

# Bridges and Tunnels Committee Meeting

June 2019

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# **Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Monday, 6/24/2019**

**12:00 - 12:30 PM ET**

## **1. Public Comments Period**

## **2. Approval of Minutes - May 2019**

*B&T Committee Minutes - May 2019 - Page 3*

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

*B&T Committee Work Plan - Page 9*

## **4. Report on Operations - April 2019**

*B&T Report on Operations - April 2019 - Page 17*

## **5. Safety Report - April 2019**

*B&T Safety Report - April 2019 - Page 32*

## **6. Financial Report - April 2019**

*B&T Financial Report - April 2019 - Page 38*

## **7. Cashless Tolling Customer Service Report - April 2019**

*B&T Cashless Tolling Customer Service Report - April 2019 - Page 53*

## **8. Capital Program Project Status Report - May 2019**

*B&T Capital Program Project Status Report - May 2019 - Page 55*

## **9. Procurements - None**

## **10. Diversity Report - First Quarter 2019**

*B&T Diversity Report - First Quarter 2019 - Page 63*

Next Meeting: Monday, July 22, 2019 at 1:00 p.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting May 2019

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

**May 20, 2019**

**12:00 p.m.**

In attendance were the Honorable:

David S. Mack, Vice Chair  
Kevin Law  
Lawrence S. Schwartz  
Veronica Vanterpool  
Neal Zuckerman

Also in Attendance:  
Fernando Ferrer, MTA Vice Chair

Daniel F. DeCrescenzo, Jr., Acting President  
Dore J. Abrams, Acting Vice President and Chief Financial Officer  
Brian Bajor, Vice President and Chief Procurement Officer  
Lloyd Jairam, Controller  
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development  
Richard Hildebrand, Acting Vice President and Chief of Operations  
Joseph Keane, Vice President and Chief Engineer  
Donald Look, Vice President and Chief Security Officer  
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**

**May 20, 2019**

Minutes of TBTA Committee held May 20, 2019 at 12:00 p.m. A list of those in attendance is attached.

**Public Speakers**

The following eight (8) speakers commented during the public speakers' session:

- Neile Weissman of Complete George (investments in bicycling infrastructure and bridge access);
- David Wenger, Harbor Ring and Transportation Alternatives (Verrazzano-Narrows Bridge (VNB) shared use bicycle and pedestrian access and VNB Master Plan - PSC-13-2935);
- Paul Gertner, Harbor Ring and Transportation Alternatives (VNB Master Plan PSC-13-2935);
- Laura Barlament, Harbor Ring and Transportation Alternatives (VNB shared use bicycle and pedestrian access);
- Roy Fischman, Harbor Ring and Transportation Alternatives (VNB shared use bicycle and pedestrian access);
- Rose Uscianowski, Transportation Alternatives (VNB shared use bicycle and pedestrian access);
- Brian Hedden, Harbor Ring and Bike South Brooklyn (VNB shared use bicycle and pedestrian access); and
- Murray Bodin, Concerned Grandparents (E-ZPass and license plate based billing).

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the speakers' statements.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on April 15, 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 an integral part of TBTA's mission is to maintain its bridges and tunnels in a state of good repair. Superstorm Sandy demonstrated the need to improve the resiliency of TBTA's facilities to severe weather and the Federal Emergency Management Agency (FEMA) has been supportive of TBTA's efforts by providing more than \$400 million to help fund Superstorm Sandy restoration and resiliency work. While this work was primarily performed at the Queens Midtown Tunnel (QMT) and the Hugh L. Carey Tunnel (HCT), it has benefitted motorists at almost every TBTA facility. He also stated that security in a post-9/11 world is likewise an important priority. In that regard, he stated that the U.S. Department of Homeland Security has contributed to the implementation of a wide range of structural hardening and enhanced security measures to improve TBTA's ability to detect and deter potential threats to its facilities.

**Report on Operations**

With regard to the Report on Operations for March 2019, Mr. Hildebrand stated that paid vehicle traffic increased by 6.4% compared to the same period in 2018, which continues an upward trend that started in July 2017. To help improve the safety of its facilities, TBTA continues to use targeted enforcement focused on speeding and aggressive and distracted driving violations. Commissioner Vanterpool referred to page 20 of the Committee materials and asked what the Non-NY CSC E-ZPass column represents. Mr. DeCrescenzo responded that it represents customers who have E-ZPass tags that are not issued by TBTA, New York State Thruway

Authority or the Port Authority of New York and New Jersey through the New York E-ZPass Customer Service Center.

### **Safety Report**

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

- The total collision rate continues to trend lower in the 12 months through March 2019 compared to the two previous years. The collision with injuries rate is slightly higher than in the previous two years.
- The employee lost time injury rate improved in March 2019 and the 12-month average is now only slightly higher than in the previous two years. Contractor injury rates over the past 12 months are in line with the previous two-year average.

Commissioner Zuckerman referred to page 34 of the Committee materials and stated that the collision rates at the VNB and the Bronx-Whitestone Bridge (BWB) are increasing and he asked if TBTA is continuing to address those increases. Mr. DeCrescenzo stated that TBTA is targeting the VNB and the BWB due to increases in traffic and traffic back-ups as the roadways are unable to handle the volume. Mr. Osnes said that TBTA knows where the collisions are occurring and that the traffic volumes are a significant cause for the increases in collisions. Commissioner Zuckerman referred to page 35 of the Committee materials and requested that the TBTA look into what is causing fluctuations from month to month in the VNB's collision rates.

### **Customer Environment Survey – First Quarter 2019**

Mr. Parisi stated that, beginning in the First Quarter of 2019, the Customer Environment Survey includes a new travel time table that features the following:

- The travel time metric is now broken down by direction of travel for both AM and PM rush hours;
- Peak travel times are compared to the same period in the previous year to measure how congestion is changing;
- A Travel Time Index (TTI) metric is introduced to measure TBTA facility congestion using a ratio of peak to free-flow travel times;
- Almost all TBTA facilities are either moderately congested or uncongested in peak times; and
- First Quarter 2019 travel times improved slightly as compared to 2018, and they are approximately 20% better than travel times before the implementation of Cashless Tolling.

Mr. Parisi also stated that there were significantly fewer potholes repaired in the First Quarter of 2019 as compared to the same period in 2018 due to a very mild winter coupled with a robust paving and redecking program.

### **Financial Report**

With regard to the Financial Report for March 2019, Mr. Abrams stated that at nearly \$235 million, TBTA's support to mass transit totaled just over \$28 million higher than the adopted budget. Toll revenue was nearly \$5.9 million above budget at \$451.7 million, which was largely due to better than expected traffic volume. As revenues rose, expenses totaled \$117.1 million, which is \$17.9 million below budget.

Commissioner Vanterpool asked what the Tolls by Mail collection rate is and what period is measured. Mr. Abrams responded that the Tolls by Mail and E-ZPass rates are combined in the Committee materials and

that the amount collected through March 2019 is based on transactions that occurred from October 2017 through March 2018 to allow transactions to age. Commissioner Vanterpool requested Tolls by Mail collection rate data and Mr. Abrams agreed to provide that information. Commissioner Law asked whether the better than budget revenues are the result of the mild winter weather and more people driving or something else. Mr. Abrams responded that traffic trends overall have increased and that the mild winter weather and the improvement in the economy have also been factors.

### **Capital Program Status Report**

Mr. Keane presented the Capital Program Status Report for April 2019 and stated that through the end of April, TBTA is exceeding its plan for capital commitments in terms of both dollar value and the number of contracts awarded. In April, TBTA awarded a \$13.3 million contract for Structural Rehabilitation at the BWB using a cost plus schedule-based bid. The winning bidder proposed the smallest number of daytime lane closures, thereby minimizing impacts to the travelling public. Project completions are tracking slightly higher than plan.

### **Procurements**

For May 2019, Mr. Bajor stated that there is one procurement totaling \$2 million.

### **Competitive Procurements**

Mr. Bajor stated that there are no competitive procurements.

### **Non-Competitive Procurements**

Mr. Bajor stated that there is one non-competitive procurement for an agreement with the City of New York and the Police Department to provide Traffic Enforcement Agents on city streets in the not to exceed amount of \$2 million.

### **Personal Service Contracts**

City of New York	Contract No. MOU-19-72 To obtain approval in accordance with the All Agency Service Contract Procurement Guidelines to award a non-competitive personal service contract, MOU-19-72, to the City of New York acting by the New York City Police Department to provide Traffic Enforcement Agents to control traffic on City streets adjacent to construction projects for all Authority facilities on an as-needed basis. Initial funding is in the not-to-exceed amount of \$2,000,000 for a duration of five years.	\$2,000,000.00
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### **Ratifications**

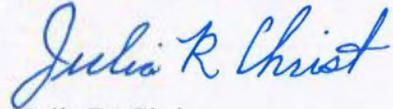
Mr. Bajor stated that there are no ratifications.

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

**Adjournment**

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

Respectfully submitted,



Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes  
 Committee Work Plan  
 Report on Operations  
 Safety Report  
 Financial Report  
 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

June 2019

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

EEO

July 2019

No items scheduled.

August 2019

No meeting scheduled.

September 2019

Customer Environment Survey – 2nd Quarter 2019  
 2020 Preliminary Budget  
 Diversity Report – 2<sup>nd</sup> Quarter 2019

Operations  
 Planning & Budget  
 EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

2020 Proposed Committee Work Plan  
 2020 Proposed Final Budget  
 Diversity Report – 3<sup>rd</sup> 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 – 4<sup>th</sup> Quarter 2019  
Diversity Report – 4<sup>th</sup> Quarter 2019

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

Customer Environment Survey – 1<sup>st</sup> Quarter 2020  
Diversity Report – 1<sup>st</sup> Quarter 2020

Operations  
EEO

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

Approval of the official proceedings of the Committee Meeting.

##### **Report on Operations**

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

##### **Safety Report**

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

##### **Financial Report**

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

##### **Cashless Tolling Customer Service Report**

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

##### **Capital Program Project Status Report**

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

## Procurements

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

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

## **II. SPECIFIC AGENDA ITEMS**

### **JUNE 2019**

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

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

### **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 2020 Preliminary Budget.

#### Diversity Report – 2<sup>nd</sup> Quarter 2019

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

### **OCTOBER 2019**

#### 2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.

### **NOVEMBER 2019**

#### Customer Environment Survey – 3rd Quarter 2019

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

### **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.

## **DECEMBER 2019 (cont'd)**

### Diversity Report – 3<sup>rd</sup> 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 – 4<sup>th</sup> 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.

## **APRIL 2020**

### Final Review of 2019 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 2020**

Customer Environment Survey – 1st Quarter 2020

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

Diversity Report – 1<sup>st</sup> Quarter 2020

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



# Bridges and Tunnels

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## Report on Operations April 2019

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## **MTA Bridges and Tunnels April 2019 Traffic Trends**

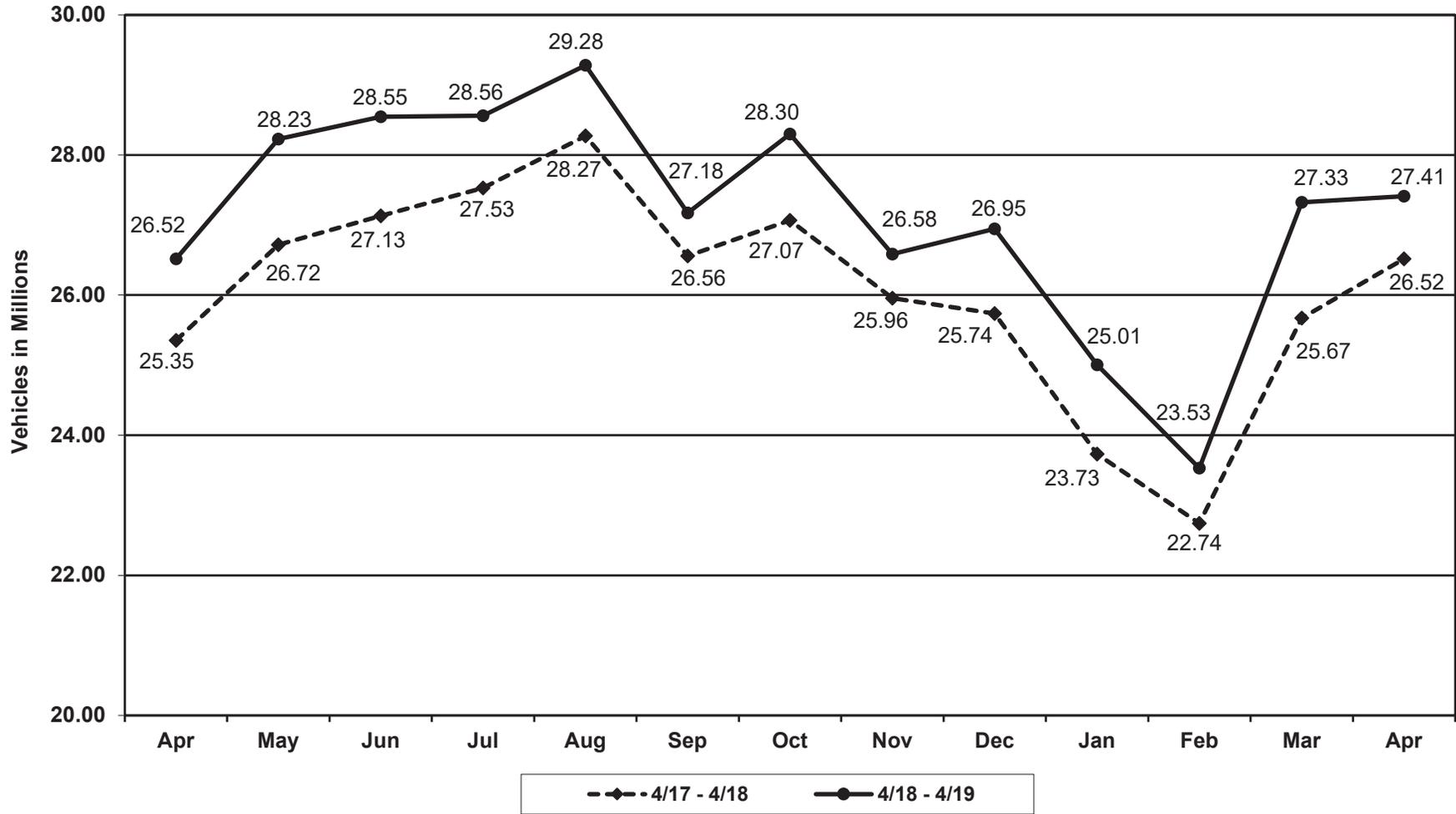
### **Summary**

Traffic was higher on a year-to-year basis, with 27.4 million crossings this month vs. 26.5 million crossings in April 2018, an increase of 3.4%.

E-ZPass market share was 94.9% this year compared to 94.4% in April 2018. E-ZPass volume increased by 3.9% on a year-to-year basis for the month while crossings using Tolls by Mail declined 5.9%. Passenger car travel increased 3.2% and other vehicle travel increased 5.1% from April 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, weather this year was slightly better than last year. Although rainfall was comparable (4.4 inches this year compared to 5.0 inches last year) there was a snowstorm last year with accumulations of 5.5 inches. Gas prices averaged \$2.84 per gallon this past April, which was \$0.03 higher than last year at this time.

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



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

<b>All B&amp;T Facilities by Method of Payment</b>			
	April 2019	April 2018	2019 YTD
E-ZPass <sup>1</sup>	26,017,971	25,039,216	98,138,302
Tolls by Mail <sup>1</sup>	1,392,573	1,479,839	5,131,811
<b>Total</b>	<b>27,410,544</b>	<b>26,519,055</b>	<b>103,270,113</b>
<b>E-ZPass Market Share:</b>			
Total	94.9%	94.4%	95.0%
Cars	94.8%	94.3%	94.9%
Trucks	95.9%	95.5%	96.1%

Facility	<b>Average Weekday<sup>2</sup></b>						<b>Average Weekend<sup>2</sup></b>					
	April 2019			E-ZPass Market Share			April 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	Mar 2019	Mar 2018	Change	Total	E-ZPass	TBM	Mar 2019	Mar 2018	Change
Bronx-Whitestone Bridge	136,780	128,373	8,407	93.9%	93.2%	0.7%	138,479	126,941	11,539	91.7%	90.5%	1.2%
Cross Bay Bridge	24,102	23,134	969	96.0%	95.7%	0.2%	19,815	18,829	986	95.0%	94.3%	0.8%
Henry Hudson Bridge	75,208	72,197	3,011	96.0%	95.6%	0.4%	70,549	66,385	4,164	94.1%	93.4%	0.7%
Hugh L. Carey Tunnel	57,605	55,881	1,723	97.0%	96.9%	0.1%	49,297	47,018	2,279	95.4%	95.1%	0.3%
Marine Parkway Bridge	21,923	21,262	660	97.0%	96.9%	0.1%	17,072	16,396	676	96.0%	95.7%	0.3%
Queens Midtown Tunnel	86,775	83,602	3,173	96.3%	96.6%	-0.2%	81,100	76,811	4,289	94.7%	94.9%	-0.1%
Robert F. Kennedy Bridge	190,825	181,150	9,674	94.9%	94.5%	0.5%	180,909	168,435	12,474	93.1%	92.3%	0.8%
Throgs Neck Bridge	120,059	113,644	6,414	94.7%	94.2%	0.4%	126,863	117,104	9,758	92.3%	91.4%	0.9%
Verrazzano-Narrows Bridge <sup>1</sup>	<u>212,494</u>	<u>204,613</u>	<u>7,881</u>	<u>96.3%</u>	<u>96.0%</u>	<u>0.3%</u>	<u>202,293</u>	<u>190,920</u>	<u>11,373</u>	<u>94.4%</u>	<u>93.7%</u>	<u>0.7%</u>
<b>All Facilities<sup>1</sup></b>	<b>925,771</b>	<b>883,858</b>	<b>41,913</b>	<b>95.5%</b>	<b>95.1%</b>	<b>0.4%</b>	<b>886,376</b>	<b>828,839</b>	<b>57,537</b>	<b>93.5%</b>	<b>92.7%</b>	<b>0.8%</b>

Notes:

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

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

<b>Distribution by Facility &amp; Time Period</b>			
Facility	April 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.3%	23.0%	54.8%
Cross Bay Bridge	23.9%	24.2%	51.9%
Henry Hudson Bridge	22.5%	29.1%	48.4%
Hugh L. Carey Tunnel	24.7%	26.0%	49.4%
Marine Parkway Bridge	26.4%	27.4%	46.2%
Queens Midtown Tunnel	21.1%	23.0%	56.0%
Robert F. Kennedy Bridge	23.9%	21.7%	54.5%
Throgs Neck Bridge	24.1%	23.8%	52.1%
Verrazzano-Narrows Bridge <sup>1</sup>	16.1%	29.1%	54.8%
<b>All Facilities</b>	<b>22.3%</b>	<b>24.5%</b>	<b>53.2%</b>

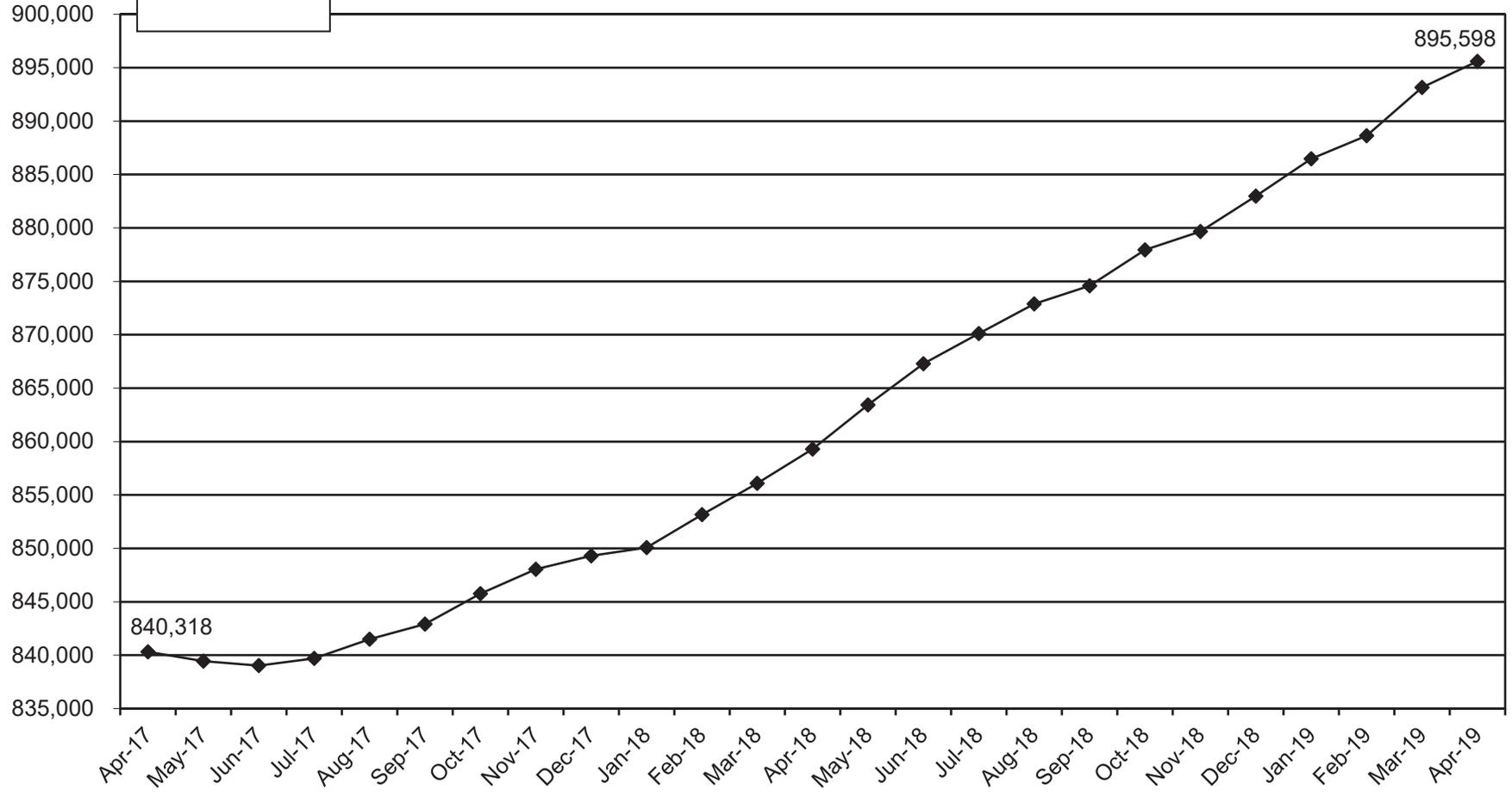
<b>Payment Method by Facility (Transactions)</b>			
Facility	April 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.6%	5.6%	6.8%
Cross Bay Bridge	94.8%	1.0%	4.3%
Henry Hudson Bridge	84.2%	11.3%	4.5%
Hugh L. Carey Tunnel	90.7%	5.9%	3.4%
Marine Parkway Bridge	94.3%	2.5%	3.2%
Queens Midtown Tunnel	91.1%	4.8%	4.1%
Robert F. Kennedy Bridge	87.9%	6.5%	5.6%
Throgs Neck Bridge	86.3%	7.7%	6.0%
Verrazzano-Narrows Bridge	85.8%	9.9%	4.3%
<b>All Facilities</b>	<b>87.6%</b>	<b>7.3%</b>	<b>5.1%</b>

Note:

1. Traffic distributions reported in westbound tolled direction only

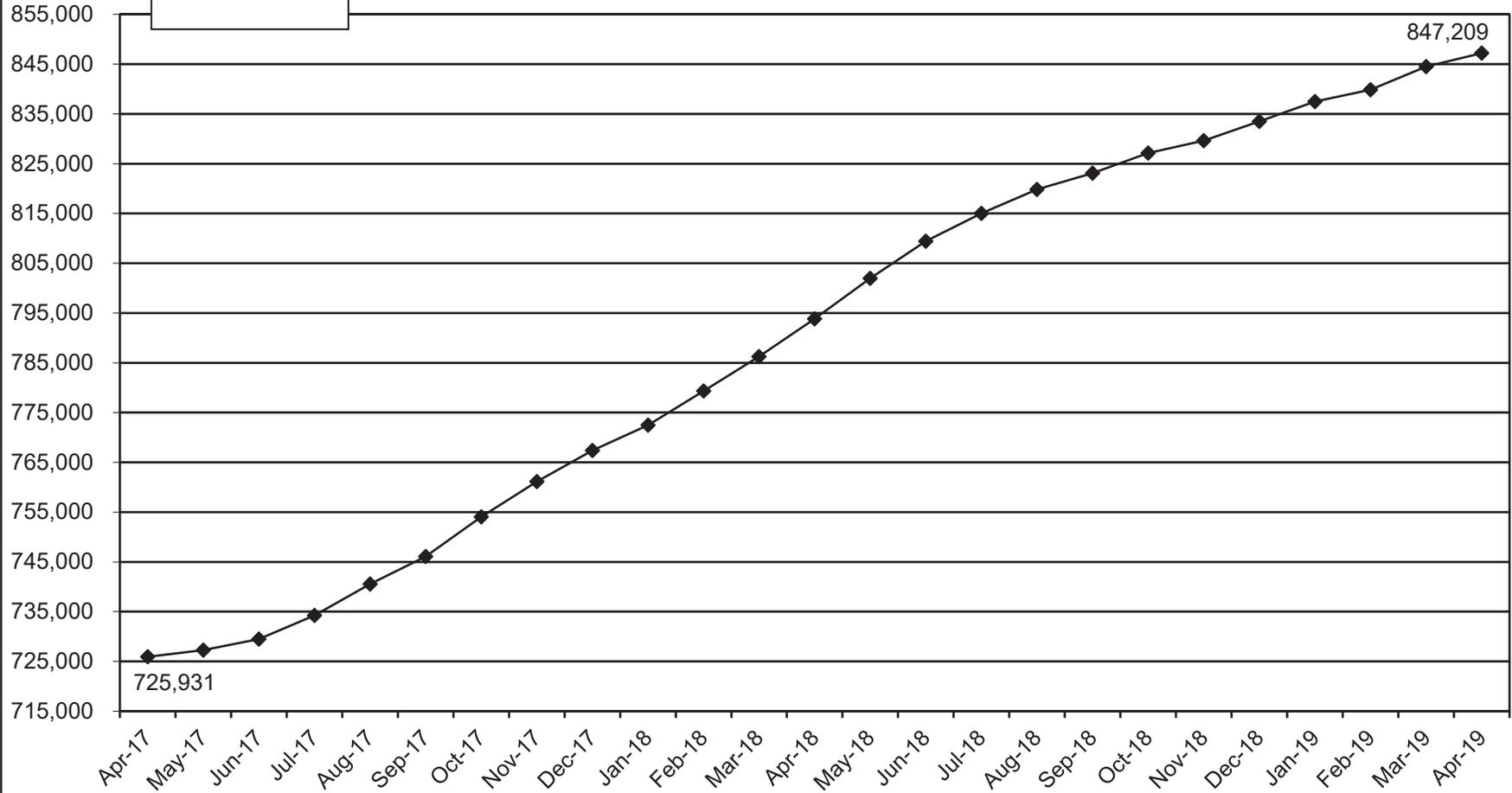
### MTA Bridges and Tunnels Average Daily Traffic: April 2017- April 2019 12-Month Rolling Averages

All Vehicles



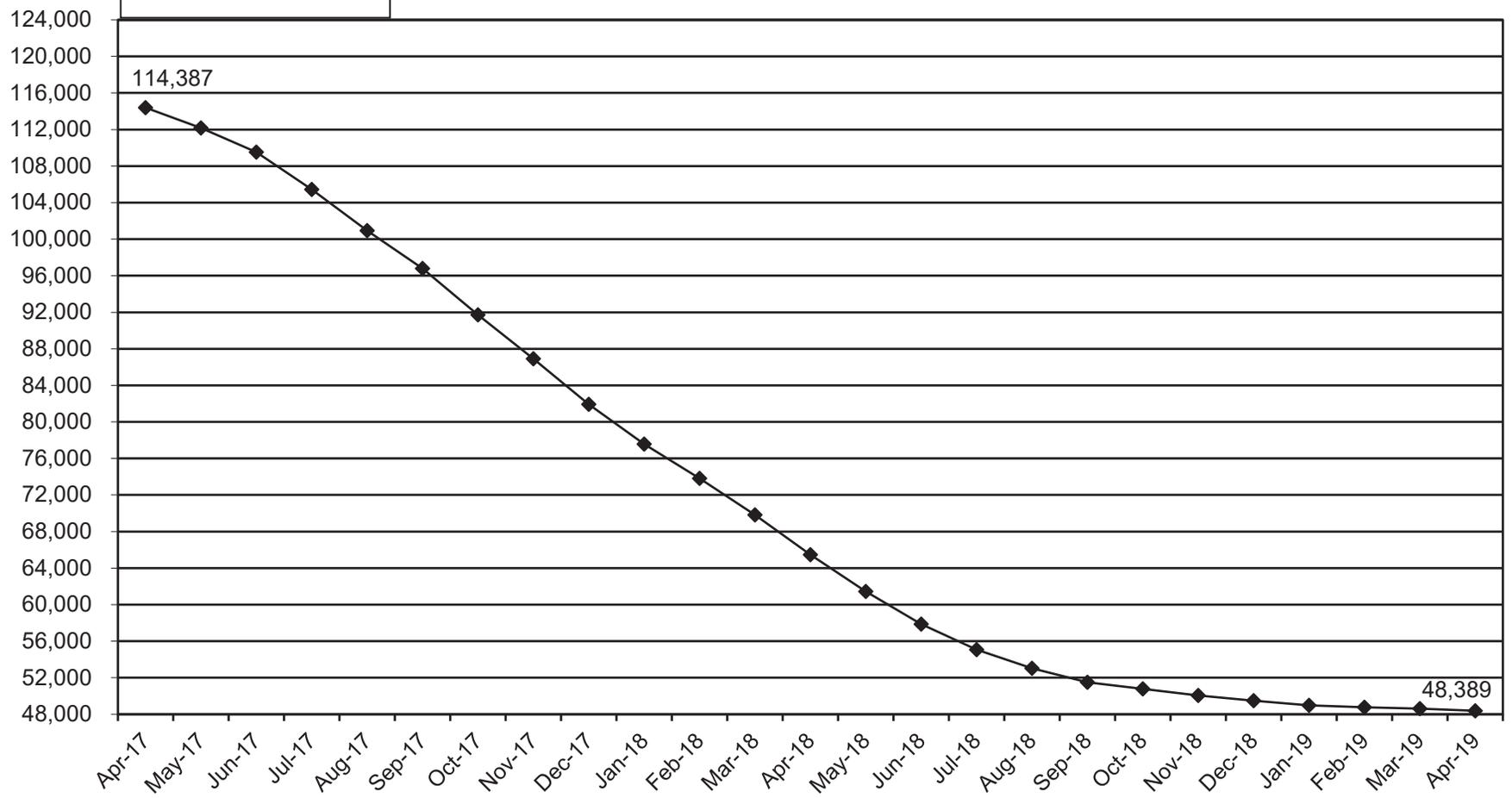
### MTA Bridges and Tunnels Average Daily Traffic: April 2017- April 2019 12-Month Rolling Averages

**E-ZPass  
Vehicles**



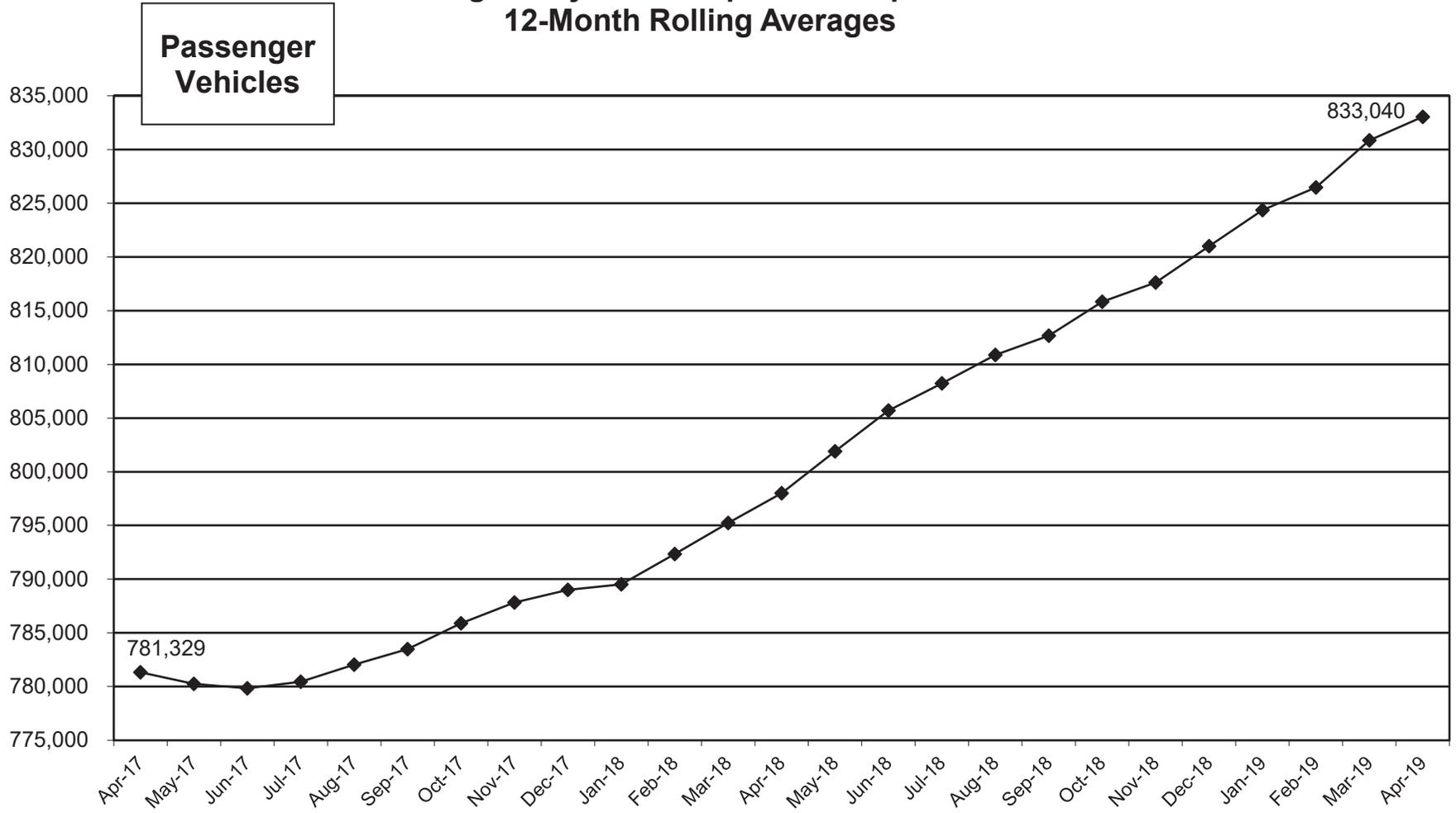
### MTA Bridges and Tunnels Average Daily Traffic: April 2017- April 2019 12-Month Rolling Averages

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



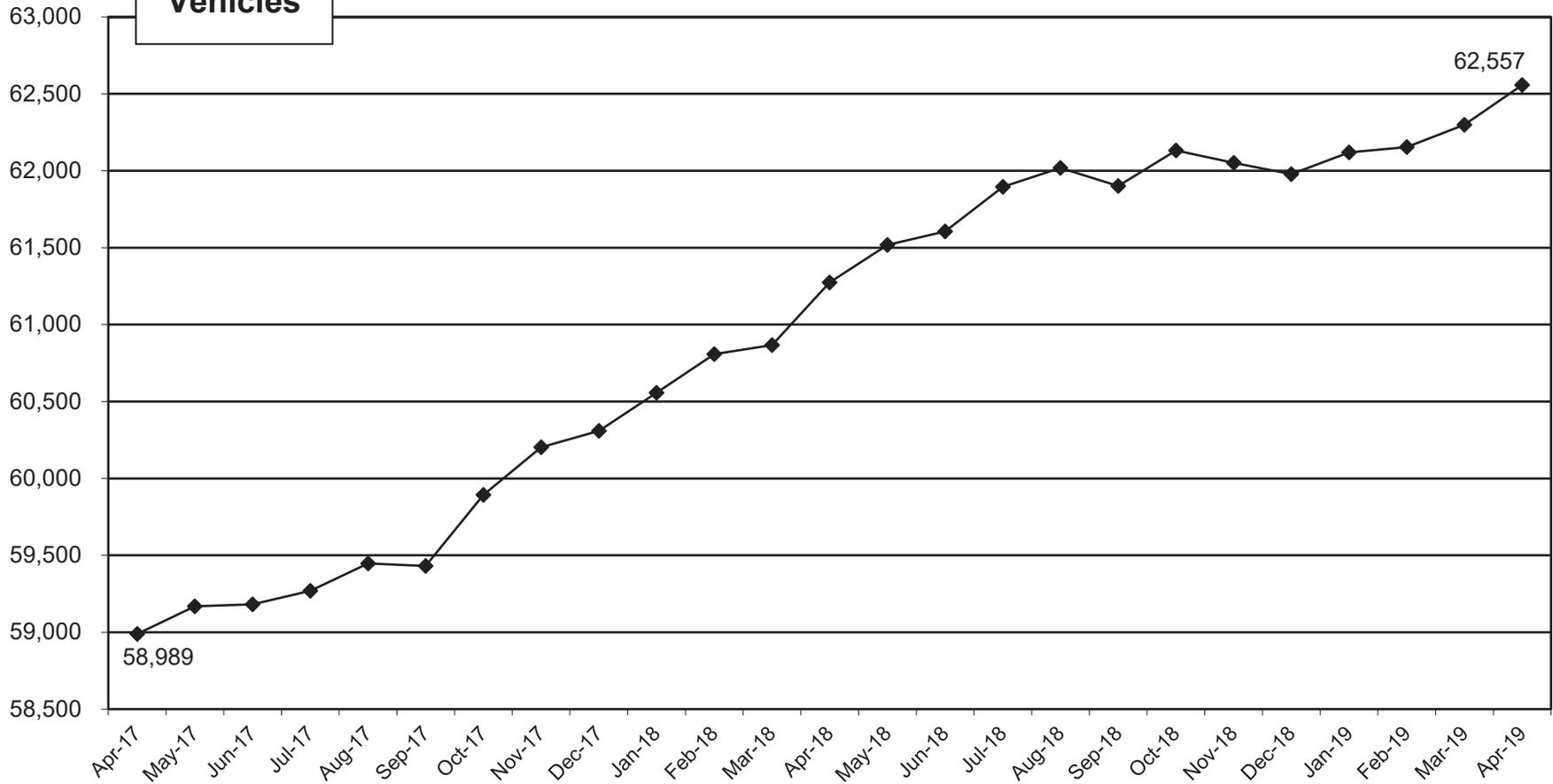
\*Includes Tolls by Mail, cash, token, and ticket transactions.

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



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

Other  
Vehicles



62,557

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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	3.4%	4.4%	4.3%	4.0%	4.2%
	E-ZPass	3.9%	5.0%	5.2%	5.4%	6.7%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-5.9%	-5.2%	-9.9%	-16.1%	-26.1%
RFK Bridge	Total Vehicles	0.4%	1.3%	0.4%	0.2%	1.8%
	E-ZPass	1.0%	2.0%	1.5%	1.5%	4.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-8.9%	-9.1%	-14.9%	-17.4%	-25.6%
Queens Midtown Tunnel	Total Vehicles	13.1%	14.7%	15.3%	13.9%	12.4%
Hugh L. Carey Tunnel	E-ZPass	12.9%	14.6%	15.5%	14.4%	13.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	17.4%	17.5%	9.7%	3.0%	-4.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.1%	3.4%	3.4%	4.8%	3.8%
	E-ZPass	2.9%	4.3%	4.7%	6.2%	8.3%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-8.4%	-7.7%	-12.4%	-15.5%	-33.9%
Verrazano-Narrows Bridge	Total Vehicles	3.3%	3.8%	3.7%	3.6%	4.0%
	E-ZPass	3.8%	4.4%	4.5%	4.3%	6.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-7.2%	-7.1%	-10.7%	-10.0%	-26.1%
Henry Hudson Bridge	Total Vehicles	1.0%	2.5%	2.1%	1.3%	1.2%
	E-ZPass	1.6%	2.8%	2.3%	1.6%	1.7%
	Tolls By Mail	-8.8%	-3.1%	-1.6%	-3.6%	-6.9%
Marine Parkway Bridge	Total Vehicles	0.0%	0.9%	1.2%	0.8%	0.8%
Cross Bay Bridge	E-ZPass	0.3%	1.2%	1.9%	1.7%	2.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-7.1%	-6.3%	-14.1%	-17.8%	-22.8%

(1) April 2019 vs. April 2018

(2) February 2019 to April 2019 vs. February 2018 to April 2018

(3) November 2018 to April 2019 vs. November 2017 to April 2018

(4) August 2018 to April 2019 vs. August 2017 to April 2018

(5) May 2018 to April 2019 vs. May 2017 to April 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	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	3.4%	4.4%	4.3%	4.0%	4.2%
	Passenger	3.2%	4.6%	4.5%	4.2%	4.4%
	Other	5.1%	3.0%	1.4%	1.5%	2.1%
RFK Bridge	Total Vehicles	0.4%	1.3%	0.4%	0.2%	1.8%
	Passenger	0.2%	1.3%	0.6%	0.3%	1.9%
	Other	3.2%	0.7%	-1.6%	-1.1%	0.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	13.1%	14.7%	15.3%	13.9%	12.4%
	Passenger	13.5%	15.4%	16.3%	15.0%	13.5%
	Other	8.1%	5.8%	3.4%	1.0%	0.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.1%	3.4%	3.4%	4.8%	3.8%
	Passenger	1.9%	3.4%	3.4%	5.0%	3.8%
	Other	4.9%	3.3%	3.0%	2.2%	3.9%
Verrazano-Narrows Bridge	Total Vehicles	3.3%	3.8%	3.7%	3.6%	4.0%
	Passenger	3.0%	3.8%	3.8%	3.6%	4.0%
	Other	6.5%	5.0%	2.5%	2.6%	3.6%
Henry Hudson Bridge	Total Vehicles	1.0%	2.5%	2.1%	1.3%	1.2%
	Passenger	1.0%	2.5%	2.2%	1.4%	1.2%
	Other	6.8%	1.8%	-2.7%	-3.8%	-2.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.0%	0.9%	1.2%	0.8%	0.8%
	Passenger	0.0%	1.4%	1.7%	1.1%	1.0%
	Other	-1.2%	-5.9%	-5.5%	-4.1%	-1.9%

(1) April 2019 vs. April 2018

(2) February 2019 to April 2019 vs. February 2018 to April 2018

(3) November 2018 to April 2019 vs. November 2017 to April 2018

(4) August 2018 to April 2019 vs. August 2017 to April 2018

(5) May 2018 to April 2019 vs. May 2017 to April 2018

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>(1)</sup></u>		<u>Weather<sup>(2)</sup></u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
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
<b>Jan-19</b>	<b>25,005,168</b>	<b>\$2.51</b>	<b>33</b>	<b>3.9</b>	<b>0.6</b>	<b>9</b>
<b>Feb-19</b>	<b>23,528,914</b>	<b>\$2.48</b>	<b>36</b>	<b>3.6</b>	<b>3.3</b>	<b>11</b>
<b>Mar-19</b>	<b>27,325,487</b>	<b>\$2.63</b>	<b>42</b>	<b>3.9</b>	<b>10.4</b>	<b>9</b>
<b>Apr-19</b>	<b>27,410,544</b>	<b>\$2.84</b>	<b>55</b>	<b>4.4</b>	<b>-</b>	<b>17</b>

Note: Bold numbers are preliminary.

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

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			<u>Precipitation Days</u>
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	
<b>2018 vs. 2017</b>						
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
<b>2019 vs. 2018</b>						
January	1,273,331	(\$0.18)	1	1.8	(8)	2
February	786,216	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,652,891	(\$0.05)	1	(0.2)	(1)	(2)
April	891,489	\$0.03	5	(0.6)	(6)	4

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

## Supplemental Data Page for Exhibits 2 through 6

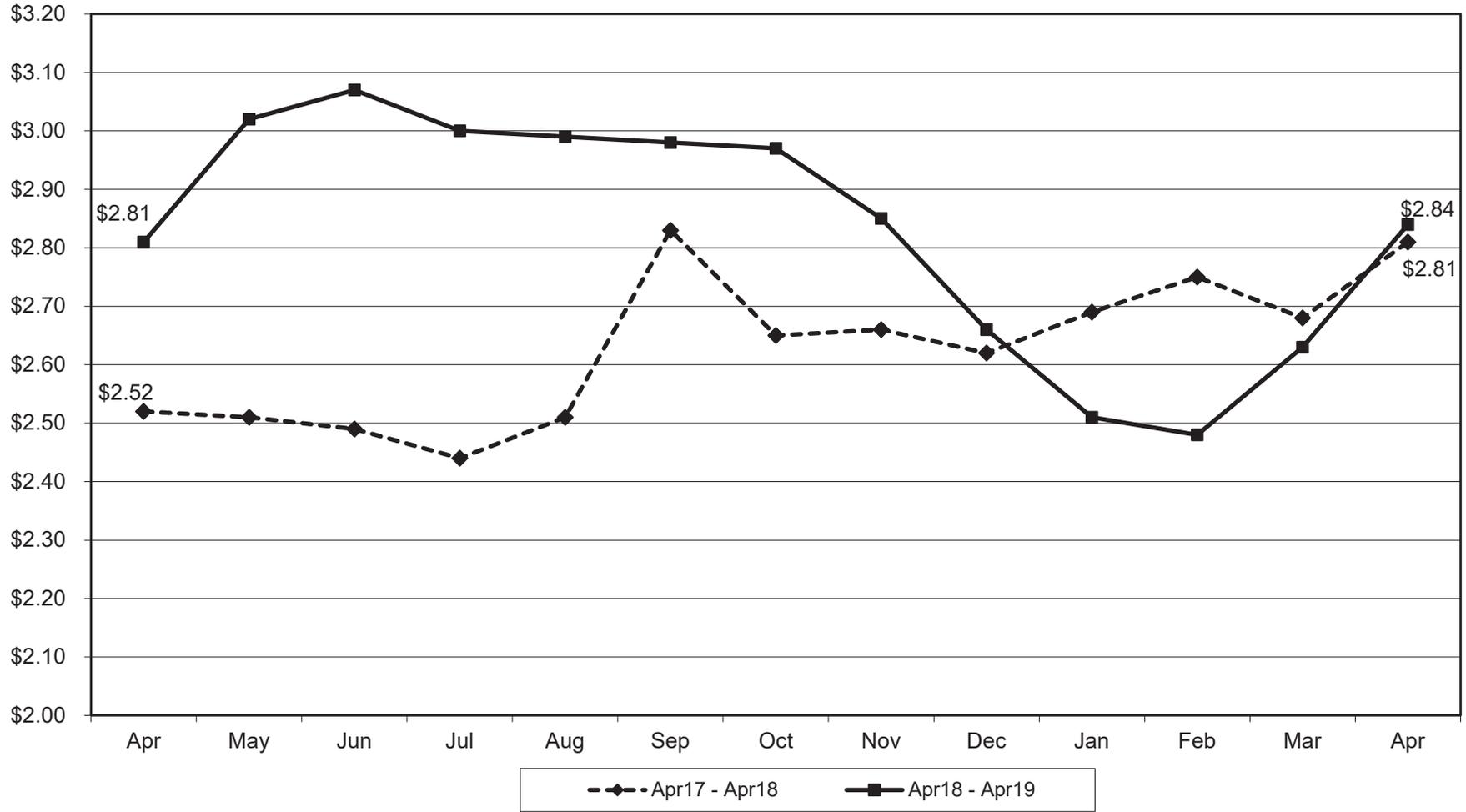
### Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
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
<b>Jan-19</b>	<b>886,473</b>	<b>837,489</b>	<b>48,983</b>	<b>824,354</b>	<b>62,119</b>
<b>Feb-19</b>	<b>888,627</b>	<b>839,862</b>	<b>48,764</b>	<b>826,472</b>	<b>62,154</b>
<b>Mar-19</b>	<b>893,155</b>	<b>844,527</b>	<b>48,628</b>	<b>830,857</b>	<b>62,298</b>
<b>Apr-19</b>	<b>895,598</b>	<b>847,209</b>	<b>48,389</b>	<b>833,040</b>	<b>62,557</b>

Note: Bold numbers are preliminary.

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

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area April 2017 - April 2019





# Bridges and Tunnels

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## Safety Report April 2019



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	May 2016 - April 2017	May 2017 - April 2018	May 2018 - April 2019
Customer Collisions Rate per Million Vehicles	7.91	7.38	6.43
Customer Injury Collisions Rate per Million Vehicles	0.90	0.94	0.99
Employee Accident Reports	291	214	262
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.6	7.2	7.5
Construction Injuries per 200,000 Hours Worked	1.66	1.49	1.71

Leading Indicators				
Roadway Safety	2018		2019	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	7	385	21	246
Fleet Preventative Maintenance Insp.	160	1626	189	592
Safety Taskforce Inspections	1	13	1	2
Construction Safety	April	Year End	April	Year to Date
Construction Safety Inspections	216	2271	259	949
Fire Safety	April	Year End	April	Year to Date
Fire Code Audits Completed	1	14	1	4
FDNY Liaison Visits	9	29	9	10

### Definitions:

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

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

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

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

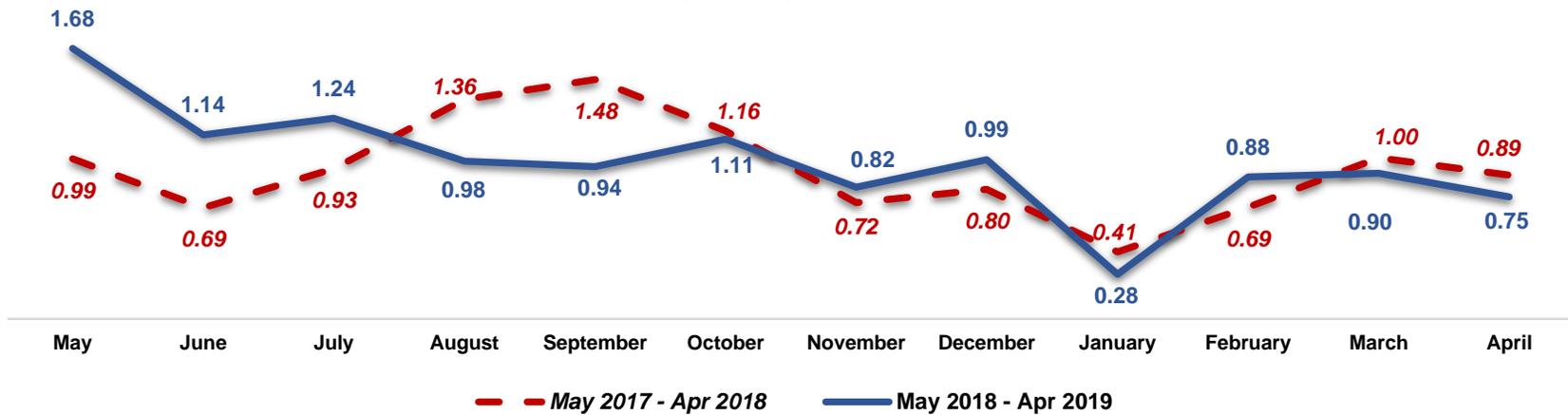
**Fire Code Audits** are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

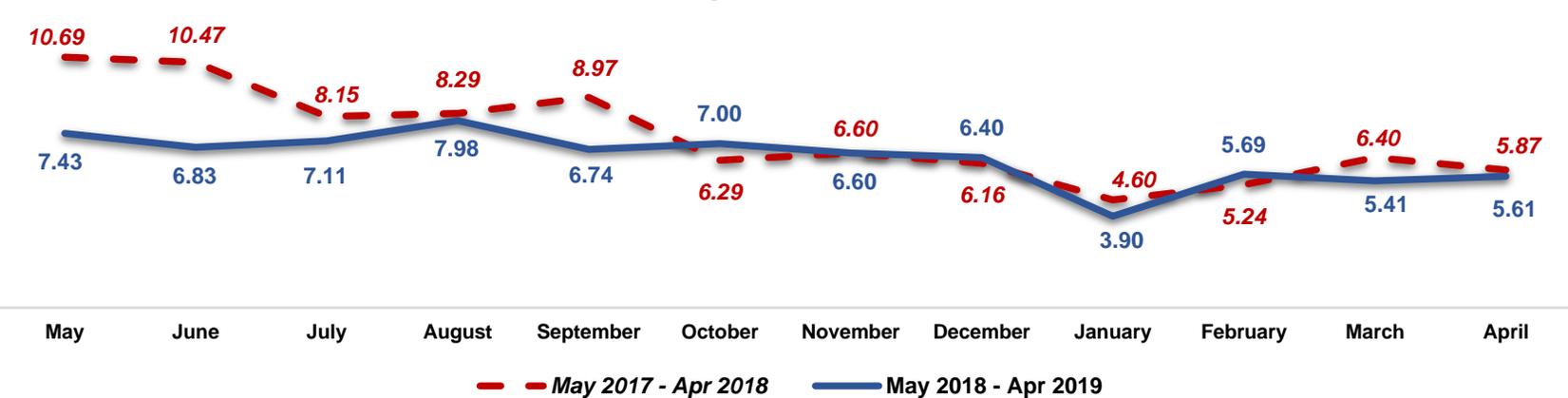


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



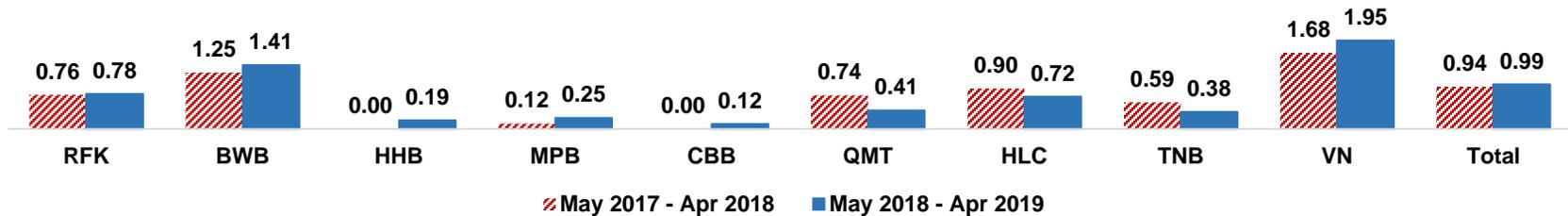
### Total Collisions per Million Vehicles



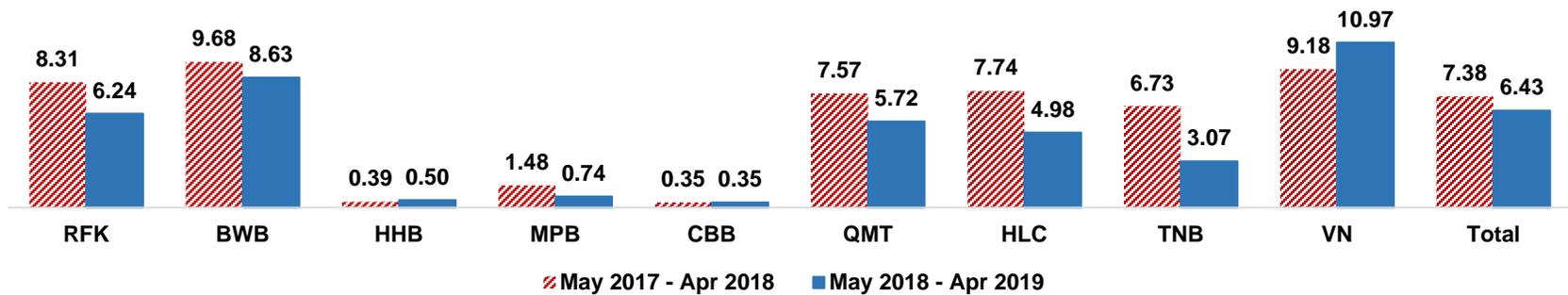


## Collision Rates by Facility Year over Year Comparison of 12 Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

Total Collisions per Million Vehicles: April 2018 – April 2019

	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr
<b>RFK</b>	4.08	8.62	6.78	5.48	8.48	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30
<b>BWB</b>	10.57	10.24	10.30	10.27	12.95	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77
<b>TNB</b>	3.53	4.31	3.29	3.20	2.95	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90
<b>VNB</b>	8.27	11.11	11.31	13.64	12.64	11.17	10.95	9.30	12.03	6.12	11.47	9.99	11.34
<b>QMT</b>	7.90	6.44	5.21	4.99	5.50	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92
<b>HLC</b>	5.77	4.83	5.44	5.09	7.21	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82
<b>HHB</b>	0.45	0.85	0.43	0.90	0.44	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90
<b>MPB</b>	0.00	1.39	0.00	1.16	0.00	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62
<b>CBB</b>	0.00	1.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00
<b>Total</b>	5.87	7.43	6.83	7.11	7.98	6.74	7.00	6.60	6.40	3.90	5.69	5.41	5.61



## 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:

- 14,903 summonses were issued in the YTD April 2019 period — 8.8% lower than the YTD April 2018 period.
- 73.8% (10,996) of the summonses issued in the YTD April 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 April 2018	YTD April 2019	% Change
Speed	2,231	1,930	(13.5%)
Disobey Signs/Traffic Control Device	3,711	4,091	10.2%
Cell Phone/Texting	823	334	(59.4%)
Unsafe Lane Change/Failure to Signal	1,170	608	(48.0%)
*All Other	8,404	7,940	(5.5%)
<b>Total</b>	<b>16,339</b>	<b>14,903</b>	<b>(8.8%)</b>

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



# Bridges and Tunnels

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## Financial Report April 2019



**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of April 30, 2019**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	15,357
Investments:	
Unrestricted	88,294
Restricted	977,121
Accrued interest receivable	2,334
Accounts receivable	236,931
Less allowance for uncollectible accounts	-143,022
Tolls due from other agencies	39,791
Prepaid expenses	4,458
	4,458
 Total current assets	 1,221,263

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	
Restricted	15
Facilities, less acc.dep of \$1,673,317	6,373,626
Capital lease 2 Broadway net acc. dep.	37,366
Derivative Hedge Assets	3,526
Security Deposits	-
	-
 Total noncurrent assets	 6,414,533

**TOTAL ASSETS:** 7,635,796

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	28,702
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	156,938
Defeasance costs	236,239
	236,239

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 482,625

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 8,118,421

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of April 30, 2019**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	310,170
Interest Payable	151,282
Accounts Payable	116,338
Payable to MTA-CAP	351,960
Due to MTA-Operating Expenses	4,111
Due to NYCTA-Operating Expenses	361
Accrued salaries	37,394
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	3,984
Due to New York City Transit Authority	39,368
Due to Metropolitan Transportation Authority	52,741
Unearned Toll Revenue	195,073
Tolls due to other agencies	42,154
E-ZPass Airport Toll Liability	8,801
	<u>1,333,579</u>
Total current liabilities	<u>1,333,579</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,912,030
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	48,861
Capital lease obligations	57,005
Derivative Hedge Liabilities	138,568
Due (to)/from MTA - change in fair value of derivative	21,896
Net Pension Liability	203,707
Security deposits-Contra	-
	<u>10,205,815</u>
Total noncurrent liabilities	<u>10,205,815</u>

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	50,825
Deferred Inflow of resources related to other post-employment benefits	856

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 11,591,076

**NET POSITION** -3,472,655

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 8,118,421

\*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**  
**APRIL 2019**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	170.533	175.829	5.296	3.1	0.000	0.000	0.000	-	170.533	175.829	5.296	3.1
Other Operating Revenue	1.578	1.625	0.047	3.0	0.000	0.000	0.000	-	1.578	1.625	0.047	3.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.856	1.879	0.023	1.3	1.856	1.879	0.023	1.3
Investment Income	0.102	0.232	0.130	*	0.000	0.000	0.000	-	0.102	0.232	0.130	*
<b>Total Revenue</b>	<b>\$172.213</b>	<b>\$177.686</b>	<b>\$5.473</b>	<b>3.2</b>	<b>\$1.856</b>	<b>\$1.879</b>	<b>\$0.023</b>	<b>1.3</b>	<b>\$174.069</b>	<b>\$179.565</b>	<b>\$5.497</b>	<b>3.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.166	\$9.733	\$1.432	12.8	\$0.713	\$0.763	(\$0.050)	(7.0)	11.879	\$10.496	\$1.383	11.6
Overtime	2.224	2.026	0.198	8.9	0.047	0.061	(0.014)	(30.0)	2.271	2.087	0.184	8.1
Health and Welfare	2.661	2.320	0.341	12.8	0.153	0.186	(0.033)	(21.3)	2.814	2.506	0.308	11.0
OPEB Current Payment	1.990	1.932	0.058	2.9	0.000	0.000	0.000	-	1.990	1.932	0.058	2.9
Pensions	2.927	3.033	(0.106)	(3.6)	0.208	0.175	0.033	16.1	3.135	3.208	(0.073)	(2.3)
Other Fringe Benefits	1.602	1.336	0.266	16.6	0.100	0.120	(0.021)	(20.8)	1.702	1.457	0.245	14.4
Reimbursable Overhead	(0.634)	(0.574)	(0.060)	(9.5)	0.634	0.574	0.060	9.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21.935</b>	<b>\$19.807</b>	<b>\$2.128</b>	<b>9.7</b>	<b>\$1.856</b>	<b>\$1.879</b>	<b>(\$0.023)</b>	<b>(1.3)</b>	<b>\$23.791</b>	<b>\$21.686</b>	<b>\$2.104</b>	<b>8.8</b>
<i>Non-Labor:</i>												
Electric Power	\$0.487	\$0.365	\$0.122	25.0	\$0.000	\$0.000	\$0.000	-	0.487	\$0.365	\$0.122	25.0
Fuel	0.213	0.070	0.142	66.9	0.000	0.000	0.000	-	0.213	0.070	0.142	66.9
Insurance	0.945	0.867	0.078	8.3	0.000	0.000	0.000	-	0.945	0.867	0.078	8.3
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.731	7.517	3.214	30.0	0.000	0.000	0.000	-	10.731	7.517	3.214	30.0
Professional Service Contracts	3.023	1.424	1.599	52.9	0.000	0.000	0.000	-	3.023	1.424	1.599	52.9
Materials & Supplies	0.363	0.092	0.271	74.6	0.000	0.000	0.000	-	0.363	0.092	0.271	74.6
Other Business Expenses	3.975	4.215	(0.239)	(6.0)	0.000	0.000	0.000	-	3.975	4.215	(0.239)	(6.0)
<b>Total Non-Labor Expenses</b>	<b>\$19.737</b>	<b>\$14.551</b>	<b>\$5.186</b>	<b>26.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$19.737</b>	<b>\$14.551</b>	<b>\$5.186</b>	<b>26.3</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$41.672</b>	<b>\$34.358</b>	<b>\$7.314</b>	<b>17.6</b>	<b>\$1.856</b>	<b>\$1.879</b>	<b>(\$0.023)</b>	<b>(1.3)</b>	<b>\$43.528</b>	<b>\$36.237</b>	<b>\$7.291</b>	<b>16.7</b>
Depreciation	\$12.369	\$13.660	(\$1.291)	(10.4)	\$0.000	\$0.000	\$0.000	-	12.369	\$13.660	(\$1.291)	(10.4)
OPEB Obligation	5.641	0.000	5.641	100.0	0.000	0.000	0.000	-	5.641	0.000	5.641	100.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$59.683</b>	<b>\$48.018</b>	<b>\$11.665</b>	<b>19.5</b>	<b>\$1.856</b>	<b>\$1.879</b>	<b>(\$0.023)</b>	<b>(1.3)</b>	<b>\$61.539</b>	<b>\$49.897</b>	<b>\$11.641</b>	<b>18.9</b>
Less: Depreciation	\$12.369	\$13.660	(\$1.291)	(10.4)	\$0.000	\$0.000	\$0.000	-	\$12.369	\$13.660	(\$1.291)	(10.4)
Less: OPEB Obligation	5.641	0.000	5.641	100.0	0.000	0.000	0.000	-	5.641	0.000	5.641	100.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$41.672</b>	<b>\$34.358</b>	<b>\$7.314</b>	<b>17.6</b>	<b>\$1.856</b>	<b>\$1.879</b>	<b>(\$0.023)</b>	<b>(1.3)</b>	<b>\$43.528</b>	<b>\$36.237</b>	<b>\$7.291</b>	<b>16.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$130.540</b>	<b>\$143.328</b>	<b>\$12.788</b>	<b>9.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$130.540</b>	<b>\$143.328</b>	<b>\$12.788</b>	<b>9.8</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$130.540</b>	<b>\$143.328</b>	<b>\$12.788</b>	<b>9.8</b>	
Less: Capitalized Assets								2.058	0.244	1.814	88.1	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$128.482</b>	<b>\$143.084</b>	<b>\$14.601</b>	<b>11.4</b>	
Less: Debt Service								57.760	55.142	2.618	4.5	
Less: Contribution to the Capital Program								11.082	11.082	0.000	0.0	
<b>Income Available for Distribution</b>								<b>\$59.640</b>	<b>\$76.860</b>	<b>\$17.220</b>	<b>28.9</b>	
Distributable To:												
MTA - Investment Income								0.102	0.232	0.130	*	
MTA - Distributable Income								34.694	43.028	8.333	24.0	
NYCTR - Distributable Income								24.844	33.600	8.756	35.2	
<b>Total Distributable Income</b>								<b>\$59.640</b>	<b>\$76.860</b>	<b>\$17.220</b>	<b>28.9</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								174.069	179.565	5.497	3.2	
Less: Total Operating Expenses								<u>43.528</u>	<u>36.237</u>	<u>7.291</u>	16.7	
<b>Net Operating Income/(Deficit)</b>								<b>\$130.540</b>	<b>\$143.328</b>	<b>\$12.788</b>	<b>9.8</b>	
Deductions from Net Operating Income:												
Capitalized Assets								2.058	0.244	1.814	88.1	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								25.102	25.000	0.102	0.4	
Contribution to the Capital Program								11.082	11.082	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$38.241</b>	<b>\$36.326</b>	<b>\$1.916</b>	<b>5.0</b>	
<b>Total Support to Mass Transit</b>								<b>\$92.299</b>	<b>\$107.002</b>	<b>\$14.703</b>	<b>15.9</b>	

**Note (a):** 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.

**Note (b):** For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 toll increase, effective on 3/31/19.

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**APRIL Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	616.279	627.501	11.222	1.8	0.000	0.000	0.000	-	616.279	627.501	11.222	1.8
Other Operating Revenue	6.312	6.979	0.667	10.6	0.000	0.000	0.000	-	6.312	6.979	0.667	10.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	7.421	5.865	(1.556)	(21.0)	7.421	5.865	(1.556)	(21.0)
Investment Income	0.408	1.122	0.714	*	0.000	0.000	0.000	-	0.408	1.122	0.714	*
<b>Total Revenue</b>	<b>\$622.999</b>	<b>\$635.602</b>	<b>\$12.604</b>	<b>2.0</b>	<b>\$7.421</b>	<b>\$5.865</b>	<b>(\$1.556)</b>	<b>(21.0)</b>	<b>\$630.420</b>	<b>\$641.467</b>	<b>\$11.047</b>	<b>1.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$44.668	\$38.499	\$6.169	13.8	2.853	\$2.272	\$0.581	20.4	47.520	\$40.770	\$6.750	14.2
Overtime	9.783	9.055	0.729	7.4	0.186	0.204	(0.018)	(9.6)	9.969	9.258	0.711	7.1
Health and Welfare	10.642	9.029	1.613	15.2	0.614	0.527	0.086	14.1	11.256	9.556	1.700	15.1
OPEB Current Payment	7.960	7.556	0.405	5.1	0.000	0.000	0.000	-	7.960	7.556	0.405	5.1
Pensions	11.708	12.260	(0.551)	(4.7)	0.832	0.578	0.253	30.5	12.540	12.838	(0.298)	(2.4)
Other Fringe Benefits	7.427	6.536	0.891	12.0	0.399	0.342	0.057	14.3	7.826	6.877	0.948	12.1
Reimbursable Overhead	(2.538)	(1.942)	(0.596)	(23.5)	2.538	1.942	0.596	23.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$89.651</b>	<b>\$80.991</b>	<b>\$8.660</b>	<b>9.7</b>	<b>\$7.421</b>	<b>\$5.865</b>	<b>\$1.556</b>	<b>21.0</b>	<b>\$97.072</b>	<b>\$86.856</b>	<b>\$10.216</b>	<b>10.5</b>
<i>Non-Labor:</i>												
Electric Power	\$1.948	\$1.469	\$0.479	24.6	0.000	\$0.000	\$0.000	-	1.948	\$1.469	\$0.479	24.6
Fuel	0.948	0.625	0.323	34.0	0.000	0.000	0.000	-	0.948	0.625	0.323	34.0
Insurance	3.777	3.466	0.310	8.2	0.000	0.000	0.000	-	3.777	3.466	0.310	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	40.881	38.200	2.681	6.6	0.000	0.000	0.000	-	40.881	38.200	2.681	6.6
Professional Service Contracts	15.840	6.002	9.839	62.1	0.000	0.000	0.000	-	15.840	6.002	9.839	62.1
Materials & Supplies	1.453	0.919	0.534	36.8	0.000	0.000	0.000	-	1.453	0.919	0.534	36.8
Other Business Expenses	16.598	15.750	0.847	5.1	0.000	0.000	0.000	-	16.598	15.750	0.847	5.1
<b>Total Non-Labor Expenses</b>	<b>\$81.445</b>	<b>\$66.437</b>	<b>\$15.008</b>	<b>18.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$81.445</b>	<b>\$66.437</b>	<b>\$15.008</b>	<b>18.4</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$171.096</b>	<b>\$147.428</b>	<b>\$23.668</b>	<b>13.8</b>	<b>\$7.421</b>	<b>\$5.865</b>	<b>\$1.556</b>	<b>21.0</b>	<b>\$178.517</b>	<b>\$153.293</b>	<b>\$25.224</b>	<b>14.1</b>
Depreciation	\$49.477	\$54.314	(\$4.837)	(9.8)	0.000	\$0.000	\$0.000	-	49.477	\$54.314	(\$4.837)	(9.8)
OPEB Obligation	22.565	0.000	22.565	100.0	0.000	0.000	0.000	-	22.565	0.000	22.565	100.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$243.138</b>	<b>\$201.742</b>	<b>\$41.396</b>	<b>17.0</b>	<b>\$7.421</b>	<b>\$5.865</b>	<b>\$1.556</b>	<b>21.0</b>	<b>\$250.560</b>	<b>\$207.607</b>	<b>\$42.953</b>	<b>17.1</b>
Less: Depreciation	\$49.477	\$54.314	(\$4.837)	(9.8)	0.000	\$0.000	\$0.000	-	\$49.477	\$54.314	(\$4.837)	(9.8)
Less: OPEB Obligation	22.565	0.000	22.565	100.0	0.000	0.000	0.000	-	22.565	0.000	22.565	100.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$171.096</b>	<b>\$147.428</b>	<b>\$23.668</b>	<b>13.8</b>	<b>\$7.421</b>	<b>\$5.865</b>	<b>\$1.556</b>	<b>21.0</b>	<b>\$178.517</b>	<b>\$153.293</b>	<b>\$25.224</b>	<b>14.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$451.903</b>	<b>\$488.174</b>	<b>\$36.271</b>	<b>8.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$451.903</b>	<b>\$488.174</b>	<b>\$36.271</b>	<b>8.0</b>

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$451.903</b>	<b>\$488.174</b>	<b>\$36.271</b>	<b>8.0</b>	
Less: Capitalized Assets								8.232	3.202	\$5.030	61.1	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$443.671</b>	<b>\$484.972</b>	<b>\$41.301</b>	<b>9.3</b>	
Less: Debt Service								230.946	219.303	11.643	5.0	
Less: Contribution to the Capital Program								44.327	44.327	0.000	0.0	
<b>Income Available for Distribution</b>								<b>\$168.398</b>	<b>\$221.342</b>	<b>\$52.943</b>	<b>31.4</b>	
Distributable To:												
MTA - Investment Income								0.408	1.122	0.714	*	
MTA - Distributable Income								103.686	128.942	25.256	24.4	
NYCTR - Distributable Income								64.304	91.278	26.974	41.9	
<b>Total Distributable Income</b>								<b>\$168.398</b>	<b>\$221.342</b>	<b>\$52.943</b>	<b>31.4</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								630.420	641.467	11.047	1.8	
Less: Total Operating Expenses								<u>178.517</u>	<u>153.293</u>	<u>25.224</u>	14.1	
<b>Net Operating Income/(Deficit)</b>								<b>\$451.903</b>	<b>\$488.174</b>	<b>\$36.271</b>	<b>8.0</b>	
Deductions from Net Operating Income:												
Capitalized Assets								8.232	3.202	5.030	61.1	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								100.361	98.864	1.497	1.5	
Contribution to the Capital Program								44.327	44.327	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$152.920</b>	<b>\$146.394</b>	<b>\$6.527</b>	<b>4.3</b>	
<b>Total Support to Mass Transit</b>								<b>\$298.982</b>	<b>\$341.781</b>	<b>\$42.798</b>	<b>14.3</b>	

**Note (a):** 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.

**Note (b):** For monthly reporting purposes only, the 12-month allocation of the 2019 Adopted Budget has been adjusted to capture the impact of the 2019 toll increase, effective on 3/31/19.

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	April 2019			Year-to-Date		
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	5.296	3.1%	Higher toll revenue due to 2.9% higher traffic.	11.222	1.8%	Higher toll revenue due to 4.0% higher traffic.
Other Operating Revenue	0.047	3.0%	Higher revenue due to the timing of net income receipts from the Battery Parking Garage.	0.667	10.6%	Higher revenue due to the timing of net income receipts from the Battery Parking Garage.
Investment Income	0.130	*	Higher than anticipated short-term investment returns on fund balances.	0.714	175.2%	Higher than anticipated short-term investment returns on fund balances.
Payroll	1.432	12.8%	Lower payroll expenses primarily due to vacancies.	6.169	13.8%	Lower payroll expenses primarily due to vacancies.
Overtime	0.198	8.9%	See overtime tables.	0.729	7.4%	See overtime tables.
Health and Welfare	0.341	12.8%	Lower expenses primarily due to vacancies.	1.613	15.2%	Lower expenses primarily due to vacancies.
OPEB Current Payment	0.058	2.9%	Lower expenses primarily due to timing against the budget allocation.	0.405	5.1%	Lower expenses primarily due to timing against the YTD budget allocation.
Pensions	(0.106)	-3.6%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets.	(0.551)	-4.7%	Higher non-reimbursable expenses due to higher than allocated YTD capital reimbursement offsets.
Other Fringe Benefits	0.266	16.6%	Lower expenses primarily due to vacancies.	0.891	12.0%	Lower expenses primarily due to vacancies.
Electric Power	0.122	25.0%	Lower electricity expenses primarily due to timing against the monthly budget allocation.	0.479	24.6%	Lower electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.142	66.9%	Lower fuel expenses primarily due to timing against the monthly budget allocation.	0.323	34.0%	Lower fuel expenses due to timing against the YTD budget allocation.
Insurance	0.078	8.3%	Lower insurance expenses primarily due to timing against the monthly budget allocation.	0.310	8.2%	Lower insurance expenses primarily due to timing against the YTD budget allocation.
Maintenance and Other Operating Contracts	3.214	30.0%	Lower expenses mainly due to lower than anticipated E-ZPass Customer Service Center costs (\$1.051 Mill) and timing against the monthly budget allocation for major maintenance projects, (\$0.943 Mill), E-ZPass tags (\$0.398 Mill) and security and surveillance equipment (\$0.366 Mill).	2.681	6.6%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$3.754 Mill) and timing against the YTD budget allocation for routine maintenance (\$0.904 Mill), E-ZPass tags (\$0.696 Mill) and security and surveillance equipment (\$0.649 Mill), partially offset by higher expenses due to the timing against the YTD budget allocation for major maintenance and painting projects, (\$3.866 Mill).
Professional Service Contracts	1.599	52.9%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$0.626 Mill), miscellaneous consulting expenses (\$0.561 Mill), customer outreach (\$0.201 Mill) and planning studies (\$0.114 Mill).	9.839	62.1%	Lower expenses primarily due to timing against the YTD budget allocation for bond issuance costs (\$5.532 Mill), miscellaneous consulting expenses (\$1.857 Mill), engineering services (\$0.830 Mill), customer outreach (\$0.802 Mill), and planning studies (\$635 Mill).
Materials & Supplies	0.271	74.6%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation.	0.534	36.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation.
Other Business Expense	(0.239)	-6.0%	Higher expenses primarily due to timing against the budget allocation for toll collection processing fees.	0.847	5.1%	Lower expenses primarily due to timing against the YTD budget allocation for toll collection processing fees.
Depreciation	(1.291)	-10.4%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(4.837)	-9.8%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	5.641	100.0%	Lower expense due to the reversal of prior months' OPEB accruals which are no longer required under the recently implemented GASB 75 ruling	22.565	100.0%	Lower expense due to the reversal of prior months' OPEB accruals which are no longer required under the recently implemented GASB 75 ruling
<b>Reimbursable</b>						
Capital and Other Reimbursements	0.023	1.3%	Higher capital reimbursements due to timing against the monthly budget allocation	(1.556)	-21.0%	Lower capital reimbursements due to timing against the YTD budget allocation.
Payroll	(0.050)	-7.0%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.581	20.4%	Lower capital reimbursements due to timing against the YTD budget allocation.
Overtime	(0.014)	-30.0%	See overtime tables.	(0.018)	-9.6%	See overtime tables.
Health and Welfare	(0.033)	-21.3%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.086	14.1%	Lower capital reimbursements due to timing against the YTD budget allocation.
OPEB Current Payment	0.000	-	No variance.	0.000	-	No variance.
Pensions	0.033	16.1%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.253	30.5%	Lower capital reimbursements due to timing against the YTD budget allocation.
Other Fringe Benefits	(0.021)	-20.8%	Higher capital reimbursements due to timing against the monthly budget allocation.	0.057	14.3%	Lower capital reimbursements due to timing against the YTD budget allocation.
Reimbursable Overhead	0.060	9.5%	Lower capital reimbursements due to timing against the monthly budget allocation.	0.596	23.5%	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 April 2019 <sup>1</sup>
Henry Hudson Bridge	101.1%
Hugh L. Carey Tunnel	100.4%
Queens Midtown Tunnel	101.6%
Marine Parkway Bridge	99.6%
Cross Bay Bridge	96.4%
Robert F. Kennedy Bridge	99.5%
Verrazzano-Narrows Bridge	97.1%
Bronx-Whitestone Bridge	99.7%
Throgs Neck Bridge	99.2%
<b>All Facilities</b>	<b>99.2%</b>

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

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	5,935	\$0.389	4,267	\$0.280	1,669	\$0.109	22,779	\$1.471	18,177	\$1.174	4,602	\$0.297
					28.1%	28.0%					20.2%	20.2%
<u>Unscheduled Service</u>	241	\$0.018	149	\$0.011	93	\$0.007	933	\$0.068	618	\$0.045	315	\$0.023
					38.4%	38.9%					33.8%	33.8%
<u>Programmatic/Routine Maintenance</u>	1,869	\$0.152	3,035	\$0.247	(1,166)	(\$0.095)	10,406	\$0.847	12,265	\$0.998	(1,859)	(\$0.151)
					-62.4%	-62.5%					-17.9%	-17.8%
<u>Unscheduled Maintenance</u>	1,517	\$0.124	1,212	\$0.099	306	\$0.025	6,492	\$0.530	6,540	\$0.534	(49)	(\$0.004)
					20.1%	20.2%					-0.7%	-0.8%
<u>Vacancy/Absentee Coverage</u>	14,296	\$0.944	13,618	\$0.899	679	\$0.045	55,988	\$3.675	56,262	\$3.693	(275)	(\$0.018)
					4.7%	4.8%					-0.5%	-0.5%
<u>Weather Emergencies</u>	1,049	\$0.085	197	\$0.016	853	\$0.069	11,475	\$0.914	12,202	\$0.972	(728)	(\$0.058)
					81.3%	81.2%					-6.3%	-6.3%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.130	1,582	\$0.103	407	\$0.027	7,562	\$0.486	6,400	\$0.411	1,162	\$0.075
					20.4%	20.8%					15.4%	15.4%
<u>Other</u>	1,458	\$0.119	676	\$0.055	782	\$0.064	8,807	\$0.715	3,796	\$0.308	5,012	\$0.407
					53.6%	53.8%					56.9%	56.9%
<u>*All Other Departments and Accruals</u>		\$0.263		\$0.316		(\$0.053)		\$1.077		\$0.919		\$0.158
						-20.1%						14.7%
Subtotal	28,353	\$2.224	24,733	\$2.026	3,621	\$0.198	124,440	\$9.783	116,259	\$9.055	8,181	\$0.729
					12.8%	8.9%					6.6%	7.4%
<b>REIMBURSABLE OVERTIME</b>	340	\$0.047	511	\$0.061	(171)	(\$0.014)	1,360	\$0.186	2,114	\$0.204	(754)	(\$0.018)
<b>TOTAL OVERTIME</b>	<b>28,693</b>	<b>\$2.271</b>	<b>25,244</b>	<b>\$2.087</b>	<b>3,450</b>	<b>\$0.184</b>	<b>125,800</b>	<b>\$9.969</b>	<b>118,373</b>	<b>\$9.258</b>	<b>7,427</b>	<b>\$0.711</b>
					12.0%	8.1%					5.9%	7.1%

Figures are preliminary.

Totals may not add due to rounding

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

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

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	1,669 28.1%	\$0.109 28.0%	Lower than planned expenses	4,602 20.2%	\$0.297 20.2%	Lower than planned expenses
<u>Unscheduled Service</u>	93 38.4%	\$0.007 38.9%	Lower than planned expenses	315 33.8%	\$0.023 33.8%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,166) -62.4%	(\$0.095) -62.5%	Higher than planned expenses	(1,859) -17.9%	(\$0.151) -17.8%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	306 20.1%	\$0.025 20.2%	Lower than planned expenses	(49) -0.7%	(\$0.004) -0.8%	Minor Variance
<u>Vacancy/Absentee Coverage</u>	679 4.7%	\$0.045 4.8%	Lower than planned expenses	(275) -0.5%	(\$0.018) -0.5%	Higher than planned expenses
<u>Weather Emergencies</u>	853 81.3%	\$0.069 81.2%	Lower than planned expenses	(728) -6.3%	(\$0.058) -6.3%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	407 20.4%	\$0.027 20.8%	Lower than planned expenses	1,162 15.4%	\$0.075 15.4%	Lower than planned expenses
<u>Other</u>	782 53.6%	\$0.064 53.8%	Lower than planned expenses	5,012 56.9%	\$0.407 56.9%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.053) -20.1%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.158 14.7%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	3,621 12.8%	\$0.198 8.9%		8,181 6.6%	\$0.729 7.4%	
<b>REIMBURSABLE OVERTIME</b>						
	(171) 0.0%	(\$0.014) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	(754) 0.0%	(\$0.018) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
<b>TOTAL OVERTIME</b>	<b>3,450</b>	<b>\$0.184</b>		<b>7,427</b>	<b>\$0.711</b>	

Figures are preliminary.

Totals may not add due to rounding

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

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

**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 April**

**Year to date ending April 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>
4.0	\$27.4	4.1	\$29.8	4.1%	8.8%	Bronx-Whitestone	14.7	\$102.3	15.4	\$106.0	4.6%	3.6%
0.7	1.5	0.7	1.6	1.2%	7.0%	Cross Bay	2.5	5.6	2.6	5.9	2.6%	5.2%
2.2	7.3	2.2	7.7	1.0%	6.0%	Henry Hudson	8.0	25.8	8.2	26.4	2.5%	2.1%
1.5	9.4	1.6	10.4	5.7%	9.9%	Hugh L. Carey	5.8	35.1	6.3	37.9	9.0%	8.0%
0.6	1.4	0.6	1.4	-1.3%	1.8%	Marine Parkway	2.3	5.0	2.3	5.2	0.8%	2.7%
2.1	13.7	2.5	16.8	18.4%	23.1%	Queens Midtown	8.1	51.6	9.6	61.0	18.9%	18.2%
5.6	37.7	5.6	39.7	0.4%	5.2%	RFK	20.8	140.5	21.1	141.6	1.4%	0.8%
3.7	28.4	3.7	30.5	0.0%	7.2%	Throgs Neck	13.5	104.7	13.8	107.8	2.7%	3.0%
6.1	35.0	6.3	38.0	3.3%	8.5%	Verrazano-Narrows	23.1	132.3	24.0	135.8	4.1%	2.7%
<b>26.5</b>	<b>\$161.8</b>	<b>27.4</b>	<b>\$175.8</b>	<b>3.4%</b>	<b>8.7%</b>	<b>Total</b>	<b>98.7</b>	<b>\$602.9</b>	<b>103.3</b>	<b>\$627.5</b>	<b>4.7%</b>	<b>4.1%</b>
	<b>\$6.101</b>		<b>\$6.415</b>		<b>5.1%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.110</b>		<b>\$6.076</b>		<b>-0.6%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented March 31, 2019

**Comparison Actual vs. Adopted Budget:**

<u>April Budget</u>		<u>April 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>
<b>26.6</b>	<b>\$170.5</b>	<b>27.4</b>	<b>\$175.8</b>	<b>2.9%</b>	<b>3.1%</b>	<b>Total All</b>	<b>99.3</b>	<b>\$616.3</b>	<b>103.3</b>	<b>\$627.5</b>	<b>4.0%</b>	<b>1.8%</b>
	<b>\$6.405</b>		<b>\$6.415</b>		<b>0.2%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.208</b>		<b>\$6.076</b>		<b>-2.1%</b>

**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**  
**April 2019**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	8	9	(1)	1 Professional overage
Law <sup>(1)</sup>	17	14	3	1 Managerial vacancy and 2 Professional vacancies
CFO <sup>(2)</sup>	27	18	9	4 Managerial and 5 Professional vacancies
Administration <sup>(3)</sup>	43	32	11	2 Managerial and 9 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
<b>Total Administration</b>	<b>97</b>	<b>73</b>	<b>24</b>	
<b>Operations</b>				
Revenue Management	42	38	4	3 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	62	51	11	10 Managerial vacancies and 1 Professional vacancy
<b>Total Operations</b>	<b>104</b>	<b>89</b>	<b>15</b>	
<b>Maintenance</b>				
Maintenance	229	234	(5)	5 Managerial vacancies, 5 Professional vacancies, and 15 Maintainer overages
Operations - Maintainers	161	161	-	
<b>Total Maintenance</b>	<b>390</b>	<b>395</b>	<b>(5)</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	142	50	6 Managerial and 44 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law <sup>(1)</sup>	22	18	4	1 Managerial vacancy and 3 Professional vacancies
CFO-Planning & Budget Capital	31	28	3	4 Managerial vacancies and 1 Professional overage
<b>Total Engineering/Capital</b>	<b>255</b>	<b>197</b>	<b>58</b>	
<b>Public Safety</b>				
Operations (Security)	613	566	47	26 Managerial and 21 Operational vacancies
Internal Security - Operations	48	36	12	4 Managerial and 8 Professional vacancies
<b>Total Public Safety</b>	<b>661</b>	<b>602</b>	<b>59</b>	
<b>Total Positions</b>				
	<b>1,507</b>	<b>1,356</b>	<b>151</b>	
Non-Reimbursable	<b>1,420</b>	<b>1,269</b>	<b>151</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,507</b>	<b>1,356</b>	<b>151</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**April 2019**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	34	26	8	4 vacancies in CFO, 2 in Administration, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	47	16	2 vacancies in Law, 5 in CFO, 9 in Administration, 1 vacancy in EEO, and 1 overage in Executive
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>97</b>	<b>73</b>	<b>24</b>	
<b>Operations</b>				
Managers/Supervisors	68	55	13	10 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	36	34	2	1 vacancy in Revenue Management and 1 in Operations
Operational Hourlies <sup>(1)</sup>	-	-	-	
<b>Total Operations</b>	<b>104</b>	<b>89</b>	<b>15</b>	
<b>Maintenance</b>				
Managers/Supervisors	25	20	5	5 vacancies in Maintenance
Professional, Technical, Clerical	22	17	5	5 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	358	(15)	15 Maintainer overages in Maintenance
<b>Total Maintenance</b>	<b>390</b>	<b>395</b>	<b>(5)</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	60	49	11	6 vacancies in in Engineering, 4 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	195	148	47	44 vacancies in Engineering, 3 in Law, 1 vacancy in Safety and Health, and 1 overage in CFO
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>255</b>	<b>197</b>	<b>58</b>	
<b>Public Safety</b>				
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 <sup>(3)</sup>	436	415	21	21 BTO vacancies
<b>Total Public Safety</b>	<b>661</b>	<b>602</b>	<b>59</b>	
<b>Total Positions</b>				
Managers/Supervisors	376	309	67	
Professional, Technical, Clerical	352	274	78	
Operational Hourlies	779	773	6	
<b>Total Positions</b>	<b>1,507</b>	<b>1,356</b>	<b>151</b>	

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

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

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



# Bridges and Tunnels

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## Cashless Tolling Customer Service Report - April 2019



**MTA Bridges and Tunnels**  
**Cashless Tolling Customer Service Report**  
**April 2019**

Preliminary data subject to final audit

<b>Customer Service Center</b>			
<i>E-ZPass</i>	<b>April 2019</b>	<b>April 2018</b>	<b>YTD 2019</b>
Total Accounts Opened	21,217	24,853	73,164
Total Active Accounts			3,580,085
Total Active Tags			5,676,812
Total Reload Cards Distributed	2,730	3,653	10,487
Reload Card % of Cash Replenishments			19.42%
Total Active Reload Cards			166,669

<b>Customer Service Center Metrics</b>	<b>April 2019</b>	<b>April 2018</b>	<b>YTD 2019</b>
<b>Number of Phone Calls Handled by Customer Service Center</b>			
General E-ZPass	295,916	298,290	1,098,470
Tolls by Mail	114,343	98,794	466,478
Violations	29,804	42,146	120,713
Other <sup>1</sup>	14,134	16,805	49,039
Interactive Voice Response System	820,202	759,172	3,180,154
<b>Total</b>	<b>1,274,399</b>	<b>1,215,207</b>	<b>4,914,854</b>
<b>Average Phone Call Waiting Time (in minutes)</b>			
General E-ZPass Call Unit	0:33	0:12	0:35
Violations Call Unit	0:28	0:07	0:33
Tolls By Mail Call Unit	0:08	0:04	0:12

<b>Toll Processing Metrics</b>			
<i>E-ZPass and Tolls by Mail Metrics</i>	<b>April 2019</b>	<b>April 2018</b>	<b>YTD 2019</b>
<b>E-ZPass Program</b>			
<b># of Paid Transactions<sup>2</sup></b>	<b>22,680,215</b>	<b>21,841,754</b>	<b>85,335,391</b>
Passenger	21,017,858	20,266,255	79,082,269
Commercial	1,662,357	1,575,499	6,253,122
<b># of Violations Transactions</b>	<b>318,754</b>	<b>288,659</b>	<b>1,295,223</b>
Passenger	300,695	269,527	1,223,082
Commercial	18,059	19,132	72,141
<b># of Violation Notices Issued (First Notice, by Mail Date)</b>	<b>131,211</b>	<b>115,364</b>	<b>523,960</b>
<b>Tolls by Mail Program (TBM)</b>			
<b># of Transactions</b>	<b>1,258,374</b>	<b>1,335,238</b>	<b>4,635,716</b>
Passenger	1,186,164	1,259,068	4,374,344
Commercial	72,210	76,170	261,372
<b># of Toll Bills Issued (By Mail Date)<sup>3</sup></b>	<b>678,412</b>	<b>524,527</b>	<b>2,578,738</b>
<b># of Violation Notices Issued (By Mail Date)</b>	<b>127,801</b>	<b>165,496</b>	<b>550,121</b>
<b># of Violation Transactions<sup>4</sup></b>	<b>N/A</b>	<b>N/A</b>	<b>1,103,338</b>
Passenger	N/A	N/A	1,046,401
Commercial	N/A	N/A	56,937

Note:

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



# Bridges and Tunnels

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## **Capital Program Project Status Report May 2019**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
MAY 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 May, six commitments were made with a total value of \$2.3 million compared to the plan calling for two commitments with a total value of \$0.71 million from the 2019 Plan. (See *Attachment 1 – 2019 Commitments Chart and Attachment 2– 2018 Major Commitments*).

Year-to-date thirty commitments, totaling \$27.7 million have been made, against a plan of four commitments with a total value of \$4.3 million.

Completions

Year-to-date, five projects were completed with a total value of \$75.3 million, accomplishing 156% of year-to-date goal of \$48.3 million. (See *Attachment 3 - 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*) In addition, one project for \$57.4 million was completed against the 2018 Plan. (See *Attachment 4a-2018 Major Completions Status*). Months ahead of schedule.

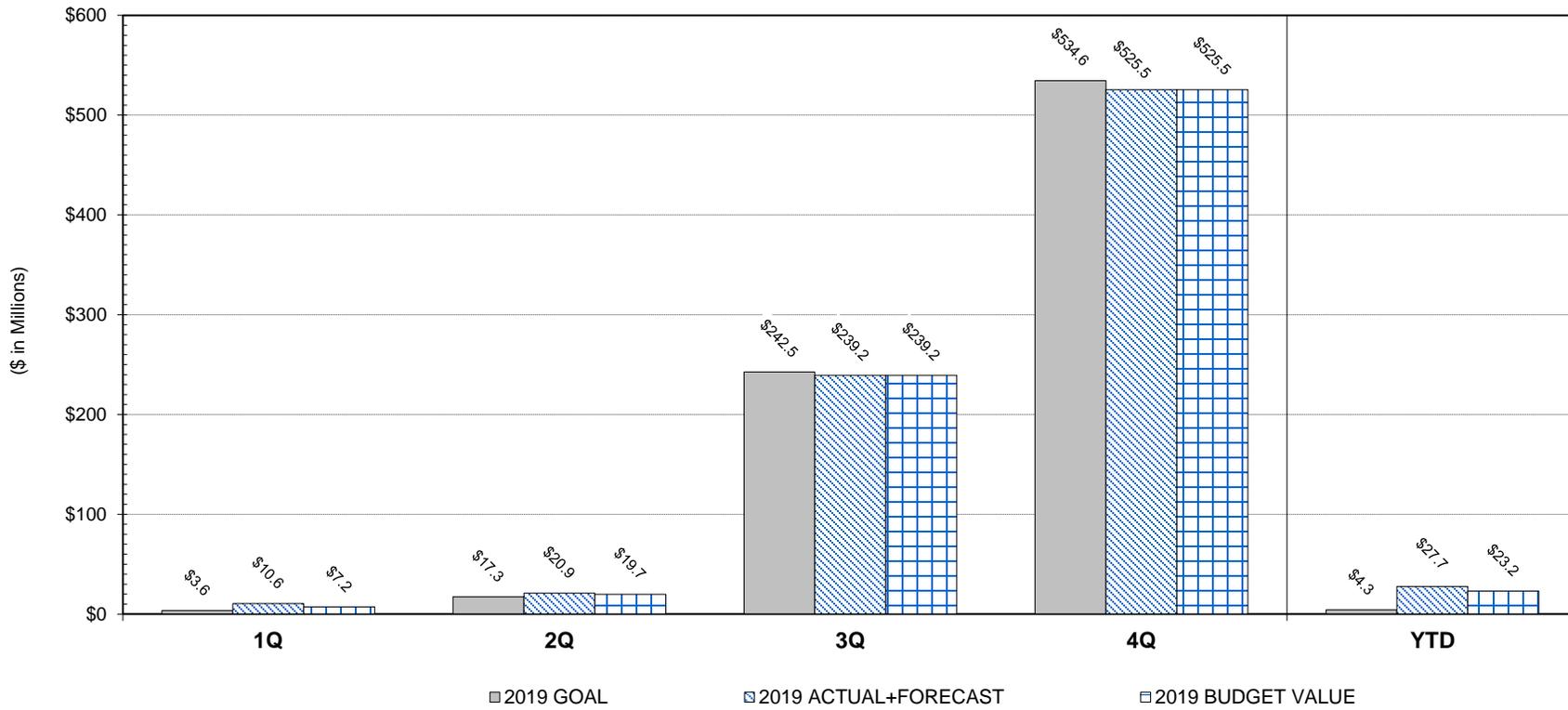
In addition, construction of the Manhattan Plaza Repairs (RK75 Phase 3) was completed in March for \$20.3 million, four months ahead of schedule. This completion was inadvertently omitted from previous reports.

Close-outs

There were 3 task level closeouts for \$3.2 million in May. Year-to-date, a total of 49 tasks have been closed for a total of \$46.3 million.

MTA Bridges and Tunnels  
Commitments as of May 31, 2019

2019 Budget Goal:	\$798.0	
2019 Annual Forecast	\$796.2	
YTD Goal:	\$4.3	
YTD Actual:	\$27.7	(642.7% of YTD Goal)
YTD Budgeted Value:	\$23.2	(537.5% of YTD Goal)
Left to Commit:	\$768.5	

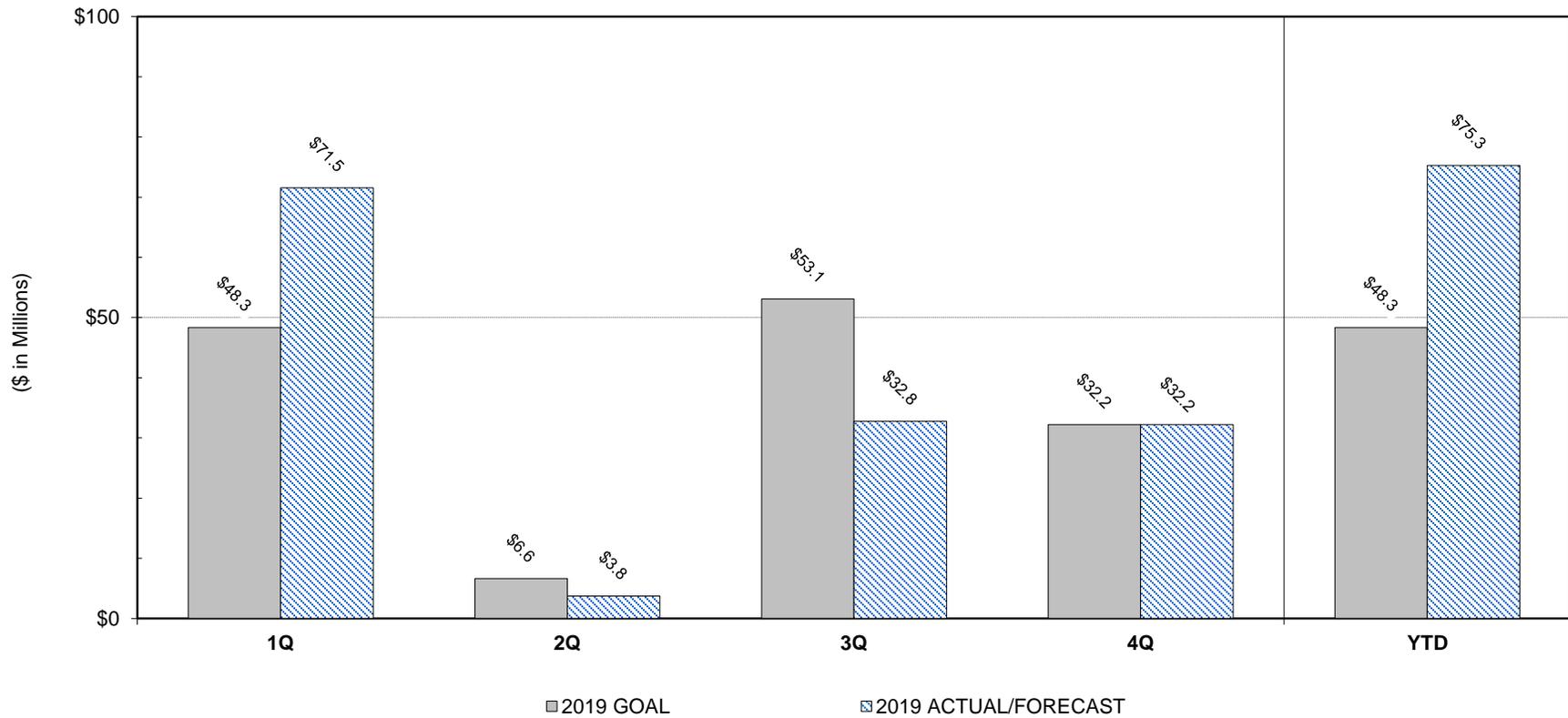


**MTA Bridges and Tunnels: Status of Major Commitments as of May 31, 2019**

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	Jul-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	Jul-19	Oct-19	F
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Jul-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	Jul-19	Dec-19	F
	D701RK70	Miscellaneous Structural Rehabilitation							
	D707RK70	Paint Suspended Span/Bronx Truss Steel							

MTA Bridges and Tunnels  
Completions as of May 31, 2019

2019 Budget Goal:	\$140.3
2019 Annual Forecast:	\$140.3
YTD Goal:	\$48.3
YTD Actual:	\$75.3 (155.8% of YTD Goal)
Left to Complete:	\$65.0



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

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	56%	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 May 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 May 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	98%	82%	Jul-18	Apr-19	A	1,2,3
	ED040302	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								

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

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



# Bridges and Tunnels

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## Diversity Report First Quarter 2019



# Executive Summary

## ■ EEO

As of **March 31, 2019**, MTA B&T's workforce included **1,367** total employees. This represents a **2% decrease** from the first quarter 2018 (1Q18) workforce.

- Females represent **22% (297)** of our workforce, and did not change when compared to 1Q18.
- Females were hired **above** their current representation.
- Minorities represent **56% (759)** of our workforce, an **increase** by **1%** when compared to 1Q18.
- Minorities were hired **above** their current representation.



# Executive Summary

**MTA B&T** conducted a **utilization analysis**\* of females and minorities in its workforce as of March 31, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

## Females:

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

## Minorities:

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

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



# Executive Summary

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



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# MTA Bridges and Tunnels

## **Workforce** as of March 31, 2019



# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MTA Bridges and Tunnels Workforce

JOB CATEGORY	TOTAL		Minorities		Est Avail %	WHITES		Est Avail %	BLACKS		Est Avail %	HISPANICS		Est Avail %	ASIANS		Est Avail %	AI/AN*		Est Avail %	NHOPI**		Est Avail %	2+ RACES		Est Avail %	VETERANS		PWD***	
	#	%	#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%		#	%	#	%
<b>Officials &amp; Administrators</b>	<b>249</b>		125	50%		124	50%		53	21%		23	9%		35	14%		1	0%		0	0%		13	5%		8	3%	5	2%
F	71	29%	49	20%		22	9%	8%	29	12%	8%	5	2%	5%	10	4%	3%	1	0%	0%	0	0%	0%	4	2%	1%	1	13%	2	40%
M	178	71%	76	31%		102	41%	10%	24	10%	8%	18	7%	6%	25	10%	5%	0	0%	0%	0	0%	0%	9	4%	3%	7	88%	3	60%
<b>Professionals</b>	<b>200</b>		122	61%		78	39%		42	21%		38	19%		24	12%		0	0%		1	1%		17	9%		9	5%	4	2%
F	88	44%	61	31%		27	14%	14%	28	14%	8%	19	10%	4%	10	5%	3%	0	0%	0%	0	0%	0%	4	2%	1%	3	33%	2	50%
M	112	56%	61	31%		51	26%	4%	14	7%	8%	19	10%	9%	14	7%	4%	0	0%	0%	1	1%	0%	13	7%	1%	6	67%	2	50%
<b>Technicians</b>	<b>114</b>		57	50%		57	50%		18	16%		31	27%		6	5%		0	0%		0	0%		2	2%		9	8%	0	0%
F	20	18%	16	14%		4	4%	6%	7	6%	11%	7	6%	3%	1	1%	0%	0	0%	0%	0	0%	0%	1	1%	1%	1	11%	0	0%
M	94	82%	41	36%		53	46%	4%	11	10%	16%	24	21%	16%	5	4%	3%	0	0%	0%	0	0%	0%	1	1%	2%	8	89%	0	0%
<b>Protective Services</b>	<b>415</b>		268	65%		147	35%		139	33%		98	24%		17	4%		1	0%		0	0%		13	3%		36	9%	2	0%
F	86	21%	77	19%		9	2%	0%	59	14%	4%	13	3%	3%	1	0%	0%	1	0%	0%	0	0%	0%	3	1%	0%	4	11%	1	50%
M	329	79%	191	46%		138	33%	2%	80	19%	4%	85	20%	7%	16	4%	2%	0	0%	0%	0	0%	0%	10	2%	0%	31	86%	1	50%
<b>Paraprofessionals</b>	<b>0</b>		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%		0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>26</b>		22	85%		4	15%		17	65%		3	12%		2	8%		0	0%		0	0%		0	0%		1	4%	0	0%
F	21	81%	20	77%		1	4%	26%	16	62%	37%	3	12%	9%	1	4%	3%	0	0%	0%	0	0%	0%	0	0%	0%	1	100%	0	0%
M	5	19%	2	8%		3	12%	4%	1	4%	4%	0	0%	3%	1	4%	4%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
<b>Skilled Craft</b>	<b>0</b>		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%		0	0%	5%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%		0	0%	4%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
<b>Service Maintenance</b>	<b>363</b>		165	45%		198	55%		76	21%		57	16%		14	4%		3	1%		0	0%		15	4%		14	4%	1	0%
F	11	3%	9	2%		2	1%	6%	2	1%	3%	7	2%	7%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	352	97%	156	43%		196	54%	2%	74	20%	14%	50	14%	24%	14	4%	3%	3	1%	0%	0	0%	0%	15	4%	1%	14	100%	1	100%
<b>Total</b>	<b>1,367</b>		759	56%		608	44%		345	25%		250	18%		98	7%		5	0%		1	0%		60	4%		77	6%	12	1%



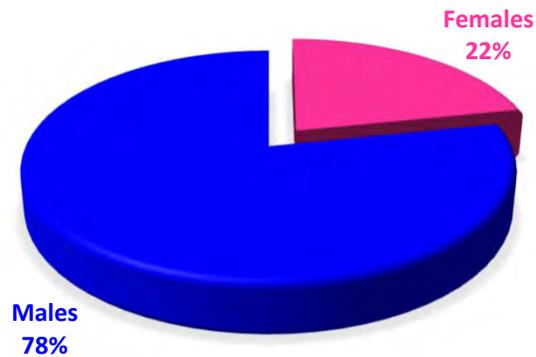
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

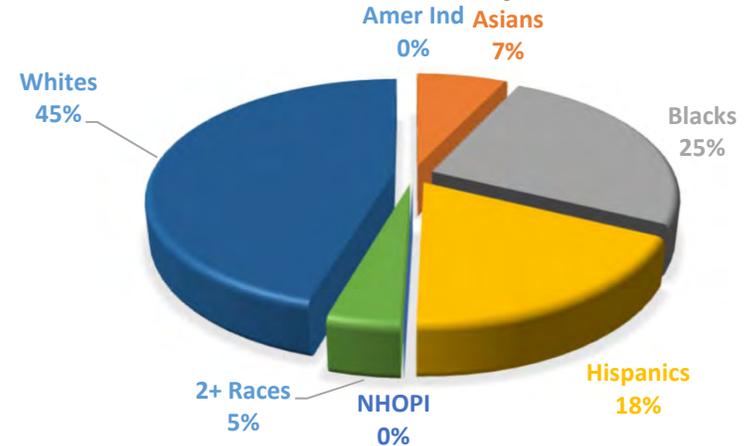
Note: All percentages have been rounded up to the nearest whole number.

# MTA Bridges and Tunnels Workforce

## WORKFORCE BY GENDER



## WORKFORCE BY RACE/ETHNICITY



MTA B&T's workforce consists of **1,367** employees

- ❑ **22%** females, **56%** minorities, and **6%** veterans.
- ❑ The percentage of females employed remain the same when compared to 1Q18.
- ❑ The percentage of minorities **increased** by **1%** as it relates to race and ethnicity when compared to 1Q18.



# Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **March 31, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

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



# MTA Bridges and Tunnels Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	8%	12%	5%	2%	3%	4%	0%	0%	0%	0%	1%	2%	8%	9%
	M	8%	10%	6%	7%	5%	10%	0%	0%	0%	0%	1%	4%		
Professionals	F	8%	14%	4%	10%	3%	5%	0%	0%	0%	0%	0%	2%	13%	14%
	M	8%	7%	9%	10%	4%	7%	0%	0%	0%	0%	1%	7%		
Technicians	F	11%	6%	3%	6%	0%	1%	0%	0%	0%	0%	0%	1%	2%	4%
	M	16%	10%	16%	21%	3%	4%	0%	0%	0%	0%	0%	1%		
Protective Services	F	4%	14%	3%	3%	0%	0%	0%	0%	0%	0%	0%	1%	3%	2%
	M	4%	19%	7%	20%	2%	4%	0%	0%	0%	0%	0%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# MTA Bridges and Tunnels Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Support	F	13%	62%	10%	12%	4%	4%	0%	0%	0%	0%	1%	0%	13%	4%
	M	5%	4%	4%	0%	2%	4%	0%	0%	0%	0%	1%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Service Maintenance	F	3%	1%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%
	M	4%	20%	24%	14%	3%	4%	0%	1%	0%	0%	1%	4%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# MTA Bridges and Tunnels

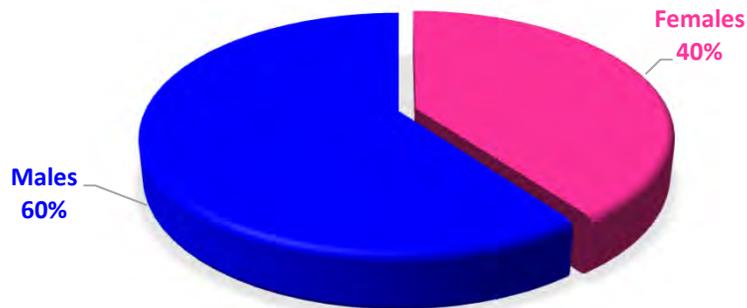
## **New Hires and Veterans**

**January 1, 2019 – March 31, 2019**

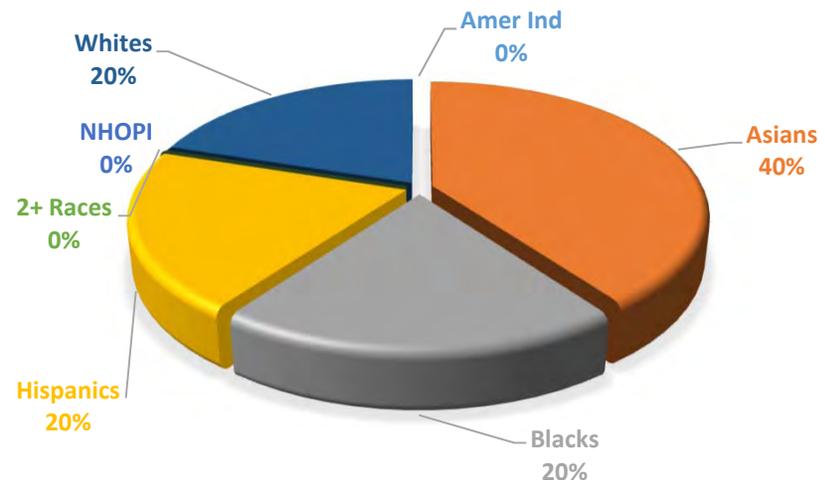


# MTA Bridges and Tunnels New Hires and Veterans

## NEW HIRE BY GENDER



## NEW HIRE BY RACE/ETHNICITY



MTA B&T added **5** employees including **0** veteran

- ❑ **40%** females of which **0%** were female veterans.
- ❑ Female hires were below the percentage when compared to their current representation in the workforce.
- ❑ **80%** minorities of which **0%** were minority veterans.
- ❑ Minorities were hired above the percentage when compared to their current representation in the workforce.



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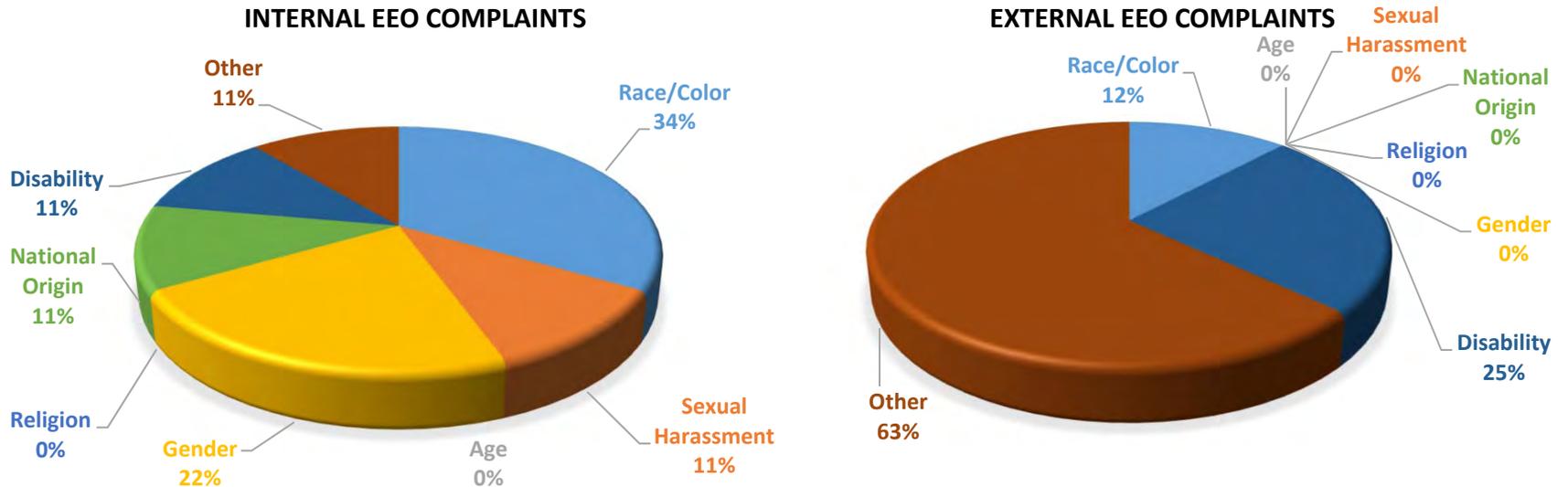
# MTA Bridges and Tunnels

## **Complaints and Lawsuits**

**January 1, 2019 – March 31, 2019**



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



MTA B&T handled **10** EEO complaints, citing **17** separate allegations, and **0** lawsuits.

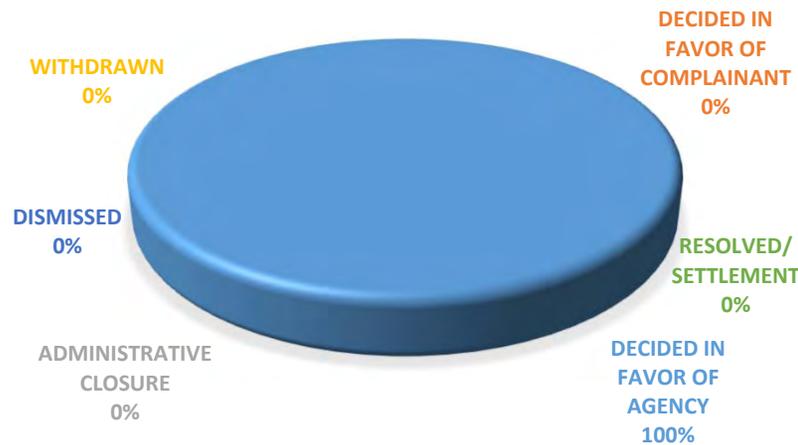
- ☐ 7 handled internal complaints.
- ☐ 3 handled external complaints.
- ☐ The most frequently cited allegations internally were Race/Color. Externally, Other was the most frequently cited category.



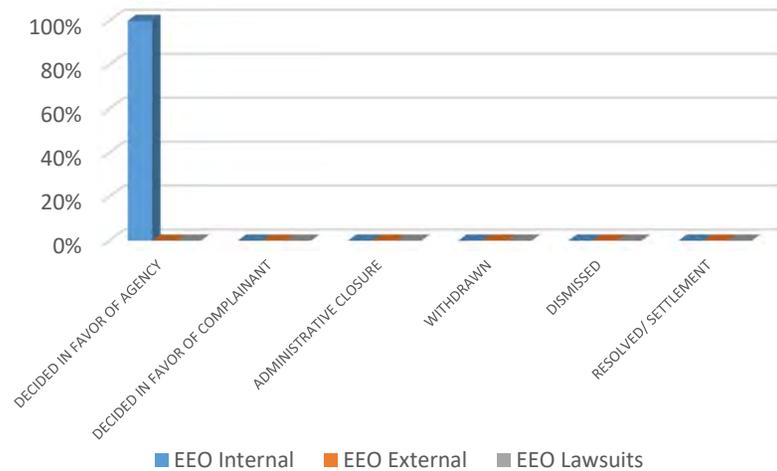
These charts include all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA Bridges and Tunnels EEO Complaints and Lawsuits Dispositions

**OVERALL EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS**



MTA B&T disposed of **2** EEO complaints and **0** EEO lawsuits.

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



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

There are no B&T Title VI Discrimination  
Complaints, Lawsuits, or Dispositions for the Reporting Period  
(January 1, 2019 – March 1, 2019)

