

Bridges and Tunnels Committee Meeting

March 2019

Committee Members

C. Moerdler, Chair

A. Albert

D. Mack

M. Pally

V. Tessitore

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 3/25/2019

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - February 2019

B&T Committee Minutes - February 2019 - Page 3

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

4. Report on Operations - January 2019

B&T Report on Operations - January 2019 - Page 18

5. Safety Report - January 2019

B&T Safety Report - January 2019 - Page 33

6. Financial Report - January 2019

B&T Financial Report - January 2019 - Page 39

7. Cashless Tolling Customer Service Report - January 2019

B&T Cashless Tolling Customer Service Report - January 2019 - Page 54

8. Capital Program Project Status Report - February 2019

B&T Capital Program Project Status Report - February 2019 - Page 56

9. Procurements

B&T Procurement - Page 64

Competitive

B&T Competitive - Page 67

10. Annual Procurement Contracts Report - Fiscal Year 2018 (Under Separate Cover)

Next Meeting: Monday, April 15, 2019 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting February 2019

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

February 25, 2019

12:00 p.m.

In attendance were the Honorable:

Charles G. Moerdler, Chairman
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
Julia R. Christ, Executive Agency General Counsel
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
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

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

February 25, 2019

Minutes of TBTA Committee held February 25, 2019 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There were no public speakers.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 22, 2019 were approved.

Committee Work Plan

Mr. DeCrescenzo stated that there are no changes to the Committee Work Plan.

Acting President DeCrescenzo's Remarks

Mr. DeCrescenzo stated that TBTA received a National Recognition Award for its open road Cashless Tolling implementation from the American Council of Engineering Companies' 2019 Engineering Excellence Awards competition, which recognizes exceptional achievement in engineering. He also stated that TBTA will be reporting on year-end 2018 performance and he highlighted that toll revenue and vehicle traffic set all-time highs in 2018 with nearly \$2.0 billion in revenue from 322.3 million vehicles, more than 300 million of which paid with E-ZPass.

With regard to the year-end Diversity Report, Mr. DeCrescenzo reaffirmed TBTA's commitment to workforce diversity, service excellence, and support for professional opportunities and career development for minorities, women, veterans and persons with disabilities. He stated that each executive, manager and employee has a responsibility to be dynamic contributors to organizational change because TBTA recognizes that diversity management is key to its ability to craft sustainable strategic business objectives and workforce initiatives that allow it to achieve its mission, vision and goals.

Report on Operations

With regard to the Report on Operations for December 2018, Mr. Hildebrand stated that traffic was higher by 4.7% as compared to December 2017 and preliminary traffic was 5.4% higher in January 2019 as compared to January 2018. In 2018, TBTA addressed unsafe driver behavior through targeted enforcement efforts with officers issuing 8.2% more speeding summonses when compared to 2017. Mr. Hildebrand also recognized meritorious service by Bridge and Tunnel Officer (BTO) Salvatore DiMaria. On January 7, 2019, after the TBTA Command Center received a notification from Nassau County that a 91-year old man had been reported missing, facility commands were immediately notified. In less than two hours, Hugh L. Carey Tunnel officers received a license plate reader alert that the missing man's vehicle had passed through the facility. During a canvass of the tunnel and surrounding areas, BTO DiMaria located the vehicle parked in a bus stop. The missing man was in the vehicle confused and disoriented but in good health. EMS responded and transported the man to the hospital where he was reunited with his family.

Safety Report

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

- For 2018, there were 6.57 collisions per million vehicles, which is 17.8% better than the 8.0 rate in 2017 and 12.2% better than the 7.49 rate in 2016; and
- The injury collision rate for 2018 was 1.01 per million vehicles, which was slightly higher than the rate of 0.99 in 2017 and equates to less than two accidents per month across all facilities.

Employee and contractor safety metrics are as follows:

- In 2018, employee accident reports were lower than 2017 but the lost time injury rates were higher. TBTA has identified ergonomic issues that contribute to lost time injuries and is mitigating them using a range of initiatives including the development of a wellness program; and
- The construction injury rates for 2018 were significantly lower than in both 2017 and 2016.

Customer Environment Survey – Fourth Quarter 2018

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

- TBTA striped 14,460 linear feet of roadway, bringing the 2018 total to over 379,000 linear feet striped, as part of its continued collision mitigation efforts and state of good repair program.
- There were 380 potholes repaired, which brought the 2018 total to 3,855 and of that total over 2,100 potholes were filled in the First Quarter of 2018.
- Nearly 96% of roadway lighting was in service in 2018 as compared to 94% in 2017; 82% of roadway lighting is now LED.
- Post-Cashless Tolling peak period travel time averaged 13.6% better than pre-Cashless Tolling travel time, and year-to-date travel time savings is 18.4% overall.
- For 2019, the travel time metric will include each peak period separately, AM and PM, for each facility, and will be compared to post-Cashless Tolling historic data.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for December 2018, Dr. C. de Cerreño stated that TBTA's E-ZPass market share is 95.2% or just under 1.0 percentage point higher than the previous year. The overall revenue collection rate for all facilities was 100%. With regard to Customer Service Center metrics, call waiting times exceeded performance standards. Under Revenue Collection Rates on page 49 of the Committee materials, Chairman Moerdler questioned whether there was a typo regarding the dates for the overall facility-wide collection rate of 100.0%. Dr. C. de Cerreño stated that Tolls by Mail transactions are on a 12-month cycle and that as of December 2017 the collection rate was 100.0%. Chairman Moerdler asked what the collection rate was for 2018. Dr. C. de Cerreño stated that those transactions have not aged enough but stated that she would provide him with the preliminary 2018 collection rate.

Financial Report

With regard to the Financial Report for December 2018, Dr. C. de Cerreño stated that her report includes preliminary year-end results. In 2018, TBTA's support to mass transit was nearly \$1.1 billion, which is \$60.9 million or 5.9% better than the final estimate. Toll revenue was nearly \$2.0 billion, which is \$8.6 million above the final estimate. The additional revenue resulted predominately from better than expected traffic volume. As

previously noted, traffic in 2018 hit a record high of 322 million. Total expenses were \$522.4 million, which is \$53.2 million or 9% lower than the final estimate.

2018 TBTA Operating Surplus – Action Item

Dr. C. de Cerreño introduced six resolutions associated with transferring the 2018 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$701.96 million in 2018 operating surplus to the MTA and New York City Transit (NYCT) pursuant to Public Authorities Law §1219-a(2)(b);
- Resolutions recognizing \$2.6 million in TBTA investment income as 2018 surplus funds to be transferred to the MTA in a lump sum as soon as practicable pursuant to Public Authorities Law §569-c; and
- Pursuant to the Public Authorities Law, Resolutions to advance monthly the fiscal year 2019 TBTA surplus to the MTA and NYCT, in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to NYCT and the remaining sum split 50% to NYCT, less applicable bond service, and 50% to the MTA, less applicable bond service.

Upon a motion duly made and seconded, the transfer of the TBTA Operating Surplus was approved.

A copy of the documents and details of the above items are filed with the minutes of the meeting of the TBTA Committee held this day.

2019 Adopted Budget/Financial Plan 2019-2022

Dr. C. de Cerreño referred the Committee to the 2019 Adopted Budget and Financial Plan 2019-2022 contained in the Committee materials, which include schedules detailing the monthly allocation of revenue and expenses for the purposes of reporting. She also stated that the 2019 Adopted Budget and Financial Plan 2019-2022 are identical to what was adopted by the Board in December 2018.

Capital Program Status Report

Mr. Keane stated that at the CPOC Committee Meeting, TBTA will present a recap of its 2018 construction accomplishments. He then showed a video that provided a preview of the CPOC presentation. Following the video, Mr. Keane presented the Capital Program Status Report for January 2019, which included a look ahead for the entire year. In 2019, TBTA plans to award 71 tasks totaling \$877.5 million. Mr. Keane stated that all 2019 construction commitments are planned as design-build, best value Request for Proposal (RFP) or cost plus time procurements. In January 2019, TBTA awarded seven commitments totaling \$1.4 million and there were no planned January commitments. In 2019, TBTA plans on completing 12 projects totaling \$197.7 million. With regard to TBTA Contract RK-65A, Bronx Plaza/Structural Rehabilitation at the Robert F. Kennedy Bridge, Commissioner Vanterpool stated that the \$2.7 million in incentives to the contractor seemed high. Mr. Keane responded that it is approximately 1% of the contract value, which is not unusual for these types of roadway contracts. Commissioner Vanterpool asked how many months early was the work completed. Mr. Keane responded roughly eight months early and completed in October 2018.

Procurements

For February 2019, Mr. Bajor stated that there are two procurements totaling \$407,000.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there are two competitive procurements in the amount of \$407,000, as follows:

- The first is to request the Board's approval to utilize a competitive best value RFP process to procure the construction of Project VN-84, Replacement of the Upper Level Approach Deck at the Verrazzano-Narrows Bridge; and
- The second is for an amendment to a Small Business Mentoring Project, Contract HCM-374, in the amount of \$407,000 to perform additional concrete repairs which became evident during the construction work.

Chairman Moerdler asked whether the Small Business Mentoring Project is a sole source contract. Mr. Bajor responded that it is not a sole source contract but Board approval is needed because the amendment is more than 15% of the contract value.

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

| | | |
|-----------------------------|--|--------------------------|
| Contractor to be determined | Contract No. VN-84 TBTA is seeking Board approval under the All-Agency General Contract Procurement Guidelines to declare competitive bidding to be inappropriate and hereby authorizing TBTA to enter into a competitive best value 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. | \$ Cost to be determined |
|-----------------------------|--|--------------------------|

Modifications to Purchase and Public Works Contracts

| | | |
|--------------------------|---|--------------|
| V.I.V. Contracting Corp. | Contract No. HCM-374 TBTA is seeking Board approval under the All-Agency General Contract Procurement Guidelines to modify Contract No. HCM-374 with V.I.V. Contracting Corp. to include the labor, material and equipment necessary for additional work associated with the rehabilitation of the Battery Parking Garage. | \$406,975.16 |
|--------------------------|---|--------------|

Ratifications

Mr. Bajor stated that there are no ratifications.

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

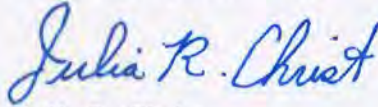
Diversity Report – Fourth Quarter 2018

Ms. Moore stated that for the Fourth Quarter of 2018, TBTA's workforce was comprised of 1,392 employees, of which 21% are Females, 55% are Minorities and 6% are Veterans. The percentage of Females decreased by 2% and the percentage of Minorities decreased by 3% as compared to the same period last year. TBTA hired 87 employees, of which 17% were Females, 59% were Minorities and 1% were Veterans. Females were hired at a rate 3% below their current representation due to Agency hiring restrictions. Despite these fiscal challenges, TBTA hired Minorities at a rate 4% above their current representation and successfully promoted 102 employees, 19% of which were Females and 38% were Minorities. With regard to EEO and Title VI complaints, Ms. Moore stated that TBTA's caseload included a total of seven EEO complaints, which cited 14 separate allegations. There were no reported lawsuits or Title VI complaints. Commissioner Vanterpool commented that while diversity is reported on quarterly for the respective year she would also like the reports to include a historical analysis over a given period of years. She stated that Diversity Committee Chair Susan Metzger is supportive of having this historical analysis reported across the agencies.

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
Cashless Tolling Customer Service Report
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

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 Committee Chair & Members
2020 Proposed Final Budget Planning & Budget
Diversity Report – 3rd Quarter 2019 EEO

January 2020

Approval of 2020 Work Plan Committee Chair & Members

February 2020

Preliminary Review of 2019 Operating Budget Results Planning & Budget
2020 Adopted Budget/Financial Plan 2020-2023 Planning & Budget
2019 B&T Operating Surplus Controller
Customer Environment Survey – 4th Quarter 2019 Operations
Diversity Report – 4th Quarter 2019 EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, traffic by method of payment and time period, 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.

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, toll collection rates, 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.

Cashless Tolling Customer Service Report

Summary presentation of information about cashless tolling customer service performance. This report contains data on E-ZPass tags and accounts and customer service center performance, as well as toll processing metrics. The Cashless Tolling Customer Service Report is provided on a two month lag, except in September when it includes reports with June and July data.

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

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.

SEPTEMBER 2019 (cont'd)

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.

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

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

2020 Adopted Budget and February Financial Plan 2020-2023

The Agency will present its revised 2019 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2019 meeting and any Agency technical adjustments.

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

FEBRUARY 2020 (cont'd)Customer Environment Survey – 4th 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 – 4th Quarter 2019

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



Bridges and Tunnels

Report on Operations January 2019



MTA Bridges and Tunnels January 2019 Traffic Trends

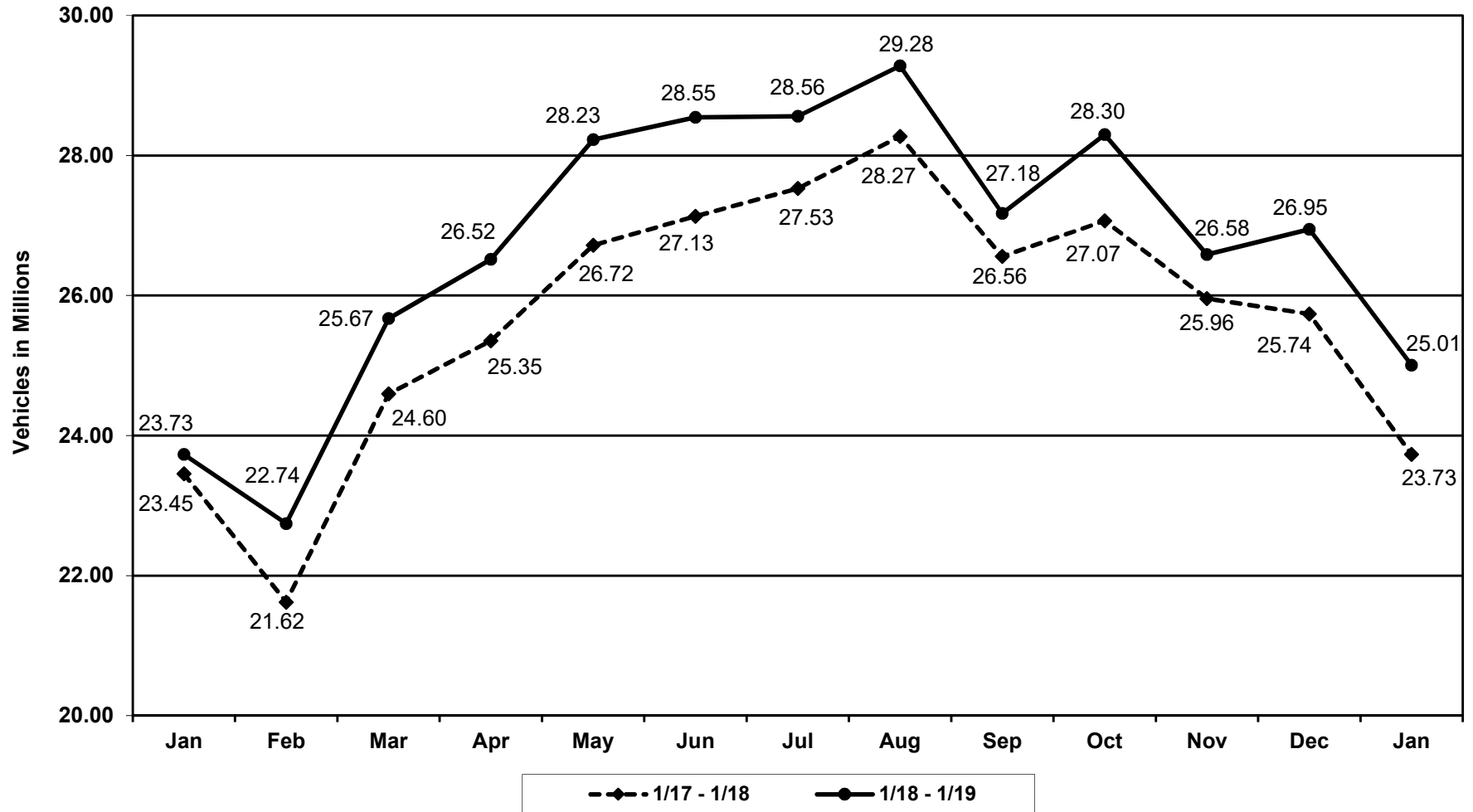
Summary

Traffic was higher on a year-to-year basis, with 25.0 million crossings this month vs. 23.7 million crossings in January 2018, an increase of 5.4%.

E-ZPass market share was 95.3% and 1% point greater than January 2018. E-ZPass volume increased by 6.5% on a year-to-year basis for the month while crossings using Tolls by Mail declined 13.8%. Passenger car travel increased 5.6% and other vehicle travel increased 2.9% from January 2018.

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 less than one inch of snowfall in January 2019, while the prior year saw 8.7 inches. Gas prices averaged \$2.51 per gallon this past January, which was \$0.18 less than January 2018.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending January 2019



MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2019
Preliminary data subject to final audit

| All B&T Facilities by Method of Payment | | | |
|---|--------------|--------------|------------|
| | January 2019 | January 2018 | 2019 YTD |
| E-ZPass ¹ | 23,833,289 | 22,372,784 | 23,833,289 |
| Tolls by Mail ¹ | 1,171,879 | 1,359,053 | 1,171,879 |
| Total | 25,005,168 | 23,731,837 | 25,005,168 |
| E-ZPass Market Share: | | | |
| Total | 95.3% | 94.3% | 95.3% |
| Cars | 95.2% | 94.2% | 95.2% |
| Trucks | 96.4% | 95.3% | 96.4% |

| Average Weekday ² | | | | | | | Average Weekend ² | | | | | |
|--|----------------|----------------|---------------|----------------------|--------------|-------------|------------------------------|----------------|---------------|----------------------|--------------|-------------|
| Facility | January 2019 | | | E-ZPass Market Share | | | January 2019 | | | E-ZPass Market Share | | |
| | Total | E-ZPass | TBM | Jan 2019 | Jan 2018 | Change | Total | E-ZPass | TBM | Jan 2019 | Jan 2018 | Change |
| Bronx-Whitestone Bridge | 124,161 | 117,078 | 7,084 | 94.3% | 93.0% | 1.3% | 113,078 | 103,911 | 9,167 | 91.9% | 90.1% | 1.8% |
| Cross Bay Bridge | 23,182 | 22,373 | 810 | 96.5% | 95.2% | 1.3% | 17,077 | 16,332 | 745 | 95.6% | 94.3% | 1.4% |
| Henry Hudson Bridge | 67,384 | 64,900 | 2,484 | 96.3% | 96.1% | 0.2% | 51,638 | 48,981 | 2,657 | 94.9% | 94.5% | 0.3% |
| Hugh L. Carey Tunnel | 54,440 | 52,963 | 1,477 | 97.3% | 96.6% | 0.6% | 38,958 | 37,383 | 1,575 | 96.0% | 95.4% | 0.6% |
| Marine Parkway Bridge | 21,007 | 20,457 | 551 | 97.4% | 96.8% | 0.6% | 14,468 | 13,973 | 495 | 96.6% | 96.0% | 0.6% |
| Queens Midtown Tunnel | 78,930 | 76,257 | 2,673 | 96.6% | 96.3% | 0.3% | 66,209 | 62,952 | 3,258 | 95.1% | 94.7% | 0.4% |
| Robert F. Kennedy Bridge | 172,224 | 164,220 | 8,004 | 95.4% | 94.1% | 1.2% | 140,154 | 130,871 | 9,283 | 93.4% | 92.0% | 1.4% |
| Throgs Neck Bridge | 112,600 | 107,106 | 5,494 | 95.1% | 94.0% | 1.1% | 98,999 | 91,902 | 7,096 | 92.8% | 91.3% | 1.5% |
| Verrazzano-Narrows Bridge ¹ | <u>201,346</u> | <u>194,469</u> | <u>6,878</u> | <u>96.6%</u> | <u>95.8%</u> | <u>0.8%</u> | <u>170,550</u> | <u>161,770</u> | <u>8,780</u> | <u>94.9%</u> | <u>93.9%</u> | <u>1.0%</u> |
| All Facilities¹ | 855,275 | 819,823 | 35,453 | 95.9% | 94.9% | 0.9% | 711,130 | 668,075 | 43,055 | 93.9% | 92.7% | 1.3% |

Notes:

- At the Verrazzano-Narrows Bridge (VNB), tolls are only collected in the westbound direction. These transactions are doubled to provide traffic statistics that are consistent with B&T's other facilities.
- Average traffic and market share figures exclude holidays.

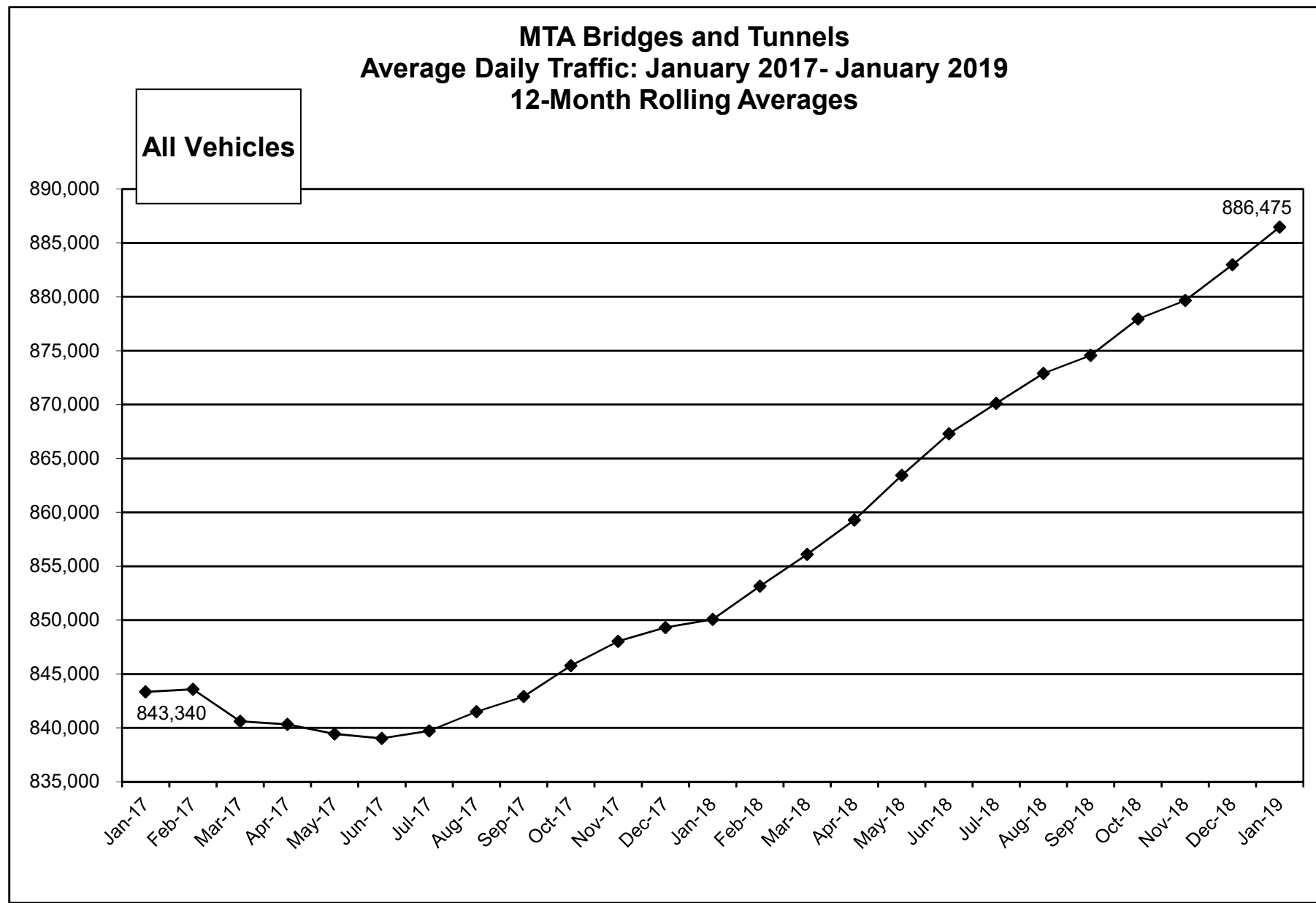
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
January 2019
Preliminary data subject to final audit

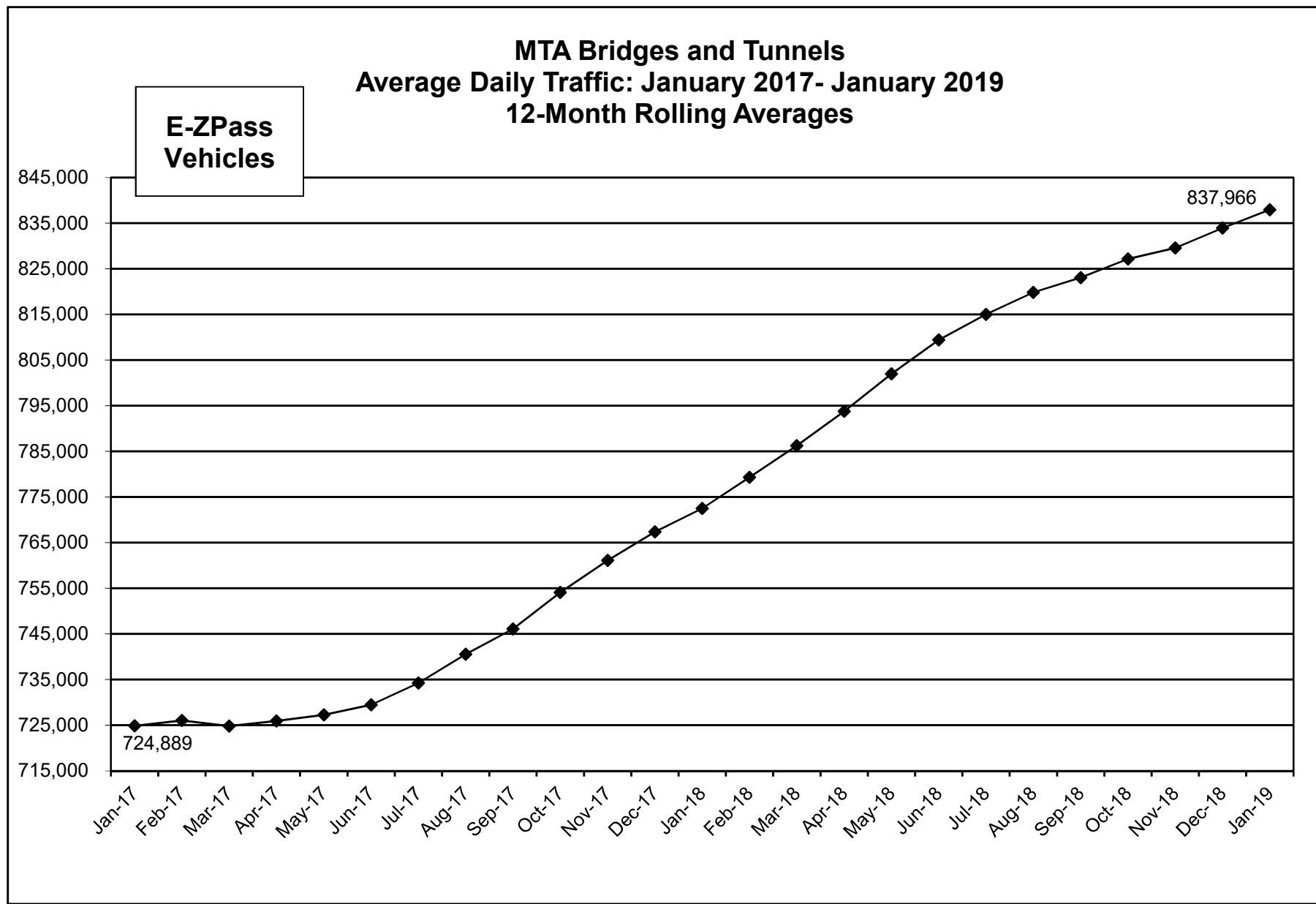
| Distribution by Facility & Time Period | | | |
|--|-----------------|-----------------|--------------|
| Facility | January 2019 | | |
| | Weekday AM Peak | Weekday PM Peak | Off-Peak |
| Bronx-Whitestone Bridge | 23.8% | 22.6% | 53.6% |
| Cross Bay Bridge | 25.8% | 24.2% | 49.9% |
| Henry Hudson Bridge | 23.5% | 27.6% | 48.9% |
| Hugh L. Carey Tunnel | 26.2% | 26.6% | 47.1% |
| Marine Parkway Bridge | 27.8% | 26.6% | 45.5% |
| Queens Midtown Tunnel | 22.8% | 23.1% | 54.1% |
| Robert F. Kennedy Bridge | 24.7% | 21.8% | 53.5% |
| Throgs Neck Bridge | 20.9% | 27.2% | 51.9% |
| Verrazzano-Narrows Bridge ¹ | <u>16.3%</u> | <u>30.0%</u> | <u>53.7%</u> |
| All Facilities | 23.0% | 24.9% | 52.2% |

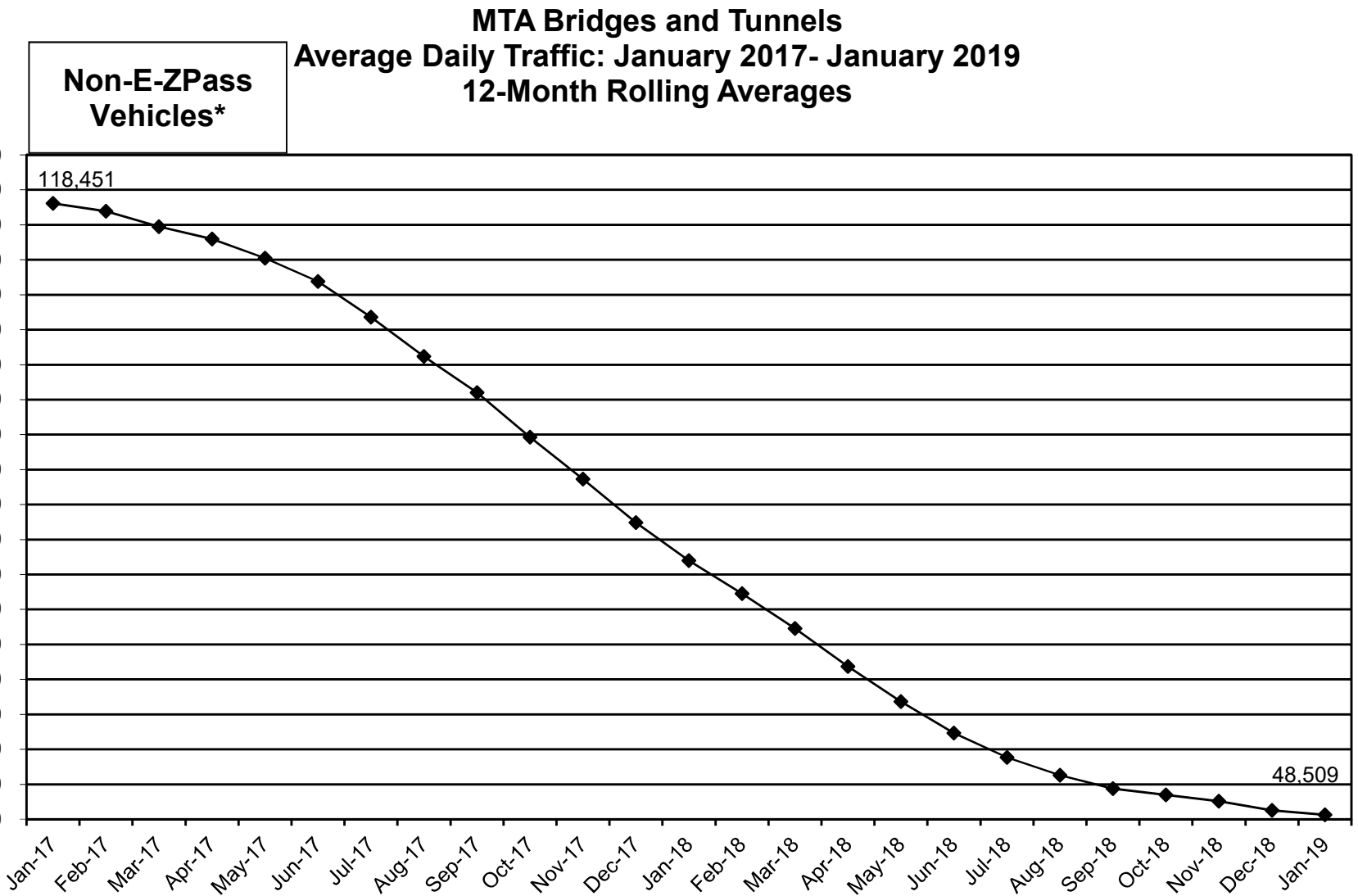
| Payment Method by Facility (Transactions) | | | |
|---|-------------------|-----------------------|------------------|
| Facility | January 2019 | | |
| | NY CSC E-ZPass | Non-NY CSC E-ZPass | Tolls by Mail |
| Bronx-Whitestone Bridge | 88.1% | 5.5% | 6.4% |
| Cross Bay Bridge | 95.1% | 1.2% | 3.7% |
| Henry Hudson Bridge | 85.8% | 10.1% | 4.1% |
| Hugh L. Carey Tunnel | 91.4% | 5.5% | 3.1% |
| Marine Parkway Bridge | 95.0% | 2.2% | 2.8% |
| Queens Midtown Tunnel | 91.8% | 4.4% | 3.8% |
| Robert F. Kennedy Bridge | 88.7% | 6.1% | 5.2% |
| Throgs Neck Bridge | 87.2% | 7.3% | 5.5% |
| Verrazzano-Narrows Bridge | <u>86.5%</u> | <u>9.6%</u> | <u>4.0%</u> |
| All Facilities | 88.4% | 6.9% | 4.7% |

Note:

1. Traffic distributions reported in westbound tolled direction only



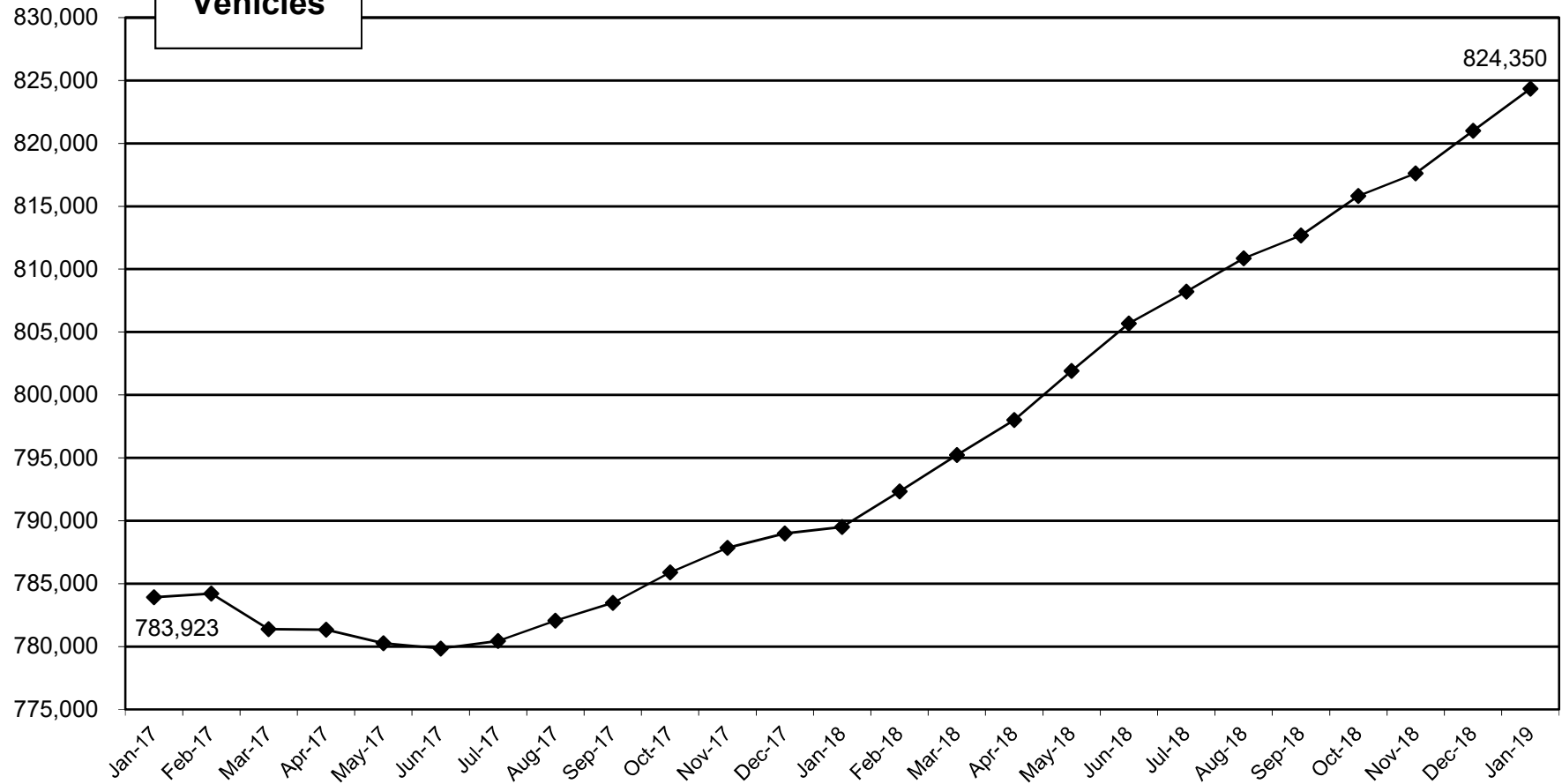


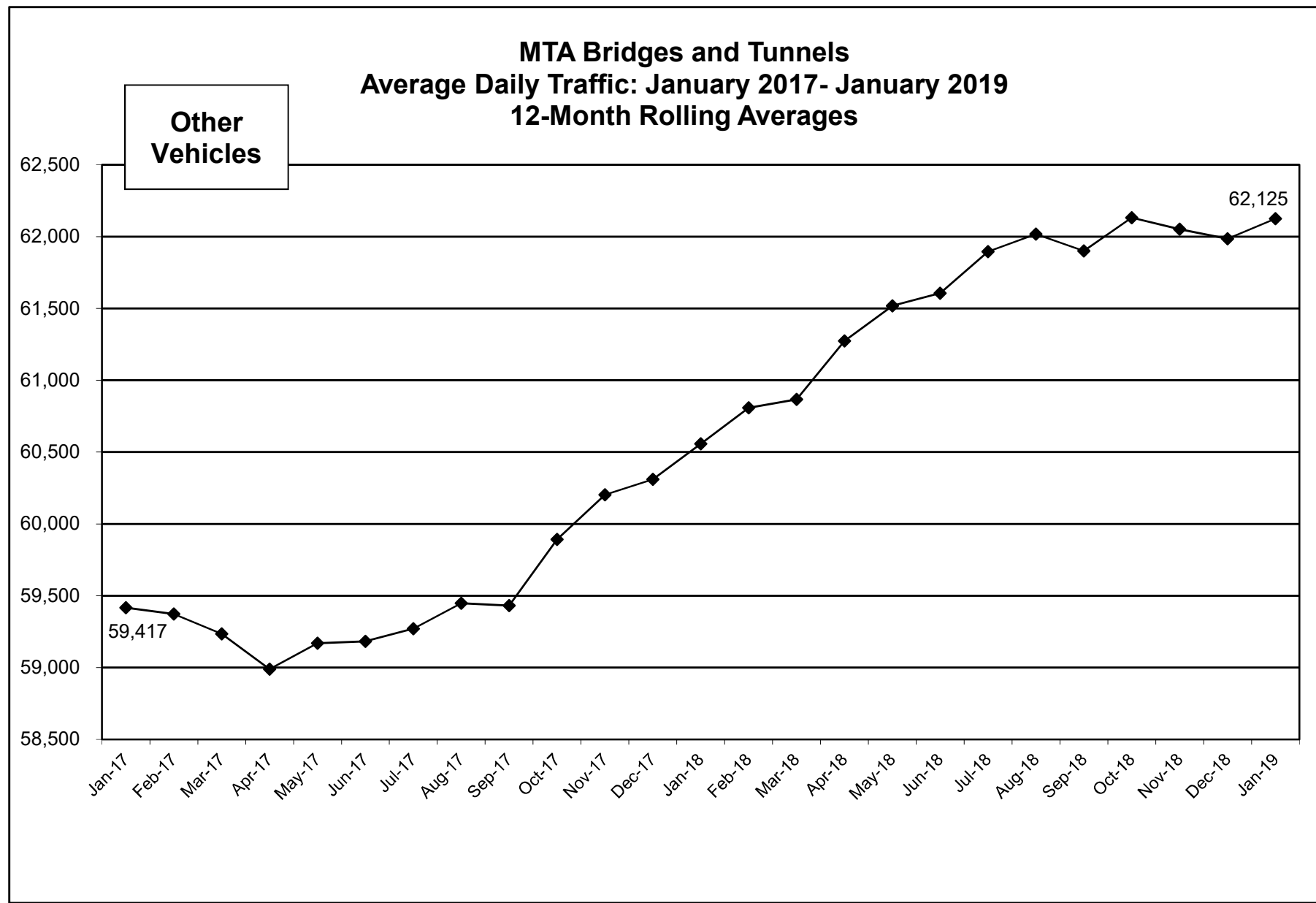


*Includes Tolls by Mail, cash, token, and ticket transactions.

**MTA Bridges and Tunnels
Average Daily Traffic: January 2017- January 2019
12-Month Rolling Averages**

**Passenger
Vehicles**





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

| Corridor | Toll Media | Jan(1) | 3 Months(2) (Nov-Jan) | 6 Months(3) (Aug-Jan) | 9 Months(4) (May-Jan) | 12 Months(5) (Feb-Jan) |
|---|--------------------------------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities | Total Vehicles | 5.4% | 4.1% | 3.8% | 4.2% | 4.3% |
| | E-ZPass | 6.5% | 5.6% | 5.7% | 7.4% | 8.5% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -13.8% | -17.9% | -21.9% | -31.4% | -37.5% |
| RFK Bridge | Total Vehicles | 1.6% | -0.4% | -0.4% | 2.0% | 3.9% |
| | E-ZPass | 3.0% | 1.3% | 1.4% | 5.0% | 8.6% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -19.3% | -23.3% | -22.2% | -30.2% | -37.8% |
| Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 15.2% | 15.9% | 13.5% | 11.7% | 10.0% |
| | E-ZPass | 15.7% | 16.7% | 14.4% | 12.8% | 11.4% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | 2.7% | -1.0% | -4.4% | -10.8% | -15.8% |
| Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 4.7% | 3.4% | 3.9% | 3.5% | 3.3% |
| | E-ZPass | 6.3% | 5.4% | 7.8% | 6.7% | 10.1% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -15.0% | -20.2% | -31.6% | -32.3% | -43.4% |
| Verrazano-Narrows Bridge | Total Vehicles | 4.8% | 3.6% | 3.4% | 4.0% | 4.2% |
| | E-ZPass | 5.8% | 4.8% | 4.4% | 6.6% | 8.1% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -14.8% | -18.0% | -13.1% | -31.1% | -39.9% |
| Henry Hudson Bridge | Total Vehicles | 2.5% | 1.7% | 0.8% | 0.8% | 1.2% |
| | E-ZPass | 2.8% | 2.1% | 1.2% | 1.4% | 1.9% |
| | Tolls By Mail | -3.6% | -6.9% | -6.8% | -9.8% | -11.6% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 4.3% | 1.5% | 0.7% | 0.8% | 1.4% |
| | E-ZPass | 5.3% | 2.7% | 2.0% | 2.6% | 4.2% |
| | Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾ | -19.6% | -22.4% | -22.5% | -26.4% | -37.0% |

(1) January 2019 vs. January 2018

(2) November 2018 to January 2019 vs. November 2017 to January 2018

(3) August 2018 to January 2019 vs. August 2017 to January 2018

(4) May 2018 to January 2019 vs. May 2017 to January 2018

(5) February 2018 to January 2019 vs. February 2017 to January 2018

(6) Includes tokens and tickets

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

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

| Corridor | Toll Media | Jan(1) | 3 Months(2) (Nov-Jan) | 6 Months(3) (Aug-Jan) | 9 Months(4) (May-Jan) | 12 Months(5) (Feb-Jan) |
|---|----------------|--------|--------------------------|--------------------------|--------------------------|---------------------------|
| All Facilities | Total Vehicles | 5.4% | 4.1% | 3.8% | 4.2% | 4.3% |
| | Passenger | 5.6% | 4.5% | 4.0% | 4.3% | 4.4% |
| | Other | 2.9% | 0.0% | 0.7% | 1.8% | 2.6% |
| RFK Bridge | Total Vehicles | 1.6% | -0.4% | -0.4% | 2.0% | 3.9% |
| | Passenger | 1.8% | -0.1% | -0.2% | 2.1% | 4.1% |
| | Other | -0.8% | -3.7% | -1.9% | 0.3% | 2.2% |
| Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | 15.2% | 15.9% | 13.5% | 11.7% | 10.0% |
| | Passenger | 16.2% | 17.2% | 14.8% | 12.8% | 11.0% |
| | Other | 4.0% | 1.1% | -1.2% | -1.6% | -1.9% |
| Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | 4.7% | 3.4% | 3.9% | 3.5% | 3.3% |
| | Passenger | 4.5% | 3.5% | 3.9% | 3.6% | 3.3% |
| | Other | 6.3% | 2.7% | 3.7% | 1.5% | 3.7% |
| Verrazano-Narrows Bridge | Total Vehicles | 4.8% | 3.6% | 3.4% | 4.0% | 4.2% |
| | Passenger | 5.0% | 3.8% | 3.6% | 4.0% | 4.2% |
| | Other | 2.1% | 0.1% | 1.4% | 3.2% | 4.3% |
| Henry Hudson Bridge | Total Vehicles | 2.5% | 1.7% | 0.8% | 0.8% | 1.2% |
| | Passenger | 2.5% | 1.8% | 0.8% | 0.8% | 1.2% |
| | Other | 2.1% | -6.6% | -6.3% | -4.3% | 0.6% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 4.3% | 1.5% | 0.7% | 0.8% | 1.4% |
| | Passenger | 4.8% | 2.0% | 1.0% | 0.9% | 1.2% |
| | Other | -3.3% | -5.0% | -3.2% | -0.5% | 3.7% |

(1) January 2019 vs. January 2018

(2) November 2018 to January 2019 vs. November 2017 to January 2018

(3) August 2018 to January 2019 vs. August 2017 to January 2018

(4) May 2018 to January 2019 vs. May 2017 to January 2018

(5) February 2018 to January 2019 vs. February 2017 to January 2018

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> |
| 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 | 28,301,034 | \$2.97 | 60 | 3.0 | - | 11 |
| Nov-18 | 26,584,637 | \$2.85 | 46 | 7.1 | 4.7 | 15 |
| Dec-18 | 26,947,558 | \$2.66 | 41 | 6.9 | - | 11 |
| Jan-19 | 25,005,168 | \$2.51 | 33 | 3.9 | 0.6 | 9 |

Note: Bold numbers are preliminary.

5.4%

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> |
| 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 | 1,232,776 | \$0.32 | (6) | (0.8) | - | 2 |
| November | 628,768 | \$0.19 | (20) | 5.0 | 5 | 7 |
| December | 1,210,503 | \$0.04 | 2 | 4.9 | (7) | 2 |
| 2019 vs. 2018 | | | | | | |
| January | 1,273,331 | (\$0.18) | 1 | 1.8 | (8) | 2 |

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

Supplemental Data Page for Exhibits 2 through 6

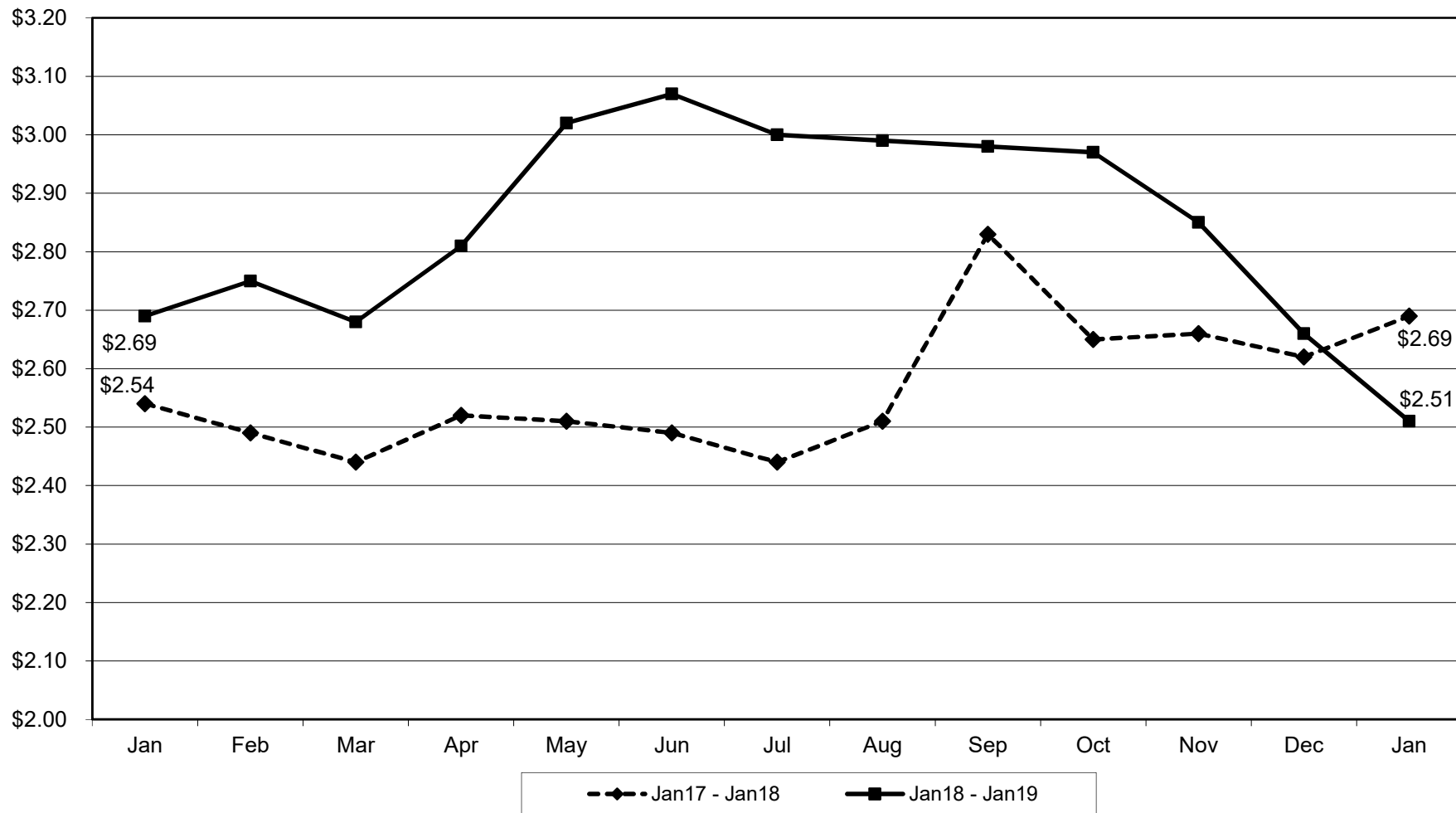
Average Daily Traffic: 12-Month Rolling Averages

| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Non-E-ZPass²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------|---------------------------------|----------------|--------------------------------|------------------|---------------|
| 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 | 877,947 | 827,156 | 50,791 | 815,815 | 62,132 |
| Nov-18 | 879,670 | 829,609 | 50,061 | 817,618 | 62,052 |
| Dec-18 | 882,986 | 833,965 | 49,021 | 821,001 | 61,985 |
| Jan-19 | 886,475 | 837,966 | 48,509 | 824,350 | 62,125 |

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 January 2017 - January 2019





Bridges and Tunnels

Safety Report January 2019

Safety Report

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

| Performance Indicator | | | | |
|---|------------------------------|------------------------------|------------------------------|--------------|
| Performance Indicator | 12-Month Average | | | |
| | February 2016 - January 2017 | February 2017 - January 2018 | February 2018 - January 2019 | |
| Customer Collisions Rate for Bridge Customers per Million Vehicles | 7.59 | 7.83 | 6.54 | |
| Customer Injury Collisions Rate for Bridge Customers per Million Vehicles | 0.88 | 0.94 | 0.99 | |
| Employee Accident Reports | 274 | 230 | 270 | |
| Employee Lost Time Injuries Rate per 200,000 worker hours | 6.7 | 7.1 | 8.5 | |
| Construction Injuries per 200,000 worker | 1.84 | 1.41 | 1.59 | |
| Leading Indicators | | | | |
| Roadway Safety | 2018 | | 2019 | |
| | January | Year End | January | Year to Date |
| Workforce Development (# of Participants) | 30 | 385 | 146 | 146 |
| Fleet Preventative Maintenance Insp. | 158 | 1626 | 178 | 178 |
| Safety Taskforce Inspections | 0 | 13 | 0 | 0 |
| Construction Safety | January | Year End | January | Year to Date |
| Construction Safety Inspections | 158 | 2271 | 242 | 242 |
| Fire Safety | January | Year End | January | Year to Date |
| Fire Code Audits Completed | 0 | 14 | 0 | 0 |
| FDNY Liaison Visits | 0 | 29 | 1 | 1 |

Definitions:

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

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

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

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

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

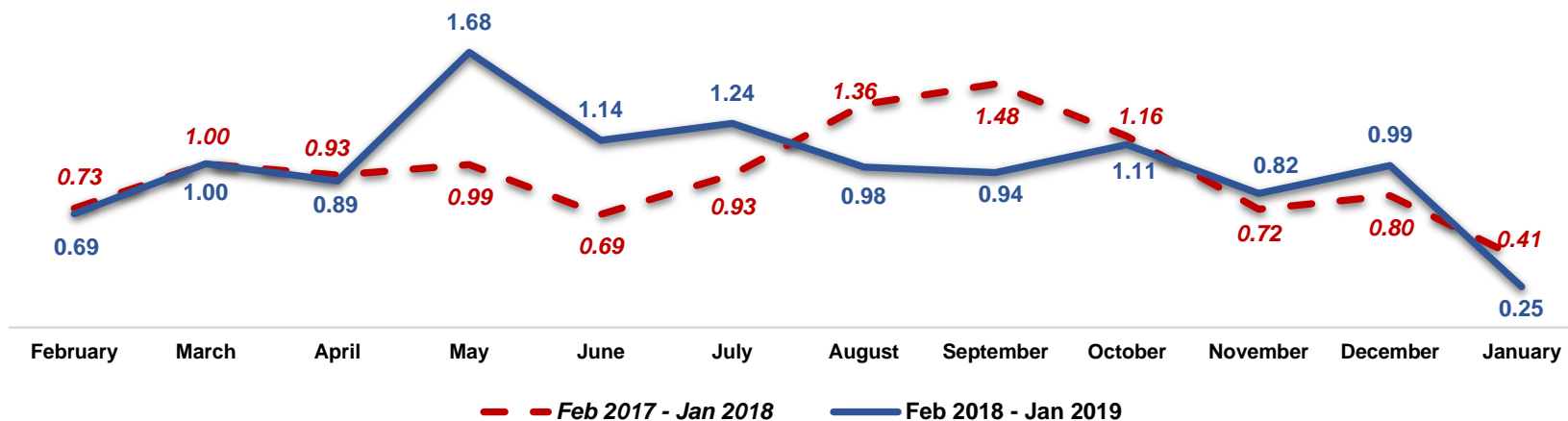
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



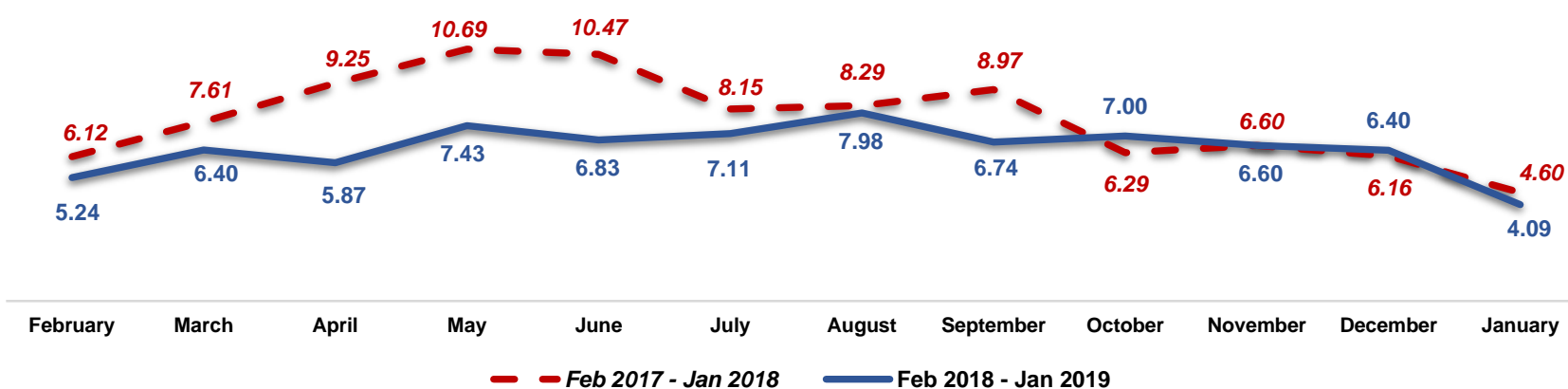
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

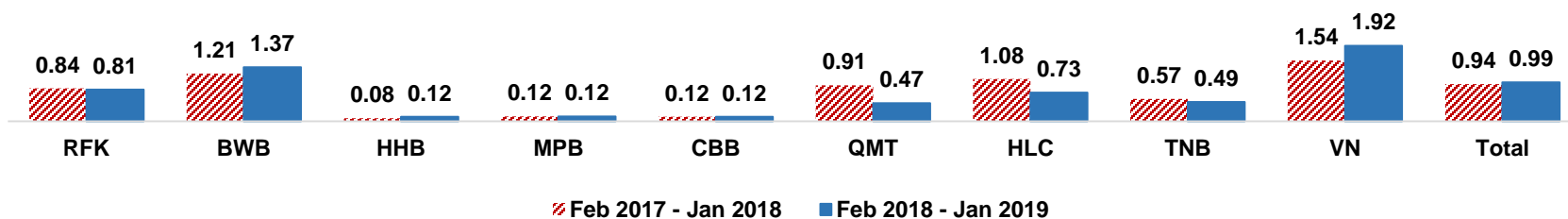




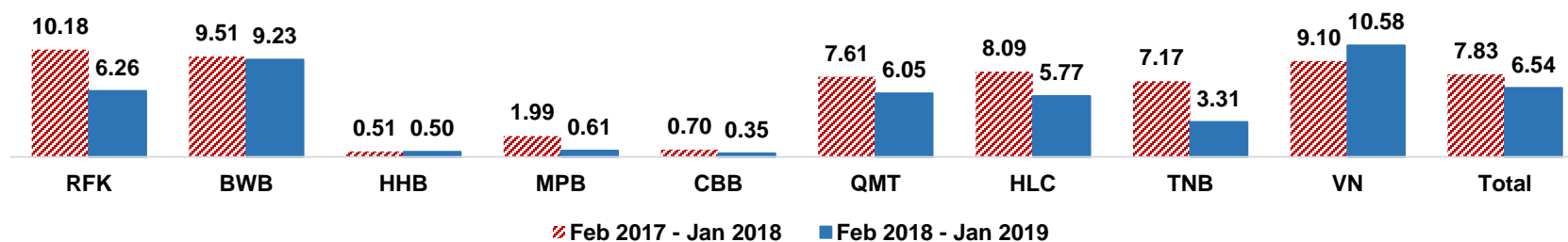
Bridges and Tunnels

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: January 2018 – January 2019

| | 18-Jan | 18-Feb | 18-Mar | 18-Apr | 18-May | 18-Jun | 18-Jul | 18-Aug | 18-Sep | 18-Oct | 18-Nov | 18-Dec | 19-Jan |
|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| RFK | 6.24 | 4.17 | 5.62 | 4.08 | 8.62 | 6.78 | 5.48 | 8.48 | 5.67 | 8.84 | 8.17 | 5.02 | 3.14 |
| BWB | 5.91 | 6.79 | 7.60 | 10.57 | 10.24 | 10.30 | 10.27 | 12.95 | 10.54 | 8.09 | 9.10 | 6.99 | 5.99 |
| TNB | 2.47 | 2.59 | 4.25 | 3.53 | 4.31 | 3.29 | 3.20 | 2.95 | 2.91 | 2.34 | 3.27 | 4.36 | 2.52 |
| VNB | 5.23 | 8.73 | 10.20 | 8.27 | 11.11 | 11.31 | 13.64 | 12.64 | 11.17 | 10.95 | 9.30 | 12.03 | 6.37 |
| QMT | 7.65 | 6.25 | 7.12 | 7.90 | 6.44 | 5.21 | 4.99 | 5.50 | 7.02 | 5.76 | 7.29 | 4.87 | 4.47 |
| HLC | 2.87 | 6.62 | 7.39 | 5.77 | 4.83 | 5.44 | 5.09 | 7.21 | 5.70 | 8.57 | 3.69 | 5.44 | 3.35 |
| HHB | 0.00 | 0.00 | 0.48 | 0.45 | 0.85 | 0.43 | 0.90 | 0.44 | 0.46 | 0.43 | 0.47 | 0.93 | 0.00 |
| MPB | 1.76 | 0.00 | 1.63 | 0.00 | 1.39 | 0.00 | 1.16 | 0.00 | 0.00 | 1.51 | 1.61 | 0.00 | 0.00 |
| CBB | 0.00 | 0.00 | 0.00 | 0.00 | 1.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.16 |
| Total | 4.60 | 5.24 | 6.40 | 5.87 | 7.43 | 6.83 | 7.11 | 7.98 | 6.74 | 7.00 | 6.60 | 6.40 | 4.09 |



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:

- 3,595 summonses were issued in January 2019 — 2.3% more than January 2018.
- 75.4% (2,710) of the summonses issued in January 2019 were safety related. Types of safety summonses include Speed, Disobey Signs / Traffic Control Devices, Cell Phone / Texting and Unsafe Lane Change / Failure to Signal.

| Summons Type | January 2018 | January 2019 | % Change |
|--------------------------------------|--------------|--------------|-------------|
| Speed | 620 | 672 | 8.4% |
| Disobey Signs/Traffic Control Device | 639 | 865 | 35.4% |
| Cell Phone/Texting | 194 | 70 | (63.9%) |
| Unsafe Lane Change/Failure to Signal | 322 | 177 | (45.0%) |
| *All Other | 1,740 | 1,811 | 4.1% |
| Total | 3,515 | 3,595 | 2.3% |

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



Bridges and Tunnels

Financial Report January 2019

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of January 31, 2019**

(in thousands)

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

| | |
|---|-----------|
| Cash-Unrestricted | 9,297 |
| Investments: | |
| Unrestricted | 183,402 |
| Restricted | 862,637 |
| Accrued interest receivable | 1,909 |
| Accounts receivable | 215,994 |
| Less allowance for uncollectible accounts | -121,754 |
| Tolls due from other agencies | 33,208 |
| Prepaid expenses | 6,898 |
| | <hr/> |
| Total current assets | 1,191,592 |

NONCURRENT ASSETS:

| | |
|---|-----------|
| Investments: | |
| Unrestricted | |
| Restricted | 6 |
| Facilities, less acc.dep of \$1,636,406 | 6,311,759 |
| Capital lease 2 Broadway net acc. dep. | 37,539 |
| Derivative Hedge Assets | 3,526 |
| Security Deposits | - |
| | <hr/> |
| Total noncurrent assets | 6,352,830 |

TOTAL ASSETS:

7,544,422**DEFERRED OUTFLOWS OF RESOURCES:**

| | |
|---|---------|
| Deferred outflows of resources related to Pension | 6,676 |
| Accumulated decreases in fair value of derivative instruments | 143,796 |
| Defeasance costs | 241,443 |
| | <hr/> |

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

391,915**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

7,936,337

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of January 31, 2019**

(in thousands)

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

| | |
|--|-----------|
| Current portion-long term debt | 255,570 |
| Interest Payable | 107,280 |
| Accounts Payable | 113,947 |
| Accrued Pension Payable | 0 |
| Payable to MTA-CAP | 330,097 |
| Due to MTA-Operating Expenses | 4,301 |
| Due to NYCTA-Operating Expenses | 871 |
| Accrued salaries | 33,067 |
| Accrued Vac & Sick Benefits | 19,843 |
| Current portion of estimated liability arising from injury | 5,477 |
| Due to New York City Transit Authority | 64,654 |
| Due to Metropolitan Transportation Authority | 104,025 |
| Unredeemed Tolls | 191,328 |
| Tolls due to other agencies | 46,478 |
| E-ZPass Airport Toll Liability | 7,462 |
| | <hr/> |
| Total current liabilities | 1,284,399 |

NONCURRENT LIABILITIES:

| | |
|--|------------|
| Long term debt | 8,987,010 |
| Post Employment Benefits Other than Pensions | 779,493 |
| Estimated liability arising from injury | 47,168 |
| Capital lease obligations | 57,005 |
| Derivative Hedge Liabilities | 123,921 |
| Due (to)/from MTA - change in fair value of derivative | 23,401 |
| Net Pension Liability | 203,707 |
| Security deposits-Contra | - |
| | <hr/> |
| Total noncurrent liabilities | 10,221,705 |

DEFERRED INFLOW OF RESOURCES

| | |
|---|--------|
| Deferred Inflow of resources related to Pension | 19,200 |
|---|--------|

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF
RESOURCES**

11,525,305

NET POSITION

-3,588,968**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

7,936,337

*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
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 2019
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|------------------|----------------------------|-------------|-------------------|----------------|----------------------------|---------------|-------------------|------------------|----------------------------|-------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 147.505 | 151.259 | 3.755 | 2.5 | 0.000 | 0.000 | 0.000 | - | 147.505 | 151.259 | 3.755 | 2.5 |
| Other Operating Revenue | 1.578 | 1.581 | 0.003 | 0.2 | 0.000 | 0.000 | 0.000 | - | 1.578 | 1.581 | 0.003 | 0.2 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 1.915 | 1.253 | (0.662) | (34.6) | 1.915 | 1.253 | (0.662) | (34.6) |
| Investment Income | 0.105 | 0.320 | 0.215 | * | 0.000 | 0.000 | 0.000 | - | 0.105 | 0.320 | 0.215 | * |
| Total Revenue | \$149.188 | \$153.161 | \$3.973 | 2.7 | \$1.915 | \$1.253 | (\$0.662) | (34.6) | \$151.103 | \$154.414 | \$3.310 | 2.2 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$11.501 | \$9.970 | \$1.531 | 13.3 | \$0.737 | \$0.510 | \$0.227 | 30.8 | 12.238 | \$10.480 | \$1.758 | 14.4 |
| Overtime | 2.595 | 2.330 | 0.264 | 10.2 | 0.046 | 0.045 | 0.001 | 1.8 | 2.641 | 2.376 | 0.265 | 10.0 |
| Health and Welfare | 2.749 | 2.199 | 0.550 | 20.0 | 0.159 | 0.120 | 0.039 | 24.3 | 2.908 | 2.320 | 0.588 | 20.2 |
| OPEB Current Payment | 2.056 | 1.858 | 0.198 | 9.6 | 0.000 | 0.000 | 0.000 | - | 2.056 | 1.858 | 0.198 | 9.6 |
| Pensions | 3.025 | 3.074 | (0.050) | (1.6) | 0.215 | 0.139 | 0.076 | 35.2 | 3.240 | 3.214 | 0.026 | 0.8 |
| Other Fringe Benefits | 2.605 | 2.470 | 0.135 | 5.2 | 0.103 | 0.070 | 0.033 | 31.8 | 2.708 | 2.540 | 0.168 | 6.2 |
| Reimbursable Overhead | (0.656) | (0.368) | (0.287) | (43.8) | 0.656 | 0.368 | 0.287 | 43.8 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$23.875 | \$21.534 | \$2.341 | 9.8 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$25.790 | \$22.787 | \$3.003 | 11.6 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$0.503 | \$0.411 | \$0.092 | 18.4 | \$0.000 | \$0.000 | \$0.000 | - | 0.503 | \$0.411 | \$0.092 | 18.4 |
| Fuel | 0.249 | 0.070 | 0.178 | 71.7 | 0.000 | 0.000 | 0.000 | - | 0.249 | 0.070 | 0.178 | 71.7 |
| Insurance | 0.944 | 0.865 | 0.079 | 8.3 | 0.000 | 0.000 | 0.000 | - | 0.944 | 0.865 | 0.079 | 8.3 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 8.355 | 6.235 | 2.120 | 25.4 | 0.000 | 0.000 | 0.000 | - | 8.355 | 6.235 | 2.120 | 25.4 |
| Professional Service Contracts | 2.602 | 1.150 | 1.451 | 55.8 | 0.000 | 0.000 | 0.000 | - | 2.602 | 1.150 | 1.451 | 55.8 |
| Materials & Supplies | 0.375 | 0.117 | 0.258 | 68.8 | 0.000 | 0.000 | 0.000 | - | 0.375 | 0.117 | 0.258 | 68.8 |
| Other Business Expenses | 4.736 | 4.409 | 0.327 | 6.9 | 0.000 | 0.000 | 0.000 | - | 4.736 | 4.409 | 0.327 | 6.9 |
| Total Non-Labor Expenses | \$17.764 | \$13.259 | \$4.506 | 25.4 | \$0.000 | \$0.000 | \$0.000 | - | \$17.764 | \$13.259 | \$4.506 | 25.4 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$41.639 | \$34.793 | \$6.846 | 16.4 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$43.555 | \$36.046 | \$7.508 | 17.2 |
| Depreciation | \$12.369 | \$17.230 | (\$4.860) | (39.3) | \$0.000 | \$0.000 | \$0.000 | - | 12.369 | \$17.230 | (\$4.860) | (39.3) |
| OPEB Obligation | 5.641 | 5.250 | 0.391 | 6.9 | 0.000 | 0.000 | 0.000 | - | 5.641 | 5.250 | 0.391 | 6.9 |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$59.650 | \$57.273 | \$2.377 | 4.0 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$61.565 | \$58.526 | \$3.039 | 4.9 |
| Less: Depreciation | \$12.369 | \$17.230 | (\$4.860) | (39.3) | \$0.000 | \$0.000 | \$0.000 | - | \$12.369 | \$17.230 | (\$4.860) | (39.3) |
| Less: OPEB Obligation | 5.641 | 5.250 | 0.391 | 6.9 | 0.000 | 0.000 | 0.000 | - | 5.641 | 5.250 | 0.391 | 6.9 |
| Less: GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$41.639 | \$34.793 | \$6.846 | 16.4 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$43.555 | \$36.046 | \$7.508 | 17.2 |
| Net Surplus/(Deficit) | \$107.549 | \$118.367 | \$10.819 | 10.1 | \$0.000 | \$0.000 | \$0.000 | - | \$107.549 | \$118.367 | \$10.819 | 10.1 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 2019
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|--------|----------------------------|---------|-------------------|--------|----------------------------|---------|-------------------|------------------|----------------------------|-------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$107.549 | \$118.367 | \$10.819 | 10.1 |
| Less: Capitalized Assets | | | | | | | | | 2.058 | 0.000 | 2.058 | 100.0 |
| Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$105.491 | \$118.367 | \$12.877 | 12.2 |
| Less: Debt Service | | | | | | | | | 57.665 | 54.710 | 2.955 | 5.1 |
| Less: Contribution to the Capital Program | | | | | | | | | 11.082 | 11.082 | 0.000 | 0.0 |
| Income Available for Distribution | | | | | | | | | \$36.744 | \$52.576 | \$15.831 | 43.1 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.105 | 0.320 | 0.215 | * |
| MTA - Distributable Income | | | | | | | | | 23.235 | 30.835 | 7.600 | 32.7 |
| NYCTR - Distributable Income | | | | | | | | | 13.404 | 21.421 | 8.017 | 59.8 |
| Total Distributable Income | | | | | | | | | \$36.744 | \$52.576 | \$15.831 | 43.1 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 151.103 | 154.414 | 3.310 | 2.2 |
| Less: Total Operating Expenses | | | | | | | | | <u>43.555</u> | <u>36.046</u> | <u>7.508</u> | 17.2 |
| Net Operating Income/(Deficit) | | | | | | | | | \$107.549 | \$118.367 | \$10.819 | 10.1 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 2.058 | 0.000 | 2.058 | 100.0 |
| Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| B&T Debt Service | | | | | | | | | 25.056 | 24.609 | 0.447 | 1.8 |
| Contribution to the Capital Program | | | | | | | | | 11.082 | 11.082 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$38.196 | \$35.691 | \$2.505 | 6.6 |
| Total Support to Mass Transit | | | | | | | | | \$69.352 | \$82.677 | \$13.324 | 19.2 |

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|------------------|----------------------------|-------------|-------------------|----------------|----------------------------|---------------|-------------------|------------------|----------------------------|-------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 147.505 | 151.259 | 3.755 | 2.5 | 0.000 | 0.000 | 0.000 | - | 147.505 | 151.259 | 3.755 | 2.5 |
| Other Operating Revenue | 1.578 | 1.581 | 0.003 | 0.2 | 0.000 | 0.000 | 0.000 | - | 1.578 | 1.581 | 0.003 | 0.2 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 1.915 | 1.253 | (0.662) | (34.6) | 1.915 | 1.253 | (0.662) | (34.6) |
| Investment Income | 0.105 | 0.320 | 0.215 | * | 0.000 | 0.000 | 0.000 | - | 0.105 | 0.320 | 0.215 | * |
| Total Revenue | \$149.188 | \$153.161 | \$3.973 | 2.7 | \$1.915 | \$1.253 | (\$0.662) | (34.6) | \$151.103 | \$154.414 | \$3.310 | 2.2 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$11.501 | \$9.970 | \$1.531 | 13.3 | 0.737 | \$0.510 | \$0.227 | 30.8 | 12.238 | \$10.480 | \$1.758 | 14.4 |
| Overtime | 2.595 | 2.330 | 0.264 | 10.2 | 0.046 | 0.045 | 0.001 | 1.8 | 2.641 | 2.376 | 0.265 | 10.0 |
| Health and Welfare | 2.749 | 2.199 | 0.550 | 20.0 | 0.159 | 0.120 | 0.039 | 24.3 | 2.908 | 2.320 | 0.588 | 20.2 |
| OPEB Current Payment | 2.056 | 1.858 | 0.198 | 9.6 | 0.000 | 0.000 | 0.000 | - | 2.056 | 1.858 | 0.198 | 9.6 |
| Pensions | 3.025 | 3.074 | (0.050) | (1.6) | 0.215 | 0.139 | 0.076 | 35.2 | 3.240 | 3.214 | 0.026 | 0.8 |
| Other Fringe Benefits | 2.605 | 2.470 | 0.135 | 5.2 | 0.103 | 0.070 | 0.033 | 31.8 | 2.708 | 2.540 | 0.168 | 6.2 |
| Reimbursable Overhead | (0.656) | (0.368) | (0.287) | (43.8) | 0.656 | 0.368 | 0.287 | 43.8 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$23.875 | \$21.534 | \$2.341 | 9.8 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$25.790 | \$22.787 | \$3.003 | 11.6 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$0.503 | \$0.411 | \$0.092 | 18.4 | 0.000 | \$0.000 | \$0.000 | - | 0.503 | \$0.411 | \$0.092 | 18.4 |
| Fuel | 0.249 | 0.070 | 0.178 | 71.7 | 0.000 | 0.000 | 0.000 | - | 0.249 | 0.070 | 0.178 | 71.7 |
| Insurance | 0.944 | 0.865 | 0.079 | 8.3 | 0.000 | 0.000 | 0.000 | - | 0.944 | 0.865 | 0.079 | 8.3 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 8.355 | 6.235 | 2.120 | 25.4 | 0.000 | 0.000 | 0.000 | - | 8.355 | 6.235 | 2.120 | 25.4 |
| Professional Service Contracts | 2.602 | 1.150 | 1.451 | 55.8 | 0.000 | 0.000 | 0.000 | - | 2.602 | 1.150 | 1.451 | 55.8 |
| Materials & Supplies | 0.375 | 0.117 | 0.258 | 68.8 | 0.000 | 0.000 | 0.000 | - | 0.375 | 0.117 | 0.258 | 68.8 |
| Other Business Expenses | 4.736 | 4.409 | 0.327 | 6.9 | 0.000 | 0.000 | 0.000 | - | 4.736 | 4.409 | 0.327 | 6.9 |
| Total Non-Labor Expenses | \$17.764 | \$13.259 | \$4.506 | 25.4 | \$0.000 | \$0.000 | \$0.000 | - | \$17.764 | \$13.259 | \$4.506 | 25.4 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$41.639 | \$34.793 | \$6.846 | 16.4 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$43.555 | \$36.046 | \$7.508 | 17.2 |
| Depreciation | \$12.369 | \$17.230 | (\$4.860) | (39.3) | 0.000 | \$0.000 | \$0.000 | - | 12.369 | \$17.230 | (\$4.860) | (39.3) |
| OPEB Obligation | 5.641 | 5.250 | 0.391 | 6.9 | 0.000 | 0.000 | 0.000 | - | 5.641 | 5.250 | 0.391 | 6.9 |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$59.650 | \$57.273 | \$2.377 | 4.0 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$61.565 | \$58.526 | \$3.039 | 4.9 |
| Less: Depreciation | \$12.369 | \$17.230 | (\$4.860) | (39.3) | \$0.000 | \$0.000 | \$0.000 | - | \$12.369 | \$17.230 | (\$4.860) | (39.3) |
| Less: OPEB Obligation | 5.641 | 5.250 | 0.391 | 6.9 | 0.000 | 0.000 | 0.000 | - | 5.641 | 5.250 | 0.391 | 6.9 |
| Less: GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$41.639 | \$34.793 | \$6.846 | 16.4 | \$1.915 | \$1.253 | \$0.662 | 34.6 | \$43.555 | \$36.046 | \$7.508 | 17.2 |
| Net Surplus/(Deficit) | \$107.549 | \$118.367 | \$10.819 | 10.1 | \$0.000 | \$0.000 | \$0.000 | - | \$107.549 | \$118.367 | \$10.819 | 10.1 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|----------------------------|----------|---------|-------------------|----------------------------|----------|---------|-------------------|------------------|----------------------------|-------------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$107.549 | \$118.367 | \$10.819 | 10.1 |
| Less: Capitalized Assets | | | | | | | | | 2.058 | 0.000 | \$2.058 | 100.0 |
| Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$105.491 | \$118.367 | \$12.877 | 12.2 |
| Less: Debt Service | | | | | | | | | 57.665 | 54.710 | 2.955 | 5.1 |
| Less: Contribution to the Capital Program | | | | | | | | | 11.082 | 11.082 | 0.000 | 0.0 |
| Income Available for Distribution | | | | | | | | | \$36.744 | \$52.576 | \$15.831 | 43.1 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.105 | 0.320 | 0.215 | * |
| MTA - Distributable Income | | | | | | | | | 23.235 | 30.835 | 7.600 | 32.7 |
| NYCTR - Distributable Income | | | | | | | | | 13.404 | 21.421 | 8.017 | 59.8 |
| Total Distributable Income | | | | | | | | | \$36.744 | \$52.576 | \$15.831 | 43.1 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 151.103 | 154.414 | 3.310 | 2.2 |
| Less: Total Operating Expenses | | | | | | | | | <u>43.555</u> | <u>36.046</u> | <u>7.508</u> | 17.2 |
| Net Operating Income/(Deficit) | | | | | | | | | \$107.549 | \$118.367 | \$10.819 | 10.1 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 2.058 | 0.000 | 2.058 | 100.0 |
| Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| B&T Debt Service | | | | | | | | | 25.056 | 24.609 | 0.447 | 1.8 |
| Contribution to the Capital Program | | | | | | | | | 11.082 | 11.082 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$38.196 | \$35.691 | \$2.505 | 6.6 |
| Total Support to Mass Transit | | | | | | | | | \$69.352 | \$82.677 | \$13.324 | 19.2 |

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| | | | January 2019 | Year-to-Date | | |
|---|---|--------|--|---|--------|--|
| Generic Revenue or Expense Category | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Nonreimbursable | | | | | | |
| Vehicle Toll Revenue | 3.755 | 2.5% | Higher toll revenue due to 4.8% higher traffic | 3.755 | 2.5% | Higher toll revenue due to 4.8% higher traffic |
| Other Operating Revenue | 0.003 | 0.2% | Minor variance | 0.003 | 0.2% | Minor variance |
| Investment Income | 0.215 | * | Higher than anticipated short-term investment returns on fund balances | 0.215 | * | Higher than anticipated short-term investment returns on fund balances |
| Payroll | 1.531 | 13.3% | Lower payroll expenses primarily due to vacancies | 1.531 | 13.3% | Lower payroll expenses primarily due to vacancies |
| Overtime | 0.264 | 10.2% | See overtime tables | 0.264 | 10.2% | See overtime tables |
| Health and Welfare | 0.550 | 20.0% | Lower expenses primarily due to vacancies | 0.550 | 20.0% | Lower expenses primarily due to vacancies |
| OPEB Current Payment | 0.198 | 9.6% | Lower expenses primarily due to timing against the monthly budget allocation | 0.198 | 9.6% | Lower expenses primarily due to timing against the monthly budget allocation |
| Pensions | (0.050) | -1.6% | Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets | (0.050) | -1.6% | Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets |
| Other Fringe Benefits | 0.135 | 5.2% | Lower expenses primarily due to vacancies | 0.135 | 5.2% | Lower expenses primarily due to vacancies |
| Electric Power | 0.092 | 18.4% | Lower electricity expenses primarily due to timing against the monthly budget allocation | 0.092 | 18.4% | Lower electricity expenses primarily due to timing against the monthly budget allocation |
| Fuel | 0.178 | 71.7% | Lower fuel expenses primarily due to timing against the monthly budget allocation | 0.178 | 71.7% | Lower fuel expenses primarily due to timing against the monthly budget allocation |
| Insurance | 0.079 | 8.3% | Lower insurance expenses primarily due to timing against the monthly budget allocation | 0.079 | 8.3% | Lower insurance expenses primarily due to timing against the monthly budget allocation |
| Maintenance and Other Operating Contracts | 2.120 | 25.4% | Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$1.181 Mill) and timing against the monthly budget allocation for major maintenance projects (\$0.433 Mill) | 2.120 | 25.4% | Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$1.181 Mill) and timing against the monthly budget allocation for major maintenance projects (\$0.433 Mill) |
| Professional Service Contracts | 1.451 | 55.8% | Lower expenses primarily due to timing against the monthly budget allocation for engineering services (\$0.364 Mill), customer outreach expenses (\$0.206 Mill) and miscellaneous consulting and other outside services (\$0.686 Mill) | 1.451 | 55.8% | Lower expenses primarily due to timing against the monthly budget allocation for engineering services (\$0.364 Mill), customer outreach expenses (\$0.206 Mill) and miscellaneous consulting and other outside services (\$0.686 Mill) |
| Materials & Supplies | 0.258 | 68.8% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation | 0.258 | 68.8% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation |
| Other Business Expense | 0.327 | 6.9% | Lower expenses primarily due to timing against the budget allocation for toll collection processing fees. | 0.327 | 6.9% | Lower expenses primarily due to timing against the budget allocation for toll collection processing fees. |
| Depreciation | (4.860) | -39.3% | Higher depreciation expense primarily due to timing against the monthly budget allocation | (4.860) | -39.3% | Higher depreciation expense primarily due to timing against the monthly budget allocation |
| Other Post Employment Benefits | 0.391 | 6.9% | Lower expense due to a revised actuarial assesment of OPEB obligations | 0.391 | 6.9% | Lower expense due to a revised actuarial assesment of OPEB obligations |
| Reimbursable | | | | | | |
| Capital and Other Reimbursements | (0.662) | -34.6% | Lower capital reimbursements due to timing against the monthly budget allocation | (0.662) | -34.6% | Lower capital reimbursements due to timing against the monthly budget allocation |
| Payroll | 0.227 | 30.8% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.227 | 30.8% | Lower capital reimbursements due to timing against the monthly budget allocation |
| Overtime | 0.001 | 1.8% | See overtime tables | 0.001 | 1.8% | See overtime tables |
| Health and Welfare | 0.039 | 24.3% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.039 | 24.3% | Lower capital reimbursements due to timing against the monthly budget allocation |
| OPEB Current Payment | 0.000 | - | No variance | 0.000 | - | No variance |
| Pensions | 0.076 | 35.2% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.076 | 35.2% | Lower capital reimbursements due to timing against the monthly budget allocation |
| Other Fringe Benefits | 0.033 | 31.8% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.033 | 31.8% | Lower capital reimbursements due to timing against the monthly budget allocation |
| Reimbursable Overhead | 0.287 | 43.8% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.287 | 43.8% | Lower capital reimbursements due to timing against the monthly budget allocation |

*Variance exceeds 100%

MTA Bridges and Tunnels
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
As of January 31, 2019
Preliminary data subject to final audit

| Toll Revenue Collection Rates | |
|--------------------------------------|--|
| Facility | Revenue Collection Rate January 2019 ¹ |
| Henry Hudson Bridge | 101.5% |
| Hugh L. Carey Tunnel | 100.7% |
| Queens Midtown Tunnel | 101.9% |
| Marine Parkway Bridge | 100.3% |
| Cross Bay Bridge | 97.2% |
| Robert F. Kennedy Bridge | 99.8% |
| Verrazzano-Narrows Bridge | 97.4% |
| Bronx-Whitestone Bridge | 100.3% |
| Throgs Neck Bridge | 99.9% |
| All Facilities | 99.6% |

Note:

1. Represents total revenue collections from transactions in October 2017 through January 2018

MTA Bridges and Tunnels
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | January | | | | | | January Year-to-Date | | | | | |
|--|----------------|---------|---------|---------|---------------------|-----------|----------------------|---------|---------|---------|---------------------|-----------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| | | | | | | | | | | | | |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 5,489 | \$0.350 | 4,052 | \$0.258 | 1,437 | \$0.092 | 5,489 | \$0.350 | 4,052 | \$0.258 | 1,437 | \$0.092 |
| | | | | | 26.2% | 26.3% | | | | | 26.2% | 26.3% |
| <u>Unscheduled Service</u> | 306 | \$0.023 | 30 | \$0.002 | 277 | \$0.021 | 306 | \$0.023 | 30 | \$0.002 | 277 | \$0.021 |
| | | | | | 90.4% | 91.3% | | | | | 90.4% | 91.3% |
| <u>Programmatic/Routine Maintenance</u> | 3,517 | \$0.286 | 3,877 | \$0.315 | (360) | (\$0.029) | 3,517 | \$0.286 | 3,877 | \$0.315 | (360) | (\$0.029) |
| | | | | | -10.2% | -10.1% | | | | | -10.2% | -10.1% |
| <u>Unscheduled Maintenance</u> | 2,087 | \$0.170 | 1,210 | \$0.099 | 878 | \$0.071 | 2,087 | \$0.170 | 1,210 | \$0.099 | 878 | \$0.071 |
| | | | | | 42.0% | 41.8% | | | | | 42.0% | 41.8% |
| <u>Vacancy/Absentee Coverage</u> | 13,469 | \$0.874 | 13,156 | \$0.854 | 312 | \$0.020 | 13,469 | \$0.874 | 13,156 | \$0.854 | 312 | \$0.020 |
| | | | | | 2.3% | 2.3% | | | | | 2.3% | 2.3% |
| <u>Weather Emergencies</u> | 3,573 | \$0.280 | 4,819 | \$0.378 | (1,246) | (\$0.098) | 3,573 | \$0.280 | 4,819 | \$0.378 | (1,246) | (\$0.098) |
| | | | | | -34.9% | -35.0% | | | | | -34.9% | -35.0% |
| <u>Safety/Security/Law Enforcement</u> | 1,889 | \$0.121 | 1,651 | \$0.106 | 238 | \$0.015 | 1,889 | \$0.121 | 1,651 | \$0.106 | 238 | \$0.015 |
| | | | | | 12.6% | 12.4% | | | | | 12.6% | 12.4% |
| <u>Other</u> | 2,699 | \$0.218 | 834 | \$0.067 | 1,866 | \$0.151 | 2,699 | \$0.218 | 841 | \$0.068 | 1,859 | \$0.150 |
| | | | | | 69.1% | 69.3% | | | | | 68.9% | 68.9% |
| <u>*All Other Departments and Accruals</u> | | \$0.272 | | \$0.252 | | \$0.020 | | \$0.272 | | \$0.251 | | \$0.021 |
| | | | | | | 7.5% | | | | | | 7.8% |
| Subtotal | 33,027 | \$2.595 | 29,627 | \$2.330 | 3,400 | \$0.264 | 33,027 | \$2.595 | 29,634 | \$2.330 | 3,393 | \$0.264 |
| | | | | | 10.3% | 10.2% | | | | | 10.3% | 10.2% |
| REIMBURSABLE OVERTIME | 340 | \$0.046 | 340 | \$0.045 | 333 | \$0.001 | 340 | \$0.046 | 333 | \$0.045 | 7 | \$0.001 |
| TOTAL OVERTIME | 33,367 | \$2.641 | 29,967 | \$2.375 | 3,733 | \$0.265 | 33,367 | \$2.641 | 29,967 | \$2.376 | 3,400 | \$0.265 |
| | | | | | 11.2% | 10.0% | | | | | 10.2% | 10.0% |

Figures are preliminary.

Totals may not add due to rounding

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

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

MTA Bridges and Tunnels
February Financial Plan - 2019 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | Monthly | | | Year-to-Date | | | |
|---------------------------|--|---------|---|--|---------|---|--|
| | Var. - Fav./(Unfav) | | | Var. - Fav./(Unfav) | | | |
| | Hours | \$ | | Hours | \$ | | |
| NON-REIMBURSABLE OVERTIME | | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | | |
| | <u>Scheduled Service</u> | 1,437 | \$0.092 | Lower than planned expenses | 1,437 | \$0.092 | Lower than planned expenses |
| | | 26.2% | 26.3% | | 26.2% | 26.3% | |
| | <u>Unscheduled Service</u> | 277 | \$0.021 | Lower than planned expenses | 277 | \$0.021 | Lower than planned expenses |
| | | 90.4% | 91.3% | | 90.4% | 91.3% | |
| | <u>Programmatic/Routine Maintenance</u> | (360) | (\$0.029) | Higher than planned expenses | (360) | (\$0.029) | Higher than planned expenses |
| | | -10.2% | -10.1% | | -10.2% | -10.1% | |
| | <u>Unscheduled Maintenance</u> | 878 | \$0.071 | Lower than planned expenses | 878 | \$0.071 | Lower than planned expenses |
| | | 42.0% | 41.8% | | 42.0% | 41.8% | |
| | <u>Vacancy/Absentee Coverage</u> | 312 | \$0.020 | Lower than planned expenses | 312 | \$0.020 | Lower than planned expenses |
| | | 2.3% | 2.3% | | 2.3% | 2.3% | |
| | <u>Weather Emergencies</u> | (1,246) | (\$0.098) | Higher than planned expenses | (1,246) | (\$0.098) | Higher than planned expenses |
| | | -34.9% | -35.0% | | -34.9% | -35.0% | |
| | <u>Safety/Security/Law Enforcement</u> | 238 | \$0.015 | Lower than planned expenses | 238 | \$0.015 | Lower than planned expenses |
| | | 12.6% | 12.4% | | 12.6% | 12.4% | |
| | <u>Other</u> | 1,866 | \$0.151 | Lower than planned expenses | 1,859 | \$0.150 | Lower than planned expenses |
| | | 69.1% | 69.3% | | 68.9% | 68.9% | |
| | <u>*All Other Departments and Accruals</u> | | \$0.020 | Primarily due to adjustments for the 28-day OT payroll lag | | \$0.021 | Primarily due to adjustments for the 28-day OT payroll lag |
| | | | 7.5% | | | 7.8% | |
| Subtotal | 3,400 | \$0.264 | | 3,393 | \$0.264 | | |
| | 10.3% | 10.2% | | 10.3% | 10.2% | | |
| REIMBURSABLE OVERTIME | 333 | \$0.001 | Lower than planned overtime needed on projects | 7 | \$0.001 | Lower than planned overtime needed on projects | |
| | 0.0% | 0.0% | eligible for reimbursement from the capital program | 0.0% | 0.0% | eligible for reimbursement from the capital program | |
| | | | | | | | |
| TOTAL OVERTIME | 3,733 | \$0.265 | | 3,400 | \$0.265 | | |

Figures are preliminary.

Totals may not add due to rounding

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

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

METROPOLITAN TRANSPORTATION AUTHORITY
2019 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of JanuaryYear to date ending January 2019**Comparison Current Year vs. Prior Year:**

| <u>Prior Year</u> | | <u>Current Year</u> | | <u>Percentage Change</u> | | | <u>Prior Year</u> | | <u>Current Year</u> | | <u>Percentage Change</u> | |
|-------------------|-----------------------|---------------------|-----------------------|--------------------------|---------------------|----------------------------|-------------------|-----------------------|---------------------|-----------------------|--------------------------|---------------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 3.5 | \$25.0 | 3.7 | \$25.8 | 5.4% | 3.0% | Bronx-Whitestone | 3.5 | \$25.0 | 3.7 | \$25.8 | 5.4% | 3.0% |
| 0.6 | 1.4 | 0.7 | 1.4 | 4.7% | 1.6% | Cross Bay | 0.6 | 1.4 | 0.7 | 1.4 | 4.7% | 1.6% |
| 1.9 | 6.2 | 1.9 | 6.1 | 2.5% | -1.0% | Henry Hudson | 1.9 | 6.2 | 1.9 | 6.1 | 2.5% | -1.0% |
| 1.4 | 8.4 | 1.5 | 9.1 | 10.4% | 8.4% | Hugh L. Carey | 1.4 | 8.4 | 1.5 | 9.1 | 10.4% | 8.4% |
| 0.6 | 1.2 | 0.6 | 1.2 | 3.8% | 1.0% | Marine Parkway | 0.6 | 1.2 | 0.6 | 1.2 | 3.8% | 1.0% |
| 1.9 | 12.4 | 2.3 | 14.6 | 18.7% | 17.0% | Queens Midtown | 1.9 | 12.4 | 2.3 | 14.6 | 18.7% | 17.0% |
| 4.9 | 33.7 | 5.0 | 33.5 | 1.6% | -0.4% | RFK | 4.9 | 33.7 | 5.0 | 33.5 | 1.6% | -0.4% |
| 3.2 | 25.3 | 3.3 | 26.0 | 3.9% | 3.1% | Throgs Neck | 3.2 | 25.3 | 3.3 | 26.0 | 3.9% | 3.1% |
| 5.6 | 32.7 | 5.9 | 33.5 | 4.8% | 2.5% | Verrazano-Narrows | 5.6 | 32.7 | 5.9 | 33.5 | 4.8% | 2.5% |
| 23.7 | \$146.2 | 25.0 | \$151.3 | 5.4% | 3.4% | Total | 23.7 | \$146.2 | 25.0 | \$151.3 | 5.4% | 3.4% |
| | <u>\$6.161</u> | | <u>\$6.049</u> | | <u>-1.8%</u> | Revenue Per Vehicle | | <u>\$6.161</u> | | <u>\$6.049</u> | | <u>-1.8%</u> |

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

| <u>January Budget</u> | | <u>January Actual</u> | | <u>Percentage Change</u> | | | <u>YTD Budget</u> | | <u>YTD Actual</u> | | <u>Percentage Change</u> | |
|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------|---------------------|----------------------------|-------------------|-----------------------|-------------------|-----------------------|--------------------------|---------------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 23.9 | \$147.5 | 25.0 | \$151.3 | 4.8% | 2.5% | Total All | 23.9 | \$147.5 | 25.0 | \$151.3 | 4.8% | 2.5% |
| | <u>\$6.183</u> | | <u>\$6.049</u> | | <u>-2.2%</u> | Revenue Per Vehicle | | <u>\$6.183</u> | | <u>\$6.049</u> | | <u>-2.2%</u> |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2019

| Department | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|----------------|--------------|----------------------------------|--|
| Administration | | | | |
| Executive | 8 | 8 | - | |
| Law ⁽¹⁾ | 17 | 14 | 3 | 1 Managerial vacancy and 2 Professional vacancies |
| CFO ⁽²⁾ | 27 | 20 | 7 | 3 Managerial and 4 Professional vacancies |
| Administration ⁽³⁾ | 43 | 32 | 11 | 1 Managerial vacancy and 10 Professional vacancies |
| EEO | 2 | 1 | 1 | 1 Managerial vacancy |
| Total Administration | 97 | 75 | 22 | |
| Operations | | | | |
| Revenue Management | 42 | 38 | 4 | 4 Managerial vacancies |
| Operations (Non-Security) | 62 | 53 | 9 | 8 Managerial vacancies and 1 Professional vacancy |
| Total Operations | 104 | 91 | 13 | |
| Maintenance | | | | |
| Maintenance | 229 | 246 | (17) | 5 Managerial vacancies, 5 Professional vacancies, and 27 Maintainer overages |
| Operations - Maintainers | 161 | 161 | - | |
| Total Maintenance | 390 | 407 | (17) | |
| Engineering/Capital | | | | |
| Engineering & Construction | 192 | 150 | 42 | 3 Managerial and 39 Professional vacancies |
| Safety & Health | 10 | 9 | 1 | 1 Professional vacancy |
| Law ⁽¹⁾ | 22 | 19 | 3 | 1 Managerial vacancy and 2 Professional vacancies |
| CFO-Planning & Budget Capital | 31 | 27 | 4 | 5 Managerial vacancies and 1 Professional overage |
| Total Engineering/Capital | 255 | 205 | 50 | |
| Public Safety | | | | |
| Operations (Security) | 614 | 571 | 43 | 25 Managerial and 18 Operational vacancies |
| Internal Security - Operations | 48 | 36 | 12 | 4 Managerial and 8 Professional vacancies |
| Total Public Safety | 662 | 607 | 55 | |
| Total Positions | 1,508 | 1,385 | 123 | |
| Non-Reimbursable | 1,421 | 1,298 | 123 | |
| Reimbursable | 87 | 87 | - | |
| Total Full-Time | 1,508 | 1,385 | 123 | |

(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
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2019

| | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|-------------------|--------------|--|---|
| Administration | | | | |
| Managers/Supervisors | 34 | 28 | 6 | 3 vacancies in CFO, 1 vacancy in Law, 1 in Administration, and 1 in EEO |
| Professional, Technical, Clerical | 63 | 47 | 16 | 2 vacancies in Law, 4 in CFO, and 10 in Administration |
| Operational Hourlies | - | - | - | |
| Total Administration | 97 | 75 | 22 | |
| Operations | | | | |
| Managers/Supervisors | 68 | 56 | 12 | 8 vacancies in Operations and 4 in Revenue Management |
| Professional, Technical, Clerical | 36 | 35 | 1 | 1 vacancy in Operations |
| Operational Hourlies ⁽¹⁾ | - | - | - | |
| Total Operations | 104 | 91 | 13 | |
| Maintenance | | | | |
| Managers/Supervisors | 25 | 20 | 5 | 5 vacancies in Maintenance |
| Professional, Technical, Clerical | 22 | 17 | 5 | 5 vacancies in Maintenance |
| Operational Hourlies ⁽²⁾ | 343 | 370 | (27) | 27 Maintainer overage in Maintenance |
| Total Maintenance | 390 | 407 | (17) | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 60 | 51 | 9 | 3 vacancies in in Engineering, 5 in CFO, and 1 vacancy in Law |
| Professional, Technical, Clerical | 195 | 154 | 41 | 39 vacancies in Engineering, 2 in Law, 1 vacancy in Safety and Health, and 1 overage in CFO |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 255 | 205 | 50 | |
| Public Safety | | | | |
| Managers/Supervisors | 189 | 160 | 29 | 25 vacancies in Operations and 4 in Internal Security |
| Professional, Technical, Clerical | 36 | 28 | 8 | 8 vacancies in Internal Security |
| Operational Hourlies ⁽³⁾ | 437 | 419 | 18 | 18 BTO vacancies |
| Total Public Safety | 662 | 607 | 55 | |
| Total Positions | | | | |
| Managers/Supervisors | 376 | 315 | 61 | |
| Professional, Technical, Clerical | 352 | 281 | 71 | |
| Operational Hourlies | 780 | 789 | (9) | |
| Total Positions | 1,508 | 1,385 | 123 | |

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

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

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



Bridges and Tunnels

Cashless Tolling Customer Service Report - January 2019



MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
January 2019
Preliminary data subject to final audit

| Customer Service Center | | | |
|--------------------------------------|---------------------|---------------------|-----------------|
| E-ZPass | January 2019 | January 2018 | YTD 2019 |
| Total Accounts Opened | 17,420 | 24,340 | 17,420 |
| Total Active Accounts | | | 3,540,669 |
| Total Active Tags | | | 5,576,818 |
| Total Reload Cards Distributed | 2,608 | 4,034 | 2,608 |
| Reload Card % of Cash Replenishments | | | 17.95% |
| Total Active Reload Cards | | | 167,687 |

| Customer Service Center Metrics | January 2019 | January 2018 | YTD 2019 |
|---|---------------------|---------------------|-----------------|
| Number of Phone Calls Handled by Customer Service Center | | | |
| General E-ZPass | 279,696 | 219,727 | 279,696 |
| Tolls by Mail | 122,556 | 114,130 | 122,556 |
| Violations | 34,607 | 59,226 | 34,607 |
| Other ¹ | 11,864 | 8,781 | 11,864 |
| Interactive Voice Response System | 816,992 | 882,849 | 816,992 |
| Total | 1,265,715 | 1,284,713 | 1,265,715 |
| Average Phone Call Waiting Time (in minutes) | | | |
| General E-ZPass Call Unit | 1:01 | 7:45 | 1:01 |
| Violations Call Unit | 0:57 | 7:50 | 0:57 |
| Tolls By Mail Call Unit | 0:09 | 3:12 | 0:09 |

| Toll Processing Metrics | | | |
|---|---------------------|---------------------|-------------------|
| E-ZPass and Tolls by Mail Metrics | January 2019 | January 2018 | YTD 2019 |
| E-ZPass Program | | | |
| # of Paid Transactions² | 20,660,676 | 19,387,735 | 20,660,676 |
| Passenger | 19,100,446 | 17,890,657 | 19,100,446 |
| Commercial | 1,560,230 | 1,497,078 | 1,560,230 |
| # of Violations Transactions | 331,198 | 300,623 | 331,198 |
| Passenger | 312,972 | 282,092 | 312,972 |
| Commercial | 18,226 | 18,531 | 18,226 |
| # of Violation Notices Issued (First Notice, by Mail Date) | 131,771 | 148,430 | 131,771 |
| Tolls by Mail Program (TBM) | | | |
| # of Transactions | 1,054,937 | 1,221,784 | 1,054,937 |
| Passenger | 995,817 | 1,146,860 | 995,817 |
| Commercial | 59,120 | 74,924 | 59,120 |
| # of Violation Transactions³ | - | - | N/A |
| Passenger | - | - | N/A |
| Commercial | - | - | N/A |
| # of Toll Bills Issued (By Mail Date)⁴ | 672,255 | 774,783 | 672,255 |
| # of Violation Notices Issued (By Mail Date) | 161,280 | 180,445 | 161,280 |

Note:

1. Business and retail tag registration calls
2. Includes one-way transactions at the Verrazzano-Narrows Bridge (VNB)
3. Due to the time lag in unpaid TBM transactions escalating to violations, TBM violation transactions are reported on a YTD basis. The first month that violations will appear for 2019 transactions will be March.
4. 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.



Bridges and Tunnels

Three vertical black lines of varying thicknesses on the left side of the page, extending from the top of the section header down to the bottom of the page.

Capital Program Project Status Report February 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
FEBRUARY 28, 2019

Introduction

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

Commitments

In February, five commitments were made with a total value of \$0.6 million compared to the plan calling for two commitments with a total value of \$3.6 million from the 2019 Plan. (See *Attachment 1 – 2019 Commitments Chart* and *Attachment 2– 2018 Major Commitments*).

Year-to-date, 12 commitments, totaling \$2.0 million have been made, against a plan of 2 commitments with a total value of \$3.6 million.

Completions

Year-to-date, B&T has completed a total three projects with a total value of \$51.2 million, accomplishing 106% of year-to-date goal of \$48.3 million. (See *Attachment 3 - 2019 Completion Chart*; *Attachment 4 – 2019 Major Project Completions*). The following projects were reported complete this month:

RKXD: Bruckner Ramp MOU work with NYS DOT at RFK Bridge was completed in February for \$25.4 million.

MP63: ORT Civil Construction Phase 4 planned for June completion was completed ahead of schedule for \$2.9 million.

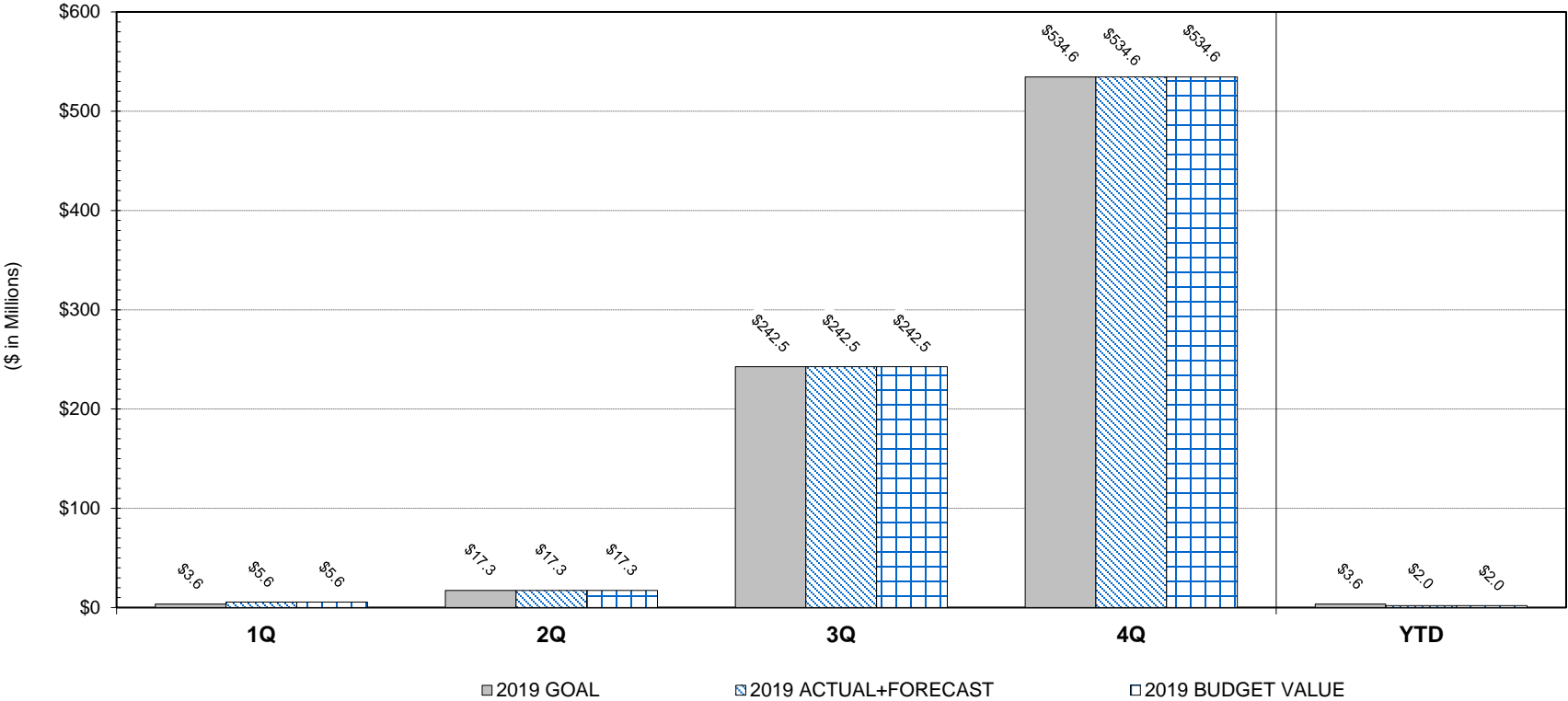
Close-outs

There were no task level closeouts in February. Year-to-date, a total of 4 tasks have been closed for a total of \$3.1 million.

Attachment 1
2019 Commitment Chart

MTA Bridges and Tunnels
Commitments as of February 28, 2019

| | | |
|----------------------|---------|---------------------|
| 2019 Budget Goal: | \$798.0 | |
| 2019 Annual Forecast | \$800.0 | |
| YTD Goal: | \$3.6 | |
| YTD Actual: | \$2.0 | (55.8% of YTD Goal) |
| YTD Budgeted Value: | \$2.0 | (55.8% of YTD Goal) |
| Left to Commit: | \$798.0 | |



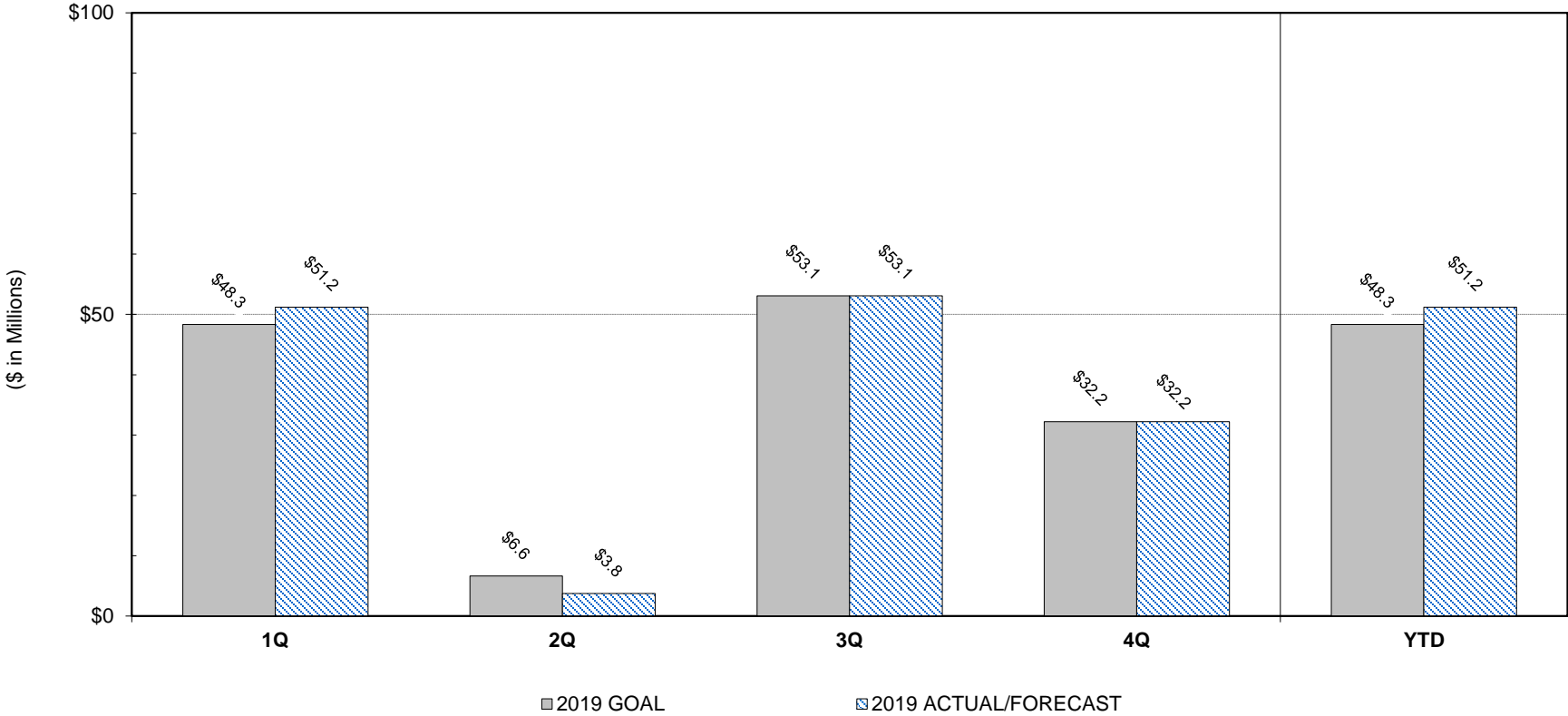
MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2019

| 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 | Mar-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 | Mar-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 | Mar-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 | | | | | | | |

Attachment 3
2019 Completion Chart

MTA Bridges and Tunnels
Completions as of February 28, 2019

| | |
|-----------------------|-----------------------------|
| 2019 Budget Goal: | \$140.3 |
| 2019 Annual Forecast: | \$140.3 |
| YTD Goal: | \$48.3 |
| YTD Actual: | \$51.2 (105.9% of YTD Goal) |
| Left to Complete: | \$89.1 |



MTA Bridges and Tunnels: Status of Major Completions as of February 28, 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 | 45% | 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 February 28, 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 February 28, 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 March 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 | |

| | |
|--------------------------------|----------|
| Date | 03/07/19 |
| Vendor Name | |
| Contract Number | |
| Contract Manager Name | |
| Table of Contents Ref # | |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 3/07/2019 | | | |
| 2 | MTA B&T Committee | 03/25/2019 | | | |
| 3 | MTA Board | 03/27/2019 | | | |
| | | | | | |

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

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Majority Vote:

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

of Actions

1

\$ Amount

\$ 8.24M

SUBTOTAL

1

\$ 8.24M

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

TOTAL

1

\$ 8.24M

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
MARCH 2019

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

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

| | | |
|---|------------------------|-------------------------------|
| 1. HNTB New York Engineering and Architecture, P.C. | \$ 2,418,861.00 | <u>Staff Summary Attached</u> |
| 2. Thornton Tomasetti, Inc. | \$ 1,892,774.00 | |
| 3. WSP USA, Inc. | \$ 1,899,387.00 | |
| 4. Hardesty & Hanover, LLC | <u>\$ 2,031,288.00</u> | |
| | <u>\$ 8,242,310.00</u> | |















Contracts No. (s). PSC-18-3017A
PSC-18-3017B
PSC-18-3017C
PSC-18-3017D

2yr. 9 months Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2019 Biennial Bridge Inspections at the: (i) Throgs Neck Bridge, (ii) Bronx-Whitestone Bridge, (iii) Marine Parkway/Cross Bay Bridges, and (iv) Henry Hudson & Queens-Midtown Tunnel and Hugh L. Carey Tunnel Approach Bridges.

Staff Summary

Page 1 of 3

| Item Number 1 (Final) | | | | | | SUMMARY INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---------|--|------|-------|---|----------|--|---|------|---|---|--|--------|--|---|--|---|---------------------------|---------|--|---|--|---|-----------|---------|--|--|--|---|--|
| Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.  | | | | | | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"> Vendor Name A) HNTB New York Engineering and Architecture, P.C. B) Thornton Tomasetti, Inc C) WSP USA, Inc D) Hardesty & Hanover, LLC </td> <td style="width: 30%; padding: 5px;"> Contract No. PSC-18-3017A PSC-18-3017B PSC-18-3017C PSC-18-3017D </td> </tr> </table> | | Vendor Name A) HNTB New York Engineering and Architecture, P.C. B) Thornton Tomasetti, Inc C) WSP USA, Inc D) Hardesty & Hanover, LLC | Contract No. PSC-18-3017A PSC-18-3017B PSC-18-3017C PSC-18-3017D | | | | | | | | | | | | | | | | | | | | | | |
| Vendor Name A) HNTB New York Engineering and Architecture, P.C. B) Thornton Tomasetti, Inc C) WSP USA, Inc D) Hardesty & Hanover, LLC | Contract No. PSC-18-3017A PSC-18-3017B PSC-18-3017C PSC-18-3017D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Division & Division Head Name: Engineering and Construction, Philip Swanton, P.E.  | | | | | | Description 2019 Biennial Bridge Inspection & Design of Miscellaneous Structural Repairs at the Throgs Neck, Bronx-Whitestone, Marine Parkway, Cross Bay, Henry Hudson & Queens-Midtown Tunnel and Hugh L. Carey Tunnel Approach Bridges | | | | | | | | | | | | | | | | | | | | | | | | | |
| Board Reviews | | | | | | Total Amount PSC-18-3017A, \$2,418,861.00; PSC-18-3017B, \$1,892,774.00; PSC-18-3017C, \$1,899,387.00; PSC-18-3017D, \$2,031,288.00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>President</td> <td>3/7/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA B&T Committee</td> <td>3/25/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>MTA Board</td> <td>3/27/19</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | Order | To | Date | Approval | Info | Other | 1 | President | 3/7/19 | | | | 2 | MTA B&T Committee | 3/25/19 | | | | 3 | MTA Board | 3/27/19 | | | | Contract Term (including Options, if any) Two years, nine months (through 12/31/21) | |
| Order | To | Date | Approval | Info | Other | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | President | 3/7/19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | MTA B&T Committee | 3/25/19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | MTA Board | 3/27/19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Internal Approvals | | | | | | Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Chief Financial Officer </td> <td>4</td> <td>Chief of Staff </td> </tr> <tr> <td>2</td> <td>General Counsel </td> <td>5</td> <td>President </td> </tr> <tr> <td>3</td> <td>Chief Procurement Officer</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | Order | Approval | Order | Approval | 1 | Chief Financial Officer  | 4 | Chief of Staff  | 2 | General Counsel  | 5 | President  | 3 | Chief Procurement Officer | | | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | | | | | | |
| Order | Approval | Order | Approval | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Chief Financial Officer  | 4 | Chief of Staff  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | General Counsel  | 5 | President  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Chief Procurement Officer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | | | | | Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award four personal service contracts for the 2019 Biennial Bridge Inspections at the: (i) Throgs Neck Bridge (Contract PSC-18-3017A) to HNTB New York Engineering and Architecture, P.C. (HNTB), (ii) Bronx-Whitestone Bridge (Contract PSC-18-3017B) to Thornton Tomasetti, Inc. (TT), (iii) Marine Parkway/Cross Bay Bridges (Contract PSC-18-3017C) to WSP USA, Inc. (WSP), and (iv) Henry Hudson & Queens-Midtown Tunnel and Hugh L. Carey Tunnel Approach Bridges (Contract PSC-18-3017D) to Hardesty & Hanover, LLC (H&H). The negotiated contract amounts (inclusive of allowance) are: (A)\$2,418,861.00 (B) \$1,892,774.00 (C) \$1,899,387.00 and (D) \$2,031,288.00. Each contract will be for a duration of approximately two years, nine months through December 31, 2021.

II DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the: Throgs Neck, Bronx Whitestone, Marine Parkway, Cross Bay, Henry Hudson & Queens-Midtown Tunnel and Hugh L. Carey Tunnel Approach Bridges. These inspections assist in our mission to keep B&T's assets in a state of good repair, and are required by the New York State Department of Transportation.

The requirements were publicly advertised. Nine firms submitted qualification information for review and evaluation by the selection committee. Six firms were chosen to receive the RFP based on a review of those qualifications: B&H Engineering, P.C. (B&H), Hardesty & Hanover, LLC (H&H), HNTB New York Engineering and Architecture, P.C. (HNTB),

Staff Summary

Page 2 of 3

Stantec Consulting Services, Inc. (Stantec), Thornton Tomasetti, Inc. (TT), and WSP USA, Inc. (WSP). Each of those firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected HNTB for Group A (Throgs Neck Bridge), TT for Group B (Bronx-Whitestone Bridge), WSP for Group C (Cross Bay/Marine Parkway Bridges) and H&H for Group D (Henry Hudson and QMT & HLCT Approach Bridges).

The Committee's selections were based on the following:

- HNTB submitted a comprehensive technical proposal for Group A and provided additional supporting details during its oral presentation. The firm also displayed a clear understanding of the unique needs at the Throgs Neck Bridge.
- TT proposed a Project Manager who has extensive experience performing Biennials for various area facilities, a large staff to complete inspection in a timely manner and demonstrated a clear understanding of the needs at the Bronx-Whitestone Bridge. The Consultant also displayed familiarity with the structure obtained during recent design projects.
- WSP proposed a strong mechanical/electrical team for inspecting the lift span and mechanical drive system as required for Group C and has a proactive management history on previous biennial inspections.
- H&H submitted a solid technical proposal and meets the Authority's inspection requirements. In addition, their past responsiveness, along with their in-depth knowledge of the Authority's requirements will be beneficial assets.
- While the other two firms were technically qualified, their proposed manhours were consistently above the Engineer's Estimates, resulting in higher proposed costs and indicating a lack of full understanding of the required level of effort.

The overall cost of the four recommended 2019 Biennial Contracts is an increase of 2.79% compared with the preceding 2017 Biennial Contracts (PSC-16-3000). This is generally due to increased labor and inspection equipment costs since the prior contracts' (PSC-16-3000A-D) award, but is also due to a reduction in the scope of Group B for this cycle being offset by a comparable increase in scope for Group D. The following represents a summary of costs for the 2017 Biennial Contracts, and the costs proposed, estimated and negotiated for the recommended 2019 Biennial Contracts (all excluding allowances).

| Group | 2017 Contracts | 2019 Contracts | | | Comparisons | |
|-------|----------------|----------------|----------------|----------------|--------------------------|------------------------------|
| | Amount | B&T Estimate | Proposed | Negotiated | 2019 Negotiated vs. 2017 | 2019 Negotiated vs. Estimate |
| A | \$1,669,045.00 | \$2,208,000.00 | \$1,784,937.00 | \$1,718,861.00 | +2.9% | -28.4% |
| B | \$1,538,963.00 | \$1,680,000.00 | \$1,695,070.00 | \$1,392,774.00 | -10.5% | -20.6% |
| C | \$1,670,622.67 | \$1,710,000.00 | \$1,687,507.00 | \$1,599,387.00 | -4.4% | -6.9% |
| D | \$1,388,689.71 | \$1,795,000.00 | \$2,132,728.00 | \$1,731,288.00 | +24.67% | -3.55% |

* All costs above exclude allowances.

HNTB's negotiated cost for Group A (TNB) is 2.9% higher than the previous contract cycle. This is attributable to an increase in wage rates since the prior contract. The negotiated price is 28.4% less than the Estimate. This is because the Estimate assumed expenses for more lane closures than are currently anticipated.

TT's negotiated cost for Group B (BWB) is 10.5% lower than the previous cycle. This is attributable to fathometric surveying and underwater diving inspection tasks being removed from the scope, as they are periodic requirements which are not mandated in this cycle. The negotiated cost is 20.6% below the Estimate. This is because the Estimate assumed expenses for more lane closures than are currently anticipated.

WSP's negotiated cost for Group C (CBB & MPB) is 4.4% lower than the previous cycle. This is attributable to lower wage rates than the prior consultant used and the fact that one ramp on the CBB will be inspected by in-house staff. The

Staff Summary

Page 3 of 3

negotiated price is 6.9% less than the Estimate. This is attributable to efficiencies the Consultant anticipates as a result of increased familiarity due to prior work at the Facility.

H&H's negotiated cost for Group D (HHB & QMT Approaches) is 24.6% more than what was negotiated in the previous cycle. This is primarily due to an increase in scope in the current cycle to include: 1.) A seismic vulnerability assessment of the Queens-Midtown Tunnel Approach Bridges and 2.) Inspection of the Hugh L. Carey Tunnel Approach Bridges and ancillary structures, both of which were not a part of the previous cycle. The negotiated cost is 3.55% below the Estimate. This is due to efficiencies the Consultant anticipates as a result of increased familiarity due to prior work at the Facility. Note that there is a slight reduction in scope at the HHB as the two pedestrian underpasses will be inspected by in-house staff.

Based on the above, and when compared to the Estimate, the negotiated amounts are considered fair and reasonable. HNTB, TT, WSP and H&H are each considered to be responsible consultants.

| Summary of 2019 Proposed Contracts | | | |
|---|---------------------------------|-------------------------|--|
| Group | <u>Negotiated Amount</u> | <u>Allowance</u> | <u>Contract Amount with Allowance</u> |
| A | \$1,718,861.00 | \$700,000.00 | \$2,418,861.00 |
| B | \$1,392,774.00 | \$500,000.00 | \$1,892,774.00 |
| C | \$1,599,387.00 | \$300,000.00 | \$1,899,387.00 |
| D | \$1,731,288.00 | \$300,000.00 | \$2,031,288.00 |

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary design investigations toward alternative solutions; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility. The services being performed under the allowances will be performed at the rates negotiated.

In connection with a previous contract awarded to The Louis Berger Group, Inc. (LBG)¹, LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for each of these contracts. HNTB, TT, WSP and H&H have each achieved their MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding in the amount of \$8,242,310.00 is available in the Operating Budget under GFM-529, General Ledger #711101.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements, apart from those noted above.

¹ LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI.