkway Bridge, and Verrazzano-Narrows Bridge). Overall, 4.4% 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 94.6% overall in December. Each facility was above 90%. Overall, 5.4% of weekend toll transactions were subject to TBM.

IV. Traffic: Distribution by Facility and Time Period

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

In December, 45.7% of traffic volume occurred during the weekday peak periods (21.4% in the AM peak and 24.3% in the PM peak) and 54.3% of the volume occurred on off-peak hours.

V. Payment Method by Facility (Transactions)

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 December, 87.9% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.3% and 4.8% 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 December 2018, our overall facility-wide collection rate is at 100.0% for transactions in October through December 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 December, 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 December, E-ZPass and TBM transactions were 95.2% and 4.8% of all toll transactions, respectively. About 1.7% of E-ZPass transactions resulted in E-ZPass violations. 694,483 toll bills were issued under the TBM program and 166,380 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
December 2018
Preliminary data subject to final audit

I. Traffic: All B&T Facilities by Method of Payment			
	December 2018	December 2017	2018 YTD
E-ZPass ¹	25,667,364	24,085,437	304,329,669
Tolls by Mail ¹	1,280,194	1,651,581	17,960,661
Total	26,947,558	25,737,018	322,290,330
E-ZPass Market Share:			
Total	95.2%	93.6%	94.4%
Cars	95.2%	93.5%	94.3%
Trucks	96.1%	94.6%	95.5%

II. Traffic: Average Weekday by Facility²						
Facility	December 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2018	Dec 2017	Change
Bronx-Whitestone Bridge	132,718	124,876	7,842	94.1%	92.2%	1.9%
Cross Bay Bridge	23,912	22,949	963	96.0%	94.8%	1.1%
Henry Hudson Bridge	74,469	71,646	2,822	96.2%	95.4%	0.8%
Hugh L. Carey Tunnel	58,374	56,633	1,741	97.0%	96.2%	0.8%
Marine Parkway Bridge	22,514	21,846	668	97.0%	96.2%	0.8%
Queens Midtown Tunnel	85,590	82,413	3,177	96.3%	95.7%	0.6%
Robert F. Kennedy Bridge	182,485	173,419	9,066	95.0%	93.4%	1.6%
Throgs Neck Bridge	119,652	113,373	6,279	94.8%	93.0%	1.7%
Verrazzano-Narrows Bridge ¹	<u>213,680</u>	<u>205,866</u>	<u>7,814</u>	<u>96.3%</u>	<u>95.2%</u>	<u>1.1%</u>
All Facilities¹	913,393	873,022	40,371	95.6%	94.3%	1.3%

Notes:

1. 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.
2. Weekday traffic and market share figures do not include holidays.

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

III. Traffic: Average Weekend by Facility						
Facility	December 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Dec 2018	Dec 2017	Change
Bronx-Whitestone Bridge	124,695	115,793	8,902	92.9%	90.0%	2.9%
Cross Bay Bridge	18,128	17,390	738	95.9%	93.8%	2.2%
Henry Hudson Bridge	65,631	62,360	3,271	95.0%	93.8%	1.2%
Hugh L. Carey Tunnel	47,245	45,549	1,696	96.4%	95.0%	1.4%
Marine Parkway Bridge	16,475	15,956	518	96.9%	95.1%	1.7%
Queens Midtown Tunnel	75,133	71,847	3,286	95.6%	94.0%	1.6%
Robert F. Kennedy Bridge	162,196	152,745	9,451	94.2%	91.6%	2.6%
Throgs Neck Bridge	115,913	108,670	7,244	93.8%	90.6%	3.2%
Verrazzano-Narrows Bridge ¹	<u>197,614</u>	<u>188,636</u>	<u>8,979</u>	<u>95.5%</u>	<u>93.6%</u>	<u>1.9%</u>
All Facilities	823,028	778,945	44,084	94.6%	92.3%	2.4%

IV. Traffic: Distribution by Facility & Time Period			
Facility	December 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	22.5%	55.6%
Cross Bay Bridge	23.7%	24.2%	52.0%
Henry Hudson Bridge	21.2%	28.3%	50.5%
Hugh L. Carey Tunnel	23.4%	25.8%	50.8%
Marine Parkway Bridge	25.7%	26.4%	47.8%
Queens Midtown Tunnel	20.6%	22.9%	56.5%
Robert F. Kennedy Bridge	22.7%	21.7%	55.6%
Throgs Neck Bridge	22.9%	23.5%	53.6%
Verrazzano-Narrows Bridge ³	<u>15.6%</u>	<u>28.5%</u>	<u>55.9%</u>
All Facilities	21.4%	24.3%	54.3%

Note:

3. Traffic distributions reported in westbound tolled direction only

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

V. Payment Method by Facility (Transactions)			
Facility	December 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	88.0%	5.6%	6.3%
Cross Bay Bridge	94.7%	1.2%	4.0%
Henry Hudson Bridge	84.1%	11.7%	4.2%
Hugh L. Carey Tunnel	91.0%	5.9%	3.1%
Marine Parkway Bridge	94.4%	2.6%	3.0%
Queens Midtown Tunnel	91.4%	4.6%	4.0%
Robert F. Kennedy Bridge	88.5%	6.3%	5.3%
Throgs Neck Bridge	86.7%	7.6%	5.6%
Verrazzano-Narrows Bridge	<u>85.9%</u>	<u>10.1%</u>	<u>4.0%</u>
All Facilities	87.9%	7.3%	4.8%

VI. Revenue Collection Rates	
Facility	Revenue Collection Rate December 2018 ⁴
Henry Hudson Bridge	101.8%
Hugh L. Carey Tunnel	100.9%
Queens Midtown Tunnel	102.1%
Marine Parkway Bridge	100.8%
Cross Bay Bridge	97.9%
Robert F. Kennedy Bridge	100.2%
Verrazzano-Narrows Bridge	97.7%
Bronx-Whitestone Bridge	100.7%
Throgs Neck Bridge	100.3%
All Facilities	100.0%

Note:

4. Represents total revenue collections from transactions in October through December 2017

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

VII. Customer Service Center			
E-ZPass	December 2018	December 2017	YTD 2018
Total Accounts Opened	18,813	23,909	275,835
Total Active Accounts			3,530,387
Total Active Tags			5,565,154
Total Reload Cards Distributed	2,813	4,189	41,208
Reload Card % of Cash Replenishments			20.20%
Total Active Reload Cards			170,647

Customer Service Center Metrics	December 2018	December 2017	YTD 2018
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	268,594	207,073	3,467,444
Tolls by Mail	121,312	101,718	1,533,243
Violations	34,871	63,748	487,285
Other ⁵	11,891	10,270	169,061
Interactive Voice Response System	822,374	834,449	10,765,675
Total	1,259,042	1,217,258	16,422,708
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:32	4:32	2:13
Violations Call Unit	0:33	4:13	2:47
Tolls By Mail Call Unit	0:22	0:53	0:35

VIII. Toll Processing Metrics		
E-ZPass and Tolls by Mail Metrics	December 2018	YTD 2018
E-ZPass Program		
# of Paid Transactions⁶	22,218,863	264,724,415
Passenger	20,725,989	245,689,503
Commercial	1,492,874	19,034,912
# of Violations Transactions	370,471	4,251,475
Passenger	351,035	4,015,264
Commercial	19,436	236,211
# of Violation Notices Issued (First Notice, by Mail Date)	164,655	1,585,137
Tolls by Mail Program (TBM)		
# of Transactions	1,151,939	15,909,567
Passenger	1,089,884	15,008,928
Commercial	62,055	900,639
# of Violation Transactions⁷	-	7,019,543
Passenger	-	6,622,941
Commercial	-	396,602
# of Toll Bills Issued (By Mail Date)⁸	694,483	8,886,301
# of Violation Notices Issued (By Mail Date)	166,380	2,049,515

Note:

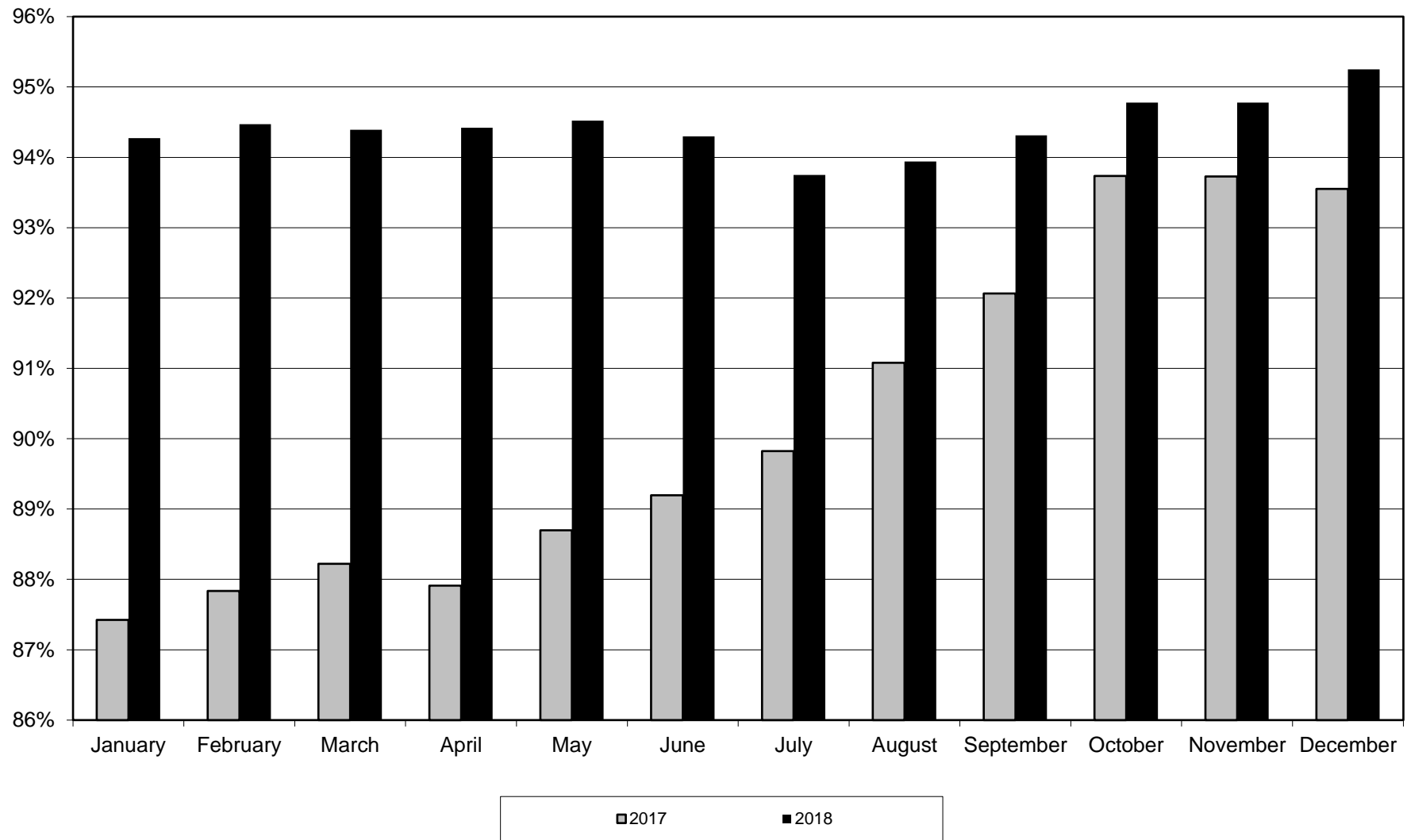
5. Business and retail tag registration calls

6. Includes one-way transactions at the Verrazzano-Narrows Bridge (VNB)

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

8. 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 January 2017 through December 2018





Bridges and Tunnels

Financial Report December 2018



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of December 31, 2018
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	10,296
Investments:	
Unrestricted	139,821
Restricted	902,337
Accrued interest receivable	2,114
Accounts receivable	206,350
Less allowance for uncollectible accounts	-113,289
Tolls due from other agencies	37,031
Prepaid expenses	25,247
	<hr/>
Total current assets	1,209,907

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	9
Facilities, less acc.dep of \$1,619,370	6,328,653
Capital lease 2 Broadway net acc. dep.	37,733
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,369,940

TOTAL ASSETS:	<hr/> 7,579,847
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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	241,443
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 417,549
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> <hr/> 7,997,395
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MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of December 31, 2018**

(in thousands)

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

Current portion-long term debt	317,285
Interest Payable	110,034
Accounts Payable	172,907
Accrued Pension Payable	-
Payable to MTA-CAP	286,229
Due to MTA-Operating Expenses	5,275
Due to NYCTA-Operating Expenses	757
Accrued salaries	36,631
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	5,975
Due to Metropolitan Transportation Authority	72,869
Unredeemed Tolls	184,102
Tolls due to other agencies	64,948
E-ZPass Airport Toll Liability	5,374
	<hr/>
Total current liabilities	1,325,462

NONCURRENT LIABILITIES:

Long term debt	8,993,740
Post Employment Benefits Other than Pensions	774,243
Estimated liability arising from injury	46,654
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	10,270,443

DEFERRED INFLOW OF RESOURCES

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

11,616,658

NET POSITION

-3,619,263**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

7,997,395

*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
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	1,923.208	1,967.062	1,975.663	52.454	2.7	8.601	0.4
Other Operating Revenue	18.936	18.936	23.921	4.985	26.3	4.985	26.3
Capital and Other Reimbursements	(0.000)	0.000	0.000	0.000	100.0	0.000	-
Investment Income	1.240	1.240	2.603	1.363	*	1.363	*
Total Revenue	\$1,943.385	\$1,987.238	\$2,002.186	\$58.802	3.0	\$14.948	0.8
Expenses							
Labor:							
Payroll	\$146.144	\$122.151	\$119.588	\$26.556	18.2	\$2.563	2.1
Overtime	26.807	26.807	23.676	3.131	11.7	3.131	11.7
Health and Welfare	34.158	29.454	26.863	7.295	21.4	2.591	8.8
OPEB Current Payment	22.070	22.359	21.676	0.394	1.8	0.684	3.1
Pensions	37.167	36.335	36.465	0.702	1.9	(0.130)	(0.4)
Other Fringe Benefits	19.558	17.949	21.174	(1.616)	(8.3)	(3.225)	(18.0)
Reimbursable Overhead	(7.568)	(7.568)	(6.327)	(1.241)	(16.4)	(1.241)	(16.4)
Total Labor Expenses	\$278.335	\$247.487	\$243.115	\$35.221	12.7	\$4.373	1.8
Non-Labor:							
Electricity - Non-Traction	\$7.027	\$5.537	\$4.474	\$2.553	36.3	\$1.062	19.2
Fuel	1.882	2.323	1.960	(0.078)	(4.2)	0.363	15.6
Insurance	12.426	11.317	11.755	0.672	5.4	(0.437)	(3.9)
Claims	0.000	0.000	-	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	-	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204.711	187.084	152.519	52.192	25.5	34.565	18.5
Professional Service Contracts	39.991	45.533	39.620	0.371	0.9	5.913	13.0
Materials & Supplies	4.711	4.341	4.550	0.162	3.4	(0.209)	(4.8)
Other Business Expenses	47.321	48.464	43.273	4.048	8.6	5.191	10.7
Total Non-Labor Expenses	\$318.069	\$304.599	\$258.150	\$59.919	18.8	\$46.448	15.2
Total Expenses before Depreciation & GASB Adj.	\$596.405	\$552.086	\$501.265	\$95.140	16.0	\$50.821	9.2
Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
Environmental Remediation	0.000	0.000	-	0.000	-	0.000	-
GASB Pension	15.242	10.403	-	15.242	100.0	10.403	100.0
Total Expenses after Depreciation & GASB Adj.	\$823.836	\$765.720	\$714.423	\$94.171	11.4	\$40.894	5.3
Less: Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
Less: OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
Less: GASB Pension	15.242	10.403	0.000	15.242	100.0	10.403	100.0
Total Expenses	\$596.405	\$552.086	\$501.265	\$95.140	16.0	\$50.821	9.2
Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6

Totals may not add due to rounding

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

REIMBURSABLE

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	23.575	23.575	21.175	(2.400)	(10.2)	(2.400)	(10.2)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$23.575	\$23.575	\$21.175	(\$2.400)	(10.2)	(\$2.400)	(10.2)
Expenses							
Labor:							
Payroll	\$8.506	\$8.506	\$8.816	(\$0.310)	(3.6)	(\$0.310)	(3.6)
Overtime	1.999	1.999	0.330	1.669	83.5	1.669	83.5
Health and Welfare	1.831	1.831	2.144	(0.313)	(17.1)	(0.313)	(17.1)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	2.480	2.480	2.342	0.138	5.6	0.138	5.6
Other Fringe Benefits	1.190	1.190	1.216	(0.026)	(2.2)	(0.026)	(2.2)
Reimbursable Overhead	7.568	7.568	6.327	1.241	16.4	1.241	16.4
Total Labor Expenses	\$23.575	\$23.575	\$21.175	\$2.400	10.2	\$2.400	10.2
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	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	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$23.575	\$23.575	\$21.175	\$2.400	10.2	\$2.400	10.2
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$23.575	\$23.575	\$21.175	\$2.400	10.2	\$2.400	10.2
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$23.575	\$23.575	\$21.175	\$2.400	10.2	\$2.400	10.2
Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$1,923.208	\$1,967.062	\$1,975.663	\$52.454	2.7	\$8.601	0.4
Other Operating Revenue	18.936	18.936	23.921	4.985	26.3	4.985	26.3
Capital and Other Reimbursements	23.575	23.575	21.175	(2.400)	(10.2)	(2.400)	(10.2)
Investment Income	1.240	1.240	2.603	1.363	*	1.363	*
Total Revenue	\$1,966.959	\$2,010.813	\$2,023.361	\$56.402	2.9	\$12.549	0.6
Expenses							
Labor:							
Payroll	\$154.650	\$130.657	\$128.404	\$26.246	17.0	\$2.254	1.7
Overtime	28.806	28.806	24.006	4.800	16.7	4.800	16.7
Health and Welfare	35.988	31.285	29.007	6.981	19.4	2.278	7.3
OPEB Current Payment	22.070	22.359	21.676	0.394	1.8	0.684	3.1
Pensions	39.648	38.815	38.807	0.841	2.1	0.008	0.0
Other Fringe Benefits	20.748	19.139	22.390	(1.642)	(7.9)	(3.251)	(17.0)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$301.910	\$271.062	\$264.290	\$37.621	12.5	\$6.773	2.5
Non-Labor:							
Electricity - Non-Traction	\$7.027	\$5.537	\$4.474	\$2.553	36.3	\$1.062	19.2
Fuel	1.882	2.323	1.960	(0.078)	(4.2)	0.363	15.6
Insurance	12.426	11.317	11.755	0.672	5.4	(0.437)	(3.9)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204.711	187.084	152.519	52.192	25.5	34.565	18.5
Professional Service Contracts	39.991	45.533	39.620	0.371	0.9	5.913	13.0
Materials & Supplies	4.711	4.341	4.550	0.162	3.4	(0.209)	(4.8)
Other Business Expenses	47.321	48.464	43.273	4.048	8.6	5.191	10.7
Total Non-Labor Expenses	\$318.069	\$304.599	\$258.150	\$59.919	18.8	\$46.448	15.2
Total Expenses before Depreciation & GASB Adj.	\$619.979	\$575.661	\$522.440	\$97.539	15.7	\$53.221	9.2
Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	15.242	10.403	0.000	15.242	100.0	10.403	100.0
Total Expenses after Depreciation & GASB Adj.	\$847.411	\$789.295	\$735.598	\$111.813	13.2	\$53.696	6.8
Less: Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
Less: OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
GASB 68 Pension Adjustment	15.242	10.403	0.000	15.242	100.0	10.403	100.0
Total Expenses	\$619.979	\$575.661	\$522.440	\$97.539	15.7	\$53.221	9.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 2 of 2)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$20.517	\$13.943	\$9.684	\$10.833	52.8	\$4.258	30.5
Reserves and Prepaid Expenses	27.961	0.000	(0.793)	28.754	*	0.793	-
GASB Reserve	0.364	0.000	0.000	0.364	100.0	0.000	-
Adjusted Baseline Net Surplus/(Deficit)	\$1,298.138	\$1,421.210	\$1,492.031	\$193.893	14.9	\$70.821	5.0
Less: Debt Service	664.154	654.482	667.808	(3.654)	(0.6)	(13.326)	(2.0)
Less: Contribution to the Capital Program	0.000	119.664	119.664	(119.664)	-	0.000	0.0
Income Available for Distribution	\$633.983	\$647.063	\$704.559	\$70.575	11.1	\$57.495	8.9
Distributable To:							
MTA - Investment Income	1.240	1.240	2.603	1.363	*	1.363	*
MTA - Distributable Income	377.271	380.653	411.821	34.551	9.2	31.169	8.2
NYCT - Distributable Income	255.472	265.171	290.134	34.662	13.6	24.964	9.4
Total Distributable Income:	\$633.983	\$647.063	\$704.559	\$70.575	11.1	\$57.495	8.9
Actual Cash Transfers:							
MTA - Investment Income	0.987	1.477	1.477	0.490	49.6	0.000	0.0
MTA - Transfers	378.416	405.264	404.231	25.815	6.8	(1.033)	(0.3)
NYCT - Transfers	257.518	279.563	287.812	30.294	11.8	8.249	3.0
Total Cash Transfers:	\$636.921	\$686.304	\$693.520	\$56.599	8.9	\$7.216	1.1
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$1,966.959	\$2,010.813	\$2,023.361	56.402	2.9	12.549	0.6
Less: Net Operating Expenses	619.979	575.661	522.440	97.539	15.7	53.221	9.2
Net Surplus/(Deficit)	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6
Deductions from Operating Income:							
B&T Debt Service	\$277.272	\$272.503	\$282.391	(5.120)	(1.8)	(9.888)	(3.6)
Capitalized Assets	20.517	13.943	9.684	10.833	52.8	4.258	30.5
Contribution to Capital Program	0.000	119.664	119.664	(119.664)	-	0.000	0.0
Reserves and Prepaid Expenses	27.961	0.000	(0.793)	28.754	*	0.793	-
GASB Reserve	0.364	0.000	0.000	0.364	100.0	0.000	-
Total Deductions from Operating Inc.	\$326.114	\$406.110	\$410.946	(\$84.832)	(26.0)	(\$4.837)	(1.2)
Total Support to Mass Transit:	\$1,020.866	\$1,029.042	\$1,089.975	\$69.109	6.8	\$60.933	5.9
Totals may not add due to rounding							

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR-TO-DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Vehicle Toll Revenue	Nonreimb	8.601	0.4	Higher toll revenue due to higher traffic
Other Operating Revenue	Nonreimb	4.985	26.3	Higher Other Operating Revenue primarily due to higher than forecast revenue from Tolls by Mail administrative fees
Investment Income	Nonreimb	1.363	*	Higher than anticipated short-term investment returns on fund balances
Payroll	Nonreimb	2.563	2.1	Lower payroll expenses due to vacancies
Overtime	Nonreimb	3.131	11.7	See overtime tables
Health and Welfare	Nonreimb	2.591	8.8	Lower Health and Welfare expenses primarily due to vacancies.
OPEB Current Payment	Nonreimb	0.684	3.1	Lower expenses primarily due to lower than forecast retiree participation in post-employment health insurance benefits
Pensions	Nonreimb	(0.130)	(0.4)	Minor variance
Other Fringe Benefits	Nonreimb	(3.225)	(18.0)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve (\$5.763M), partially offset by lower employer wage taxes due to vacancies (\$1.371M)
Reimbursable Overhead	Nonreimb	(1.241)	(16.4)	Lower than planned overhead charges to the capital program
Electricity - Non-Traction	Nonreimb	1.062	19.2	Lower than planned electricity expenses
Fuel	Nonreimb	0.363	15.6	Lower than planned fuel expenses
Insurance	Nonreimb	(0.437)	(3.9)	Higher expenses primarily due to the timing of property insurance premiums
Maintenance and Other Operating Contracts	Nonreimb	34.565	18.5	Lower expenses primarily due to the timing of Major Maintenance projects (\$15.997M) and lower than anticipated E-ZPass Customer Service Center expenses (\$14.219M)
Professional Service Contracts	Nonreimb	5.913	13.0	Lower expenses primarily for miscellaneous consulting services across numerous areas (\$1.568M), customer outreach costs (\$2.609M), and bond issuance costs (\$1.448 M).
Materials & Supplies	Nonreimb	(0.209)	(4.8)	Higher than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	5.191	10.7	Lower expenses primarily due to lower than forecast toll collection processing fees
Capital and Other Reimbursements				
Payroll	Reimb	(0.310)	(3.6)	Higher than estimated time spent on projects eligible for reimbursement from the capital program
Overtime	Reimb	1.669	83.5	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Health and Welfare	Reimb	(0.313)	(17.1)	Higher than estimated time spent on projects eligible for reimbursement from the capital program
Pensions	Reimb	0.138	5.6	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Other Fringe Benefits	Reimb	(0.026)	(2.2)	Higher than estimated time spent on projects eligible for reimbursement from the capital program
Reimbursable Overhead	Reimb	1.241	16.4	Lower than planned overhead charges to the capital program

Preliminary 2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2018 Adopted Budget		2018 Final Estimate		Actuals		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	2018 Adopted Budget		2018 Final Estimate	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
Operations & Maintenance										
<u>Scheduled Service</u>	76,414	\$5.081	73,246	\$4.657	58,916	\$2.997	17,498	\$2.084	14,330	\$1.660
							22.9%	41.0%	19.6%	35.6%
<u>Unscheduled Service</u>	3,132	\$0.252	2,273	\$0.160	441	\$0.025	2,691	\$0.227	1,832	\$0.135
							85.9%	90.1%	80.6%	84.4%
<u>Programmatic/Routine Maintenance</u>	18,553	\$1.550	28,224	\$2.280	38,510	\$2.489	(19,957)	(\$0.939)	(10,287)	(\$0.209)
							-107.6%	-60.6%	-36.4%	-9.2%
<u>Unscheduled Maintenance</u>	14,535	\$1.215	15,336	1.218	11,652	\$0.740	2,884	\$0.475	3,685	\$0.478
							19.8%	39.1%	24.0%	39.2%
<u>Vacancy/Absentee Coverage</u>	197,001	\$13.174	173,828	\$11.147	165,998	\$8.516	31,003	\$4.658	7,830	\$2.631
							15.7%	35.4%	4.5%	23.6%
<u>Weather Emergencies</u>	5,229	\$0.358	15,075	\$1.043	15,254	\$0.844	(10,025)	(\$0.486)	(179)	\$0.199
							**	**	-1.2%	19.1%
<u>Safety/Security/Law Enforcement</u>	17,692	\$1.167	22,747	\$1.441	19,198	\$0.973	(1,506)	\$0.194	3,550	\$0.468
							-8.5%	16.6%	15.6%	32.5%
<u>Other</u>	110	\$0.012	10,405	\$1.048	26,556	\$2.140	(26,446)	(\$2.128)	(16,151)	(\$1.092)
							**	**	**	**
<u>*All Other Departments and Accruals</u>		\$3.998		\$3.813		\$4.952		(\$0.954)		(\$1.139)
								-23.9%		-29.9%
Subtotal	332,666	\$26.807	341,134	\$26.807	336,523	\$23.676	(3,857)	\$3.131	4,611	\$3.131
							-1.2%	11.7%	1.4%	11.7%
REIMBURSABLE OVERTIME										
	34,492	\$1.999	23,738	\$1.999	3,628	\$0.330	30,864	\$1.669	20,110	\$1.669
							89.5%	83.5%	84.7%	83.5%
TOTAL OVERTIME	367,158	\$28.806	364,872	\$28.806	340,151	\$24.006	27,007	\$4.800	24,721	\$4.800
							7.4%	16.7%	6.8%	16.7%

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
Preliminary 2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Var. - Fav./(Unfav)		December 2018 Year-To-Date
	Actual vs. 2018 Final Est.		Explanations
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
Operations & Maintenance			
<u>Scheduled Service</u>	14,330	\$1.660	Lower than planned expenses
	19.6%	35.6%	
<u>Unscheduled Service</u>	1,832	\$0.135	Lower than planned expenses
	80.6%	84.4%	
<u>Programmatic/Routine Maintenance</u>	(10,287)	(\$0.209)	Higher than planned expenses
	-36.4%	-9.2%	
<u>Unscheduled Maintenance</u>	3,685	\$0.478	Lower than planned expenses
	24.0%	39.2%	
<u>Vacancy/Absentee Coverage</u>	7,830	\$2.631	Lower than planned expenses
	4.5%	23.6%	
<u>Weather Emergencies</u>	(179)	\$0.199	Lower than planned expenses
	-1.2%	19.1%	
<u>Safety/Security/Law Enforcement</u>	3,550	\$0.468	Lower than planned expenses
	15.6%	32.5%	
<u>Other</u>	(16,151)	(\$1.092)	Higher than planned expenses
	**	**	
<u>*All Other Departments and Accruals</u>		(\$1.139)	Primarily due to adjustments for the 28-day OT payroll lag
		-29.9%	
Subtotal	4,611	\$3.131	
	1.4%	11.7%	
REIMBURSABLE OVERTIME	20,110	\$1.669	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
	84.7%	83.5%	
TOTAL OVERTIME	24,721	\$4.800	
	6.8%	16.7%	

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.

METROPOLITAN TRANSPORTATION AUTHORITY
2018 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

Comparison Current Year vs. Prior Year

	Prior Year*		Current Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	46.0	\$327.8	48.0	\$334.2	4.2%	1.9%
Cross Bay	8.4	18.7	8.5	18.6	1.0%	-0.4%
Henry Hudson	25.6	84.5	25.8	84.4	1.1%	-0.1%
Hugh L. Carey	17.5	105.7	18.8	114.6	7.4%	8.5%
Marine Parkway	8.0	18.2	8.1	17.5	1.2%	-4.0%
Queens Midtown	25.1	157.4	27.6	175.7	9.9%	11.6%
RFK	63.8	437.7	66.4	448.9	4.1%	2.6%
Throgs Neck	43.7	345.6	44.3	346.0	1.5%	0.1%
Verrazano-Narrows	71.9	416.3	74.8	435.7	4.0%	4.7%
Total	310.0	\$1,911.9	322.3	\$1,975.7	4.0%	3.3%
Revenue Per Vehicle		\$6.167		\$6.130		-0.6%

*Toll increase implemented on March 19, 2017

Comparison Actual vs. Adopted Budget and Final Estimate

	Adopted Budget	Final Estimate	Prelim Actual	Percentage Change	
				Adopted Budget	Final Estimate
Traffic	308.4	321.1	322.3	4.5%	0.4%
Toll Revenue	\$1,923.2	\$1,967.1	\$1,975.7	2.7%	0.4%
Revenue Per Vehicle	\$6.236	\$6.126	\$6.130	-1.7%	0.1%

Note: Numbers may not add due to rounding.

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
December 2018

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	7	8	(1)	1 Managerial overage
Law ⁽¹⁾	17	13	4	1 Managerial vacancy and 3 Professional vacancies
CFO ⁽²⁾	28	23	5	3 Managerial and 2 Professional vacancies
Administration ⁽³⁾	43	34	9	1 Managerial vacancy and 8 Professional vacancies
EEO	2	1	1	2 Managerial vacancies and 1 Professional overage
Total Administration	97	79	18	
Operations				
Revenue Management	37	35	2	3 Managerial vacancies and 1 Professional overage
Operations (Non-Security)	59	52	7	6 Managerial vacancies and 1 Professional vacancy
Total Operations	96	87	9	
Maintenance				
Maintenance	225	249	(24)	4 Managerial and 2 Professional vacancies, and 30 Maintainer overages
Operations - Maintainers	161	161	-	
Total Maintenance	386	410	(24)	
Engineering/Capital				
Engineering & Construction	192	149	43	5 Managerial and 38 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	18	4	1 Managerial vacancy and 3 Professional vacancies
CFO-Planning & Budget Capital	31	26	5	6 Managerial vacancies and 1 Professional overage
Total Engineering/Capital	255	202	53	
Public Safety				
Operations (Security)	615	575	40	24 Managerial and 16 Operational vacancies
Internal Security - Operations	48	35	13	4 Managerial and 9 Professional vacancies
Total Public Safety	663	610	53	
Total Positions	1,497	1,388	109	
Non-Reimbursable	1,410	1,301	109	
Reimbursable	87	87	-	
Total Full-Time	1,497	1,388	109	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

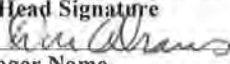
MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2018

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	36	30	6	3 vacancies in CFO, 2 in EEO, 1 vacancy in Law and 1 in Administration, and 1 overage in Executive
Professional, Technical, Clerical	61	49	12	8 vacancies in Administration, 3 in Law, 2 in CFO, and 1 overage in EEO
Operational Hourlies	-	-	-	
Total Administration	97	79	18	
Operations				
Managers/Supervisors	62	53	9	3 vacancies in Revenue Management and 6 in Operations
Professional, Technical, Clerical	34	34	-	1 vacancy in Operations and 1 overage in Revenue Management
Operational Hourlies	-	-	-	
Total Operations	96	87	9	
Maintenance				
Managers/Supervisors	24	20	4	4 vacancies in Maintenance
Professional, Technical, Clerical	19	17	2	2 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	343	373	(30)	30 Maintainer overages in Maintenance
Total Maintenance	386	410	(24)	
Engineering/Capital				
Managers/Supervisors	59	47	12	5 Managerial vacancies in Engineering, 6 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	196	155	41	38 vacancies in Engineering, 3 in Law, 1 in Safety & Health, and 1 overage in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	202	53	
Public Safety				
Managers/Supervisors	189	161	28	24 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	27	9	9 vacancies in Internal Security
Operational Hourlies ⁽²⁾	438	422	16	16 BTO vacancies in Operations
Total Public Safety	663	610	53	
Total Positions				
Managers/Supervisors	370	311	59	
Professional, Technical, Clerical	346	282	64	
Operational Hourlies	781	795	(14)	
Total Positions	1,497	1,388	109	

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

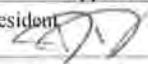
(2) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.


Staff Summary

Subject:	2018 TBTA Operating Surplus
Department:	Finance
Department Head Name	Dore Abrams
Department Head Signature	
Project Manager Name	Lloyd Jairam

Date	February 19, 2019
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/25/19			
2	MTA Finance Committee	02/27/19			
3	MTA Board	02/27/19			

Internal Approvals			
Order	Approval	Order	Approval
2	President 		VP Staff Services
	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
1	Chief Financial Officer 		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$701,956,071 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$2,602,772 representing 2018 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2019 TBTA Surplus as per attached Resolution.

DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2018. The amount of surplus available for transfer to the MTA and NYCTA is \$701,956,071. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2018 is \$2,602,772.

BUDGET IMPACT: None.

ALTERNATIVES: None.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

RESOLVED, that the Acting Chairman and Chief Executive Officer or their related designees are hereby authorized to certify to the Mayor of the City of New York and to the Acting Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2018 is \$701,956,071.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2018, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$2,008,094,706
Operating Expense	<u>(501,264,246)</u>
Net Operating Revenue	\$1,506,830,460
Debt Service on Bonds	(680,720,544)
Contribution to the Capital Program	(119,663,998)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	4,401,766
Purchase of Capital Assets Funded from Operations	(9,684,036)
Decrease in Prepaid Expenses and other Adjustments	<u>792,423</u>
Operating Surplus	<u>\$ 701,956,071</u>

February 20, 2018

RESOLVED, that the amount of \$2,602,772 representing the Authority's investment income for the year 2018 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$2,620,772 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Acting Chairman and Chief Executive Officer or their related designees are authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2018 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed Upon Procedures Performed in
Connection with the Schedule of Operating
Surplus for the Year Ended December 31, 2018

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board
Metropolitan Transportation Authority
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist the Authority in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2018 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2018. The sufficiency of these procedures is solely the responsibility of the parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures enumerated in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The agreed-upon procedures do not constitute an audit of the financial statements or any part thereof, the objective of which is the expression of an opinion on the financial statements or a part thereof. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Board of Directors of the Metropolitan Transportation Authority and managements of Triborough Bridge and Tunnel Authority, Metropolitan Transportation Authority, and the New York City Transit Authority and is not intended to be and should not be used by anyone other than the specified parties.

Deloitte & Touche LLP

February 6, 2019

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2018

OPERATING REVENUES (Procedure 1)	\$ 2,008,094,706
OPERATING EXPENSES (Procedure 2)	<u>(501,264,246)</u>
NET OPERATING REVENUE	1,506,830,460
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	792,423
DEBT SERVICE ON BONDS (Procedure 3)	(680,720,544)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	4,401,766
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(9,684,036)
CAPITAL CONTRIBUTION - PAYGO (Procedure 8)	(119,663,998)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>-</u>
OPERATING SURPLUS	<u>\$ 701,956,071</u>

See Independent Accountants' Report on Applying
Agreed-Upon Procedures and accompanying notes.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

NOTES TO THE SCHEUDLE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2018 (Exhibit A)

1. OPERATING SURPLUS CALCULATION REQUIREMENTS

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's consolidated financial statements because they operate under the direction of the MTA Board and the MTA is financially accountable for these entities.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2018 (Exhibit A)

1. OPERATING REVENUES

- We compared the "Operating Revenues" (net of other revenues) of the Triborough Bridge and Tunnel Authority ("TBTA") appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

We found no exceptions as a result of the procedures.

2. OPERATING EXPENSES

- We compared the aggregate "Operating Expenses" of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.

We found no exceptions as a result of the procedures.

- We compared the following expense items to the general ledger: "Interest Expense on Bond Indebtedness" and "Reimbursement of Personnel Costs," as noted on Exhibit C.

We found no exceptions as a result of the procedures.

- We recalculated the "Decrease in Prepaid Expenses and Other Adjustments" appearing on the Schedule of Operating Surplus (Exhibit A) and compared it to the general ledger. We inquired if the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2018 (Exhibit A)

3. DEBT SERVICE ON BONDS

- We compared the “Debt Service” on the following bonds appearing on the Schedule of Operating Surplus (Exhibit A) to the TBTA debt service schedules:
 - General Revenue Bonds, and
 - Subordinate Revenue Bonds.

We found no exceptions as a result of the procedures.

- We compared the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

We found no exceptions as a result of the procedures.

- We verified that in all cases, the debt service represents interest paid and/or accrued applicable to calendar year 2018 and the principal payment due January 1, 2019, on all bond indebtedness and certificates.

We found no exceptions as a result of the procedures.

4. INTEREST INCOME

- We compared the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the debt service schedules and noted no differences. We inquired if interest income is excluded from operating revenue on the Schedule of Operating Surplus and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.

We found no exceptions as a result of the procedures.

- We inquired if interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2018 (Exhibit A)

operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

We found no exceptions as a result of the procedures.

- We inquired whether unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

We found no exceptions as a result of the procedures.

5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We compared the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

We found no exceptions as a result of the procedures.

6. NECESSARY RECONSTRUCTION RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan which was approved by the Finance Committee to set aside and reduce the operating surplus by \$0 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We inquired that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2018 (Exhibit A)

7. GASB 43 RESERVE

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB 43 Reserve Account" to the TBTA Financial Plan which was approved by the Finance Committee, to set aside and reduce the operating surplus by \$0 and noted no differences.

We found no exceptions as a result of the procedures.

8. CAPITAL CONTRIBUTION-PAYGO

- We compared the amount appearing on the Schedule of Operating Surplus as "Capital Contribution- PAYGO" to the TBTA July Financial Plan 2019-2022 which was approved by the Finance Committee to set aside and reduce the operating surplus by \$119,663,998 and noted no differences.

We found no exceptions as a result of the procedures.

* * * * *

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2018

TOTAL REVENUES		\$	2,010,697,478
LESS INTEREST INCOME			<u>2,602,772</u>
OPERATING REVENUES (Exhibit A)		\$	<u>2,008,094,706</u>
TOTAL EXPENSES		\$	890,799,321
LESS: Interest Expense on Bond Indebtedness	\$	368,359,218	
Reimbursement of Personnel Costs		<u>21,175,857</u>	<u>389,535,075</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>501,264,246</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2017	\$	26,039,828	
Balance December 31, 2018		<u>25,247,405</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>(792,423)</u>
DEBT SERVICE:			
TBTA	\$	290,902,173	
MTA		119,864,794	
NYCTA		<u>265,551,811</u>	
Subtotal			676,318,778
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)			<u>4,401,766</u>
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>680,720,544</u>



Bridges and Tunnels

2019 Adopted Budget/Financial Plan 2019-2022

**MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN 2019-2022
2018 FINAL ESTIMATE AND 2019 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2018 Final Estimate, 2019 Adopted Budget and the Financial Plan for 2019-2022. The Adopted Budget does not include MTA Plan Adjustments that were presented in the November Financial Plan and adopted by the Board in December 2018.

The following schedules detail the monthly allocation of financial (including overtime), positions, and utilization data based on the 2019 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES & TUNNELS
February Financial Plan 2019-2022
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	1,410	\$1,435.152	1,412	\$1,429.806	1,418	\$1,431.133	1,418	\$1,423.035	1,418	\$1,402.727

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2019 February Financial Plan: Net Surplus/(Deficit)	1,410	\$1,435.152	1,412	\$1,429.806	1,418	\$1,431.133	1,418	\$1,423.035	1,418	\$1,402.727
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MTA BRIDGES & TUNNELS
February Financial Plan 2019-2022
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2018 November Financial Plan: Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2019 February Financial Plan: Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000
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MTA BRIDGES AND TUNNELS
February Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

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

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

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

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>					
Page 1 of 2					
Operating Revenue					
Toll Revenue	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Other Operating Revenue	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	23.575	24.046	24.527	25.018	25.518
Investment Income	1.240	1.240	1.240	1.240	1.240
Total Revenues	\$2,010.813	\$2,027.860	\$2,035.096	\$2,043.535	\$2,043.964
Operating Expense					
<u>Labor:</u>					
Payroll	\$130.657	\$148.395	\$150.435	\$153.040	\$156.155
Overtime	28.806	29.386	29.975	30.576	31.189
Health and Welfare	31.285	34.238	35.486	37.183	38.989
OPEB Current Payments	22.359	24.213	25.292	26.684	28.151
Pension	38.815	38.143	36.264	36.725	37.439
Other Fringe Benefits	19.139	21.983	22.932	23.142	24.374
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$271.062	\$296.358	\$300.385	\$307.349	\$316.298
<u>Non-Labor:</u>					
Electric Power	\$5.537	\$5.925	\$6.092	\$6.302	\$6.574
Fuel	2.323	2.474	2.456	2.383	2.338
Insurance	11.317	12.217	12.872	13.583	14.361
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	187.084	183.024	184.568	191.931	200.683
Professional Services Contracts	45.533	44.100	42.092	42.119	43.526
Materials and Supplies	4.341	4.421	4.522	4.572	4.678
Other Business Expenses	48.464	49.535	50.976	52.261	52.780
Total Non-Labor Expenses	\$304.599	\$301.696	\$303.579	\$313.151	\$324.939
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$575.661	\$598.054	\$603.963	\$620.501	\$641.237
Depreciation	\$138.759	\$148.432	\$158.779	\$169.848	\$181.689
OPEB Liability Adjustment	64.472	67.696	71.081	74.635	78.367
GASB 68 Pension Expense Adjustment	10.403	12.575	14.816	16.158	17.221
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$789.295	\$826.757	\$848.639	\$881.142	\$918.513
Less: Depreciation	138.759	148.432	158.779	169.848	181.689
Less: OPEB Liability Adjustment	64.472	67.696	71.081	74.635	78.367
Less: GASB 68 Pension Exp Adjustment	10.403	12.575	14.816	16.158	17.221
Total Expenses	\$575.661	\$598.054	\$603.963	\$620.501	\$641.237
Net Surplus/(Deficit)	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727

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

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable					
Page 2 of 2					
Net Surplus/(Deficit)	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$13.943	\$24.696	\$27.090	\$21.899	\$22.409
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Less: Debt Service	\$654.482	\$684.411	\$698.408	\$724.989	\$731.421
Less: Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000
Income Available for Distribution	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
<u>Distributable To:</u>					
MTA - Investment Income	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	380.653	352.317	382.703	388.896	379.819
NYCT - Distributable Income	265.171	234.161	265.068	272.132	267.838
Total Distributable Income	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
<u>Actual Cash Transfers:</u>					
MTA - Investment Income - Prior Year	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	405.265	355.148	379.665	388.277	380.726
NYCT - Cash Surplus Transfer	279.564	237.261	261.978	271.426	268.267
Total Cash Transfers	\$686.306	\$593.650	\$642.882	\$660.943	\$650.234
SUPPORT TO MASS TRANSIT:					
Total Revenue	\$2,010.813	\$2,027.860	\$2,035.096	\$2,043.535	\$2,043.964
Total Expenses Before Non-Cash Liability Adjs.	575.661	598.054	603.963	620.501	641.237
Net Operating Income	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$272.503	\$292.640	\$307.865	\$336.761	\$355.676
Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000
Capitalized Assets	13.943	24.696	27.090	21.899	22.409
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$406.110	\$450.317	\$391.578	\$372.538	\$378.085
Total Support to Mass Transit	\$1,029.042	\$979.489	\$1,039.555	\$1,050.496	\$1,024.642

MTA BRIDGES AND TUNNELS
2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	73,755	\$4.819	17.6%
Unscheduled Service	5,289	0.362	1.3%
Programmatic/Routine Maintenance	25,327	2.063	7.5%
Unscheduled Maintenance	18,655	1.523	5.6%
Vacancy/Absentee Coverage	173,495	11.444	41.8%
Weather Emergencies	17,279	1.315	4.8%
Safety/Security/Law Enforcement	25,803	1.668	6.1%
Other	10,634	0.867	3.2%
All Other Departments and Adjustments *	0	3.286	12.0%
Subtotal	350,237	\$27.347	100.0%
REIMBURSABLE OVERTIME	13,591	\$2.039	
TOTAL OVERTIME	363,828	\$29.386	

* Includes overtime for all departments other than Operations and Maintenance, in addition to adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
February Financial Plan 2019 - 2022
Traffic Volume (Utilization)
(in millions)

Final Estimate	Adopted Budget			
2018	2019	2020	2021	2022

TRAFFIC VOLUME

Total Traffic Volume

321.111	323.874	325.043	326.349	326.337
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TOLL REVENUE

Toll Revenue

\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
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MTA BRIDGES & TUNNELS
February Financial Plan 2019-2022
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
Administration					
Executive	7	8	8	8	8
Law ⁽¹⁾	17	17	17	17	17
CFO ⁽²⁾	28	27	27	27	27
Administration ⁽³⁾	43	43	43	43	43
EEO	2	2	2	2	2
Total Administration	97	97	97	97	97
Operations					
Revenue Management	37	42	42	42	42
Operations (Non-Security)	59	62	62	62	62
Total Operations	96	104	104	104	104
Maintenance					
Maintenance	225	229	229	229	229
Operations - Maintainers	161	161	161	161	161
Total Maintenance	386	390	390	390	390
Engineering/Capital					
Engineering & Construction	192	192	192	192	192
Health & Safety	10	10	10	10	10
Law ⁽¹⁾	22	22	22	22	22
Planning & Budget Capital	31	31	37	37	37
Total Engineering/Capital	255	255	261	261	261
Public Safety					
Operations (Security)	615	605	605	605	605
Internal Security - Operations	48	48	48	48	48
Total Public Safety	663	653	653	653	653
Total Positions	1,497	1,499	1,505	1,505	1,505
Non-Reimbursable	1,410	1,412	1,418	1,418	1,418
Reimbursable	87	87	87	87	87
Total Full-Time	1,497	1,499	1,505	1,505	1,505
Total Full-Time Equivalents	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2019 - 2022
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

	Final Estimate 2018	Adopted Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	36	34	34	34	34
Professional/Technical/Clerical	61	63	63	63	63
Operational Hourlies	0	0	0	0	0
Total Administration Headcount	97	97	97	97	97
Operations					
Managers/Supervisors	62	68	68	68	68
Professional/Technical/Clerical	34	36	36	36	36
Operational Hourlies (1)	0	0	0	0	0
Total Operations Headcount	96	104	104	104	104
Maintenance					
Managers/Supervisors	24	25	25	25	25
Professional/Technical/Clerical	19	22	22	22	22
Operational Hourlies (2)	343	343	343	343	343
Total Maintenance Headcount	386	390	390	390	390
Engineering / Capital					
Managers/Supervisors	59	60	60	60	60
Professional/Technical/Clerical	196	195	201	201	201
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	255	255	261	261	261
Public Safety					
Managers/Supervisors	189	189	189	189	189
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies (3)	438	428	428	428	428
Total Public Safety Headcount	663	653	653	653	653
Total Positions					
Managers/Supervisors	370	376	376	376	376
Professional, Technical, Clerical	346	352	358	358	358
Operational Hourlies	781	771	771	771	771
Total Positions	1,497	1,499	1,505	1,505	1,505

(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
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Toll Revenue	\$147.505	\$140.164	\$158.077	\$163.970	\$174.370	\$177.367	\$175.796	\$180.904	\$165.741	\$172.401	\$166.247	\$161.095	\$1,983.637
Other Operating Revenue	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	18.936
Investment Income	0.105	0.095	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1.240
Total Revenues	\$149.188	\$141.837	\$159.761	\$165.649	\$176.053	\$179.047	\$177.479	\$182.588	\$167.421	\$174.084	\$167.927	\$162.778	\$2,003.814
Operating Expenses													
Labor:													
Payroll	\$11.501	\$10.507	\$11.495	\$11.166	\$11.495	\$11.166	\$11.887	\$11.588	\$11.256	\$11.588	\$11.256	\$14.815	\$139.719
Overtime	2.595	2.411	2.553	2.224	2.168	2.022	2.027	2.027	2.034	2.021	2.131	3.133	27.347
Health and Welfare	2.749	2.483	2.749	2.661	2.749	2.661	2.749	2.749	2.661	2.749	2.661	2.749	32.371
OPEB Current Payments	2.056	1.857	2.056	1.990	2.056	1.990	2.056	2.056	1.990	2.056	1.990	2.056	24.213
Pension	3.025	2.732	3.025	2.927	3.025	2.927	3.025	3.025	2.927	3.025	2.927	3.025	35.613
Other Fringe Benefits	2.605	1.569	1.651	1.602	1.621	1.603	1.657	1.634	1.610	1.633	1.618	1.966	20.769
Reimbursable Overhead	(0.656)	(0.592)	(0.656)	(0.634)	(0.656)	(0.634)	(0.656)	(0.656)	(0.634)	(0.656)	(0.634)	(0.656)	(7.720)
Total Labor Expenses	\$23.875	\$20.967	\$22.874	\$21.935	\$22.459	\$21.733	\$22.746	\$22.424	\$21.843	\$22.417	\$21.948	\$27.089	\$272.311
Non-Labor:													
Electric Power	\$0.503	\$0.454	\$0.503	\$0.487	\$0.503	\$0.487	\$0.503	\$0.503	\$0.487	\$0.503	\$0.487	\$0.503	\$5.925
Fuel	0.249	0.238	0.249	0.213	0.216	0.213	0.119	0.119	0.116	0.249	0.245	0.249	2.474
Insurance	0.944	0.944	0.944	0.945	0.976	0.981	0.981	0.981	0.981	0.996	0.996	1.547	12.217
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.355	8.880	12.914	10.731	10.616	20.089	12.463	12.375	22.460	11.988	11.728	40.425	183.024
Professional Services Contracts	2.602	6.808	3.408	3.023	3.088	3.343	3.088	3.088	3.343	3.088	3.023	6.200	44.100
Materials and Supplies	0.375	0.339	0.375	0.363	0.375	0.363	0.375	0.375	0.363	0.375	0.363	0.375	4.421
Other Business Expenses	4.736	3.782	4.104	3.975	4.104	3.972	4.105	4.104	3.972	4.104	3.972	4.606	49.535
Total Non-Labor Expenses	\$17.764	\$21.447	\$22.497	\$19.737	\$19.879	\$29.448	\$21.634	\$21.546	\$31.722	\$21.303	\$20.815	\$53.904	\$301.696
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$41.639	\$42.414	\$45.370	\$41.672	\$42.339	\$51.181	\$44.381	\$43.970	\$53.565	\$43.720	\$42.762	\$80.993	\$574.007
Depreciation	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$148.432
OPEB Liability Adjustment	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	67.696
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.575	12.575
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$59.650	\$60.424	\$63.381	\$59.683	\$60.350	\$69.192	\$62.391	\$61.980	\$71.576	\$61.731	\$60.773	\$111.579	\$802.710
Less: Depreciation	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$148.432
Less: OPEB Liability Adjustment	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	67.696
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.575	12.575
Total Expenses	\$41.639	\$42.414	\$45.370	\$41.672	\$42.339	\$51.181	\$44.381	\$43.970	\$53.565	\$43.720	\$42.762	\$80.993	\$574.007
Net Surplus/(Deficit)	\$107.549	\$99.424	\$114.390	\$123.977	\$133.714	\$127.866	\$133.098	\$138.618	\$113.856	\$130.364	\$125.165	\$81.785	\$1,429.806

MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.915	1.734	1.916	1.856	1.916	2.066	2.126	2.126	2.066	2.126	2.066	2.133	24.046
Total Revenues	\$1.915	\$1.734	\$1.916	\$1.856	\$1.916	\$2.066	\$2.126	\$2.126	\$2.066	\$2.126	\$2.066	\$2.133	\$24.046
Operating Expenses													
<u>Labor:</u>													
Payroll	\$0.737	\$0.666	\$0.737	\$0.713	\$0.737	\$0.713	\$0.737	\$0.737	\$0.713	\$0.737	\$0.713	\$0.737	\$8.676
Overtime	0.046	0.046	0.047	0.047	0.047	0.257	0.257	0.257	0.257	0.257	0.257	0.264	2.039
Health and Welfare	0.159	0.143	0.159	0.153	0.159	0.153	0.159	0.159	0.153	0.159	0.153	0.159	1.867
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.215	0.194	0.215	0.208	0.215	0.208	0.215	0.215	0.208	0.215	0.208	0.215	2.530
Other Fringe Benefits	0.103	0.093	0.103	0.100	0.103	0.100	0.103	0.103	0.100	0.103	0.100	0.103	1.214
Reimbursable Overhead	0.656	0.592	0.656	0.634	0.656	0.634	0.656	0.656	0.634	0.656	0.634	0.656	7.720
Total Labor Expenses	\$1.915	\$1.734	\$1.916	\$1.856	\$1.916	\$2.066	\$2.126	\$2.126	\$2.066	\$2.126	\$2.066	\$2.133	\$24.046
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1.915	\$1.734	\$1.916	\$1.856	\$1.916	\$2.066	\$2.126	\$2.126	\$2.066	\$2.126	\$2.066	\$2.133	\$24.046
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable - Page 1 of 2													
Operating Revenue													
Toll Revenue	\$147.505	\$140.164	\$158.077	\$163.970	\$174.370	\$177.367	\$175.796	\$180.904	\$165.741	\$172.401	\$166.247	\$161.095	\$1,983.637
Other Operating Revenue	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	1.578	18.936
Capital and Other Reimbursements	1.915	1.734	1.916	1.856	1.916	2.066	2.126	2.126	2.066	2.126	2.066	2.133	24.046
Investment Income	0.105	0.095	0.105	0.102	0.105	0.102	0.105	0.105	0.102	0.105	0.102	0.105	1.240
Total Revenues	\$151.103	\$143.572	\$161.677	\$167.505	\$177.969	\$181.113	\$179.605	\$184.714	\$169.487	\$176.210	\$169.993	\$164.911	\$2,027.860
Operating Expenses													
Labor:													
Payroll	\$12.238	\$11.172	\$12.232	\$11.879	\$12.232	\$11.879	\$12.624	\$12.325	\$11.969	\$12.325	\$11.969	\$15.552	\$148.395
Overtime	2.641	2.457	2.600	2.271	2.215	2.279	2.284	2.284	2.291	2.278	2.388	3.397	29.386
Health and Welfare	2.908	2.626	2.908	2.814	2.908	2.814	2.908	2.908	2.814	2.908	2.814	2.908	34.238
OPEB Current Payments	2.056	1.857	2.056	1.990	2.056	1.990	2.056	2.056	1.990	2.056	1.990	2.056	24.213
Pension	3.240	2.926	3.240	3.135	3.240	3.135	3.240	3.240	3.135	3.240	3.135	3.240	38.143
Other Fringe Benefits	2.708	1.662	1.754	1.702	1.725	1.702	1.760	1.737	1.710	1.736	1.718	2.069	21.983
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.790	\$22.701	\$24.790	\$23.791	\$24.376	\$23.799	\$24.872	\$24.550	\$23.909	\$24.543	\$24.014	\$29.222	\$296.358
Non-Labor:													
Electric Power	\$0.503	\$0.454	\$0.503	\$0.487	\$0.503	\$0.487	\$0.503	\$0.503	\$0.487	\$0.503	\$0.487	\$0.503	\$5.925
Fuel	0.249	0.238	0.249	0.213	0.216	0.213	0.119	0.119	0.116	0.249	0.245	0.249	2.474
Insurance	0.944	0.944	0.944	0.945	0.976	0.981	0.981	0.981	0.981	0.996	0.996	1.547	12.217
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.355	8.880	12.914	10.731	10.616	20.089	12.463	12.375	22.460	11.988	11.728	40.425	183.024
Professional Services Contracts	2.602	6.808	3.408	3.023	3.088	3.343	3.088	3.088	3.343	3.088	3.023	6.200	44.100
Materials and Supplies	0.375	0.339	0.375	0.363	0.375	0.363	0.375	0.375	0.363	0.375	0.363	0.375	4.421
Other Business Expenses	4.736	3.782	4.104	3.975	4.104	3.972	4.105	4.104	3.972	4.104	3.972	4.606	49.535
Total Non-Labor Expenses	\$17.764	\$21.447	\$22.497	\$19.737	\$19.879	\$29.448	\$21.634	\$21.546	\$31.722	\$21.303	\$20.815	\$53.904	\$301.696
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$43.555	\$44.148	\$47.287	\$43.528	\$44.255	\$53.247	\$46.507	\$46.096	\$55.631	\$45.846	\$44.828	\$83.126	\$598.054
Depreciation	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$148.432
OPEB Liability Adjustment	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	67.696
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.575	12.575
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$61.565	\$62.158	\$65.297	\$61.539	\$62.266	\$71.258	\$64.518	\$64.106	\$73.642	\$63.857	\$62.839	\$113.712	\$826.757
Less: Depreciation	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$12.369	\$148.432
Less: OPEB Liability Adjustment	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	5.641	67.696
Less: GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.575	12.575
Total Expenses	\$43.555	\$44.148	\$47.287	\$43.528	\$44.255	\$53.247	\$46.507	\$46.096	\$55.631	\$45.846	\$44.828	\$83.126	\$598.054
Net Surplus/(Deficit)	\$107.549	\$99.424	\$114.390	\$123.977	\$133.714	\$127.866	\$133.098	\$138.618	\$113.856	\$130.364	\$125.165	\$81.785	\$1,429.806

MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Accrual Statement of Operations by Category
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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Non-Reimbursable / Reimbursable - Page 2 of 2

Net Surplus/(Deficit)	\$107.549	\$99.424	\$114.390	\$123.977	\$133.714	\$127.866	\$133.098	\$138.618	\$113.856	\$130.364	\$125.165	\$81.785	\$1,429.806
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Deductions from Income:

B&T Capitalized Assets	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$2.058	\$24.696
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Adjusted Net Surplus/(Deficit)	\$105.491	\$97.366	\$112.332	\$121.919	\$131.656	\$125.808	\$131.040	\$136.560	\$111.798	\$128.306	\$123.107	\$79.727	\$1,405.110
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Total Debt Service	\$57.665	\$57.760	\$57.760	\$57.760	\$53.510	\$57.760	\$57.760	\$57.760	\$57.760	\$57.760	\$53.491	\$57.664	\$684.411
Contribution to the Capital Program	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	132.981

Income Available for Distribution	\$36.744	\$28.524	\$43.490	\$53.077	\$67.065	\$56.966	\$62.198	\$67.718	\$42.956	\$59.464	\$58.535	\$10.982	\$587.718
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Distributable To:

MTA - Investment Income	\$0.105	\$0.095	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$0.105	\$0.102	\$0.105	\$0.102	\$0.105	\$1.240
MTA - Distributable Income	23.235	19.139	26.617	31.413	38.405	33.357	35.972	38.731	26.352	34.604	34.139	10.352	352.317
NYCT - Distributable Income	13.404	9.289	16.767	21.563	28.555	23.507	26.121	28.881	16.502	24.754	24.294	0.525	234.161

Total Distributable Income:	\$36.744	\$28.524	\$43.490	\$53.077	\$67.065	\$56.966	\$62.198	\$67.718	\$42.956	\$59.464	\$58.535	\$10.982	\$587.718
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Actual Cash Transfers:

MTA - Investment Income - Prior Year	\$0.000	\$1.240	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.240
MTA - Cash Surplus Transfer	0.000	58.976	17.225	23.956	28.271	34.564	30.021	32.374	34.858	23.717	31.144	40.042	355.148
NYCT - Cash Surplus Transfer	0.000	38.580	8.360	15.091	19.406	25.699	21.156	23.509	25.993	14.852	22.279	22.336	237.261

Total Cash Transfers:	\$0.000	\$98.797	\$25.585	\$39.047	\$47.677	\$60.263	\$51.177	\$55.883	\$60.851	\$38.569	\$53.423	\$62.378	\$593.650
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SUPPORT TO MASS TRANSIT:

Total Revenue	\$151.103	\$143.572	\$161.677	\$167.505	\$177.969	\$181.113	\$179.605	\$184.714	\$169.487	\$176.210	\$169.993	\$164.911	\$2,027.860
Total Expenses Before Non-Cash Liability Adjs.	43.555	44.148	47.287	43.528	44.255	53.247	46.507	46.096	55.631	45.846	44.828	83.126	598.054

Net Operating Income:	\$107.549	\$99.424	\$114.390	\$123.977	\$133.714	\$127.866	\$133.098	\$138.618	\$113.856	\$130.364	\$125.165	\$81.785	\$1,429.806
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Deductions from Operating Income:

B&T Debt Service	\$25.056	\$25.102	\$25.102	\$25.102	\$20.851	\$25.102	\$25.102	\$25.102	\$25.102	\$25.102	\$20.847	\$25.072	\$292.640
Contribution to the Capital Program	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	132.981
Capitalized Assets	2.058	2.058	2.058	2.058	2.058	2.058	2.058	2.058	2.058	2.058	2.058	2.058	24.696
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Deductions from Operating Income:	\$38.196	\$38.241	\$38.241	\$38.241	\$33.991	\$38.241	\$38.241	\$38.241	\$38.241	\$38.241	\$33.987	\$38.211	\$450.317
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Total Support to Mass Transit:	\$69.352	\$61.182	\$76.149	\$85.736	\$99.724	\$89.624	\$94.857	\$100.377	\$75.614	\$92.122	\$91.178	\$43.574	\$979.489
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MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$0.350	\$0.362	\$0.370	\$0.389	\$0.390	\$0.392	\$0.397	\$0.397	\$0.403	\$0.391	\$0.420	\$0.558	\$4.819
Unscheduled Service	0.023	0.013	0.014	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.168	0.362
Programmatic/Routine Maintenance	0.286	0.241	0.168	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	2.063
Unscheduled Maintenance	0.170	0.127	0.109	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.124	0.125	1.523
Vacancy/Absentee Coverage	0.874	0.937	0.920	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	1.161	11.444
Weather Emergencies	0.280	0.170	0.379	0.085	0.004	0.004	0.004	0.004	0.004	0.004	0.076	0.301	1.315
Safety/Security/Law Enforcement	0.121	0.116	0.119	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.129	0.273	1.668
Other	0.218	0.176	0.202	0.119	0.145	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.867
All Other Departments and Accruals *	0.272	0.269	0.272	0.263	0.261	0.257	0.257	0.257	0.258	0.257	0.267	0.394	3.286
<i>NON-REIMBURSABLE OVERTIME</i>	\$2.595	\$2.411	\$2.553	\$2.224	\$2.168	\$2.022	\$2.027	\$2.027	\$2.034	\$2.021	\$2.131	\$3.133	\$27.347
<i>REIMBURSABLE OVERTIME</i>	\$0.046	\$0.046	\$0.047	\$0.047	\$0.047	\$0.257	\$0.257	\$0.257	\$0.257	\$0.257	\$0.257	\$0.264	\$2.039
TOTAL OVERTIME	\$2.641	\$2.457	\$2.600	\$2.271	\$2.215	\$2.279	\$2.284	\$2.284	\$2.291	\$2.278	\$2.388	\$3.397	\$29.386

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Traffic Volume (Utilization)
(in millions)

TRAFFIC VOLUME

Traffic Volume

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
23.857	22.863	25.933	26.784	28.376	28.697	28.637	29.357	27.246	28.451	26.850	26.823	323.874

TOLL REVENUE

Toll Revenue

\$147.505	\$140.164	\$158.077	\$163.970	\$174.370	\$177.367	\$175.796	\$180.904	\$165.741	\$172.401	\$166.247	\$161.095	\$1,983.637
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MTA BRIDGES & TUNNELS
February Financial Plan - 2019 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	8	8	8	8	8	8	8	8	8	8	8	8
Law ⁽¹⁾	17	17	17	17	17	17	17	17	17	17	17	17
CFO ⁽²⁾	27	27	27	27	27	27	27	27	27	27	27	27
Administration ⁽³⁾	43	43	43	43	43	43	43	43	43	43	43	43
EEO	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	97	97	97	97	97	97	97	97	97	97	97	97
Operations												
Revenue Management	42	42	42	42	42	42	42	42	42	42	42	42
Operations (Non-Security)	62	62	62	62	62	62	62	62	62	62	62	62
Total Operations	104	104	104	104	104	104	104	104	104	104	104	104
Maintenance												
Maintenance	229	229	229	229	229	229	229	229	229	229	229	229
Operations - Maintainers	161	161	161	161	161	161	161	161	161	161	161	161
Total Maintenance	390	390	390	390	390	390	390	390	390	390	390	390
Engineering/Capital												
Engineering & Construction	192	192	192	192	192	192	192	192	192	192	192	192
Safety & Health	10	10	10	10	10	10	10	10	10	10	10	10
Law ⁽¹⁾	22	22	22	22	22	22	22	22	22	22	22	22
Planning & Budget Capital	31	31	31	31	31	31	31	31	31	31	31	31
Total Engineering/Capital	255	255	255	255	255	255	255	255	255	255	255	255
Public Safety												
Operations (Security)	614	613	613	613	613	611	610	609	608	608	606	605
Internal Security - Operations	48	48	48	48	48	48	48	48	48	48	48	48
Total Public Safety	662	661	661	661	661	659	658	657	656	656	654	653
Total Positions	1,508	1,507	1,507	1,507	1,507	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<i>Non-Reimbursable</i>	1,421	1,420	1,420	1,420	1,420	1,418	1,417	1,416	1,415	1,415	1,413	1,412
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,508	1,507	1,507	1,507	1,507	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2019 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	34	34	34	34	34	34	34	34	34	34	34	34
Professional/Technical/Clerical	63	63	63	63	63	63	63	63	63	63	63	63
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	97	97	97	97	97	97	97	97	97	97	97	97
Operations												
Managers/Supervisors	68	68	68	68	68	68	68	68	68	68	68	68
Professional/Technical/Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations Headcount	104	104	104	104	104	104	104	104	104	104	104	104
Maintenance												
Managers/Supervisors	25	25	25	25	25	25	25	25	25	25	25	25
Professional/Technical/Clerical	22	22	22	22	22	22	22	22	22	22	22	22
Operational Hourlies	343	343	343	343	343	343	343	343	343	343	343	343
Total Maintenance Headcount	390	390	390	390	390	390	390	390	390	390	390	390
Engineering / Capital												
Managers/Supervisors	60	60	60	60	60	60	60	60	60	60	60	60
Professional/Technical/Clerical	195	195	195	195	195	195	195	195	195	195	195	195
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	255	255	255	255	255	255	255	255	255	255	255	255
Public Safety												
Managers/Supervisors	189	189	189	189	189	189	189	189	189	189	189	189
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	437	436	436	436	436	434	433	432	431	431	429	428
Total Public Safety Headcount	662	661	661	661	661	659	658	657	656	656	654	653
Total Positions												
Managers/Supervisors	376	376	376	376	376	376	376	376	376	376	376	376
Professional, Technical, Clerical	352	352	352	352	352	352	352	352	352	352	352	352
Operational Hourlies	780	779	779	779	779	777	776	775	774	774	772	771
Total Positions	1,508	1,507	1,507	1,507	1,507	1,505	1,504	1,503	1,502	1,502	1,500	1,499



Bridges and Tunnels

Capital Program Project Status Report January 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JANUARY 31, 2019

Introduction

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

2019 Overview

In 2019, Bridges and Tunnels, in aggregate, plans to commit \$877.5 million. There are seven significant commitments, totaling \$701.4 million, planned for this year (See *Attachment 2 – 2019 Major Commitments and Attachment 2a– 2018 Major Commitments*) which are:

- Structural Rehabilitation of TN Approach Structures - TN Bridge - \$180 million
- Reconstruction of Approach Ramps-Phase 1 - VN Bridge - \$202.5 million
- Structural Rehabilitation & Painting-RFK Bridge - \$78.9 million
- Structural Rehabilitation & Replacement of Overcoat System - HH Bridge - \$40 million
- Construction of New Harlem River Drive Connector Ramp - RFK Bridge - \$80 million
- Tower and Pier Fender Protection & Fire Standpipe Installation - BW Bridge - \$40.5 million
- Steel Repair, Painting & Concrete Rehabilitation - VN Bridge - \$79.5 million (2018)

In 2019, Bridges and Tunnels plans to complete 12 projects totaling \$197.7 million. There are two significant projects, totaling \$88.3 million planned for this year (See *Attachment 4 – 2019 Major Completions & Attachment 4a-2018 Major Completions*) which are:

- VN34: VN Main Cable and Suspender Rope Investigation-\$30.9 million
- QM30: QMT Vent Building Electrical Upgrade and Flood Mitigation/Equipment Relocation-\$57.4 million (2018)

Year to Date Progress

Commitments

In January, seven commitments were made with a total value of \$1.4 million. There were no planned January commitments.

Completions

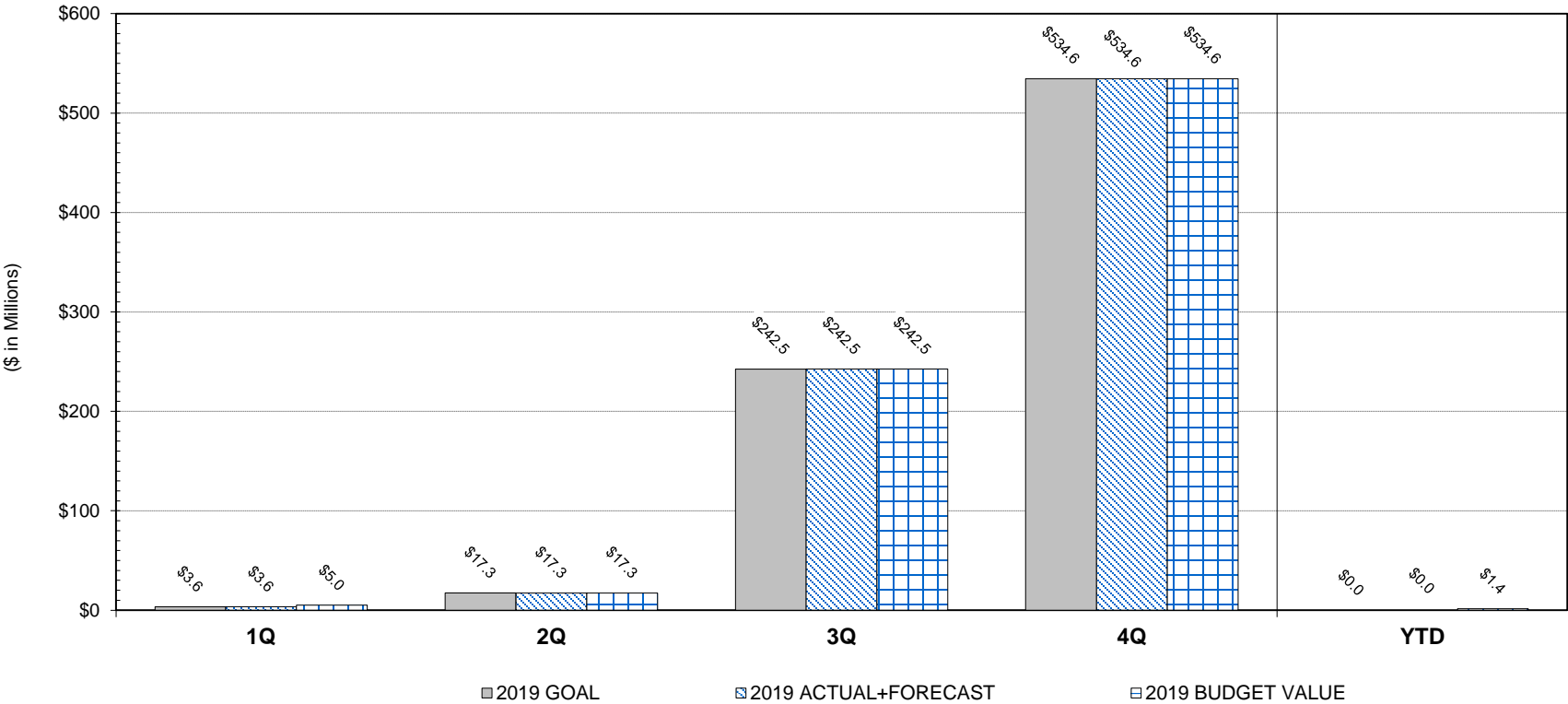
RK23: New Harlem Drive Ramp MOU work with NYC DOT at RFK Bridge was completed in January for \$22.9 million. (See *Attachment 3 - 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

Close-outs

There were four task level closeouts in January for \$3.1 million.

MTA Bridges and Tunnels
Commitments as of January 31, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast	\$798.0	
YTD Goal:	\$0.0	
YTD Actual:	\$1.4	#DIV/0!
YTD Budgeted Value:	\$1.4	#DIV/0!
Left to Commit:	\$798.0	

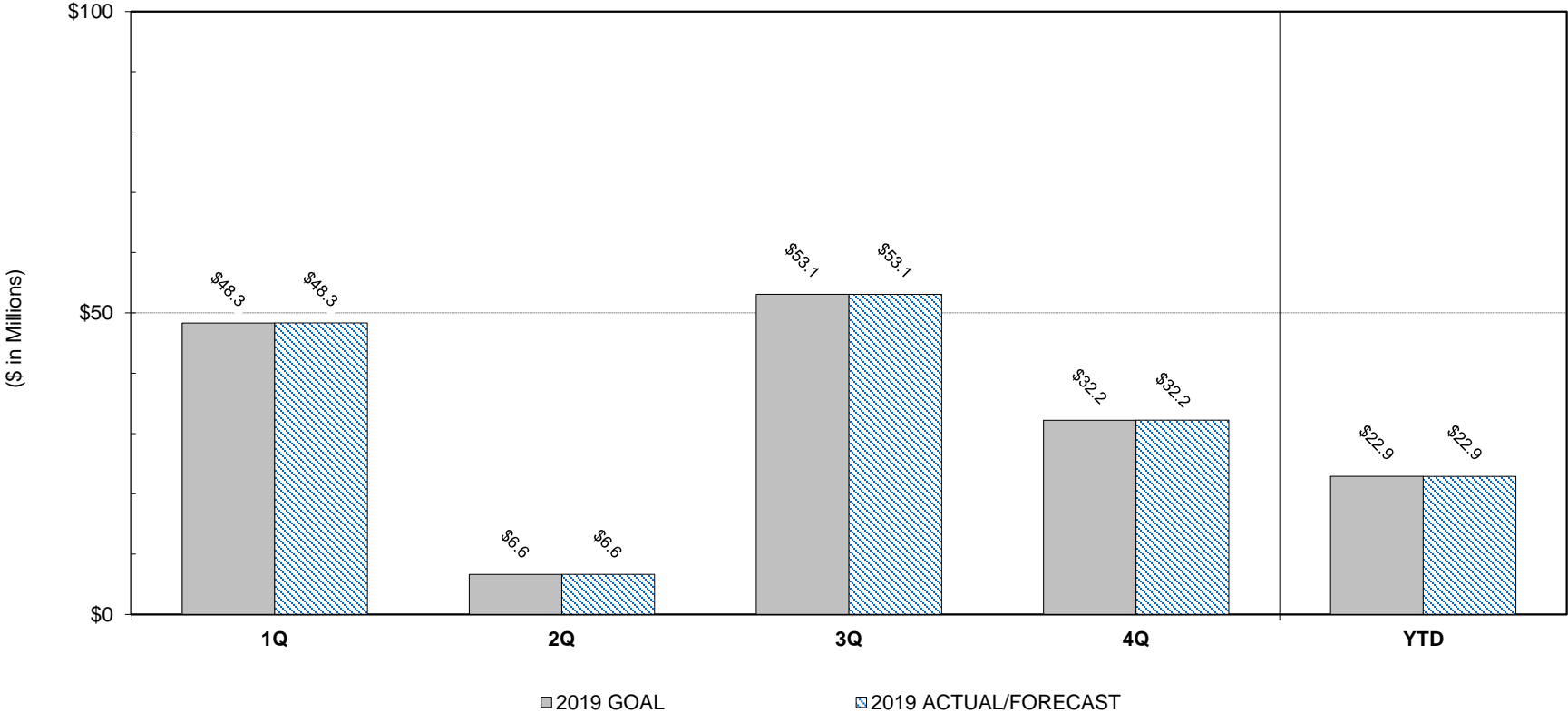


MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast	
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$40.0	\$40.0	Aug-19	Feb-19	Aug-19	F
	D707HH30	Replacement of HHB Overcoat System							
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$40.5	\$40.5	Sep-19	Feb-19	Sep-19	F
	D704BW32	Installation of Fire Standpipe Connections							
RK23C	D702RK23	Construction of New Harlem River Drive Ramp	\$80.0	\$80.0	\$80.0	Sep-19	Feb-19	Sep-19	F
TN53A	D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehabilitation	\$180.0	\$180.0	\$180.0	Oct-19	Mar-19	Oct-19	F
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Mar-19	Nov-19	F
RK19/ RK70 Ph.1A /RK70P	D701RK19	Seismic/Wind Retrofit & Structural Rehabilitation - Phase 1	\$78.9	\$78.9	\$78.9	Dec-19	Apr-19	Dec-19	F
	D701RK70	Miscellaneous Structural Rehabilitation							
	D707RK70	Paint Suspended Span/Bronx Truss Steel							

MTA Bridges and Tunnels
Completions as of January 31, 2019

2019 Budget Goal:	\$140.3
2019 Annual Forecast:	\$140.3
YTD Goal:	\$22.9
YTD Actual:	\$22.9 (100.0% of YTD Goal)
Left to Complete:	\$117.4



MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2019

			Budget (\$ in Millions)		Completions Status		Completion Date			Notes
Project ID	ACEP	Project Description	2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	42%	0%	Dec-19	Dec-19	F	

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

MTA Bridges and Tunnels: 2018 Major Commitments Status as of January 31, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$79.5	\$79.5	Oct-18	Feb-19	Jul-19	F
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

MTA Bridges and Tunnels: 2018 Major Completions Status as of January 31, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
QM30	D604QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	97%	81%	Jul-18	Apr-19	F	1,2,3
	ED040302	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								

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

- Note 1: Additional time required for motor modification
 Note 2: Extention 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.



Bridges and Tunnels

Procurements February 2019

Staff Summary

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

Date 02/15/2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	02/15/2019			
2	MTA B&T Committee	02/25/2019			
3	MTA Board	02/27/2019			

Internal Approvals			
Order	Approval	Order	Approval
1	President	1	VP & Chief Financial Officer
	Executive Vice President		VP Operations
2	VP & Chief of Staff		VP & Chief Engineer
	SVP & General Counsel		VP & Chief Procurement Officer

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Two-Thirds Vote:

Schedule B: Request to use RFP for Procurement of Purchase & Public Work in lieu of sealed bid.

of Actions

1

\$ Amount

\$ To Be Determined

Schedule Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Work Contracts

1

\$0.407M

SUBTOTAL

2

\$0.407M

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

TOTAL

2

\$0.407M

BUDGET IMPACT:

The purchases/contracts will result in obligating MTA B&T and Capital funds in the amount listed. Funds are available in the current MTA B&T operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, in accordance with §559 and §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with §2879 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain changes orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with § 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts, and certain change orders to service contracts; and

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
FEBRUARY 2019

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

B: Request to use RFP for Procurement of Purchase & Public works in lieu of Sealed Bid

- | | | |
|---------------------------------------|---------------------------------|--------------------------------------|
| 1. Contractor to be determined | \$ Cost to be determined | <u>Staff Summary Attached</u> |
| Contract No. VN-84 | | |

3yr. 6 months Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency General Contract Procurement Guidelines to declare competitive bidding to be inappropriate and hereby authorizing B&T to enter into a competitive best value Request for Proposal (RFP) process for the award of a public works project, Contract VN-84, Replacement of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge (VNB).

Procurements Requiring Two-Thirds Vote:

I: Modifications to Purchase and Public Works Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$750K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$250K.)







- | | | |
|------------------------------------|----------------------|--------------------------------------|
| 2. V.I.V. Contracting Corp. | \$ 406,975.16 | <u>Staff Summary Attached</u> |
| Contract No. HCM-374 | | |

2yr. Contract- Competitive Bid

B&T is seeking the Board approval under the All-Agency General Contract Procurement Guidelines to modify Contract No. HCM-374 with V.I.V. Contracting Corp. ("V.I.V.") to include the labor, material and equipment necessary for additional work associated with the rehabilitation of the Battery Parking Garage.

Staff Summary

Page 1 of 2

Item Number: 1 (Final)					
Dept & Dept Head Name: Engineering and Construction,  Joe Keane, P.E., V.P. & Chief Engineer					
Division & Division Head Name: Engineering and Construction,  Aris Stathopoulos, P.E.					
Board Reviews					
Order	To		Approval	Info	Other
1	President	2/12/19			
2	MTA B&T Committee	2/25/19			
3	MTA Board	2/27/19			
Internal Approvals					
Order	Approval	Order	Approval		
 2	Vice President & Chief Financial Officer	4	Executive Vice President		
3	Sr. Vice President & General Counsel	5	Vice President, Chief of Staff 		
 B3	Vice President & Chief Procurement Officer	6	President 		

SUMMARY INFORMATION	
Vendor Name	Contract Number
N/A	VN-84
Description	
Replacement of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge	
Total Amount	
TBD	
Contract Term (including Options, if any)	
Three (3) years, six (6) months	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to declare competitive bidding to be inappropriate and hereby authorizing B&T to enter into a competitive best value Request for Proposal (RFP) process for the award of a public works project, Contract VN-84, Replacement of the Upper Level Approach Decks at the Verrazzano-Narrows Bridge (VNB).

II. DISCUSSION

In order to ensure that the Work is performed as expeditiously and efficiently as possible, thereby minimizing impacts to our customers, B&T has determined that the most effective method to procure the construction services for Project VN-84 is by utilizing a competitive RFP process. Due to the technical complexities of the Project and the potential for contractor constructability enhancements, which are anticipated to reduce project risks, price and construction duration, it is in the best interest of the public and B&T to utilize a competitive best value RFP process. Use of the best value RFP process allows a selection committee to evaluate each contractor proposal not solely based on the price to perform the Work, but also the Contractors' proposed technical solutions and schedule in order to deliver a quality project, on budget, with an aggressive schedule that minimizes impacts to our customers.

The scope of Project VN-84 includes the rehabilitation and replacement of Staten Island Upper Level Approaches and Brooklyn Westbound Upper Level Approach decks, inclusive of both the Staten Island and Brooklyn Upper Level Anchorage decks and steel structures. The Work within these limits includes the replacement of the existing deck inclusive of all related items including lighting, drainage, and fire standpipe; replacement of the existing steel rocker

Staff Summary

Page 2 of 2

bearings with isolation bearings; superstructure steel repairs, replacements and strengthening at bridge approaches and anchorage spans.

Therefore, B&T deems it to be in the public's interest to request that the Board adopt a resolution to declare competitive bidding inappropriate and to authorize contract procurement by means of a competitive best value request for proposal process.

III. D/M/WBE/SDVOB INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project D702VN84, Task D03408 in the amount of \$180,000,000 for a period of three (3) years, six (6) months.

V. ALTERNATIVES

Utilization of standard competitive bidding process, Cost plus Time (A + B) competitive bidding process, or other method of alternative project delivery to award is not deemed appropriate. The use of Best Value RFP process allows for evaluation not only of cost to do the work and proposed construction schedule, but also technical ability to deliver a quality project and minimize customer impacts.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 2 (Final)

Vendor Name (& Location) V.I.V. Contracting Corp., Whitestone, NY	Contract Number HCM-374	AWO/Modification #
Contract Title Battery Parking Garage Interior Painting – Original Garage	Original Amount: \$1,961,000	
Contract Term (including Options, if any) November 21, 2017 – November 20, 2019	Prior Modifications: \$0.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$1,961,000	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$406,975.16	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 20.75%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount: 20.75%	

Discussion:

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this contract with V.I.V. Contracting Corp. ("V.I.V.") to include the labor, material and equipment necessary for additional work associated with the rehabilitation of the Battery Parking Garage in the amount of \$406,975.16.

On November 21, 2017, Contract HCM-374 was awarded to V.I.V. under the Small Business Mentoring Program for furnishing all labor, material and equipment necessary for the interior painting and miscellaneous concrete repairs of the original portion of the Battery Parking Garage for a duration of twenty-four (24) months in an amount not-to-exceed \$1,961,000.

During the course of the Work, B&T determined that additional repairs such as removal and disposal of unsound concrete were required. The additional interior rehabilitation work is necessary to keep the Facility in a state of good repair and to enhance public safety.

For the rehabilitation, V.I.V. submitted a proposal in the amount of \$432,729.36. The Engineer's estimate is \$413,281. Negotiations resulted in V.I.V. reducing its proposed amount to \$406,975.16. Given that V.I.V.'s revised total proposed amount is less than the Engineer's estimate, the proposed amount of \$406,975.16 was accepted as fair and reasonable. V.I.V. was granted verbal authorization to proceed in the not-to-exceed amount of \$100,000 on December 5, 2018 to begin the work required to repair the interior of the Battery Parking Garage.

Additional funding for this amendment is available in the 2019 Major Maintenance Program under Project R03994.



Bridges and Tunnels

Diversity Report Fourth Quarter 2018

MTA Bridges and Tunnels

EEO Report – 4th Quarter 2018

February 22, 2019



Executive Summary

■ EEO

As of **December 31, 2018**, MTA B&T's workforce included **1,392** total employees. This represents a **1% decrease** from the fourth quarter 2017 (4Q17) workforce.

- Females represent **21% (299)** of our workforce, a **decrease** of **2%**, when compared to 4Q17 due to attrition.
- Females were hired **below** their current representation due to hiring restrictions.
- Minorities represent **55% (769)** of our workforce, a **decrease** of **3%** when compared to 4Q17 due to attrition.
- 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 December 31, 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)



MTA Bridges and Tunnels

Workforce as of December 31, 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 ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	254		125	49%	129	51%	54	21%	22	9%	34	13%	1	0%	0	0%	14	6%	8	3%
	F 70	28%	48	19%	22	9%	28	11%	5	2%	10	4%	1	0%	0	0%	4	2%	1	13%
	M 184	72%	77	30%	107	42%	26	10%	17	7%	24	9%	0	0%	0	0%	10	4%	7	88%
Professionals	203		124	61%	79	39%	43	21%	39	19%	24	12%	0	0%	1	0%	17	8%	9	4%
	F 92	45%	65	32%	27	13%	30	15%	21	10%	10	5%	0	0%	0	0%	4	2%	3	33%
	M 111	55%	59	29%	52	26%	13	6%	18	9%	14	7%	0	0%	1	0%	13	6%	6	67%
Technicians	115		57	50%	58	50%	18	16%	31	27%	6	5%	0	0%	0	0%	2	2%	9	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%
Protective Services	421		271	64%	150	36%	141	33%	99	24%	17	4%	1	0%	0	0%	13	3%	39	9%
	F 86	20%	77	18%	9	2%	59	14%	13	3%	1	0%	1	0%	0	0%	3	1%	4	10%
	M 335	80%	194	46%	141	33%	82	19%	86	20%	16	4%	0	0%	0	0%	10	2%	35	90%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	F 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	24		20	83%	4	17%	16	67%	2	8%	2	8%	0	0%	0	0%	0	0%	1	4%
	F 19	79%	18	75%	1	4%	15	63%	2	8%	1	4%	0	0%	0	0%	0	0%	1	5%
	M 5	21%	2	8%	3	13%	1	4%	0	0%	1	4%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	F 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	375		172	46%	203	54%	79	21%	61	16%	14	4%	3	1%	0	0%	15	4%	14	4%
	F 11	3%	9	2%	2	1%	2	1%	7	2%	0	0%	0	0%	0	0%	0	0%	0	0%
	M 364	97%	163	43%	201	54%	77	21%	54	14%	14	4%	3	1%	0	0%	15	4%	14	4%
Total	1,392		769	55%	623	45%	351	25%	254	18%	97	7%	5	0%	1	0%	61	4%	80	6%



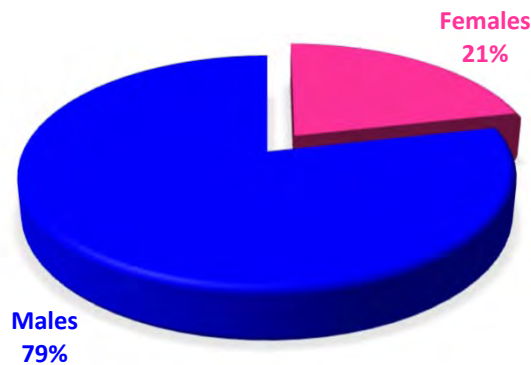
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

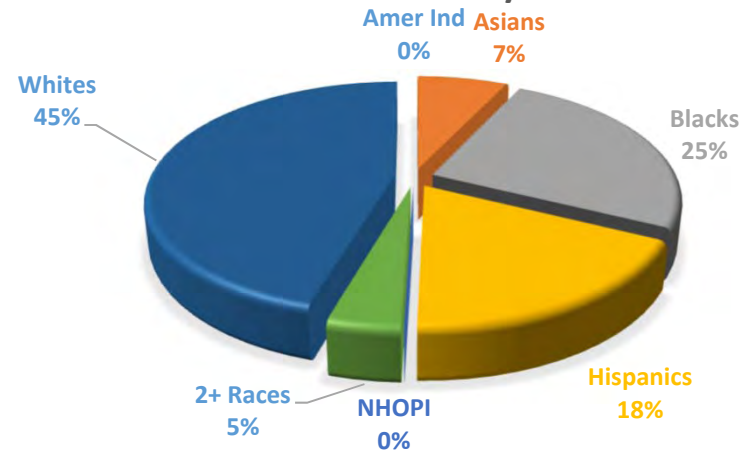
Note: All percentages have been rounded up to the nearest whole number.

MTA Bridges and Tunnels Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA B&T's workforce consists of **1,392** employees

- ❑ **21%** females, **55%** minorities, and **6%** veterans.
- ❑ The percentage of females employed **decreased by 2%** when compared to 4Q17.
- ❑ The percentage of minorities **decreased by 3%** as it relates to race and ethnicity when compared to 4Q17.



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 **December 31, 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	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%	9%	0%	0%	0%	0%	3%	4%		
Professionals	F	8%	15%	4%	10%	3%	5%	0%	0%	0%	0%	1%	2%	13%	13%
	M	8%	6%	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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	37%	63%	9%	8%	3%	4%	0%	0%	0%	0%	0%	0%	13%	5%
	M	4%	4%	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%	14%	3%	4%	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.



MTA Bridges and Tunnels

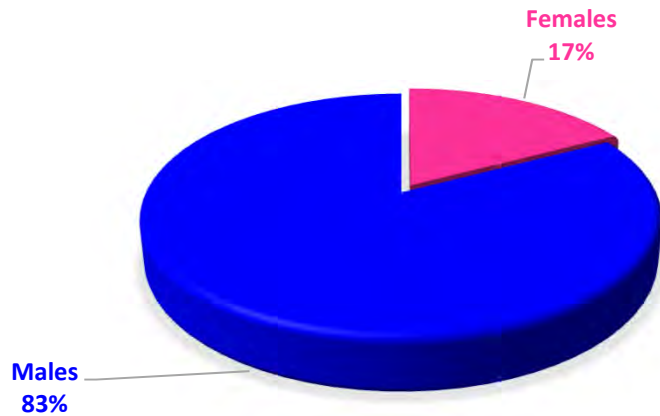
New Hires and Veterans

January 1, 2018 – December 31, 2018

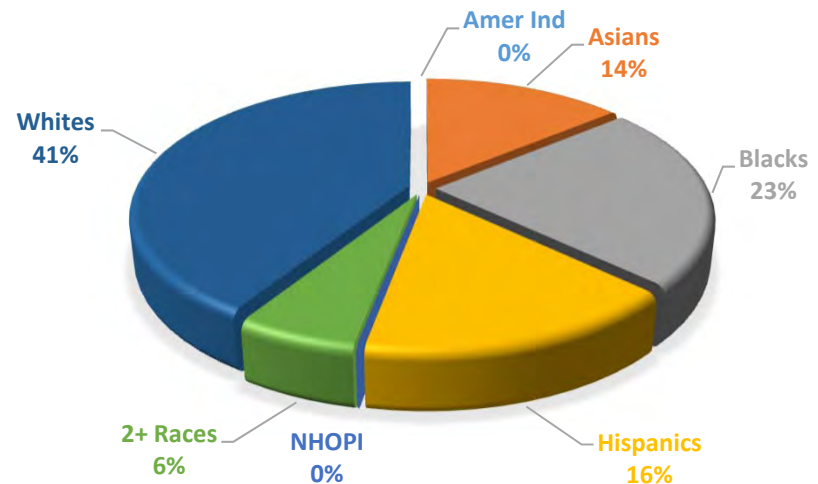


MTA Bridges and Tunnels New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



MTA B&T added **87** employees including **1** veterans

- ❑ **17%** females of which **0%** were female veterans.
- ❑ Female hires were below the percentage when compared to their current representation in the workforce.
- ❑ **59%** minorities of which **2%** were minority veterans.
- ❑ Minorities were hired above the percentage when compared to their current representation in the workforce.



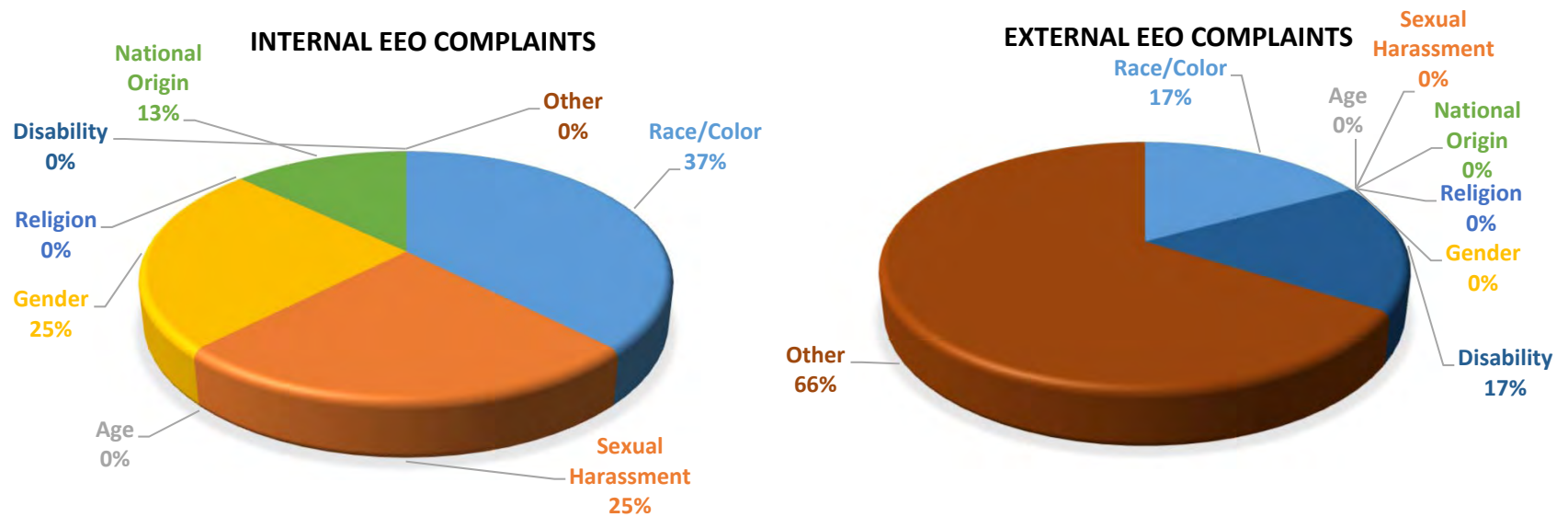
MTA Bridges and Tunnels

Complaints and Lawsuits

January 1, 2018 – December 31, 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.

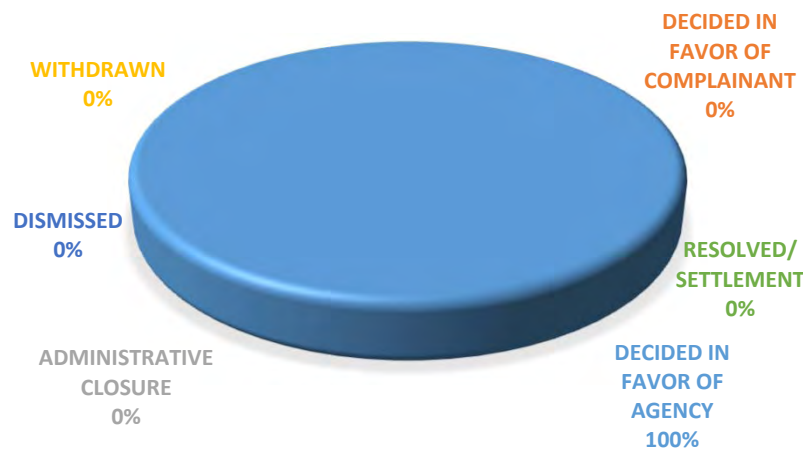
- ❑ **1** handled internal complaints.
- ❑ **0** handled external complaints.
- ❑ The most frequently cited allegations internally was race/color and externally was other category.



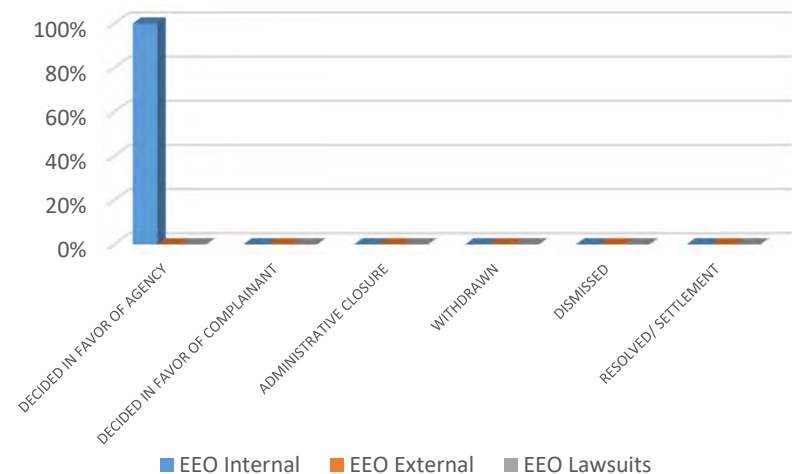
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period.
 "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

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.



MTA Bridges and Tunnels Title VI Discrimination Complaints, Lawsuits and Dispositions

**There are no B&T Title VI Discrimination
Complaints, Lawsuits, or Dispositions for the Reporting Period
(January 1, 2018 – December 31, 2018)**

