

Bridges and Tunnels Committee Meeting

April 2019

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 4/15/2019

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - March 2019

B&T Committee Minutes - March 2019 - Page 3

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 8

4. Report on Operations - February 2019

B&T Report on Operations - February 2019 - Page 16

5. Safety Report - February 2019

B&T Safety Report - February 2019 - Page 31

6. Financial Report - February 2019

B&T Financial Report - February 2019 - Page 37

7. Cashless Tolling Customer Service Report - February 2019

B&T Cashless Tolling Customer Service Report - February 2019 - Page 52

8. Final Review of 2018 Year-End Operating Results

B&T Final Review of 2018 Year-End Operating Results - Page 54

9. Capital Program Project Status Report - March 2019

B&T Capital Program Project Status Report March 2019 - Page 79

10. Procurements

B&T Procurements - Page 87

Competitive

B&T Competitive - Page 90



Bridges and Tunnels

Minutes of Committee Meeting March 2019

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

March 25, 2019

12:00 p.m.

In attendance were the Honorable:

Charles G. Moerdler, Chairman
David S. Mack
Mitchell H. Pally
Veronica Vanterpool
Peter Ward

Also in Attendance:
David R. Jones

Daniel F. DeCrescenzo, Jr., Acting President
Brian Bajor, Vice President and Chief Procurement Officer
Daniel Jacobs, Senior Director Planning, Innovation and Policy Analysis
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
M. Margaret Terry, Senior Vice President and General Counsel

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

March 25, 2019

Minutes of TBTA Committee held March 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 February 25, 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 continues to see traffic totals increasing at its facilities year-over-year; collisions and collisions with injuries were down in January 2019 as compared to January 2018; and we continue to focus on employee safety in a Cashless Tolling environment. TBTA's financial support to mass transit and toll revenue was above budget for January 2019.

Report on Operations

With regard to the Report on Operations for January 2019, Mr. Hildebrand stated that traffic was higher by 5.4% as compared to January 2018 and preliminary traffic was 3.5% higher in February 2019 as compared to February 2018. To help improve the safety of its facilities, TBTA addressed unsafe driver behavior through targeted enforcement efforts with officers issuing 8.4% more speeding summonses in January 2019 as compared to January 2018. Chairman Moerdler asked whether TBTA has data that shows the collections of fines in response to summonses as he is interested in the court dispositions. Mr. Hildebrand stated data is kept in an electronic log database regarding traffic court appearances and the outcome. Commissioner Mack asked whether TBTA collects the fines from the summonses it issues or that are issued as a result of the Vehicle and Traffic Law or a violation of a TBTA regulation. Mr. Hildebrand responded that the State collects the fines. Commissioner Mack recommended legislation be proposed to have TBTA collect on the summonses they issue and that are substantiated. Commissioner Vanterpool asked whether the reduction in summonses issued for unsafe lane changes and texting reflects changed behavior or if fewer summonses are being issued. Mr. Hildebrand responded that changed behavior is a factor but the reason is the shift to a Cashless Tolling environment. With the elimination of the toll booths and plazas, unsafe lane changes at the toll plazas were eliminated and there is no longer a stopping point at the toll plazas so it is more difficult to detect a motorist on their cellular telephone. Patrols do look for and enforce aggressive driving, such as following too closely, and distracted driving.

Safety Report

With regard to the Safety Report for January 2019, Mr. Osnes stated the following:

- For the 12 months through January 2019, there were 6.5 collisions per million vehicles, which is 16.4% better than the 7.8 rate in the previous 12 months, and 13.8% better than the 7.6 rate in the 12 months ending January 2016; and
- The 12-month injury collision rate for January 2019 was 0.99 per million vehicles, which was slightly higher than the rate of 0.94 in the previous 12-month period and that rate increase equates to approximately one additional injury collision a month for all facilities.

Employee and contractor safety metrics are as follows:

- Employee accident reports and lost time injury rates for the 12 months through January 2019 were both higher than in the previous 12 months but they are being addressed in facility safety committee meetings to increase awareness related to entering and exiting vehicles; and
- The construction injury rates for 12 months through January 2019 were higher than in the previous 12 months but lower than in the 12 months prior to that period.

Financial Report

With regard to the Financial Report for January 2019, Mr. Jacobs stated that TBTA's support to mass transit totaled \$82.7 million, which is \$13.3 million better than the adopted budget. Toll revenue was \$151.3 million, which is \$3.8 million above the budget. The additional revenue resulted predominately from better than expected traffic volume. Total expenses were \$36 million, which is \$7.5 million below budget.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for January 2019, Mr. Jacobs stated that beginning with this month's report, Cashless Tolling information has been reorganized to reflect that it is now TBTA's established toll collection method. Cashless Tolling traffic data is now in the Report on Operations and revenue collection rates are now in the Financial Report. Other data related to the Customer Service Center remains in the Cashless Tolling Customer Service Report.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for February 2019 and stated that TBTA awarded five commitments totaling \$0.6 million compared to two planned commitments totaling \$3.6 million. Year-to-date, 12 commitments were awarded for \$2.0 million against two planned commitments totaling \$3.6 million. Mr. Keane stated that there were two completions. The first was the Robert F. Kennedy Bridge approach ramp from the Bruckner Expressway for \$25.4 million and the other was the post-Cashless Tolling work at the Marine Parkway Bridge for \$2.9 million. Year-to-date three projects totaling \$51.2 million were completed, achieving 106% of the year-to date goal of \$48.3 million. There were no closeouts in February and four closeouts year-to-date totaling \$3.1 million.

Procurements

For March 2019, Mr. Bajor stated that there is one procurement totaling \$8.24 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there is an award of a competitively solicited personal service contract for biennial bridge inspections to four separate firms to keep TBTA's assets in a state of good repair in the total amount of \$8.24 million.

Personal Service Contracts

HNTB New York Engineering and Architecture, P.C.	Contract No. (s)	
Thornton Tomasetti, Inc.	PSC-18-3017A	\$2,418,861.00
WSP USA, Inc.	PSC-18-3017B	\$1,892,774.00
Hardesty & Hanover, LLC	PSC-18-3017C	\$1,899,387.00
	PSC-18-3017D	<u>\$2,031,288.00</u>
	TBTA is seeking Board approval under the	\$8,242,310.00

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 Bridge, Queens-Midtown Tunnel and Hugh L. Carey Tunnel Approach Bridges.

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 procurement.

Annual Procurement Contracts Report – Fiscal Year 2018

Chairman Moerdler asked if there were any questions regarding the Annual Procurement Contract Report. Mr. Bajor responded that it will be discussed in detail at the Finance Committee.

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

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 2019
2019 Preliminary Budget
Diversity Report – 2nd Quarter 2019

Operations
Planning & Budget
EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

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

Committee Chair & Members
Planning & Budget
EEO

January 2020

Approval of 2020 Work Plan

Committee Chair & Members

February 2020

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
Finance

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

APRIL 2019

Final Review of 2018 Year-End Operating Results

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

MAY 2019

Customer Environment Survey – 1st Quarter 2019

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

Diversity Report – 1st Quarter 2019

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

JUNE 2019

No items scheduled.

JULY 2019

No items scheduled.

AUGUST 2019

No meeting scheduled.

SEPTEMBER 2019

Customer Environment Survey – 2nd Quarter 2019

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

2020 Preliminary Budget

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

Diversity Report – 2nd Quarter 2019

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.

NOVEMBER 2019

Customer Environment Survey – 3rd Quarter 2019

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

DECEMBER 2019

2020 Proposed Committee Work Plan

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

2020 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2019

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

JANUARY 2020

Approval of Work Plan for 2020

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

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.

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.

MARCH 2020

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.



Bridges and Tunnels

Report on Operations February 2019



MTA Bridges and Tunnels February 2019 Traffic Trends

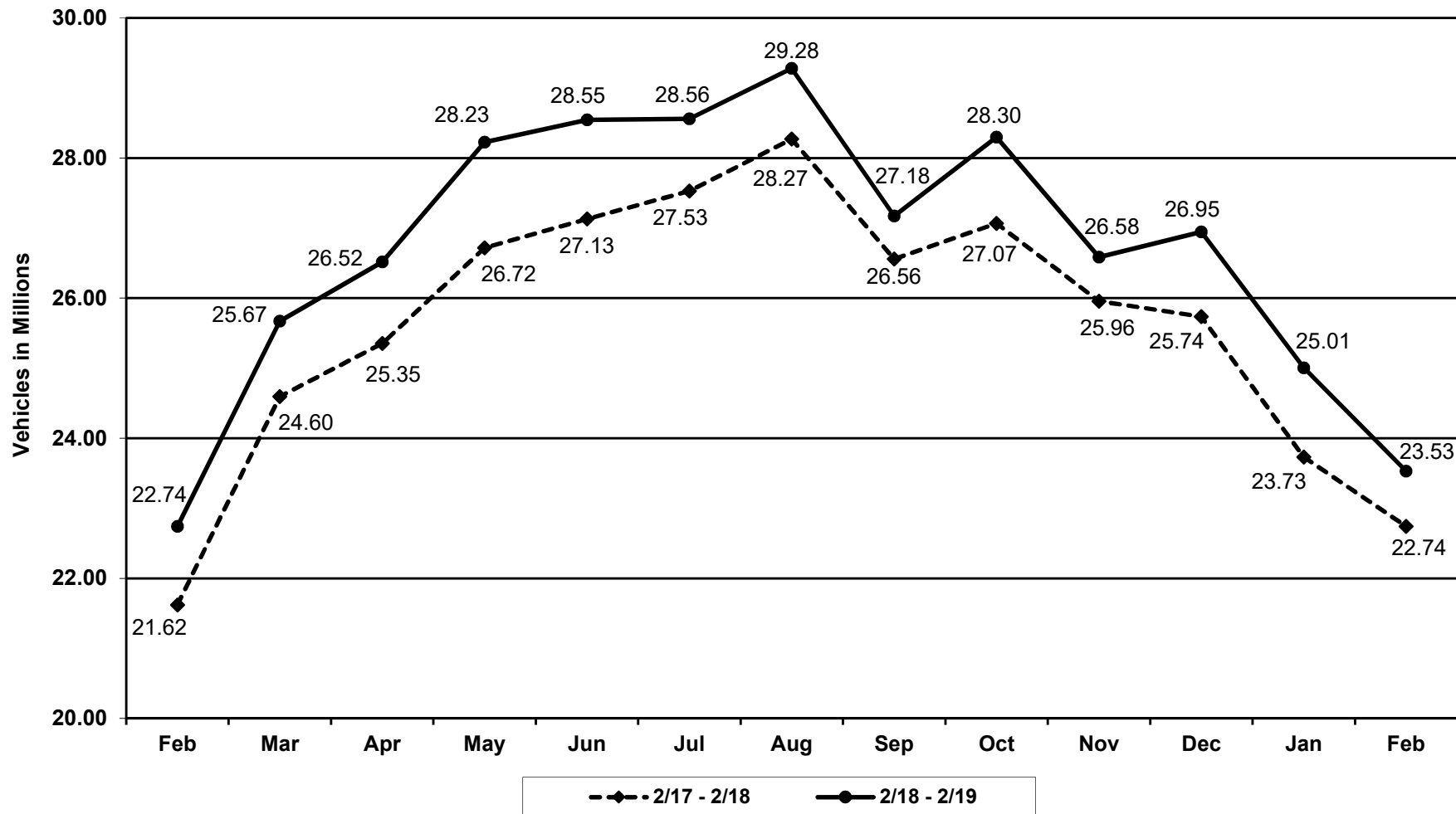
Summary

Traffic was higher on a year-to-year basis, with 23.5 million crossings this month vs. 22.7 million crossings in February 2018, an increase of 3.5%.

E-ZPass market share was 95.0% and 0.5% greater than February 2018. E-ZPass volume increased by 4.0% on a year-to-year basis for the month while crossings using Tolls by Mail declined 6.4%. Passenger car travel increased 3.7% and other vehicle travel increased 0.8% from February 2018.

A major factor in the overall year-to-year growth was increased volumes at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel due to the completion of construction at both facilities. In addition, snowfall was 3.3 inches and rainfall was 3.6 inches in February of this year, compared to 4.9 inches of snow and 5.9 inches of rain in February 2018. Gas prices averaged \$2.48 per gallon this past February, which was \$0.27 less than last year at this time.

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



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

All B&T Facilities by Method of Payment			
	February 2019	February 2018	2019 YTD
E-ZPass ¹	22,351,653	21,485,503	46,184,942
Tolls by Mail ¹	<u>1,177,261</u>	<u>1,257,195</u>	<u>2,349,140</u>
Total	23,528,914	22,742,698	48,534,082
E-ZPass Market Share:			
Total	95.0%	94.5%	95.2%
Cars	94.9%	94.4%	95.1%
Trucks	96.0%	95.4%	96.2%

Average Weekday²							Average Weekend²					
Facility	February 2019			E-ZPass Market Share			February 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Feb 2019	Feb 2018	Change	Total	E-ZPass	TBM	Feb 2019	Feb 2018	Change
Bronx-Whitestone Bridge	123,794	116,212	7,583	93.9%	93.1%	0.7%	121,770	111,733	10,037	91.8%	90.5%	1.3%
Cross Bay Bridge	22,729	21,808	921	95.9%	95.6%	0.4%	17,218	16,379	838	95.1%	94.5%	0.6%
Henry Hudson Bridge	68,959	66,276	2,683	96.1%	96.0%	0.1%	59,839	56,479	3,360	94.4%	94.4%	0.0%
Hugh L. Carey Tunnel	56,215	54,551	1,663	97.0%	96.9%	0.2%	43,502	41,617	1,885	95.7%	95.4%	0.2%
Marine Parkway Bridge	20,362	19,744	618	97.0%	96.8%	0.2%	14,765	14,193	572	96.1%	95.9%	0.2%
Queens Midtown Tunnel	82,494	79,388	3,106	96.2%	96.4%	-0.2%	72,587	68,776	3,810	94.8%	94.7%	0.1%
Robert F. Kennedy Bridge	179,092	169,976	9,116	94.9%	94.3%	0.7%	156,456	145,672	10,784	93.1%	92.0%	1.1%
Throgs Neck Bridge	114,581	108,506	6,076	94.7%	94.2%	0.5%	110,286	101,930	8,356	92.4%	91.4%	1.0%
Verrazzano-Narrows Bridge ¹	<u>201,677</u>	<u>194,431</u>	<u>7,246</u>	<u>96.4%</u>	<u>95.9%</u>	<u>0.5%</u>	<u>184,108</u>	<u>174,289</u>	<u>9,820</u>	<u>94.7%</u>	<u>94.0%</u>	<u>0.6%</u>
All Facilities¹	869,903	830,892	39,011	95.5%	95.1%	0.5%	780,529	731,067	49,462	93.7%	92.8%	0.8%

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.

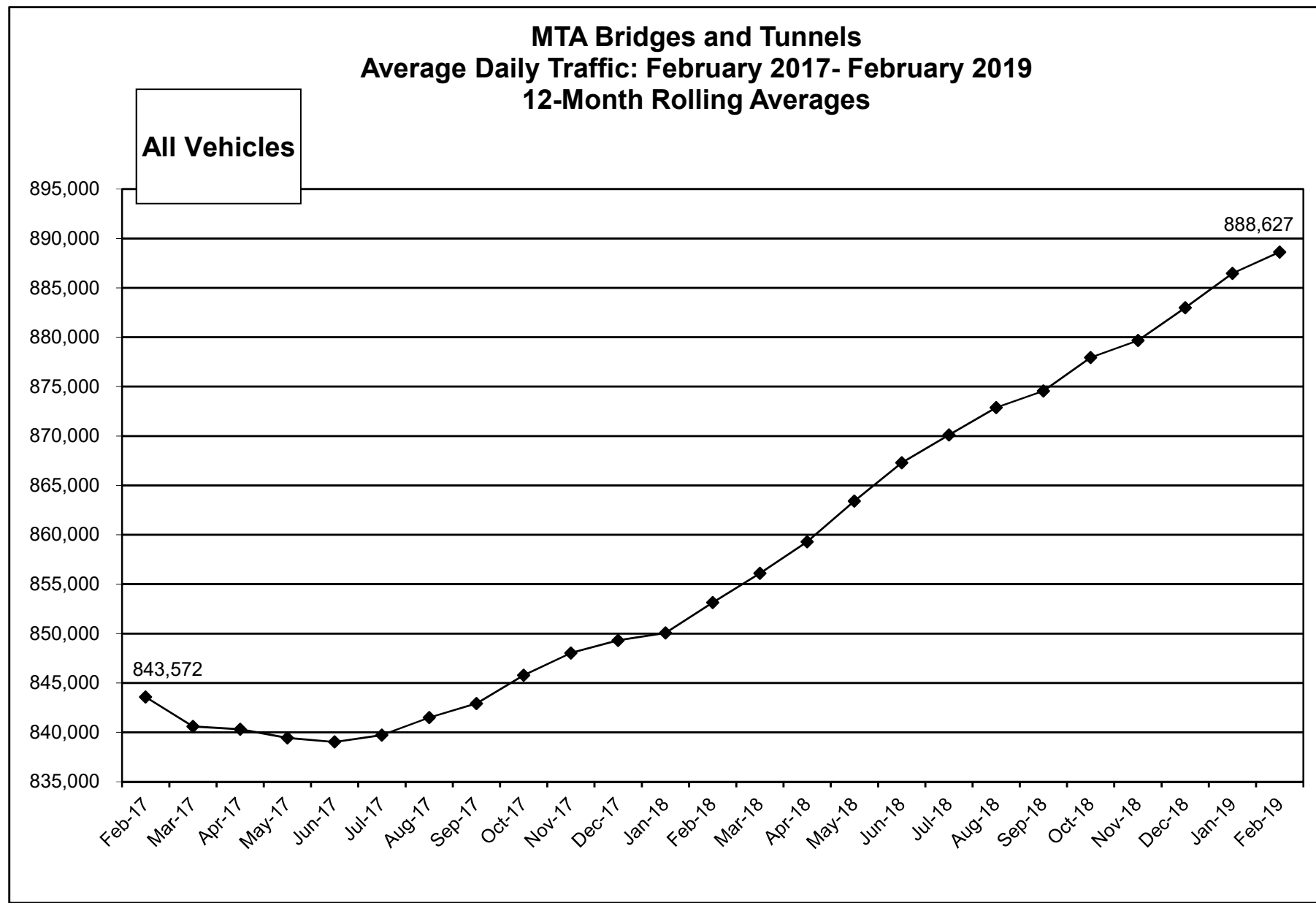
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
February 2019
Preliminary data subject to final audit

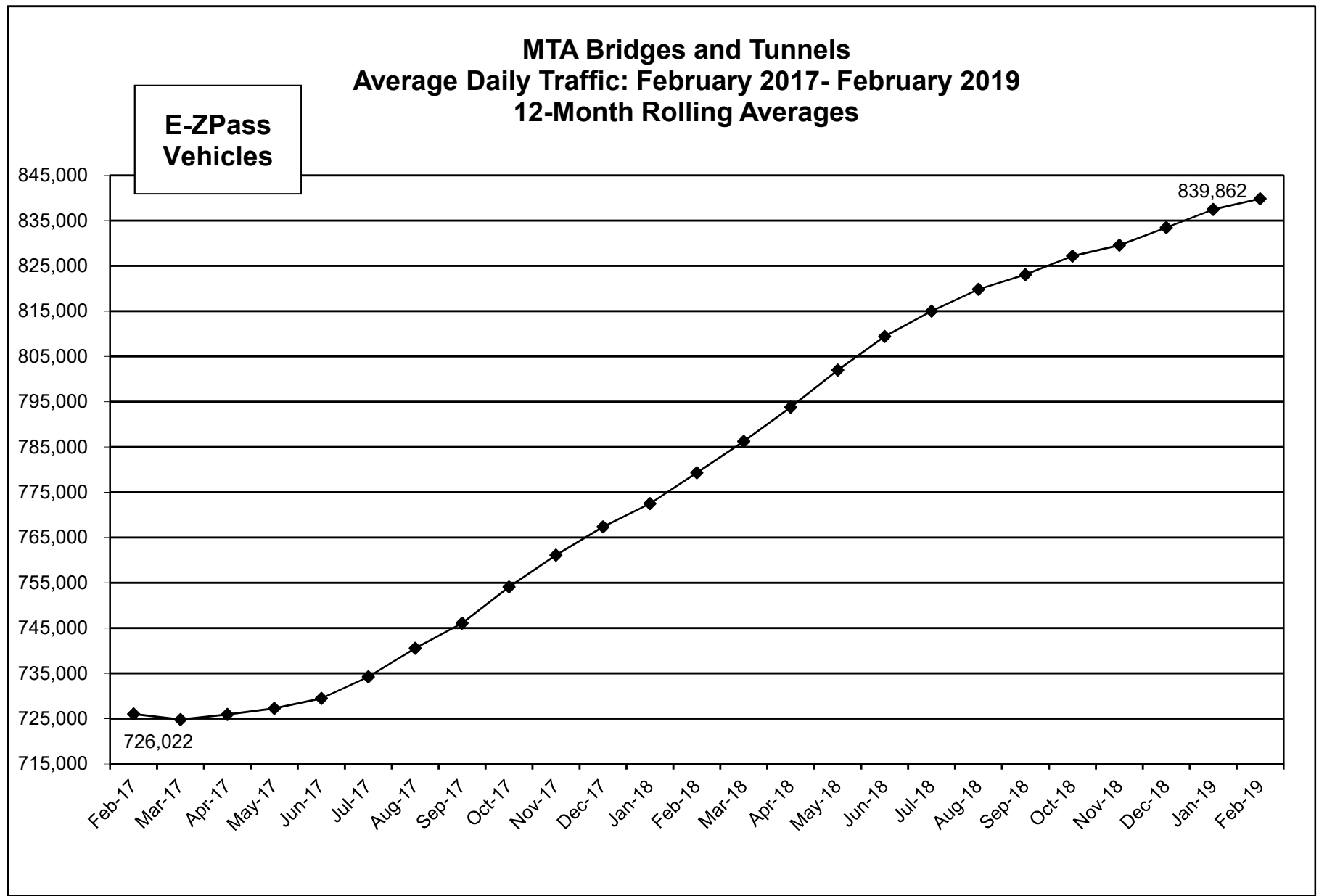
Distribution by Facility & Time Period			
Facility	February 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.8%	23.0%	54.2%
Cross Bay Bridge	25.1%	24.2%	50.7%
Henry Hudson Bridge	23.7%	29.1%	47.2%
Hugh L. Carey Tunnel	25.4%	26.2%	48.4%
Marine Parkway Bridge	27.5%	26.6%	45.9%
Queens Midtown Tunnel	22.0%	22.9%	55.1%
Robert F. Kennedy Bridge	24.6%	21.6%	53.8%
Throgs Neck Bridge	24.9%	23.4%	51.7%
Verrazzano-Narrows Bridge ¹	16.6%	29.5%	53.9%
All Facilities	23.1%	24.5%	52.4%

Payment Method by Facility (Transactions)			
Facility	February 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.8%	5.4%	6.8%
Cross Bay Bridge	94.5%	1.2%	4.3%
Henry Hudson Bridge	85.3%	10.4%	4.4%
Hugh L. Carey Tunnel	91.1%	5.6%	3.3%
Marine Parkway Bridge	94.5%	2.2%	3.2%
Queens Midtown Tunnel	91.3%	4.5%	4.2%
Robert F. Kennedy Bridge	88.3%	6.1%	5.6%
Throgs Neck Bridge	86.8%	7.3%	6.0%
Verrazzano-Narrows Bridge	86.6%	9.3%	4.1%
All Facilities	88.1%	6.8%	5.0%

Note:

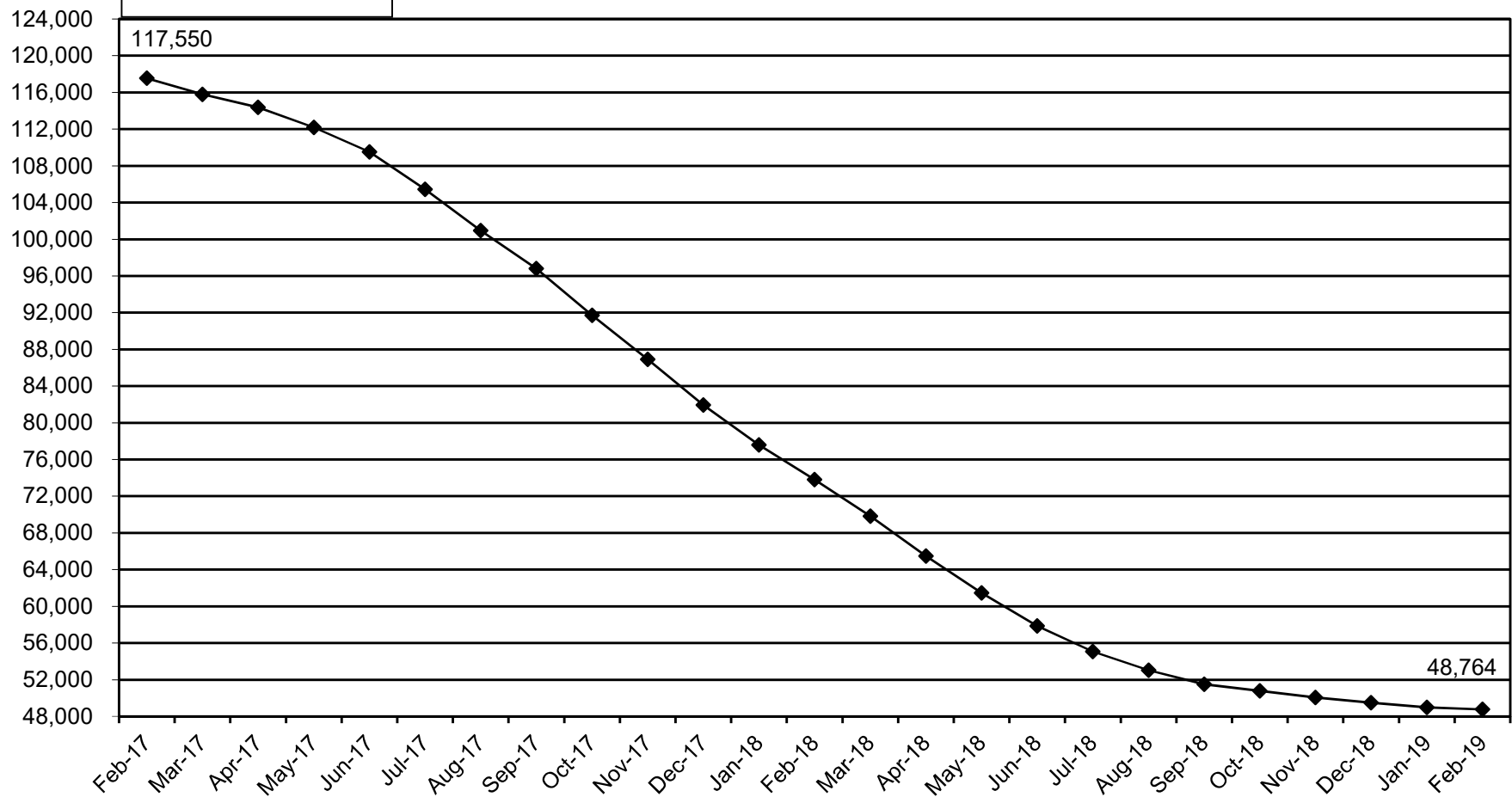
1. Traffic distributions reported in westbound tolled direction only





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

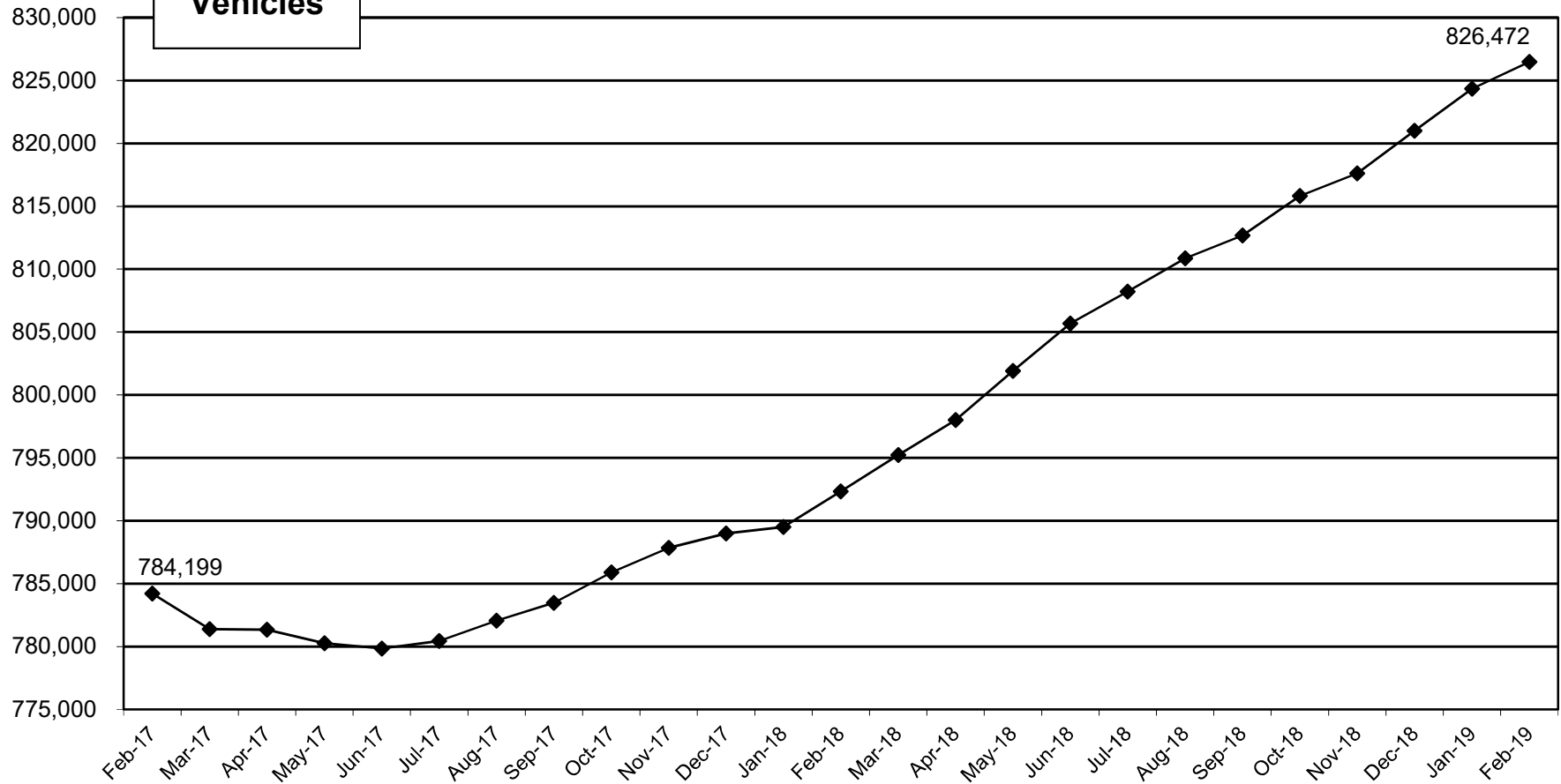
**Non-E-ZPass
Vehicles***

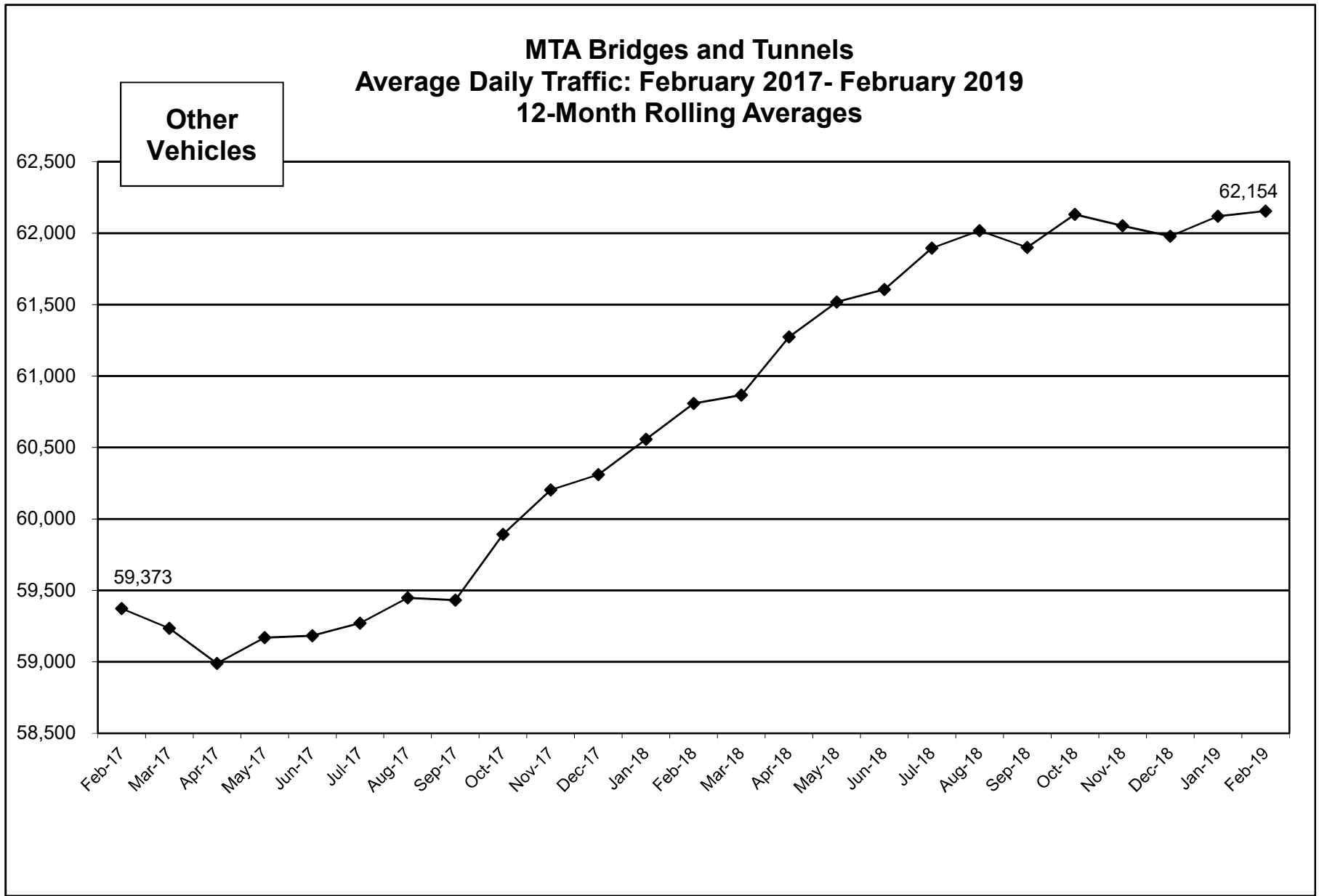


**Includes Tolls by Mail, cash, token, and ticket transactions.*

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

**Passenger
Vehicles**





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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	3.5%	4.5%	3.8%	3.9%	4.2%
	E-ZPass	4.0%	5.5%	5.1%	6.4%	7.8%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-6.4%	-11.1%	-16.1%	-25.8%	-33.9%
RFK Bridge	Total Vehicles	0.8%	0.7%	-0.4%	0.9%	3.4%
	E-ZPass	1.6%	1.9%	1.0%	3.1%	7.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-11.4%	-16.7%	-18.7%	-23.9%	-34.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	12.7%	15.0%	14.7%	12.2%	10.5%
	E-ZPass	12.6%	15.4%	15.2%	13.1%	11.7%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	14.9%	7.3%	2.5%	-5.9%	-12.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.5%	3.7%	3.5%	4.2%	3.3%
	E-ZPass	3.4%	5.1%	6.0%	6.7%	9.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-8.3%	-13.3%	-22.8%	-26.1%	-40.5%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.9%	3.1%	3.9%	4.0%
	E-ZPass	3.3%	4.7%	3.9%	5.7%	7.2%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-9.1%	-11.8%	-12.0%	-22.8%	-35.9%
Henry Hudson Bridge	Total Vehicles	1.5%	2.7%	1.2%	0.7%	1.1%
	E-ZPass	1.6%	2.8%	1.4%	1.1%	1.6%
	Tolls By Mail	0.4%	0.5%	-2.0%	-6.0%	-8.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	1.8%	0.5%	0.4%	1.1%
	E-ZPass	0.1%	2.6%	1.5%	2.0%	3.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-7.0%	-16.2%	-19.5%	-24.7%	-33.0%

(1) February 2019 vs. February 2018

(2) December 2018 to February 2019 vs. December 2017 to February 2018

(3) September 2018 to February 2019 vs. September 2017 to February 2018

(4) June 2018 to February 2019 vs. June 2017 to February 2018

(5) March 2018 to February 2019 vs. March 2017 to February 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	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	3.5%	4.5%	3.8%	3.9%	4.2%
	Passenger	3.7%	4.8%	4.0%	4.1%	4.3%
	Other	0.8%	0.7%	0.5%	1.4%	2.2%
RFK Bridge	Total Vehicles	0.8%	0.7%	-0.4%	0.9%	3.4%
	Passenger	1.1%	1.0%	-0.2%	1.1%	3.6%
	Other	-1.9%	-2.7%	-2.8%	-0.7%	1.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	12.7%	15.0%	14.7%	12.2%	10.5%
	Passenger	13.5%	16.1%	15.9%	13.3%	11.6%
	Other	3.3%	2.5%	0.2%	-1.1%	-1.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.5%	3.7%	3.5%	4.2%	3.3%
	Passenger	2.6%	3.8%	3.5%	4.4%	3.3%
	Other	1.4%	3.0%	3.3%	1.8%	3.4%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.9%	3.1%	3.9%	4.0%
	Passenger	2.7%	4.1%	3.2%	4.0%	4.0%
	Other	3.5%	1.4%	1.2%	2.8%	4.0%
Henry Hudson Bridge	Total Vehicles	1.5%	2.7%	1.2%	0.7%	1.1%
	Passenger	1.6%	2.8%	1.3%	0.8%	1.1%
	Other	-5.0%	-3.8%	-5.6%	-5.9%	-1.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	1.8%	0.5%	0.4%	1.1%
	Passenger	0.5%	2.4%	0.9%	0.6%	1.0%
	Other	-9.3%	-6.5%	-4.9%	-2.4%	1.9%

(1) February 2019 vs. February 2018

(2) December 2018 to February 2019 vs. December 2017 to February 2018

(3) September 2018 to February 2019 vs. September 2017 to February 2018

(4) June 2018 to February 2019 vs. June 2017 to February 2018

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

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,005,168	\$2.51	33	3.9	0.6	9
Feb-19	23,528,914	\$2.48	36	3.6	3.3	11

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2018 vs. 2017						
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	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,273,331	(\$0.18)	1	1.8	(8)	2
February	786,216	(\$0.27)	(7)	(2.3)	(2)	(6)

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

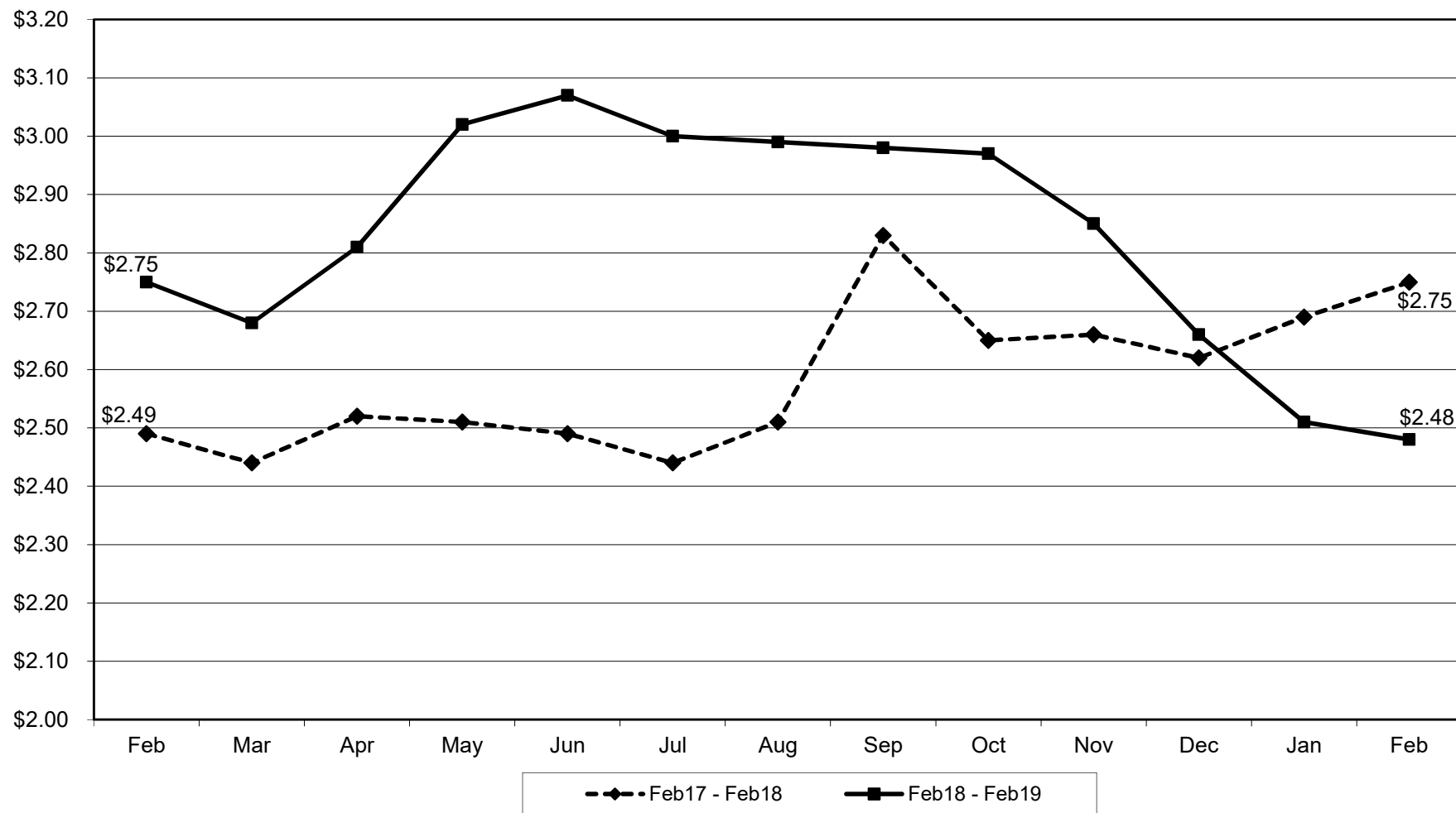
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
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	882,984	833,488	49,496	821,006	61,979
Jan-19	886,473	837,489	48,983	824,354	62,119
Feb-19	888,627	839,862	48,764	826,472	62,154

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 February 2017 - February 2019





Bridges and Tunnels

Safety Report February 2019

Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	March 2016 - February 2017	March 2017 - February 2018	March 2018 - February 2019
Customer Collisions Rate per Million Vehicles	7.64	7.76	6.54
Customer Injury Collisions Rate per Million Vehicles	0.90	0.94	1.01
Employee Accident Reports	268	242	266
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.6	8.0	7.8
Construction Injuries per 200,000 Hours Worked	1.96	1.43	1.23

Leading Indicators				
Roadway Safety	2018		2019	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	181	385	34	180
Fleet Preventative Maintenance Insp.	107	1626	76	254
Safety Taskforce Inspections	0	13	0	0
Construction Safety	February	Year End	February	Year to Date
	February	Year End	February	Year to Date
Construction Safety Inspections	149	2271	191	433
Fire Safety	February	Year End	February	Year to Date
	February	Year End	February	Year to Date
Fire Code Audits Completed	0	14	0	0
FDNY Liaison Visits	0	29	0	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.

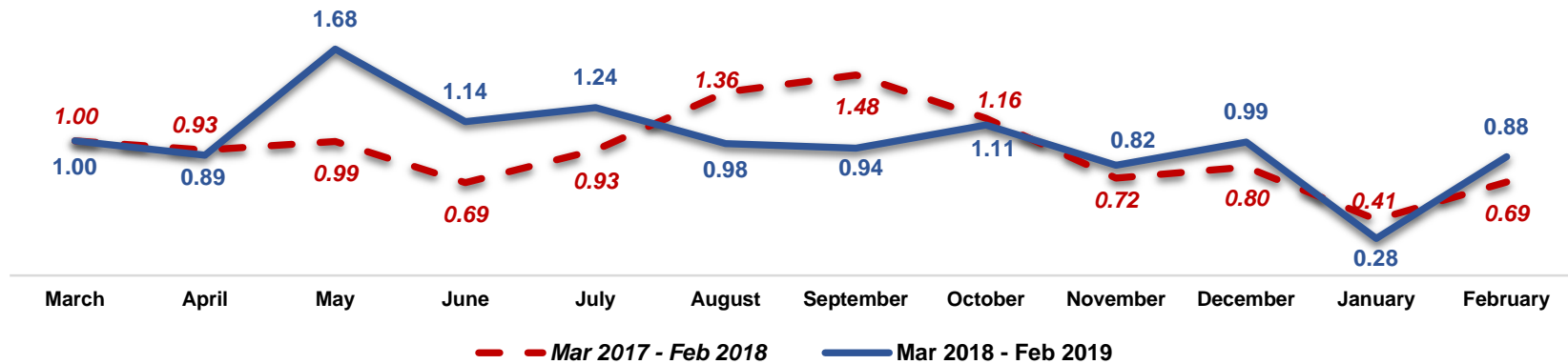
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



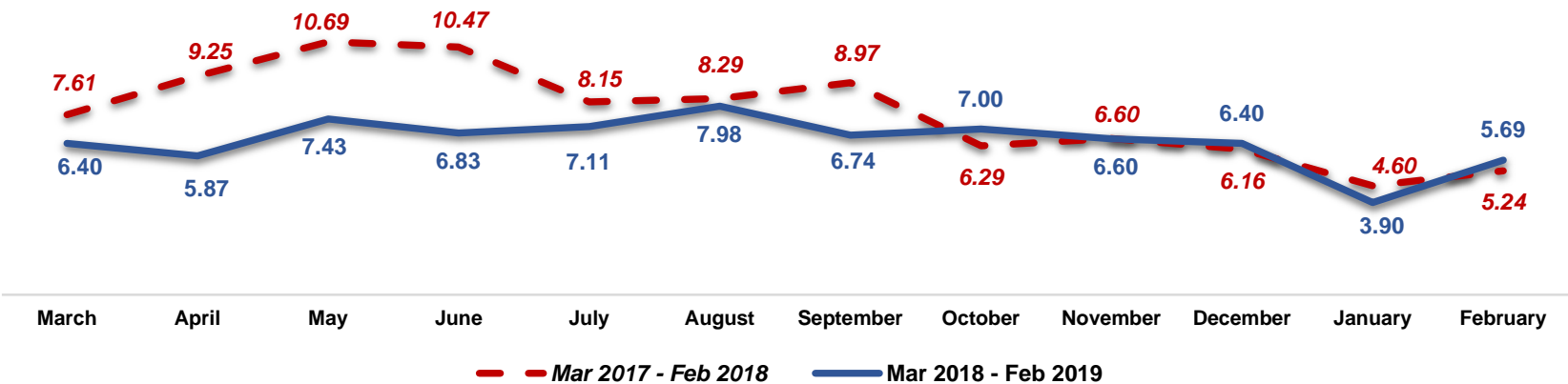
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

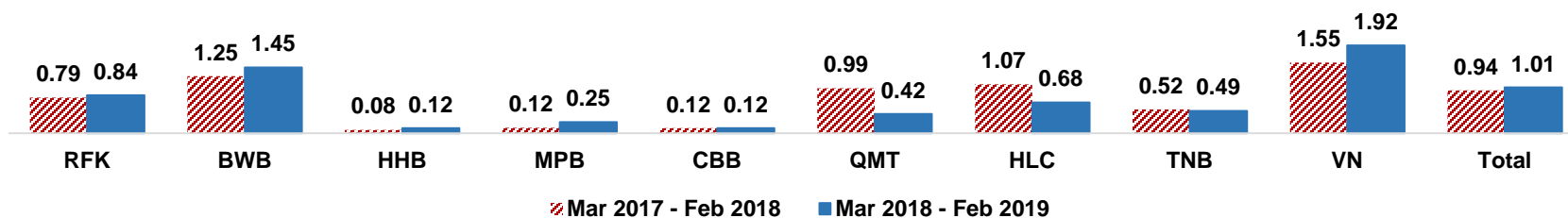




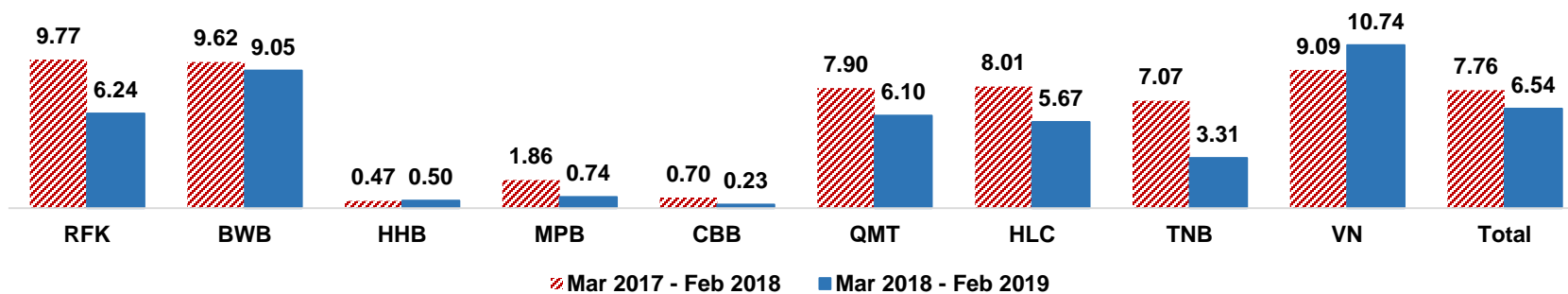
Bridges and Tunnels

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-Feb	18-Mar	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb
RFK	4.17	5.62	4.08	8.62	6.78	5.48	8.48	5.67	8.84	8.17	5.02	2.98	4.14
BWB	6.79	7.60	10.57	10.24	10.30	10.27	12.95	10.54	8.09	9.10	6.99	5.61	4.91
TNB	2.59	4.25	3.53	4.31	3.29	3.20	2.95	2.91	2.34	3.27	4.36	2.38	2.83
VNB	8.73	10.20	8.27	11.11	11.31	13.64	12.64	11.17	10.95	9.30	12.03	6.12	11.47
QMT	6.25	7.12	7.90	6.44	5.21	4.99	5.50	7.02	5.76	7.29	4.87	4.30	7.18
HLC	6.62	7.39	5.77	4.83	5.44	5.09	7.21	5.70	8.57	3.69	5.44	3.25	5.45
HHB	0.00	0.48	0.45	0.85	0.43	0.90	0.44	0.46	0.43	0.47	0.93	0.00	0.00
MPB	0.00	1.63	0.00	1.39	0.00	1.16	0.00	0.00	1.51	1.61	0.00	1.70	0.00
CBB	0.00	0.00	0.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.00
Total	5.24	6.40	5.87	7.43	6.83	7.11	7.98	6.74	7.00	6.60	6.40	3.90	5.69



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:

- 6,979 summonses were issued in the YTD February 2019 period — 2.1% lower than the YTD February 2018 period.
- 74.9% (5,228) of the summonses issued in the YTD February 2019 period were safety related. Types of safety summonses include Speed, Disobey Signs/Traffic Control Device, Cell Phone/Texting and Unsafe Lane Change/Failure to Signal.

Summons Type	YTD February 2018	YTD February 2019	% Change
Speed	1,083	1,125	3.9%
Disobey Signs/Traffic Control Device	1,519	1,868	23.0%
Cell Phone/Texting	331	135	(59.2%)
Unsafe Lane Change/Failure to Signal	592	313	(47.1%)
*All Other	3,605	3,538	(1.9%)
Total	7,130	6,979	(2.1%)

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



Bridges and Tunnels

Financial Report February 2019

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2019
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	8,661
Investments:	
Unrestricted	71,484
Restricted	896,196
Accrued interest receivable	1,934
Accounts receivable	222,059
Less allowance for uncollectible accounts	-129,415
Tolls due from other agencies	30,804
Prepaid expenses	6,134
	<hr/>
Total current assets	1,107,857

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	7
Facilities, less acc.dep of \$1,653,441	6,309,411
Capital lease 2 Broadway net acc. dep.	37,345
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,350,290

TOTAL ASSETS:

7,458,147

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	3,476
Accumulated decreases in fair value of derivative instruments	143,796
Defeasance costs	241,443
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

388,715

**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

7,846,862

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of February 28, 2019**

(in thousands)

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

Current portion-long term debt	255,570
Interest Payable	97,235
Accounts Payable	135,219
Payable to MTA-CAP	326,159
Due to MTA-Operating Expenses	4,590
Due to NYCTA-Operating Expenses	714
Accrued salaries	33,887
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	4,979
Due to New York City Transit Authority	18,726
Due to Metropolitan Transportation Authority	29,806
Unearned Toll Revenue	196,327
Tolls due to other agencies	42,231
E-ZPass Airport Toll Liability	8,227
	<hr/>
Total current liabilities	1,173,513

NONCURRENT LIABILITIES:

Long term debt	8,980,185
Post Employment Benefits Other than Pensions	784,743
Estimated liability arising from injury	47,535
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	10,220,498

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	19,200
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF
RESOURCES**

11,413,212

NET POSITION

-3,566,350**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

7,846,862

*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
FEBRUARY 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	140.164	140.216	0.052	0.0	0.000	0.000	0.000	-	140.164	140.216	0.052	0.0
Other Operating Revenue	1.578	1.523	(0.055)	(3.5)	0.000	0.000	0.000	-	1.578	1.523	(0.055)	(3.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.734	1.619	(0.116)	(6.7)	1.734	1.619	(0.116)	(6.7)
Investment Income	0.095	0.388	0.293	*	0.000	0.000	0.000	-	0.095	0.388	0.293	*
Total Revenue	\$141.837	\$142.127	\$0.290	0.2	\$1.734	\$1.619	(\$0.116)	(6.7)	\$143.572	\$143.746	\$0.174	0.1
Expenses												
<i>Labor:</i>												
Payroll	\$10.507	\$9.122	\$1.385	13.2	\$0.666	\$0.538	\$0.128	19.2	11.172	\$9.660	\$1.512	13.5
Overtime	2.411	2.066	0.345	14.3	0.046	0.036	0.010	22.3	2.457	2.102	0.355	14.4
Health and Welfare	2.483	2.320	0.163	6.6	0.143	0.123	0.020	14.0	2.626	2.443	0.183	7.0
OPEB Current Payment	1.857	1.858	(0.001)	(0.0)	0.000	0.000	0.000	-	1.857	1.858	(0.001)	(0.0)
Pensions	2.732	3.081	(0.349)	(12.8)	0.194	0.127	0.067	34.3	2.926	3.209	(0.282)	(9.7)
Other Fringe Benefits	1.569	1.315	0.253	16.2	0.093	0.087	0.006	6.2	1.662	1.403	0.259	15.6
Reimbursable Overhead	(0.592)	(0.707)	0.115	19.4	0.592	0.707	(0.115)	(19.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$20.967	\$19.057	\$1.911	9.1	\$1.734	\$1.619	\$0.116	6.7	\$22.701	\$20.675	\$2.026	8.9
<i>Non-Labor:</i>												
Electric Power	\$0.454	\$0.376	\$0.078	17.2	\$0.000	\$0.000	\$0.000	-	0.454	\$0.376	\$0.078	17.2
Fuel	0.238	0.258	(0.019)	(8.2)	0.000	0.000	0.000	-	0.238	0.258	(0.019)	(8.2)
Insurance	0.944	0.867	0.077	8.1	0.000	0.000	0.000	-	0.944	0.867	0.077	8.1
Claims	0.000	0.006	(0.006)	-	0.000	0.000	0.000	-	0.000	0.006	(0.006)	-
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	8.880	7.647	1.234	13.9	0.000	0.000	0.000	-	8.880	7.647	1.234	13.9
Professional Service Contracts	6.808	1.397	5.410	79.5	0.000	0.000	0.000	-	6.808	1.397	5.410	79.5
Materials & Supplies	0.339	0.240	0.099	29.1	0.000	0.000	0.000	-	0.339	0.240	0.099	29.1
Other Business Expenses	3.782	3.372	0.411	10.9	0.000	0.000	0.000	-	3.782	3.372	0.411	10.9
Total Non-Labor Expenses	\$21.447	\$14.163	\$7.283	34.0	\$0.000	\$0.000	\$0.000	-	\$21.447	\$14.163	\$7.283	34.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$42.414	\$33.220	\$9.194	21.7	\$1.734	\$1.619	\$0.116	6.7	\$44.148	\$34.838	\$9.309	21.1
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.	\$60.424	\$55.700	\$4.725	7.8	\$1.734	\$1.619	\$0.116	6.7	\$62.158	\$57.318	\$4.840	7.8
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	\$42.414	\$33.220	\$9.194	21.7	\$1.734	\$1.619	\$0.116	6.7	\$44.148	\$34.838	\$9.309	21.1
Net Surplus/(Deficit)	\$99.424	\$108.907	\$9.484	9.5	\$0.000	\$0.000	\$0.000	-	\$99.424	\$108.907	\$9.484	9.5

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 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)									\$99.424	\$108.907	\$9.484	9.5
Less: Capitalized Assets									2.058	0.064	1.994	96.9
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$97.366	\$108.843	\$11.478	11.8
Less: Debt Service									57.760	54.774	2.986	5.2
Less: Contribution to the Capital Program									11.082	11.082	0.000	0.0
Income Available for Distribution									\$28.524	\$42.988	\$14.464	50.7
Distributable To:												
MTA - Investment Income									0.095	0.388	0.293	*
MTA - Distributable Income									19.139	26.015	6.875	35.9
NYCTR - Distributable Income									9.289	16.585	7.295	78.5
Total Distributable Income									\$28.524	\$42.988	\$14.464	50.7
Support to Mass Transit:												
Total Revenues									143.572	143.746	0.174	0.1
Less: Total Operating Expenses									<u>44.148</u>	<u>34.838</u>	<u>9.309</u>	21.1
Net Operating Income/(Deficit)									\$99.424	\$108.907	\$9.484	9.5
Deductions from Net Operating Income:												
Capitalized Assets									2.058	0.064	1.994	96.9
Reserves									0.000	0.000	0.000	-
B&T Debt Service									25.102	24.625	0.477	1.9
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									\$38.241	\$35.770	\$2.471	6.5
Total Support to Mass Transit									\$61.182	\$73.137	\$11.955	19.5

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
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	287.669	291.476	3.807	1.3	0.000	0.000	0.000	-	287.669	291.476	3.807	1.3
Other Operating Revenue	3.156	3.104	(0.052)	(1.7)	0.000	0.000	0.000	-	3.156	3.104	(0.052)	(1.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.649	2.871	(0.778)	(21.3)	3.649	2.871	(0.778)	(21.3)
Investment Income	0.200	0.708	0.508	*	0.000	0.000	0.000	-	0.200	0.708	0.508	*
Total Revenue	\$291.025	\$295.288	\$4.263	1.5	\$3.649	\$2.871	(\$0.778)	(21.3)	\$294.675	\$298.159	\$3.485	1.2
Expenses												
<i>Labor:</i>												
Payroll	\$22.007	\$19.092	\$2.915	13.2	1.403	\$1.047	\$0.355	25.3	23.410	\$20.140	\$3.270	14.0
Overtime	5.006	4.397	0.609	12.2	0.092	0.081	0.011	12.0	5.098	4.478	0.620	12.2
Health and Welfare	5.233	4.520	0.713	13.6	0.302	0.243	0.059	19.4	5.534	4.763	0.771	13.9
OPEB Current Payment	3.914	3.717	0.197	5.0	0.000	0.000	0.000	-	3.914	3.717	0.197	5.0
Pensions	5.757	6.156	(0.399)	(6.9)	0.409	0.267	0.142	34.8	6.166	6.422	(0.257)	(4.2)
Other Fringe Benefits	4.174	3.786	0.388	9.3	0.196	0.158	0.039	19.6	4.370	3.943	0.427	9.8
Reimbursable Overhead	(1.248)	(1.076)	(0.172)	(13.8)	1.248	1.076	0.172	13.8	0.000	0.000	0.000	-
Total Labor Expenses	\$44.842	\$40.591	\$4.251	9.5	\$3.649	\$2.871	\$0.778	21.3	\$48.491	\$43.462	\$5.029	10.4
<i>Non-Labor:</i>												
Electric Power	\$0.958	\$0.787	\$0.170	17.8	0.000	\$0.000	\$0.000	-	0.958	\$0.787	\$0.170	17.8
Fuel	0.487	0.328	0.159	32.6	0.000	0.000	0.000	-	0.487	0.328	0.159	32.6
Insurance	1.888	1.733	0.156	8.2	0.000	0.000	0.000	-	1.888	1.733	0.156	8.2
Claims	0.000	0.006	(0.006)	-	0.000	0.000	0.000	-	0.000	0.006	(0.006)	-
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	17.236	13.882	3.354	19.5	0.000	0.000	0.000	-	17.236	13.882	3.354	19.5
Professional Service Contracts	9.410	2.548	6.862	72.9	0.000	0.000	0.000	-	9.410	2.548	6.862	72.9
Materials & Supplies	0.715	0.358	0.357	49.9	0.000	0.000	0.000	-	0.715	0.358	0.357	49.9
Other Business Expenses	8.519	7.781	0.737	8.7	0.000	0.000	0.000	-	8.519	7.781	0.737	8.7
Total Non-Labor Expenses	\$39.211	\$27.422	\$11.789	30.1	\$0.000	\$0.000	\$0.000	-	\$39.211	\$27.422	\$11.789	30.1
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.	\$84.053	\$68.013	\$16.040	19.1	\$3.649	\$2.871	\$0.778	21.3	\$87.702	\$70.885	\$16.818	19.2
Depreciation	\$24.739	\$34.459	(\$9.721)	(39.3)	0.000	\$0.000	\$0.000	-	24.739	\$34.459	(\$9.721)	(39.3)
OPEB Obligation	11.283	10.500	0.783	6.9	0.000	0.000	0.000	-	11.283	10.500	0.783	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.	\$120.074	\$112.972	\$7.102	5.9	\$3.649	\$2.871	\$0.778	21.3	\$123.724	\$115.844	\$7.880	6.4
Less: Depreciation	\$24.739	\$34.459	(\$9.721)	(39.3)	\$0.000	\$0.000	\$0.000	-	\$24.739	\$34.459	(\$9.721)	(39.3)
Less: OPEB Obligation	11.283	10.500	0.783	6.9	0.000	0.000	0.000	-	11.283	10.500	0.783	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	\$84.053	\$68.013	\$16.040	19.1	\$3.649	\$2.871	\$0.778	21.3	\$87.702	\$70.885	\$16.818	19.2
Net Surplus/(Deficit)	\$206.972	\$227.275	\$20.302	9.8	\$0.000	\$0.000	\$0.000	-	\$206.972	\$227.275	\$20.302	9.8

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 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)									\$206.972	\$227.275	\$20.302	9.8
Less: Capitalized Assets									4.116	0.064	\$4.052	98.4
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$202.856	\$227.211	\$24.354	12.0
Less: Debt Service									115.425	109.484	5.941	5.1
Less: Contribution to the Capital Program									22.164	22.164	0.000	0.0
Income Available for Distribution									\$65.268	\$95.563	\$30.295	46.4
Distributable To:												
MTA - Investment Income									0.200	0.708	0.508	*
MTA - Distributable Income									42.374	56.849	14.475	34.2
NYCTR - Distributable Income									22.693	38.005	15.312	67.5
Total Distributable Income									\$65.268	\$95.563	\$30.295	46.4
Support to Mass Transit:												
Total Revenues									294.675	298.159	3.485	1.2
Less: Total Operating Expenses									<u>87.702</u>	<u>70.885</u>	<u>16.818</u>	19.2
Net Operating Income/(Deficit)									\$206.972	\$227.275	\$20.302	9.8
Deductions from Net Operating Income:												
Capitalized Assets									4.116	0.064	4.052	98.4
Reserves									0.000	0.000	0.000	-
B&T Debt Service									50.158	49.234	0.924	1.8
Contribution to the Capital Program									22.164	22.164	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$76.438	\$71.461	\$4.977	6.5
Total Support to Mass Transit									\$130.535	\$155.814	\$25.279	19.4

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

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

			February 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	0.052	0.0%	Minor variance	3.807	1.3%	Higher toll revenue due to 3.9% higher traffic
Other Operating Revenue	(0.055)	-3.5%	Lower revenue due to the timing of net income receipts from the Battery Parking Garage	(0.052)	-1.7%	Lower revenue due to the timing of net income receipts from the Battery Parking Garage
Investment Income	0.293	*	Higher than anticipated short-term investment returns on fund balances	0.508	*	Higher than anticipated short-term investment returns on fund balances
Payroll	1.385	13.2%	Lower payroll expenses primarily due to vacancies	2.915	13.2%	Lower payroll expenses primarily due to vacancies
Overtime	0.345	14.3%	See overtime tables	0.609	12.2%	See overtime tables
Health and Welfare	0.163	6.6%	Lower expenses primarily due to vacancies	0.713	13.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.001)	0.0%	Minor variance	0.197	5.0%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.349)	-12.8%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets.	(0.399)	-6.9%	Higher non-reimbursable expenses due to higher than allocated YTD capital reimbursement offsets.
Other Fringe Benefits	0.253	16.2%	Lower expenses primarily due to vacancies	0.388	9.3%	Lower expenses primarily due to vacancies
Electric Power	0.078	17.2%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.170	17.8%	Lower electricity expenses primarily due to timing against the monthly budget allocation
Fuel	(0.019)	-8.2%	Higher fuel expenses primarily due to timing against the monthly budget allocation	0.159	32.6%	Lower fuel expenses due to timing against the YTD budget allocation
Insurance	0.077	8.1%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.156	8.2%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.234	13.9%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$0.271 Mill) and timing against the monthly budget allocation for security equipment purchases (\$0.166 Mill), E-ZPass tags (\$0.121) and relatively smaller under-runs across a wide array of areas	3.354	19.5%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$1.452 Mill) and timing against the monthly budget allocation for major maintenance projects (\$0.451 Mill), security equipment purchases (\$0.194 Mill), and toll collection systems maintenance (\$0.153 Mill)
Professional Service Contracts	5.410	79.5%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$4.524 Mill), various consulting services (\$0.419 Mill), engineering services (\$0.290 Mill) and customer outreach expenses (\$0.187 Mill).	6.862	72.9%	Lower expenses primarily due to timing against the monthly YTD budget allocation for bond issuance costs (\$4.580 Mill), various consulting services (\$0.919 Mill), engineering services (\$0.654 Mill) and customer outreach expenses (\$0.393 Mill).
Materials & Supplies	0.099	29.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	0.357	49.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.411	10.9%	Lower expenses primarily due to timing against the budget allocation for toll collection processing fees.	0.737	8.7%	Lower expenses primarily due to timing against the YTD budget allocation for toll collection processing fees
Depreciation	(4.860)	-39.3%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(9.721)	-39.3%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	0.391	6.9%	Lower expense due to decreased actuarial assessment of OPEB obligations.	0.783	6.9%	Lower expense due to decreased actuarial assesment of OPEB obligations.
Reimbursable						
Capital and Other Reimbursements	(0.116)	-6.7%	Lower capital reimbursements due to timing against the monthly budget allocation	(0.778)	-21.3%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.128	19.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.355	25.3%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.010	22.3%	See overtime tables	0.011	12.0%	See overtime tables
Health and Welfare	0.020	14.0%	Lower capital reimbursements due to timing against the monthly budget allocation	0.059	19.4%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.067	34.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.142	34.8%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.006	6.2%	Lower capital reimbursements due to timing against the monthly budget allocation	0.039	19.6%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	(0.115)	-19.4%	Higher capital reimbursements due to timing against the monthly budget allocation	0.172	13.8%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

MTA Bridges and Tunnels
Toll Revenue Collection Rates
Preliminary data subject to final audit

Facility	Revenue Collection Rate February 2019 ¹
Henry Hudson Bridge	101.4%
Hugh L. Carey Tunnel	100.6%
Queens Midtown Tunnel	101.9%
Marine Parkway Bridge	100.1%
Cross Bay Bridge	97.1%
Robert F. Kennedy Bridge	99.8%
Verrazzano-Narrows Bridge	97.3%
Bronx-Whitestone Bridge	100.0%
Throgs Neck Bridge	99.7%
All Facilities	99.5%

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

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

	February						February 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>	5,625	\$0.362	4,774	\$0.307	851	\$0.055	11,114	\$0.712	8,871	\$0.568	2,243	\$0.144
					15.1%	15.2%					20.2%	20.2%
<u>Unscheduled Service</u>	192	\$0.013	41	\$0.003	151	\$0.010	498	\$0.036	71	\$0.005	427	\$0.031
					78.6%	76.9%					85.8%	86.1%
<u>Programmatic/Routine Maintenance</u>	2,957	\$0.241	3,158	\$0.257	(201)	(\$0.016)	6,474	\$0.527	7,034	\$0.573	(561)	(\$0.046)
					-6.8%	-6.6%					-8.7%	-8.7%
<u>Unscheduled Maintenance</u>	1,555	\$0.127	948	\$0.077	608	\$0.050	3,642	\$0.297	2,157	\$0.176	1,485	\$0.121
					39.1%	39.4%					40.8%	40.7%
<u>Vacancy/Absentee Coverage</u>	14,209	\$0.937	15,815	\$1.043	(1,606)	(\$0.106)	27,677	\$1.811	28,975	\$1.896	(1,298)	(\$0.085)
					-11.3%	-11.3%					-4.7%	-4.7%
<u>Weather Emergencies</u>	2,221	\$0.170	4,314	\$0.330	(2,094)	(\$0.160)	5,793	\$0.450	9,133	\$0.709	(3,340)	(\$0.259)
					-94.3%	-94.1%					-57.6%	-57.6%
<u>Safety/Security/Law Enforcement</u>	1,827	\$0.116	1,437	\$0.091	391	\$0.025	3,716	\$0.237	3,083	\$0.197	632	\$0.040
					21.4%	21.6%					17.0%	16.9%
<u>Other</u>	2,166	\$0.176	1,570	\$0.128	597	\$0.048	4,865	\$0.394	2,295	\$0.186	2,570	\$0.208
					27.5%	27.3%					52.8%	52.8%
<u>*All Other Departments and Accruals</u>		\$0.269		(\$0.170)		\$0.439		\$0.541		\$0.087		\$0.454
						**						83.9%
Subtotal	30,751	\$2.411	32,055	\$2.066	(1,304)	\$0.345	63,777	\$5.006	61,618	\$4.397	2,159	\$0.609
					-4.2%	14.3%					3.4%	12.2%
REIMBURSABLE OVERTIME	340	\$0.046	403	\$0.036	(63)	\$0.010	680	\$0.092	806	\$0.081	(126)	\$0.011
					-18.5%	21.7%					-18.5%	12.0%
TOTAL OVERTIME	31,091	\$2.457	32,458	\$2.102	(1,367)	\$0.355	64,457	\$5.098	62,424	\$4.478	2,033	\$0.620
					-4.4%	14.4%					3.2%	12.2%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%.

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	851	\$0.055	Lower than planned expenses	2,243	\$0.144	Lower than planned expenses
	15.1%	15.2%		20.2%	20.2%	
<u>Unscheduled Service</u>	151	\$0.010	Lower than planned expenses	427	\$0.031	Lower than planned expenses
	78.6%	76.9%		85.8%	86.1%	
<u>Programmatic/Routine Maintenance</u>	(201)	(\$0.016)	Higher than planned expenses	(561)	(\$0.046)	Higher than planned expenses
	-6.8%	-6.6%		-8.7%	-8.7%	
<u>Unscheduled Maintenance</u>	608	\$0.050	Lower than planned expenses	1,485	\$0.121	Lower than planned expenses
	39.1%	39.4%		40.8%	40.7%	
<u>Vacancy/Absentee Coverage</u>	(1,606)	(\$0.106)	Higher than planned expenses due to year-end vacations and new hire training.	(1,298)	(\$0.085)	Higher than planned expenses
	-11.3%	-11.3%		-4.7%	-4.7%	
<u>Weather Emergencies</u>	(2,094)	(\$0.160)	Higher than planned expenses due to an increased number of weather incidents resulting in off-hour deployments for storm prep and deicing/thawing.	(3,340)	(\$0.259)	Higher than planned expenses
	-94.3%	-94.1%		-57.6%	-57.6%	
<u>Safety/Security/Law Enforcement</u>	391	\$0.025	Lower than planned expenses	632	\$0.040	Lower than planned expenses
	21.4%	21.6%		17.0%	16.9%	
<u>Other</u>	597	\$0.048	Lower than planned expenses	2,570	\$0.208	Lower than planned expenses
	27.5%	27.3%		52.8%	52.8%	
<u>*All Other Departments and Accruals</u>		\$0.439	Primarily due to adjustments for the 28-day OT payroll lag		\$0.454	Primarily due to adjustments for the 28-day OT payroll lag
		**			83.9%	
Subtotal	(1,304)	\$0.345		2,159	\$0.609	
	-4.2%	14.3%		3.4%	12.2%	
REIMBURSABLE OVERTIME	(63)	\$0.010	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	(126)	\$0.011	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
	-18.5%	21.7%		-18.5%	12.0%	
TOTAL OVERTIME	(1,367)	\$0.355		2,033	\$0.620	

Figures are preliminary.

Totals may not add due to rounding.

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

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

**Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
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 FebruaryYear to date ending February 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>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
3.4	\$23.5	3.4	\$23.4	2.1%	-0.6%	Bronx-Whitestone	6.9	\$48.6	7.2	\$49.2	3.8%	1.3%
0.6	1.3	0.6	1.4	1.6%	11.6%	Cross Bay	1.2	2.7	1.2	2.8	3.2%	6.4%
1.8	5.8	1.8	5.9	1.5%	1.1%	Henry Hudson	3.7	12.0	3.8	12.0	2.0%	0.0%
1.3	8.3	1.5	8.8	7.9%	6.2%	Hugh L. Carey	2.7	16.7	3.0	17.9	9.2%	7.3%
0.5	1.1	0.5	1.2	-2.1%	8.6%	Marine Parkway	1.1	2.4	1.1	2.5	0.9%	4.7%
1.9	12.2	2.2	13.9	16.1%	14.4%	Queens Midtown	3.9	24.6	4.5	28.5	17.4%	15.7%
4.8	32.3	4.8	31.9	0.8%	-1.2%	RFK	9.7	66.0	9.8	65.4	1.2%	-0.8%
3.1	23.9	3.2	23.9	2.9%	0.2%	Throgs Neck	6.3	49.1	6.5	50.0	3.4%	1.7%
5.3	30.5	5.5	29.7	2.7%	-2.6%	Verrazano-Narrows	11.0	63.2	11.4	63.2	3.8%	0.0%
22.7	\$138.9	23.5	\$140.2	3.5%	0.9%	Total	46.5	\$285.2	48.5	\$291.5	4.4%	2.2%
	\$6.109		\$5.959		-2.5%	Revenue Per Vehicle		\$6.136		\$6.006		-2.1%

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

<u>February Budget</u>		<u>February Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
22.9	\$140.2	23.5	\$140.2	2.9%	0.0%	Total All	46.7	\$287.7	48.5	\$291.5	3.9%	1.3%
	\$6.131		\$5.959		-2.8%	Revenue Per Vehicle		\$6.157		\$6.006		-2.5%

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
February 2019

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	8	7	1	1 Managerial vacancy
Law ⁽¹⁾	17	14	3	1 Managerial vacancy and 2 Professional vacancies
CFO ⁽²⁾	27	19	8	4 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	73	24	
Operations				
Revenue Management	42	39	3	3 Managerial vacancies
Operations (Non-Security)	62	53	9	8 Managerial vacancies and 1 Professional vacancy
Total Operations	104	92	12	
Maintenance				
Maintenance	229	245	(16)	5 Managerial vacancies, 5 Professional vacancies, and 26 Maintainer overages
Operations - Maintainers	161	161	-	
Total Maintenance	390	406	(16)	
Engineering/Capital				
Engineering & Construction	192	147	45	5 Managerial and 40 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	29	2	4 Managerial vacancies and 2 Professional overages
Total Engineering/Capital	255	204	51	
Public Safety				
Operations (Security)	613	570	43	26 Managerial and 17 Operational vacancies
Internal Security - Operations	48	36	12	4 Managerial and 8 Professional vacancies
Total Public Safety	661	606	55	
Total Positions	1,507	1,381	126	
Non-Reimbursable	1,420	1,294	126	
Reimbursable	87	87	-	
Total Full-Time	1,507	1,381	126	

(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
February 2019

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	34	26	8	4 vacancies in CFO, 1 vacancy in Executive, 1 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	73	24	
Operations				
Managers/Supervisors	68	57	11	8 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	36	35	1	1 Professional vacancy
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	104	92	12	
Maintenance				
Managers/Supervisors	25	20	5	5 vacancies in Maintenance
Professional, Technical, Clerical	22	17	5	5 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	369	(26)	26 Maintainer overage in Maintenance
Total Maintenance	390	406	(16)	
Engineering/Capital				
Managers/Supervisors	60	50	10	5 vacancies in in Engineering, 4 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	195	154	41	40 vacancies in Engineering, 2 in Law, 1 vacancy in Safety and Health, and 2 overages in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	204	51	
Public Safety				
Managers/Supervisors	189	159	30	26 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	28	8	8 vacancies in Internal Security
Operational Hourlies ⁽³⁾	436	419	17	17 BTO vacancies
Total Public Safety	661	606	55	
Total Positions				
Managers/Supervisors	376	312	64	
Professional, Technical, Clerical	352	281	71	
Operational Hourlies	779	788	(9)	
Total Positions	1,507	1,381	126	

(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 - February 2019



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

Customer Service Center			
E-ZPass	February 2019	February 2018	YTD 2019
Total Accounts Opened	15,848	23,817	33,268
Total Active Accounts			3,553,407
Total Active Tags			5,591,163
Total Reload Cards Distributed	2,379	3,587	4,987
Reload Card % of Cash Replenishments			19.55%
Total Active Reload Cards			167,123

Customer Service Center Metrics	February 2019	February 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	246,819	254,067	526,515
Tolls by Mail	113,306	118,780	235,862
Violations	27,940	51,935	62,547
Other ¹	11,027	10,120	22,891
Interactive Voice Response System	720,057	830,750	1,537,049
Total	1,119,149	1,265,652	2,384,864
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:21	4:50	0:42
Violations Call Unit	0:19	4:28	0:40
Tolls By Mail Call Unit	0:10	1:11	0:09

Toll Processing Metrics			
E-ZPass and Tolls by Mail Metrics	February 2019	February 2018	YTD 2019
E-ZPass Program			
# of Paid Transactions²	19,407,738	18,680,866	40,067,807
Passenger	17,992,391	17,280,872	37,092,232
Commercial	1,415,347	1,399,994	2,975,575
# of Violations Transactions	313,525	258,077	645,330
Passenger	296,778	239,537	610,355
Commercial	16,747	18,540	34,975
# of Violation Notices Issued (First Notice, by Mail Date)	131,050	123,123	262,821
Tolls by Mail Program (TBM)			
# of Transactions	1,065,022	1,133,681	1,054,937
Passenger	1,004,100	1,065,865	995,817
Commercial	60,922	67,816	59,120
# of Violation Transactions³	-	-	N/A
Passenger	-	-	N/A
Commercial	-	-	N/A
# of Toll Bills Issued (By Mail Date)⁴	642,297	631,367	1,314,552
# of Violation Notices Issued (By Mail Date)	126,218	176,421	287,498

Note:

1. Business and retail tag registration calls
2. Includes one-way transactions at the Verrazano-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

Final Review of 2018 Year-End Operating Results



MTA BRIDGES AND TUNNELS 2018 YEAR-END REPORT SUMMARY

In 2018, MTA Bridges and Tunnels (B&T) generated \$1,090.0 million in Support to Mass Transit, which was \$60.9 million above the Final Estimate of \$1,029.0 million. This additional support was achieved through favorable results in both revenue and expenses.

Total non-reimbursable revenue in 2018 was \$2,002.2 million, which was \$14.9 million above the 2018 Final Estimate. Toll revenue reached \$1,975.7 million, which was \$8.6 million above forecast due to favorable traffic trends. Paid traffic for the year totaled 322.3 million crossings, which exceeded the previous record high of 310.0 million crossings set in 2017. Actual traffic came in at 1.2 million crossings, or 0.4% higher than the Final Estimate primarily due to generally favorable weather during the fourth quarter and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel. Other Operating Revenue totaled \$23.9 million, which was \$5.0 million above the Final Estimate primarily due to higher than anticipated revenue from E-ZPass and Tolls by Mail administrative fees.

Total non-reimbursable operating expenses were \$501.3 million, which was \$50.8 million below the Final Estimate of \$552.1 million. Under-spending occurred in both non-labor (\$46.4 million) and labor (\$4.4 million) expenses. Approximately \$20.2 million of the favorable non-labor variance resulted in lower than expected costs for administering and maintaining Cashless Tolling operations, and \$15.7 million was due to the timing of major maintenance projects that support the Capital Programs. Additional relatively smaller under-runs resulted across a wide array of areas including various professional service contracts and routine maintenance contracts. The favorable labor variance of \$4.4 million was primarily due to vacant positions.

Total reimbursable revenues and operating expenses before depreciation were each \$21.2 million. In both cases, this was \$2.4 million below the 2018 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

Deductions from Income, which include Capitalized Assets and Prepaid Expenses, totaled \$8.9 million. This was \$5.1 million below the Final Estimate primarily due to the timing of projects funded through Capitalized Assets.

Debt Service totaled \$667.8 million and was \$13.3 million above the Final Estimate; B&T's portion was \$282.4 million, which was \$9.9 million above the estimate. B&T also contributed \$119.7 million in PAYGO funding toward the Capital Programs. This contribution was included in the Final Estimate.



Bridges and Tunnels

Cashless Tolling Customer Service Report - February 2019



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Bridges and Tunnels

Final Review of 2018 Year-End Operating Results



MTA BRIDGES AND TUNNELS 2018 YEAR-END REPORT SUMMARY

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Total non-reimbursable revenue in 2018 was \$2,002.2 million, which was \$14.9 million above the 2018 Final Estimate. Toll revenue reached \$1,975.7 million, which was \$8.6 million above forecast due to favorable traffic trends. Paid traffic for the year totaled 322.3 million crossings, which exceeded the previous record high of 310.0 million crossings set in 2017. Actual traffic came in at 1.2 million crossings, or 0.4% higher than the Final Estimate primarily due to generally favorable weather during the fourth quarter and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel. Other Operating Revenue totaled \$23.9 million, which was \$5.0 million above the Final Estimate primarily due to higher than anticipated revenue from E-ZPass and Tolls by Mail administrative fees.

Total non-reimbursable operating expenses were \$501.3 million, which was \$50.8 million below the Final Estimate of \$552.1 million. Under-spending occurred in both non-labor (\$46.4 million) and labor (\$4.4 million) expenses. Approximately \$20.2 million of the favorable non-labor variance resulted in lower than expected costs for administering and maintaining Cashless Tolling operations, and \$15.7 million was due to the timing of major maintenance projects that support the Capital Programs. Additional relatively smaller under-runs resulted across a wide array of areas including various professional service contracts and routine maintenance contracts. The favorable labor variance of \$4.4 million was primarily due to vacant positions.

Total reimbursable revenues and operating expenses before depreciation were each \$21.2 million. In both cases, this was \$2.4 million below the 2018 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

Deductions from Income, which include Capitalized Assets and Prepaid Expenses, totaled \$8.9 million. This was \$5.1 million below the Final Estimate primarily due to the timing of projects funded through Capitalized Assets.

Debt Service totaled \$667.8 million and was \$13.3 million above the Final Estimate; B&T's portion was \$282.4 million, which was \$9.9 million above the estimate. B&T also contributed \$119.7 million in PAYGO funding toward the Capital Programs. This contribution was included in the Final Estimate.

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2018 Final Estimate vs. Actual

The following section summarizes actual 2018 results and discusses variances to the 2018 Final Estimate by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$2,002.2 million in 2018, which was \$14.9 million or 0.8% above the 2018 Final Estimate.

Toll revenue comprised 99% of total non-reimbursable revenue and reached \$1,975.7 million, which was \$8.6 million greater than the Final Estimate. Favorable traffic trends account for the additional revenue. Paid traffic totaled 322.3 million, which was 1.2 million crossings, or 0.4% higher than the Final Estimate primarily due to generally favorable weather during the fourth quarter and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L Carey Tunnel.

Other Operating Revenue totaled \$23.9 million, which was \$5.0 million above the Final Estimate primarily due to higher than anticipated revenue from E-ZPass and Tolls by Mail administrative fees.

Investment Income was \$2.6 million, which was \$1.4 million above the Final Estimate due to higher than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$501.3 million in 2018, which was \$50.8 million or 9.2% below the 2018 Final Estimate.

Labor

Labor expenses were \$243.1 million, which was \$4.4 million below the Final Estimate.

Payroll expenses and Health and Welfare costs were a combined \$5.2 million lower primarily due to vacancies in both administrative and uniformed personnel. Overtime came in \$3.1 million below the Final Estimate due to scheduling efficiencies. Other Fringe Benefits costs were over the Final Estimate by \$3.2 million due to a higher actuarial adjustment to Workers' Compensation of \$5.0 million, which was partially offset by \$1.8 million in lower payroll taxes and other employer expenses due to vacancies and lower overtime.

MTA BRIDGES AND TUNNELS
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EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
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Non-Labor

Total Non-Labor expenses were \$258.2 million, which was \$46.4 million below the Final Estimate.

Maintenance and Other Operating Contracts were below the Final Estimate by \$34.6 million. Approximately \$15.5 million of the favorable variance in this category resulted in lower than expected costs for administering and maintaining Cashless Tolling operations. An additional \$15.7 million was due to the timing of major maintenance projects that support the Capital Programs. B&T's rent obligation for 2 Broadway occupancy was \$1.0 million lower than estimated and relatively smaller underruns across several routine maintenance areas totaled \$2.4 million.

Professional Service Contracts were \$5.9 million below the Final Estimate. The primary drivers of these favorable results were lower than anticipated customer outreach needs (\$1.9 million) and lower bond issuance costs (\$1.4 million). Relatively smaller underruns occurred across several miscellaneous consulting contracts totaling \$2.6 million.

Other Business Expenses were \$5.2 million below the Final Estimate primarily due to lower than anticipated toll collection processing costs.

Non-Cash Categories

Depreciation expenses for 2018 were \$148.7 million, which was \$9.9 million higher than the Final Estimate.

Other Post-Employment Benefits (OPEB) Obligations are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$64.5 million in 2018, which was at the Final Estimate level.

The **GASB 68 Pension Adjustment** was a \$9.0 million credit in 2018, which was \$19.4 million below the Final Estimate.

Net Surplus

The net surplus for 2018 was \$1,500.9 million, which was \$65.8 million higher than the Final Estimate (over \$14.9 million due to favorable revenue and over \$50.8 million due to lower expenses).

Reimbursable

Total reimbursable revenues and operating expenses were each \$21.2 million. In both cases, this was \$2.4 million below the 2018 Final Estimate. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the Capital Programs.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income include Capitalized Assets and Prepaid Expenses. These deductions totaled \$8.9 million, which was \$5.1 million below the Final Estimate primarily due to the re-scheduling of several projects funded through Capitalized Assets into 2019.

Debt Service

Total Debt Service was \$667.8 million in 2018, which was \$13.3 million above the Final Estimate. B&T's portion was \$282.4 million, which was higher by \$9.9 million. B&T debt service for NYC Transit projects was above the Final Estimate by \$4.8 million and B&T debt service for MTA projects was below by \$1.4 million.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program was \$119.7 million, which was at the Final Estimate level.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,090.0 million in 2018. The level was over \$60.9 million above the Final Estimate of \$1,029.0 million, with the positive variance resulting from favorable revenues (\$12.5 million) and lower net operating expenses (\$53.2 million), Capitalized Assets (\$4.3 million), and prepaid expenses (\$0.8 million), partially offset by higher B&T Debt Service (\$9.9 million).

2018 Adopted Budget vs. Actual

The following summarizes actual 2018 results and discusses variances to the estimates in the 2018 Adopted Budget by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$2,002.2 million in 2018, which was \$58.8 million or 3.0% above the 2018 Adopted Budget.

Toll revenue comprised 99% of total non-reimbursable revenue and reached \$1,975.7 million, which was \$52.5 million greater than the Adopted Budget. Favorable traffic trends account for the additional revenue. Paid traffic totaled 322.3 million, which was 13.9

million crossings, or 4.5% higher than the Adopted Budget primarily due to stable gas prices, modest improvements in the local economy and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L Carey Tunnel.

Other Operating Revenue totaled \$23.9 million, which was \$5.0 million above the Adopted Budget primarily due to higher than anticipated revenue from E-ZPass and Tolls by Mail administrative fees.

Investment Income was \$2.6 million, which was \$1.4 million above the Adopted Budget due to higher than anticipated short-term investment yields on fund balances.

Operating Expenses

Total non-reimbursable operating expenses were \$501.3 million in 2018, which was \$95.1 million or 16.0% below the 2018 Adopted Budget.

Labor

Total Labor expenses were \$243.1 million, which was \$35.2 million below the Adopted Budget.

Lower Payroll and associated fringe benefits costs of \$38.1 million were achieved through an assessment of workforce needs within a Cashless Tolling operating environment. Having achieved full conversion to Cashless Tolling at the end of the third quarter of 2017, B&T developed a baseline workforce assessment across all areas of the agency to ensure adequate and efficient staffing levels were in place to meet the complex challenges of revenue protection, safety, security, government compliance, systems maintenance, customer outreach, legal administration, financial and asset management within this radically new operating environment. The results of the assessment netted a headcount reduction of 92 positions which was achieved solely through attrition.

An additional \$23.6 million in net labor savings was realized primarily through lower payroll and associated fringe benefits costs associated with vacancies.

Non-Labor

Total Non-Labor expenses were \$258.2 million, which was \$59.9 million below the Adopted Budget.

Maintenance and Other Operating Contracts were below the Adopted Budget by \$52.2 million. Approximately \$23.5 million of the favorable variance in this category resulted in lower than expected costs for administering and maintaining Cashless Tolling operations. An additional \$20.5 million was due primarily to the timing of major maintenance projects that support the Capital Programs. B&T's rent obligation for 2 Broadway occupancy was \$1.0 million lower than budget and relatively smaller underruns across several routine maintenance areas totaled \$7.2 million.

Other Business Expenses were \$4.0 million below the Adopted Budget primarily due to lower than anticipated toll collection processing costs.

Non-Cash Categories

Depreciation expenses for 2018 were \$148.7 million, which was \$11.9 million higher than the Adopted Budget.

Other Post-Employment Benefits (OPEB) Obligations are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$64.5 million in 2018, which was \$11.0 million below the Adopted Budget.

The **GASB 68 Pension Adjustment** was a \$9.0 million credit in 2018, which was \$24.2 million below the Adopted Budget.

Net Surplus

The net surplus for 2018 was \$1,500.9 million, which was \$153.9 million greater than the Adopted Budget (\$58.8 million from additional revenue and \$95.1 million from lower expenses).

Reimbursable

Total reimbursable revenues and operating expenses were each \$21.2 million. In both cases, this was \$2.4 million below the 2018 Adopted Budget. The variance was a result of lower than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income include Capitalized Assets, Capital Reserves and Prepaid Expenses, and GASB Reserves. Capitalized Assets were \$10.8 million below the Adopted Budget primarily due to the re-scheduling of several projects into 2019. Capital Reserves, Prepaid Expenses and GASB Reserves were a net \$29.1 million below budget primarily due to the suspension of Capital and GASB Reserves.

Debt Service

Debt Service totaled \$667.8 million in 2018, which was \$3.7 million below the Adopted Budget. B&T's portion of total debt service was \$282.4 million, which was over \$5.1 million above budget. B&T debt service for NYC Transit projects was below budget by nearly \$0.8 million and B&T debt service for MTA projects was below by nearly \$0.7 million.

Contribution to the Capital Program

B&T's PAYGO Contribution to the Capital Program of \$119.7 million was not included in the Adopted Budget. The contribution was added to the Mid-Year Forecast of the 2018 July Financial Plan.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,090.0 million in 2018, which was \$69.1 million above the Adopted Budget of \$1,020.9 million. The positive variance resulted from higher revenues (\$56.4 million), lower net operating expenses (\$97.5 million), reduced deductions from income (\$40.0 million in total from Capitalized Assets, Capital Reserves, Prepaid Expenses and GASB Reserves), partially offset by the PAYGO Contribution to the Capital Program (\$119.7 million) and higher B&T debt service (\$5.1 million).

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

NON-REIMBURSABLE

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	1,923.208	1,967.062	1,975.663	52.454	2.7	8.601	0.4
Other Operating Revenue	18.936	18.936	23.921	4.985	26.3	4.985	26.3
Capital and Other Reimbursements	(0.000)	0.000	0.000	0.000	100.0	0.000	-
Investment Income	1.240	1.240	2.603	1.363	*	1.363	*
Total Revenue	\$1,943.385	\$1,987.238	\$2,002.186	\$58.802	3.0	\$14.948	0.8
Expenses							
Labor:							
Payroll	\$146.144	\$122.151	\$119.588	\$26.556	18.2	\$2.563	2.1
Overtime	26.807	26.807	23.676	3.131	11.7	3.131	11.7
Health and Welfare	34.158	29.454	26.863	7.295	21.4	2.591	8.8
OPEB Current Payment	22.070	22.359	21.676	0.394	1.8	0.684	3.1
Pensions	37.167	36.335	36.465	0.702	1.9	(0.130)	(0.4)
Other Fringe Benefits	19.558	17.949	21.174	(1.616)	(8.3)	(3.225)	(18.0)
Reimbursable Overhead	(7.568)	(7.568)	(6.327)	(1.241)	(16.4)	(1.241)	(16.4)
Total Labor Expenses	\$278.335	\$247.487	\$243.115	\$35.221	12.7	\$4.373	1.8
Non-Labor:							
Electricity	\$7.027	\$5.537	\$4.474	\$2.553	36.3	\$1.062	19.2
Fuel	1.882	2.323	1.960	(0.078)	(4.2)	0.363	15.6
Insurance	12.426	11.317	11.755	0.672	5.4	(0.437)	(3.9)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204.711	187.084	152.519	52.192	25.5	34.565	18.5
Professional Service Contracts	39.991	45.533	39.620	0.371	0.9	5.913	13.0
Materials & Supplies	4.711	4.341	4.550	0.162	3.4	(0.209)	(4.8)
Other Business Expenses	47.321	48.464	43.273	4.048	8.6	5.191	10.7
Total Non-Labor Expenses	\$318.069	\$304.599	\$258.150	\$59.919	18.8	\$46.448	15.2
Total Expenses before Depreciation & GASB Adj.	\$596.405	\$552.086	\$501.265	\$95.140	16.0	\$50.821	9.2
Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
GASB Pension	15.242	10.403	(8.968)	24.210	*	19.371	*
Environmental Remediation	0.000	0.000	-	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$823.836	\$765.720	\$705.455	\$118.381	14.4	\$60.265	7.9
Less: Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
Less: OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
Less: GASB Pension	15.242	10.403	(8.968)	24.210	*	19.371	*
Total Expenses	\$596.405	\$552.086	\$501.265	\$95.140	16.0	\$50.821	9.2
Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6

Totals may not add due to rounding

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

REIMBURSABLE

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

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

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2018			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2018 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$1,923.208	\$1,967.062	\$1,975.663	\$52.454	2.7	\$8.601	0.4
Other Operating Revenue	18.936	18.936	23.921	4.985	26.3	4.985	26.3
Capital and Other Reimbursements	23.575	23.575	21.175	(2.400)	(10.2)	(2.400)	(10.2)
Investment Income	1.240	1.240	2.603	1.363	*	1.363	*
Total Revenue	\$1,966.959	\$2,010.813	\$2,023.361	\$56.402	2.9	\$12.549	0.6
Expenses							
Labor:							
Payroll	\$154.650	\$130.657	\$128.404	\$26.246	17.0	\$2.254	1.7
Overtime	28.806	28.806	24.006	4.800	16.7	4.800	16.7
Health and Welfare	35.988	31.285	29.007	6.981	19.4	2.278	7.3
OPEB Current Payment	22.070	22.359	21.676	0.394	1.8	0.684	3.1
Pensions	39.648	38.815	38.807	0.841	2.1	0.008	0.0
Other Fringe Benefits	20.748	19.139	22.390	(1.642)	(7.9)	(3.251)	(17.0)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$301.910	\$271.062	\$264.290	\$37.621	12.5	\$6.773	2.5
Non-Labor:							
Electricity	\$7.027	\$5.537	\$4.474	\$2.553	36.3	\$1.062	19.2
Fuel	1.882	2.323	1.960	(0.078)	(4.2)	0.363	15.6
Insurance	12.426	11.317	11.755	0.672	5.4	(0.437)	(3.9)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	204.711	187.084	152.519	52.192	25.5	34.565	18.5
Professional Service Contracts	39.991	45.533	39.620	0.371	0.9	5.913	13.0
Materials & Supplies	4.711	4.341	4.550	0.162	3.4	(0.209)	(4.8)
Other Business Expenses	47.321	48.464	43.273	4.048	8.6	5.191	10.7
Total Non-Labor Expenses	\$318.069	\$304.599	\$258.150	\$59.919	18.8	\$46.448	15.2
Total Expenses before Depreciation & GASB Adj.	\$619.979	\$575.661	\$522.440	\$97.539	15.7	\$53.221	9.2
Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
GASB 68 Pension Adjustment	15.242	10.403	(8.968)	24.210	*	19.371	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$847.411	\$789.295	\$726.630	\$120.781	14.3	\$62.665	7.9
Less: Depreciation	\$136.766	\$138.759	\$148.686	(\$11.920)	(8.7)	(\$9.927)	(7.2)
Less: OPEB Obligation	75.424	64.472	64.472	10.951	14.5	0.000	0.0
GASB 68 Pension Adjustment	15.242	10.403	(8.968)	24.210	*	19.371	*
Total Expenses	\$619.979	\$575.661	\$522.440	\$97.539	15.7	\$53.221	9.2
Net Surplus/(Deficit) (Excluding Subsidies and Debt Service)	\$1,346.980	\$1,435.152	\$1,500.922	\$153.941	11.4	\$65.769	4.6

Totals may not add due to rounding

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

NON-REIMBURSABLE/REIMBURSABLE
(Page 2 of 2)

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

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
2018 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$1,967.062	\$1,975.663	\$8.601	\$8.601	\$0.000
Other Operating Revenue	18.936	23.921	4.985	4.985	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	1.240	2.603	1.363	1.363	0.000
Total Revenue	\$1,987.238	\$2,002.186	\$14.948	\$14.948	\$0.000
Expenses					
Labor:					
Payroll	\$122.151	\$119.588	\$2.563	\$2.563	\$0.000
Overtime	26.807	23.676	3.131	3.131	0.000
Health and Welfare	29.454	26.863	2.591	2.591	0.000
OPEB Current Payment	22.359	21.676	0.684	0.684	0.000
Pensions	36.335	36.465	(0.130)	(0.130)	0.000
Other Fringe Benefits	17.949	21.174	(3.225)	(3.225)	0.000
Reimbursable Overhead	(7.568)	(6.327)	(1.241)	(1.241)	0.000
Total Labor Expenses	\$247.487	\$243.115	\$4.373	\$4.373	\$0.000
Non-Labor:					
Electric Power	\$5.537	\$4.474	\$1.062	\$1.062	\$0.000
Fuel	2.323	1.960	0.363	0.363	0.000
Insurance	11.317	11.755	(0.437)	(0.437)	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	187.084	152.519	34.565	18.908	15.657
Professional Service Contracts	45.533	39.620	5.913	5.913	0.000
Materials & Supplies	4.341	4.550	(0.209)	(0.209)	0.000
Other Business Expenses	48.464	43.273	5.191	5.191	0.000
Total Non-Labor Expenses	\$304.599	\$258.150	\$46.448	\$30.791	\$15.657
Total Expenses before Depreciation & GASB Adj.	\$552.086	\$501.265	\$50.821	\$35.164	\$15.657
Add: Depreciation	\$138.759	\$148.686	(\$9.927)	(\$9.927)	\$0.000
Add: OPEB Obligation	64.472	64.472	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	10.403	(8.968)	19.371	19.371	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$765.720	\$705.455	\$60.265	\$44.608	\$15.657
Less: Depreciation	\$138.759	\$148.686	(\$9.927)	(\$9.927)	\$0.000
Less: OPEB Obligation	64.472	64.472	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	10.403	(8.968)	19.371	19.371	0.000
Total Expenses	\$552.086	\$501.265	\$50.821	\$35.164	\$15.657
Net Surplus/(Deficit)	\$1,435.152	\$1,500.922	\$65.769	\$50.112	\$15.657

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
2018 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.575	21.175	(2.400)	(2.400)	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$23.575	\$21.175	(\$2.400)	(\$2.400)	\$0.000
Expenses					
Labor:					
Payroll	\$8.506	\$8.816	(\$0.310)	(\$0.310)	\$0.000
Overtime	1.999	0.330	1.669	1.669	0.000
Health and Welfare	1.831	2.144	(0.313)	(0.313)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.480	2.342	0.138	0.138	0.000
Other Fringe Benefits	1.190	1.216	(0.026)	(0.026)	0.000
Reimbursable Overhead	7.568	6.327	1.241	1.241	0.000
Total Labor Expenses	\$23.575	\$21.175	\$2.400	\$2.400	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$23.575	\$21.175	\$2.400	\$2.400	\$0.000
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$23.575	\$21.175	\$2.400	\$2.400	\$0.000
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment					
Total Expenses	\$23.575	\$21.175	\$2.400	\$2.400	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
2018 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	1,967.062	1,975.663	8.601	8.601	0.000
Other Operating Revenue	18.936	23.921	4.985	4.985	0.000
Capital and Other Reimbursements	23.575	21.175	(2.400)	(2.400)	0.000
Investment Income	1.240	2.603	1.363	1.363	0.000
Total Revenue	\$2,010.813	\$2,023.361	\$12.549	\$12.549	\$0.000
Expenses					
Labor:					
Payroll	\$130.657	\$128.404	\$2.254	\$2.254	\$0.000
Overtime	28.806	24.006	4.800	4.800	0.000
Health and Welfare	31.285	29.007	2.278	2.278	0.000
OPEB Current Payment	22.359	21.676	0.684	0.684	0.000
Pensions	38.815	38.807	0.008	0.008	0.000
Other Fringe Benefits	19.139	22.390	(3.251)	(3.251)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$271.062	\$264.290	\$6.773	\$6.773	\$0.000
Non-Labor:					
Electric Power	\$5.537	\$4.474	\$1.062	\$1.062	\$0.000
Fuel	2.323	1.960	0.363	0.363	0.000
Insurance	11.317	11.755	(0.437)	(0.437)	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	187.084	152.519	34.565	18.908	15.657
Professional Service Contracts	45.533	39.620	5.913	5.913	0.000
Materials & Supplies	4.341	4.550	(0.209)	(0.209)	0.000
Other Business Expenses	48.464	43.273	5.191	5.191	0.000
Total Non-Labor Expenses	\$304.599	\$258.150	\$46.448	\$30.791	\$15.657
Total Expenses before Depreciation & GASB Adj.	\$575.661	\$522.440	\$53.221	\$37.564	\$15.657
Add: Depreciation	\$138.759	\$148.686	(\$9.927)	(\$9.927)	\$0.000
Add: OPEB Obligation	64.472	64.472	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	10.403	(8.968)	19.371	19.371	0.000
Total Expenses after Depreciation & GASB Adj.	\$789.295	\$726.630	\$62.665	\$47.008	\$15.657
Less: Depreciation	\$138.759	\$148.686	(\$9.927)	(\$9.927)	\$0.000
Less: OPEB Obligation	64.472	64.472	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	10.403	(8.968)	0.000	0.000	0.000
Total Expenses	\$575.661	\$522.440	\$53.221	\$37.564	\$15.657
Net Surplus/(Deficit)	\$1,435.152	\$1,500.922	\$65.769	\$50.112	\$15.657

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
2018 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Net Surplus/(Deficit)	\$1,435.152	\$1,500.922	\$65.769	\$50.112	\$15.657
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$13.943	\$9.684	\$4.258	\$0.000	\$4.258
Less: Reserves and Prepaid Expenses	0.000	(0.793)	0.793	0.793	0.000
Less: GASB 45 Reserve	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,492.031	\$70.821	\$50.906	\$19.915
Less: Debt Service	\$654.482	\$667.808	(\$13.326)	(\$13.326)	\$0.000
Less: Contribution to the Capital Program	\$119.664	\$119.664			
Income Available for Distribution	\$647.063	\$704.559	\$57.495	\$37.580	\$19.915
Distributable To:					
MTA - Investment Income	\$1.240	\$2.603	\$1.363	\$1.363	\$0.000
MTA - Distributable Income	380.653	411.821	31.169	21.211	9.958
NYCT - Distributable Income	265.171	290.134	24.964	15.006	9.958
Total Distributable Income:	\$647.063	\$704.559	\$57.495	\$37.580	\$19.915
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$2,010.813	\$2,023.361	\$12.549	\$12.549	\$0.000
Less: Net Operating Expenses	575.661	522.440	53.221	37.564	15.657
Net Operating Income:	\$1,435.152	\$1,500.922	\$65.769	\$50.112	\$15.657
Deductions from Operating Income:					
B&T Debt Service	\$272.503	\$282.391	(\$9.888)	(\$9.888)	\$0.000
Contribution to the Capital Program	119.664	119.664	0.000	0.000	0.000
Capitalized Assets	13.943	9.684	4.258	0.000	4.258
Reserves and Prepaid Expenses	0.000	(0.793)	0.793	0.793	0.000
Total Deductions from Operating Inc.	\$406.110	\$410.946	(\$4.837)	(\$9.095)	\$4.258
Total Support to Mass Transit:	\$1,029.042	\$1,089.975	\$60.933	\$41.018	\$19.915

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2018 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	2018 Adopted Budget		2018 Final Estimate		Actuals		2018 Adopted Budget		2018 Final Estimate		
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
	Operations & Maintenance										
	Scheduled Service	76,414	\$5.081	73,246	\$4.366	58,916	\$2.809	17,498	\$2.272	14,330	\$1.557
								22.9%	44.7%	19.6%	35.7%
	Unscheduled Service	3,132	\$0.252	2,273	\$0.101	441	\$0.016	2,691	\$0.236	1,832	\$0.085
								85.9%	93.7%	80.6%	84.2%
	Programmatic/Routine Maintenance	18,553	\$1.550	28,224	\$2.804	38,510	\$3.061	(19,957)	(\$1.511)	(10,287)	(\$0.257)
								-107.6%	-97.5%	-36.4%	-9.2%
Unscheduled Maintenance	14,535	\$1.215	15,336	\$1.087	11,652	\$0.661	2,884	\$0.554	3,685	\$0.426	
							19.8%	45.6%	24.0%	39.2%	
Vacancy/Absentee Coverage	197,001	\$13.174	173,828	\$11.685	165,998	\$8.927	31,003	\$4.247	7,830	\$2.758	
							15.7%	32.2%	4.5%	23.6%	
Weather Emergencies	5,229	\$0.358	15,075	\$1.126	15,254	\$0.911	(10,025)	(\$0.553)	(179)	\$0.215	
							-191.7%	-154.5%	-1.2%	19.1%	
Safety/Security/Law Enforcement	17,692	\$1.167	22,747	\$1.446	19,198	\$0.976	(1,506)	\$0.191	3,550	\$0.470	
							-8.5%	16.4%	15.6%	32.5%	
Other	110	\$0.012	10,405	\$2.216	26,556	\$4.525	(26,446)	(\$4.513)	(16,151)	(\$2.309)	
							-24041.4%	-37608.3%	-155.2%	-104.2%	
*All Other Departments and Accruals		\$3.998		\$1.976		\$1.790		\$2.208		\$0.186	
								55.2%		9.4%	
Subtotal	332,666	\$26.807	341,134	\$26.807	336,523	\$23.676	(3,857)	\$3.130	4,611	\$3.131	
							-1.2%	11.7%	1.4%	11.7%	
REIMBURSABLE OVERTIME	34,492	\$1.999	23,738	\$1.999	3,628	\$0.330	30,864	\$1.669	20,110	\$1.669	
							89.5%	83.5%	84.7%	83.5%	
TOTAL OVERTIME	367,158	\$28.806	364,872	\$28.806	340,151	\$24.006	27,007	\$4.799	24,721	\$4.799	
							7.4%	16.7%	6.8%	16.7%	

Totals may not add due to rounding

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

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

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2018 Final Estimate vs. Actuals

Paid traffic totaled 322.3 million, which was 1.2 million crossings, or 0.4% higher than the Final Estimate primarily due to generally favorable weather during the fourth quarter and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L Carey Tunnel.

2018 Adopted Budget vs. Actuals

Paid traffic was 13.9 million crossings, or 4.5% higher than the Adopted Budget primarily due to stable gas prices, modest improvements in the local economy and the completion of Hurricane Sandy restoration work in August at the Queens Midtown Tunnel and the Hugh L Carey Tunnel.

MTA BRIDGES AND TUNNELS
2018 Adopted Budget and Final Estimate vs. Actual
Traffic Volume and Toll Revenue
(in millions)

	December 2018 Year-to-Date			Favorable/(Unfavorable)			
	2018 Adopted Budget	2018 Final Estimate	Actual	2018 Adopted Budget Variance	%	2018 Final Estimate Variance	%
Total Traffic Volume*	308.413	321.111	322.290	13.877	4.5%	1.179	0.4%
Total Toll Revenue	\$1,923.208	\$1,967.062	\$1,975.663	\$52.454	2.7%	\$8.601	0.4%

**Subject to final audit.*

MTA BRIDGES AND TUNNELS
2018 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS

NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS

2018 Final Estimate vs. Actuals by Function and Department

Year-end headcount was 1,388 against the Final Estimate of 1,497 positions, for a net variance of 109 positions. Net vacancies by function totaled nine within Operations, 53 in Engineering/Capital, 18 in Administration and 53 in Public Safety. These vacancies were partially offset by an overage of 24 in Maintenance due to the hiring of a new class of Maintainers in December.

2018 Final Estimate vs. Actuals by Function and Occupation

Overall, there were 59 Managerial vacancies (28 in Public Safety, 12 in Engineering/Capital, nine in Operations, six in Administration and four in Maintenance) and 64 Professional vacancies (41 in Engineering/Capital, 12 in Administration, nine in Public Safety and two in Maintenance). These were partially offset by a net of 14 overages in Operational Hourlies (30 in Maintenance due to the hiring of a new class of Maintainers in December, partially offset by 16 vacancies in Public Safety).

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

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

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

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

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

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

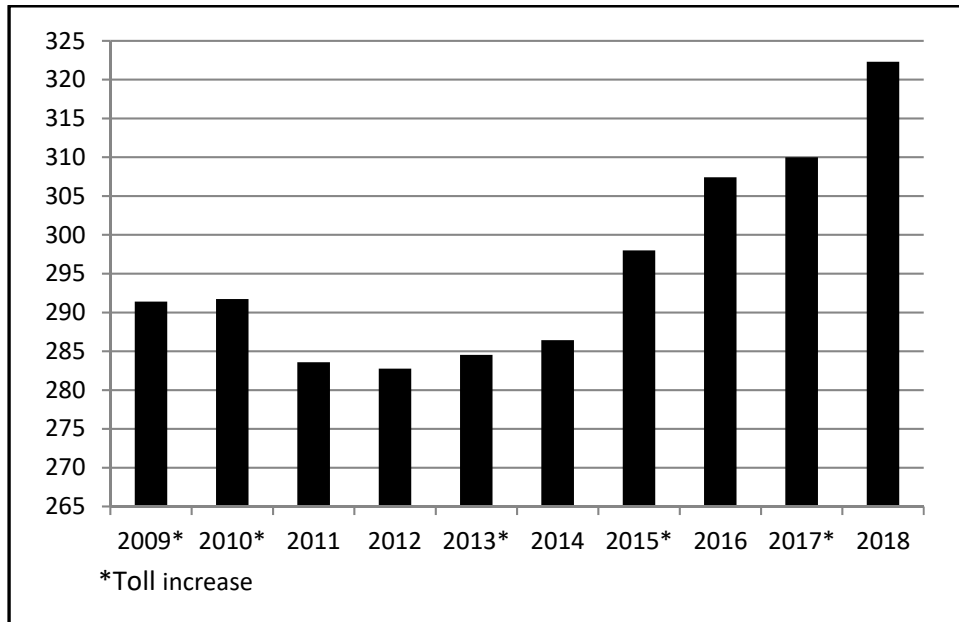
MTA BRIDGES AND TUNNELS

2018 YEAR-END REPORT

RESULTS OF OPERATIONS

Traffic

Total paid traffic reached 322.3 million crossings in 2018, which was 12.3 million, or 4.0% above the previous record level of 310.0 million crossings in 2017.



Cashless Tolling

2018 marked the first full-year operation of Cashless Tolling at all MTA B&T facilities, following the progressive conversion in 2017 of all toll plazas and toll booths into a Cashless Tolling system that allows a free flow of traffic. For vehicles without an E-ZPass, a Tolls by Mail invoice is sent to the vehicle's registered owner.

There have been noticeable and sustained travel time improvements resulting from the free flow of vehicular traffic through tolling areas. The transition from toll booths to Cashless Tolling has numerous benefits for customers and the entire travel region. It not only reduces customer travel time and traffic congestion while improving safety at the crossings, but also reduces motorists' idling time, thereby saving energy and reducing carbon emissions.

B&T engaged in the following initiatives to support Cashless Tolling in 2018:

- Advanced the goal of educating customers about Cashless Tolling, making it easier for them to pay tolls and avoid violations (through mobile alerts and the E-ZPass New York website).

- Developed a comprehensive approach to address the critically important issue of toll collection, revenue recovery and violation enforcement, utilizing, among other things, available resources of B&T's Operations Force and the New York State Police, which has enforced New York State Department of Motor Vehicles (NYS DMV) registration suspensions and exclusion orders of out of state vehicles from B&T facilities to address toll violators.
- Entered into a reciprocity agreement with NYS DMV and the Massachusetts Department of Transportation/Registry of Motor Vehicles (DOT/RMV) to pursue toll revenue recovery from toll violators through vehicle registration holds. This is the first of several reciprocity agreements that NYS DMV will be pursuing with other states on behalf of B&T and the other New York toll agencies.

Other Accomplishments and Initiatives in 2018

- Completed the Sandy Restoration work at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel, with a corresponding 9% year-over-year increase in tunnel traffic. The restoration of the two tunnels, with the Queens Midtown completed eleven months and the Hugh Carey nine months ahead of schedule, had a combined value of \$570 million and was largely funded by FEMA. The projects included a complete reconstruction of both tunnels' interiors, including tiles and ceiling panels, and replacement of roadway lighting with new energy efficient LED lighting, as well as replacement of traffic control, communication, and drainage systems.
- Minimized impacts to the travelling public at the two tunnels by efficiently integrating the restoration work with other planned normal rehabilitation work, as well as with the implementation of Cashless Tolling and the replacement of the decaying Morris Street pedestrian bridge at the Hugh L. Carey Tunnel's Manhattan plaza.
- Reduced peak-hour commute times from Staten Island to Manhattan by up to 15 minutes through the operation of the new reversible Bus/High Occupancy Vehicle (HOV) lane on the Verrazzano-Narrows Bridge, thereby benefiting 8,600 daily bus passengers. This initiative provides a direct connection between the Bus/HOV lanes on the Staten Island and the Gowanus Expressways.
- Completed the construction of a new Operation Command Center (OCC) at 104 Sunken Garden Loop on Wards Island at Special Operations Building 104. The new OCC opened on March 1, 2018 to accommodate the agency's expanded operational role in the New York Crossings Project. Special Operations Building 104 houses the OCC and its new security and control systems, along with the Training Academy, the Special Operations Highway Unit, the Central Operations Notification Unit (CONU) and the Multi-Agency Coordination Center (MACC), which includes representatives from the New York State Police and National Guard. The OCC operates 24/7, 365 days a year.

- Continued to employ License Plate Recognition (LPR) technology at all B&T crossings, as well as in patrol vehicles. The LPR technology, whose data can be distributed to state and local law enforcement agencies, is used by B&T for the detection of persistent toll violators and for toll violation enforcement.
- Continued to advance the agency-wide Enterprise Asset Management (EAM) program, which aims to maximize the efficient use of capital assets. B&T is in the process of implementing a “top to bottom” EAM framework for more transparent, data-driven investment and operational decisions, enabling the agency to make better use of resources; justify funding requirements; improve safety and reliability; and, ultimately, lower the cost of maintaining assets in a “state of good repair.”



Bridges and Tunnels

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Capital Program Project Status Report March 2019

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

Introduction

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

Commitments

In March, eight commitments were made with a total value of \$4.9 million. There were no planned commitments in March. (See *Attachment 1 – 2019 Commitments Chart* and *Attachment 2– 2018 Major Commitments*).

Year to date 22 commitments, totaling \$10.6 million have been made, against a plan of 2 commitments with a total value of \$3.6 million.

Completions

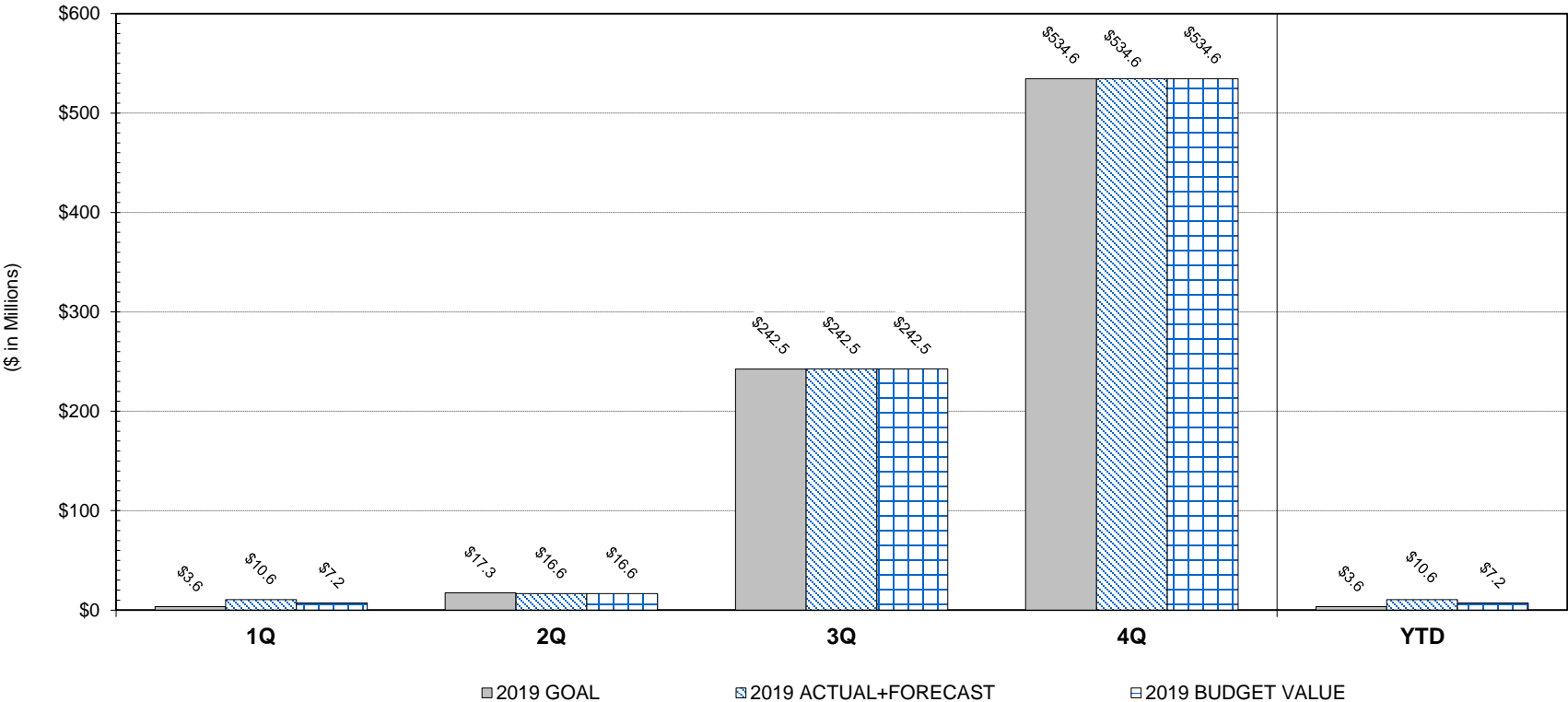
Year to date, B&T has completed a total of three projects with a total value of \$51.2 million, accomplishing 106% of its year to date goal of \$48.3 million. (See *Attachment 3 - 2019 Completion Chart*; *Attachment 4 – 2019 Major Project Completions*).

Close-outs

There were 14 task level closeouts for \$3.8 million in March. Year to date, a total of 19 tasks have been closed out for a total of \$20.8 million.

MTA Bridges and Tunnels
Commitments as of March 31, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast	\$804.3	
YTD Goal:	\$3.6	
YTD Actual:	\$10.6	(293.7% of YTD Goal)
YTD Budgeted Value:	\$7.2	(200.7% of YTD Goal)
Left to Commit:	\$793.7	

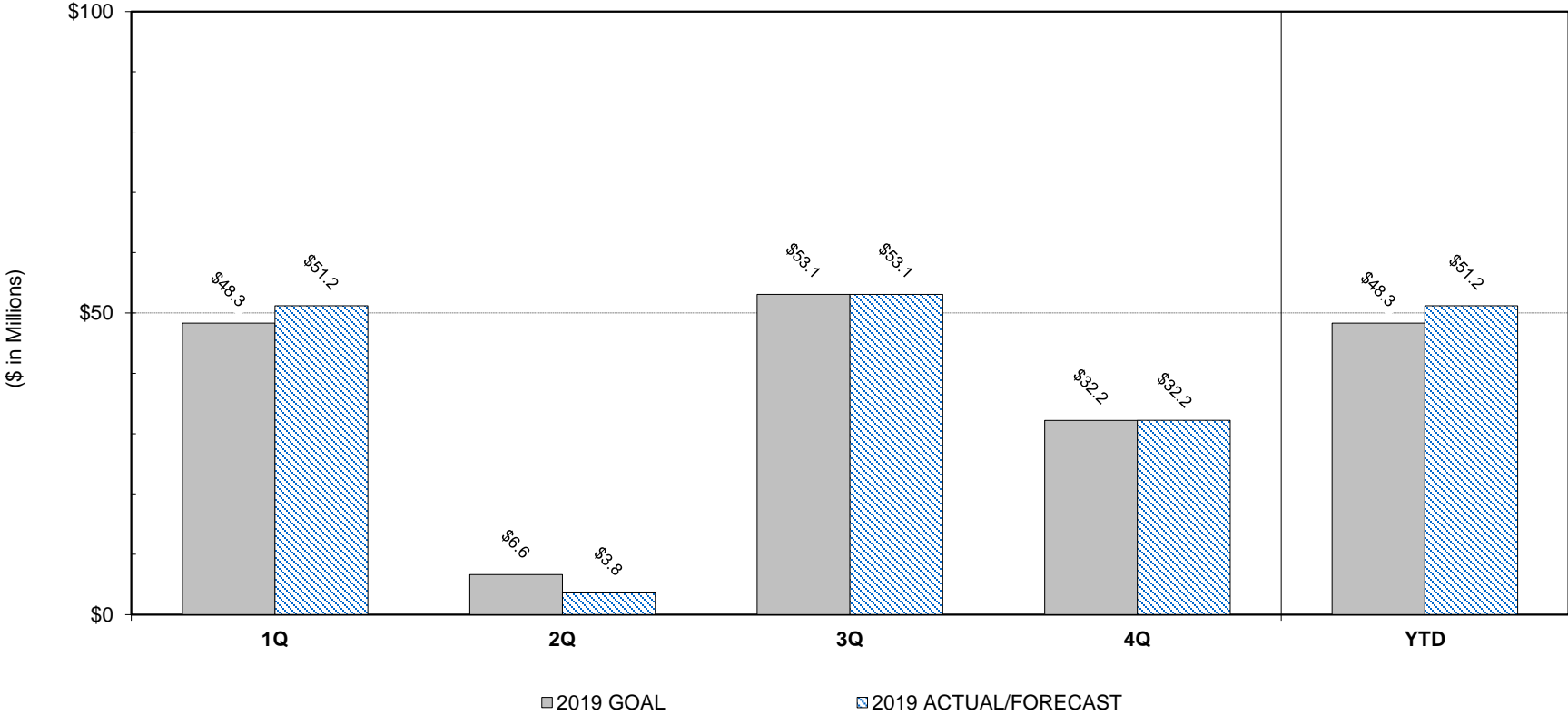


MTA Bridges and Tunnels: Status of Major Commitments as of March 31, 2019

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast	
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$40.0	\$40.0	Aug-19	Apr-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	Apr-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	Apr-19	Oct-19	F
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Apr-19	Nov-19	F
RK19/ RK70 Ph.1A /RK70P	D701RK19	Seismic/Wind Retrofit & Structural Rehabilitation - Phase 1	\$78.9	\$78.9	\$78.9	Dec-19	Apr-19	Dec-19	F
	D701RK70	Miscellaneous Structural Rehabilitation							
	D707RK70	Paint Suspended Span/Bronx Truss Steel							

MTA Bridges and Tunnels
Completions as of March 31, 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 March 31, 2019

			Budget (\$ in Millions)		Completions Status		Completion Date			Notes
Project ID	ACEP	Project Description	2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	48%	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 March 31, 2019

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

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

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

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

- Note 1: Additional time required for motor modification
 Note 2: Extension to substantial completion required to provide additional factory acceptance testing and additional field installation verification /testing.
 Note 3: Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.



Bridges and Tunnels

Procurements April 2019



Staff Summary

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

Date 04/05/2019
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/05/2019			
2	MTA B&T Committee	04/15/2019			
3	MTA Board	04/17/2019			

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>[Signature]</i>		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

\$ 2.438M

Schedules Requiring Majority Vote:

Schedule I: Modification to Purchase and Public Works Contracts (Approvals/Staff Summaries required for individual change orders Greater than \$750K. Approvals without Staff Summaries Required for change orders greater than 15% of previously Approved amount which are also at least \$250K.)

1

\$ 1.636M

SUBTOTAL

2

\$ 4.074M

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

TOTAL

2

\$ 4.074M

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

APRIL 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 & Architecture, P.C. \$ 2,438,460.29**
Contract No. PSC-18-3018

Staff Summary Attached

2 years. 7 months – Competitive RFP

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award a personal service contract for 2019 Routine Tunnel Inspection at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel to HNTB New York Engineering and Architecture, P.C. in the negotiated contract amount of \$2,438,460.29 and for a duration of approximately two years, seven months through December 31, 2021.

Procurements Requiring Majority Vote:

I: Modifications to Purchase and Public Works Contracts

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

2. **Restani Construction Corp. \$ 1,636,227.00**
Contract No. HH-88B/HH13A

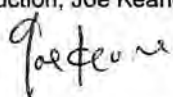
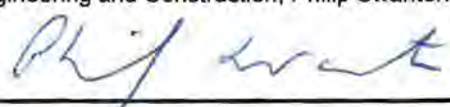





Staff Summary Attached

3 years. 9 months – Competitive Capital

B&T is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this public works contract with Restani Construction Corp. (Restani) for work associated with: (i) catwalk removal; (ii) demolition of the pedestrian underpass barriers (iii) quantity revisions to existing contract items and (iv) additional micropile installations at the Henry Hudson Bridge in the negotiated amount of \$1,636,227.

Staff Summary

Page 1 of 2

Item Number						SUMMARY INFORMATION	
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. 						Vendor Name HNTB New York Engineering and Architecture, P.C.	
Division & Division Head Name: Engineering and Construction, Philip Swanton, P.E. 						Contract No. PSC-18-3018	
Description 2019 Routine Tunnel Inspection at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel						Total Amount \$2,438,460.29	
Board Reviews						Contract Term (including Options, if any) Two years, seven months (through 12/31/21)	
Order	To	Date	Approval	Info	Other	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1	President	4/1/19				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	MTA B&T Committee	4/15/19				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
3	MTA Board	4/17/19				Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Internal Approvals						Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Order	Approval	Order	Approval				
1	Chief Financial Officer 	4	Chief of Staff 				
2	General Counsel 	5	President 				
3	Chief Procurement Officer 						

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award a personal service contract for 2019 Routine Tunnel Inspection at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel to HNTB New York Engineering and Architecture, P.C. in the negotiated contract amount of \$2,438,460.29 and for a duration of approximately two years, seven months through December 31, 2021.

II DISCUSSION

B&T requires the services of a Consultant to perform the 2019 Routine Tunnel Inspection and design of miscellaneous repairs at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel. The Tunnel Inspections assist in our mission to keep B&T's assets in a state of good repair and are mandated by the Federal Highway Administration (FHWA) and NYSDOT Laws & Regulations.

The requirements were publicly advertised. Eight (8) firms submitted qualification information for review and evaluation by the selection committee. Three (3) firms were chosen to receive the RFP based on a review of those qualifications and all three submitted proposals: HNTB New York Engineering and Architecture, P.C. (HNTB) (\$2,931,728.39), Michael Baker Engineering, Inc. (\$2,487,396.00) and Mott MacDonald, LLC (\$2,926,033.00). 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.

Staff Summary

Page 2 of 2

The Committee's selection is based on the following: HNTB demonstrated the most comprehensive understanding of the project requirements and risks; HNTB offered options to optimize the inspection schedule and mitigate any impact to the traveling public; and HNTB offered the most qualified team including local personnel with extensive experience and familiarity with TBTA operational practices and flag/Corrective Maintenance Report (CMR) procedures. The other firms provided responsive proposals, which were viewed as technically acceptable. However, both proposals lacked the proper qualified personnel and teams for the mechanical and electrical systems, which negatively impacts the quality of the inspection and project deliverables.

HNTB submitted a cost proposal in the amount of \$2,931,728.39. The negotiated amount of \$2,438,460.29 is 3.64% below the Engineer's Estimate of \$2,530,558.42 and is deemed to be fair and reasonable. The total contract amount includes an allowance of \$500,000, and, based on the results of the inspection, services provided under the allowance may include: (i) damage, in-depth or special inspections; (ii) auxiliary design services for the repair of defective conditions; (iii) preliminary design investigations toward alternative solutions; (iv) auxiliary testing services for elements such as concrete cores and ventilation systems; (v) auxiliary scoping services; and (vi) development of computerized data collection and asset management system. These services will be provided via work orders on an as-needed basis. The allowance is based on historical costs and will permit B&T to quickly respond to the needs of each facility.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 15% MBE 15% WBE and 6% SDVOB goals on this contract. HNTB submitted a MWBE/SDVOB utilization plan projected to exceed the 36% MWBE/SDVOB requirement. HNTB has achieved its previous MWDBE goals on previous completed MTA contracts.

IV. IMPACT ON FUNDING

Funding in the proposed amount of \$2,438,460.29 is available in the Operating Budget under GFM-531, General Ledger # 711101.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform the FHWA and NYSDOT required inspections.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number:

Vendor Name (& Location) Restani Construction Corp. – Astoria, NY	Contract Number HH-88B/ HH-13A	AWO/Modification #
Contract Title: Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at Henry Hudson Bridge and Lighting Replacement at Northbound/Southbound Henry Hudson Parkways		
Contract Term (including Options, if any) April 27, 2017 – January 27, 2021		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$86,068,939.00
	Prior Modifications:	\$(3,084,172.06)
	Prior Budgetary Increases:	N/A
	Current Amount:	\$82,984,766.94
	This Request:	\$1,636,227.00
	% of This Request to Current Amount:	1.97%
	% of Modifications (including This Request) to Original Amount:	-1.74%

Discussion:

B&T is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify this public works contract with Restani Construction Corp. (Restani) for work associated with: (i) catwalk removal; (ii) demolition of the pedestrian underpass barriers (iii) quantity revisions to existing contract items and (iv) additional micropile installations at the Henry Hudson Bridge in the negotiated amount of \$1,636,227.

Pursuant to competitive bidding, the subject Contract was awarded to Restani in the amount of \$86,068,939.00 for a duration of three (3) years, nine (9) months. The Work being performed under this contract may briefly be described as: i) reconstruction of the Upper and Lower Toll Plazas and the southbound approach; ii) roadway lighting replacements for the north and south bound Henry Hudson Parkway; iii) strengthening and/or replacing existing floor beams, miscellaneous superstructure steel repairs and guardrail replacement; (iv) new maintenance garage; (v) mechanical and plumbing upgrades (HVAC, fire sprinkler systems, heaters, exhaust fans, roll-up gates, and toilets); (vi) electrical upgrades (lighting, drainage, communication and electrical improvements, high voltage Dyckman Street feeders and manholes); (vii) site work (footings, wing walls, abutments and foundations); and (viii) micropile installation and geotechnical investigations. Previous amendments were issued for adjustments to Contract Unit Price Item quantities.

During the course of the Work and as a result of field conditions the Engineer determined that Extra Work was necessary to modify the construction scope to include additional micropiles where the elevation of competent rock was lower than anticipated. The alternate micropile layout was designed to meet contract requirements while mitigating project schedule delay and impact to the public. Additionally, the removal of the catwalk is deemed necessary in order to allow for the safe removal of the upper level deck and steel structure. Demolition of the existing pedestrian underpass barriers on both the north and southbound Henry Hudson Parkway is also required to place new conduits and high voltage conductors within the new barriers.

Restani submitted a proposal in the aggregate amount of \$2,086,767.52. The negotiated amount of \$1,636,227.00 is 5.0% above the Engineer's Estimate of \$1,557,713.41 and is fair and reasonable.

Funding in the amount of \$1,636,227 is available in the 2015-2019 Capital Program under Project D703HH88 Construction, Task D03795 (\$1,352,198) and Project D704HH13, D03782 (\$284,029.00).