

Bridges and Tunnels Committee Meeting

September 2019

Committee Members

L. Lacewell, Chair
D. Mack, Vice Chair
A. Albert
N. Brown
K. Law
J. Samuelsen
L. Schwartz
V. Tessitore
V. Vanterpool
N. Zuckerman

Bridges & Tunnels Committee Meeting

2 Broadway, 20th Floor Board Room

New York, NY 10004

Monday, 9/23/2019

1:00 - 1:30 PM ET

1. Summary of Actions

B&T Summary of Actions - Page 4

2. Public Comments Period

3. Approval of Minutes - July 2019

B&T Committee Minutes - July 2019 - Page 7

4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 14

5. Reports on Operations

B&T Report on Operations - June 2019 - Page 21

B&T Report on Operations - July 2019 - Page 36

6. Safety Reports

B&T Safety Report - June 2019 - Page 51

B&T Safety Report - July 2019 - Page 57

7. Customer Environment Survey - Second Quarter 2019

B&T Customer Environment Survey - Second Quarter 2019 - Page 63

8. Financial Reports

B&T Financial Report - June 2019 - Page 74

B&T Financial Report - July 2019 - Page 89

B&T Financial Report - August 2019 - Page 104

9. Cashless Tolling Customer Service Reports

B&T Cashless Tolling Customer Service Report - June 2019 - Page 119

B&T Cashless Tolling Customer Service Report - July 2019 - Page 121

10. 2019 Mid-Year Forecast Monthly Allocation

B&T 2019 Mid-Year Forecast Monthly Allocation - Page 123

11. 2020 Preliminary Budget (Materials Previously Submitted)

12. Capital Program Project Status Reports

B&T Capital Program Project Status Report - July 2019 - Page 132

B&T Capital Program Project Status Report - August 2019 - Page 140

13. Procurements

B&T Procurements - Page 148

Competitive

B&T Competitive - Page 151

14. Diversity Report - Second Quarter 2019

B&T Diversity Report - Second Quarter 2019 - Page 171

Next Meeting: Monday, October 21, 2019 at 1:00 p.m.



Bridges and Tunnels

Summary of Actions



MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for SEPTEMBER 2019

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	Judlau Contracting, Inc.	\$47,825,000.00	<ul style="list-style-type: none"> • Approval for award of a competitive Design-Build contract • Design-Build Services for New Harlem River Drive Connector Ramp
Procurement	Ahern Painting Contracting, Inc. D'onofrio General Contracting Corp. ECCO III Enterprise, Inc. E.E. Cruz & Company El Sol Contracting & Construction Corp Judlau Contracting, Inc. Masterpiece Construction Navillus Contracting Paul J. Scariano, Inc. Posillico Civil, Inc. Railroad Construction Company Restani Construction Corp. Skanska, Inc. Unicorn Construction enterprises	Not to exceed \$120,000,000	<ul style="list-style-type: none"> • Approval for award of competitive RFP contracts • Miscellaneous Construction on as As-Needed Basis
Procurement	Hardesty & Hanover Construction Services, LLC	\$2,845,771.00	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Construction Administration, Inspection and Design Oversight Services for Project RK-66, Design-Build of Electrical Upgrades at the RFK Facility
Procurement	Greenman-Pedersen, Inc. (GPI)	\$3,320,648.14	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Construction Administration, Inspection, and Design Oversight Service for Project BW-07/BW-32, Design-Build Services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone Bridge

**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for SEPTEMBER 2019**

Procurement	RAD/ ENTech, JV	\$3,365,791.00	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Construction Administration and Inspection Services for Project HH-07A/HH-30. Structural Rehabilitation and Painting at the Henry Hudson Bridge.
Procurement	Gannett Fleming, Engineers and Architects, P.C.	\$3,351,517.30	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Master Plan and Design for the Rehabilitation of the Tunnel Support Buildings at the Hugh L. Carey and Queens Midtown Tunnels.
Procurement	LiRo Engineers, Inc.	\$4,021,762.00	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Construction Administration and Inspection Services for Project RK-23C, Design-Build Services for the New Harlem River Drive Connector Ramp
Procurement	Greenman-Pedersen, Inc./M&J Engineering, P.C., JV	\$7,810,639.40	<ul style="list-style-type: none"> • Approval for award of competitive personal service contract • Construction Administration and Inspection Services for RK-20 – Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge and RK-19/70 – Phase 1A Structural Rehabilitation at the RFK Bridge
Procurement	Thornton Tomasetti, Inc.	\$4,272,683.18	<ul style="list-style-type: none"> • Approval for personal service contract modification for phased construction support services (CSS) • Design and Construction Support Services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge



Bridges and Tunnels

Minutes of Committee Meeting July 2019

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

July 22, 2019

1:00 p.m.

In attendance were the Honorable:

Linda A. Lacewell, Chair
David S. Mack, Vice Chair
Andrew Albert
Kevin Law
Robert W. Linn
Lawrence S. Schwartz
Veronica Vanterpool

Daniel F. DeCrescenzo, Jr., Acting President
Dore J. Abrams, Acting Vice President and Chief Financial Officer
Allison L. C. de Cerreño, Ph.D., Senior Vice President, Business Operations and Transformation Officer
Lynn Gore, Deputy Chief Procurement Officer
Lloyd Jairam, Controller
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Shawn Moore, Vice President and Chief of Staff
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
M. Margaret Terry, Senior Vice President and General Counsel

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

July 22, 2019

Minutes of TBTA Committee held July 22, 2019 at 1:00 p.m. A list of those in attendance is attached.

Public Speakers

The following two (2) speakers commented during the public speakers' session:

- Murray Bodin, Concerned Grandparents, about following rules; and
- David Gellman, Spuyten Duyvil, about reopening the pedestrian pathway on the Henry Hudson Bridge.

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 June 24, 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 welcomed Linda A. Lacewell as the new Chair of the TBTA Committee. He commended TBTA employee efforts and safety preparations during the past weekend's heat wave. Supervisors monitored employee activity throughout the weekend and deployed adequate staffing to address heat-related incidents at TBTA facilities. A maintenance strike team was established to enable rapid response and mitigation of any issues throughout the weekend and to make sure equipment, such as emergency generators, was checked and ready for use. With thorough planning and employee dedication, TBTA was able to operate seamlessly throughout the heat wave despite power outages in some areas surrounding its facilities.

Report on Operations

With regard to the Report on Operations for May 2019, Mr. Parisi stated that paid vehicle traffic increased by 3.6% compared to the same period in 2018. As compared to the same period last year, overall traffic in May was 4.4% higher, and E-ZPass transactions were 95.3% of the total in the month or 0.8% higher than in May 2018. This matches TBTA's highest E-ZPass market share ever. While both E-ZPass and overall TBTA traffic levels grew in May, Tolls by Mail transactions continued to decline as customers shifted to using E-ZPass.

Safety Report

With regard to the Safety Report for May 2019, Mr. Osnes stated that overall collision performance improved in the 12-month period ending May 2019 compared to the previous period, with the total 12-month collision rate decreasing by 10%, and collisions with injuries decreasing by 11%. For the month of May 2019, TBTA facilities saw a 64% improvement in the collisions with injury rate compared to May 2018.

The Verrazzano-Narrows Bridge (VNB) continues to be an exception due to higher traffic levels coupled with merging back-ups from the Belt Parkway, which has resulted in increased queuing and is a factor in the VNB's safety performance. TBTA is continuing to utilize engineering controls, education and law enforcement to improve the situation, including real-time messaging, improved line striping, modifying the timing of street lights at the 92nd Street exit ramps to reduce traffic back-ups, traffic pacing, increasing the roadway friction

coefficient, and using marked patrol vehicles for safety enforcement.

On average, TBTA has approximately six collisions daily throughout its nine facilities or less than one collision per facility per day. Fewer collisions result in an injury. TBTA continues to explore what additional measures can be taken to avoid collisions.

Employee and contractor safety metrics are as follows:

- The employee lost time injury rate for the 12 months through May 2019 is at the average of the previous two years, and
- The contractor injury rate for the 12 months ending in May 2019 is lower than in either of the preceding 1- month periods.

Financial Report

With regard to the Financial Report for May 2019, Dr. C. de Cerreño stated that the more than \$455 million year-to-date support to mass transit was over \$49 million higher than the adopted budget. Toll revenue was over \$17 million above budget at \$815 million, which was largely due to better than expected traffic volumes. Expenses continue below budget by \$30 million, totaling \$193 million year-to-date.

Capital Program Status Report

Mr. Keane presented the Capital Program Status Report for June 2019 and stated that through June, TBTA is exceeding its goals for capital commitments in terms of dollars committed and the number of commitments made. Overall, TBTA is on track to meet its annual commitment plan goal of approximately \$798 million in capital commitments. Project completions are also exceeding planned year-to-date goals and TBTA remains on track towards achieving its annual project completion goal of approximately \$198 million in overall project completions.

Procurements

For July 2019, Mr. Gore stated that there are six procurements in the amount of \$41.4 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Gore stated that there is a request to use the Request for Proposals (RFP) process and to declare competitive bidding to be impractical in order to pre-qualify firms to provide Miscellaneous Electrical Construction Services on an as-needed basis. There is no funding committed at this time.

Mr. Gore stated that there are two new awards. One award is for an as-needed contract to provide surface preparation and painting services in the amount of \$20 million and the other award is for design services for Project AW-X3 to provide Structural Health Monitoring and a Weigh-in-Motion System in the amount of \$2.1 million.

Mr. Gore stated that there are three Personal Service Contract Modifications. The first modification is to provide for the capital expansion of the New York Customer Service Center back offices and systems to support the Central Business District Tolling Program in the amount of \$15.1 million; the second modification is to provide construction support services for Project RK-19/RK-70, Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge ,in the amount of \$2.3 million; and the third modification is to provide construction support services for Project HH-88B/HH-13A, Design Services for Reconstruction of the Upper and

Lower Level Former Toll Plaza Locations and Southbound Approach at the Henry Hudson Bridge, in the amount of \$1.9 million.

Competitive Procurements

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

Contractors to be Determined	Contract No. GFM-534 TBTA is seeking Board approval under the All Agency General Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize TBTA to enter into a competitive Request for Proposal process for Contract GFM-534 to obtain Miscellaneous Electrical Construction Services on an As-Needed Basis at Various Authority Facilities. The budget for these as yet defined projects is \$20,000,000. The duration will be four years.	Cost to be Determined
------------------------------	--	-----------------------

Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Various	Contract No. GFM-525X TBTA is seeking Board approval under the All Agency General Procurement Guidelines to award public work contracts via the competitive Request for Proposal process for Miscellaneous Cleaning & Painting on an As-Needed Basis at Various Authority Facilities.	\$20,000,000.00
---------	--	-----------------

Personal Service Contracts

Parsons-HNTB JV	Contract No. PSC-18-3019 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design Services for Project AW-X3, Structural Health Monitoring Plan and Weigh-in-Motion System to Parsons-HNTB JV.	\$2,093,614.00
-----------------	--	----------------

Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Conduent State and Local Solutions	Contract No. PSC-05-2741 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-05-2741 with Conduent	\$15,100,000.00
------------------------------------	--	-----------------

State & Local Solutions to support the
Central Business District Tolling Program.

Ammann & Whitney and WSP JV	Contract No. PSC-16-2996 TBTA is seeking Board approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-16-2996 with Ammann & Whitney and WSP JV for Construction Support Services.	\$2,299,178.00
WSP/URS a Joint Venture	Contract No. PSC-12-2906 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-12-2906, Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge with WSP/URS a Joint Venture for additional construction support services for Project HH-88B/HH-13A, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at Henry Hudson Bridge and Lighting Replacement at Northbound/Southbound Henry Hudson Parkways.	\$1,875,382.00

Mr. Gore stated that there are no ratifications.

Commissioner Vanterpool stated that while TBTA has had a very successful business relationship with Conduent in the past other authorities, such as the New York State Thruway Authority, have not. She asked whether the issues that had been raised during the business relationship between NYSTA and Conduent have been resolved so that TBTA is confident moving forward with this procurement and the new tolling program. Dr. C. de Cerreño responded that TBTA continues to work with the other agencies and Conduent and that this request is straightforward to build out what is needed for the CBDTP.

Commissioner Linn asked whether there are any metrics regarding traffic congestion at TBTA facilities. Mr. DeCrescenzo responded that TBTA reports quarterly on the percentages of traffic congestion at its facilities and he agreed to provide Commissioner Linn with that information.

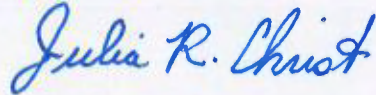
Commissioner Schwartz thanked Mr. DeCrescenzo for providing him with information regarding the timeline for completion of construction at bridge entrances but he asked that the timeline be adhered to. He also mentioned that he was delayed in weekend late night traffic back-ups at the Throgs Neck Bridge (TNB) and traffic was diverted to the Bronx-Whitestone Bridge causing additional traffic backups due to construction work. He asked that TBTA coordinate with law enforcement for traffic control to address congestion and tie-ups. Mr. DeCrescenzo responded that binder work at the TNB caused two lanes to be closed and he agreed to better coordinate law enforcement traffic control efforts.

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

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2019

Customer Environment Survey – 2nd Quarter 2019
2020 Preliminary Budget
Diversity Report – 2nd Quarter 2019

Operations
Planning & Budget
EEO

October 2019

2020 Preliminary Budget

Planning & Budget

November 2019

Customer Environment Survey – 3rd Quarter 2019

Operations

December 2019

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

Committee Chair & Members
Planning & Budget
EEO

January 2020

Approval of 2020 Work Plan

Committee Chair & Members

February 2020

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2020

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2020

Final Review of 2019 Year-End Operating Results

Planning & Budget

May 2020

Customer Environment Survey – 1st Quarter 2020
Diversity Report – 1st Quarter 2020

Operations
EEO

June 2020

Diversity Report – 1st Quarter 2020

EEO

July 2020

No items scheduled.

August 2020

No meeting scheduled.

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, July and August 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

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 – 2nd Quarter 2019

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

OCTOBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Preliminary Budget.

NOVEMBER 2019

Customer Environment Survey – 3rd Quarter 2019

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

DECEMBER 2019

2020 Proposed Committee Work Plan

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

2020 Proposed Final Budget

The Committee will recommend action to the Board.

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

JANUARY 2020

Approval of Work Plan for 2020

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

FEBRUARY 2020

Preliminary Review of 2019 Operating Budget Results

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

2020 Adopted Budget and February Financial Plan 2020-2023

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

2019 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2019

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

Diversity Report – 4th Quarter 2019

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

MARCH 2020

Annual Procurement Contracts Report

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

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 – 1st Quarter 2020

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

JUNE 2020

Diversity Report – 1st Quarter 2020

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

JULY 2020

No items scheduled.

AUGUST 2020

No meeting scheduled.



Bridges and Tunnels

Report on Operations June 2019



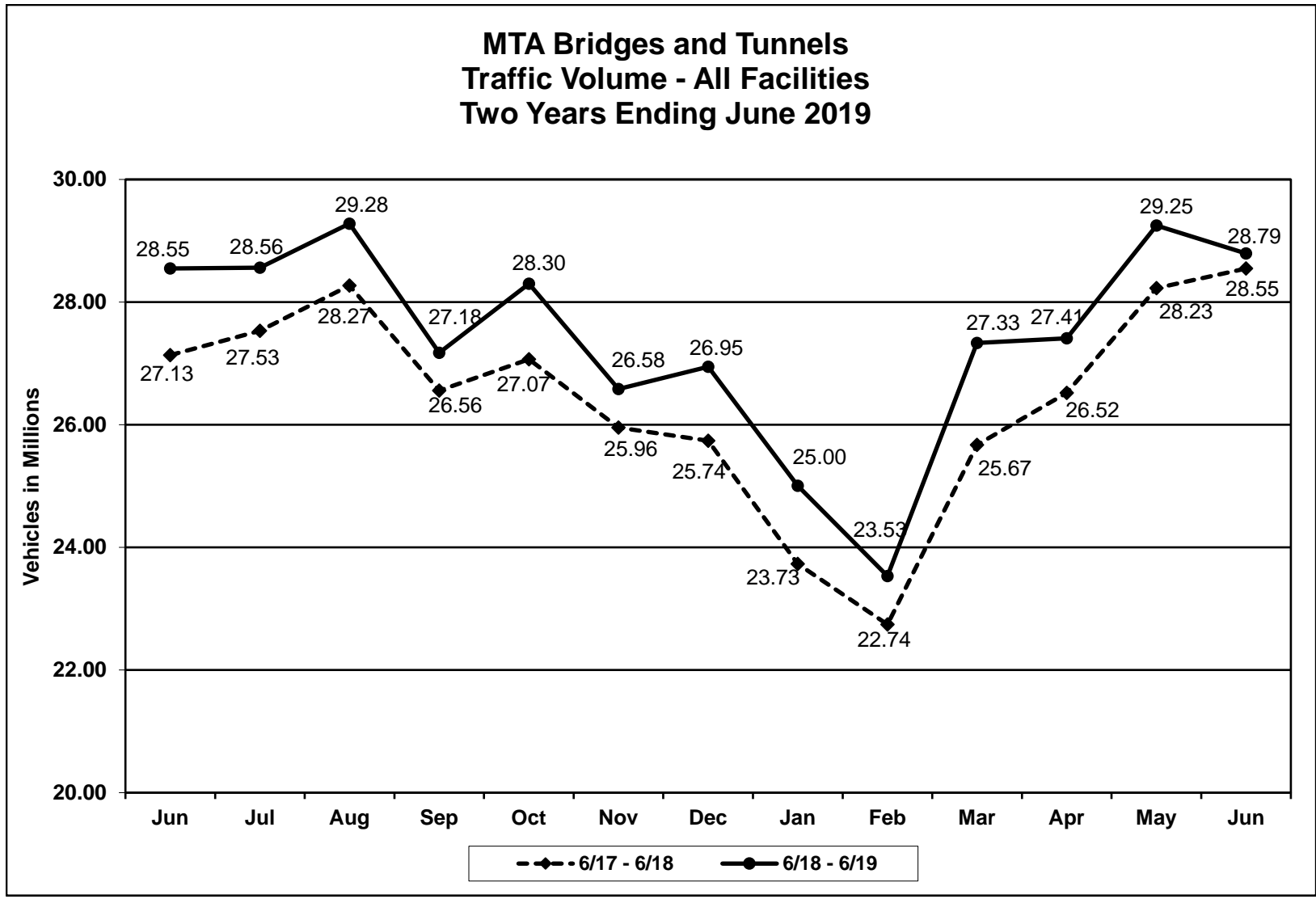
MTA Bridges and Tunnels June 2019 Traffic Trends

Summary

Traffic was higher on a year-to-year basis, with 28.8 million crossings this month vs. 28.5 million crossings in June 2018, an increase of 0.9%.

E-ZPass market share was 94.6% this year compared to 94.3% in June 2018. E-ZPass volume increased by 1.1% on a year-to-year basis for the month while crossings using Tolls by Mail declined 3.6%. Passenger car travel increased 1.1% and other vehicle travel decreased 2.4% from June 2018.

Rainfall this year totaled 4.9 inches over 13 days compared to 3.6 inches over 14 days last year. Gas prices averaged \$2.91 per gallon this past June, which was \$0.16 lower than last year at this time.



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

All B&T Facilities by Method of Payment			
	June 2019	June 2018	2019 YTD
E-ZPass ¹	27,223,622	26,919,202	153,267,896
Tolls by Mail ¹	1,568,647	1,627,620	8,053,858
Total	28,792,269	28,546,822	161,321,754
E-ZPass Market Share:			
Total	94.6%	94.3%	95.0%
Cars	94.5%	94.2%	94.9%
Trucks	95.8%	95.5%	96.1%

Average Weekday²							Average Weekend²					
Facility	June 2019			E-ZPass Market Share			June 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	May 2019	May 2018	Change	Total	E-ZPass	TBM	May 2019	May 2018	Change
Bronx-Whitestone Bridge	144,147	134,918	9,229	93.6%	93.3%	0.3%	144,231	131,812	12,419	91.4%	90.8%	0.6%
Cross Bay Bridge	26,908	25,606	1,302	95.2%	94.9%	0.2%	26,893	24,991	1,903	92.9%	93.0%	-0.1%
Henry Hudson Bridge	77,985	74,531	3,454	95.6%	95.4%	0.2%	73,205	68,498	4,707	93.6%	93.4%	0.2%
Hugh L. Carey Tunnel	59,170	57,178	1,993	96.6%	96.7%	0.0%	47,492	45,008	2,484	94.8%	94.7%	0.1%
Marine Parkway Bridge	26,488	25,582	907	96.6%	96.3%	0.3%	27,176	25,841	1,335	95.1%	94.6%	0.5%
Queens Midtown Tunnel	89,528	86,184	3,344	96.3%	96.5%	-0.2%	82,079	77,556	4,523	94.5%	94.7%	-0.2%
Robert F. Kennedy Bridge	196,931	186,687	10,243	94.8%	94.4%	0.4%	189,809	176,503	13,306	93.0%	92.3%	0.7%
Throgs Neck Bridge	123,997	116,917	7,080	94.3%	94.0%	0.3%	138,868	127,805	11,063	92.0%	91.6%	0.4%
Verrazzano-Narrows Bridge ¹	<u>223,768</u>	<u>214,983</u>	<u>8,785</u>	<u>96.1%</u>	<u>95.7%</u>	<u>0.4%</u>	<u>213,988</u>	<u>201,156</u>	<u>12,832</u>	<u>94.0%</u>	<u>93.5%</u>	<u>0.5%</u>
All Facilities¹	968,921	922,585	46,337	95.2%	94.9%	0.3%	943,742	879,169	64,572	93.2%	92.7%	0.5%

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
June 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	June 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.5%	22.7%	55.8%
Cross Bay Bridge	22.4%	25.2%	52.4%
Henry Hudson Bridge	21.8%	28.6%	49.6%
Hugh L. Carey Tunnel	24.1%	25.1%	50.8%
Marine Parkway Bridge	23.7%	28.1%	48.2%
Queens Midtown Tunnel	20.5%	22.3%	57.2%
Robert F. Kennedy Bridge	23.4%	21.3%	55.3%
Throgs Neck Bridge	23.9%	23.6%	52.5%
Verrazzano-Narrows Bridge ¹	15.7%	28.7%	55.6%
All Facilities	21.7%	24.2%	54.1%

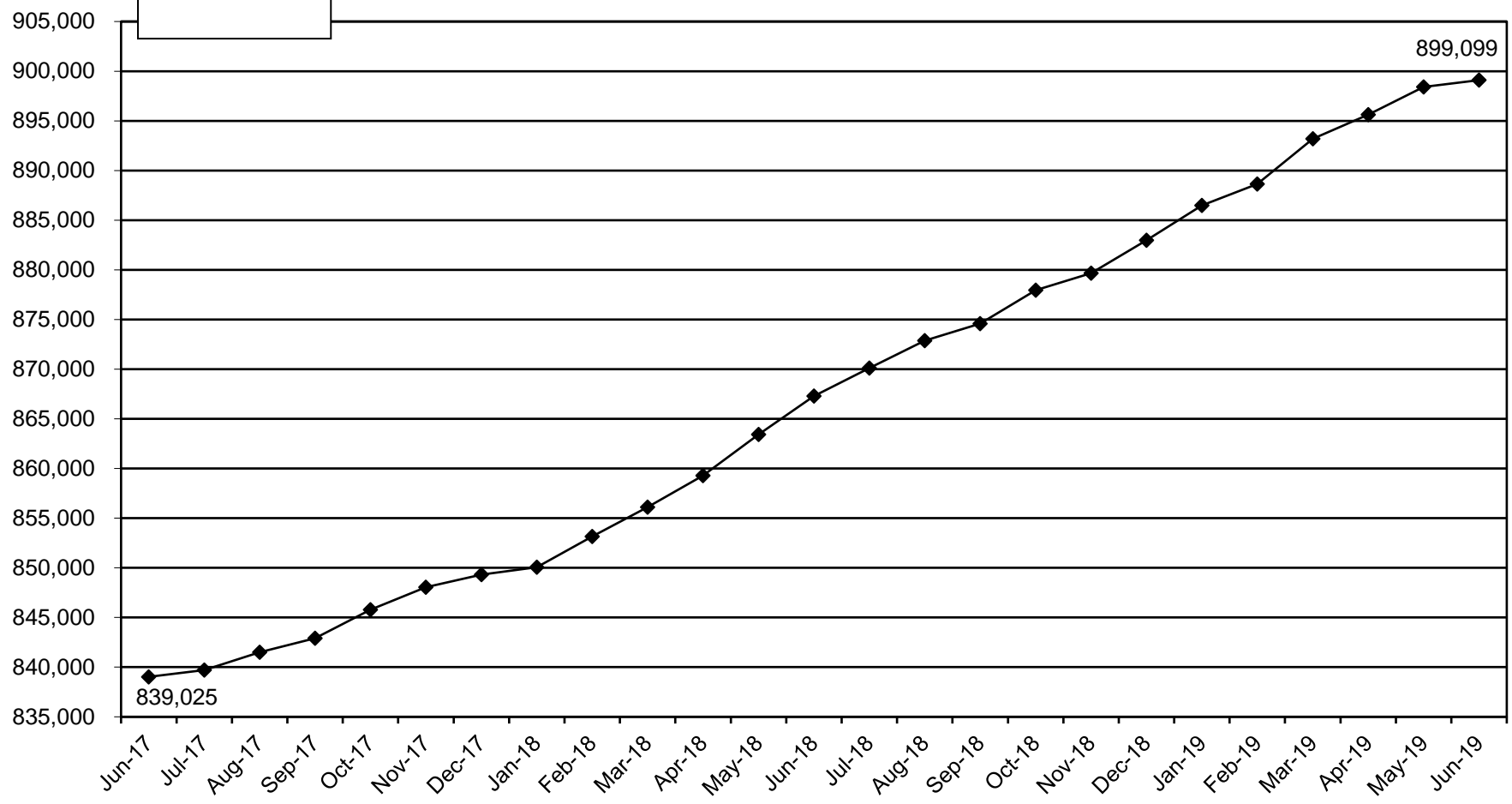
Payment Method by Facility (Transactions)			
Facility	June 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	87.1%	5.8%	7.1%
Cross Bay Bridge	92.8%	1.7%	5.5%
Henry Hudson Bridge	83.2%	11.7%	5.0%
Hugh L. Carey Tunnel	90.0%	6.1%	3.9%
Marine Parkway Bridge	92.8%	3.3%	3.9%
Queens Midtown Tunnel	90.5%	5.2%	4.3%
Robert F. Kennedy Bridge	87.5%	6.7%	5.8%
Throgs Neck Bridge	85.5%	8.0%	6.5%
Verrazzano-Narrows Bridge	84.9%	10.5%	4.6%
All Facilities	86.9%	7.6%	5.4%

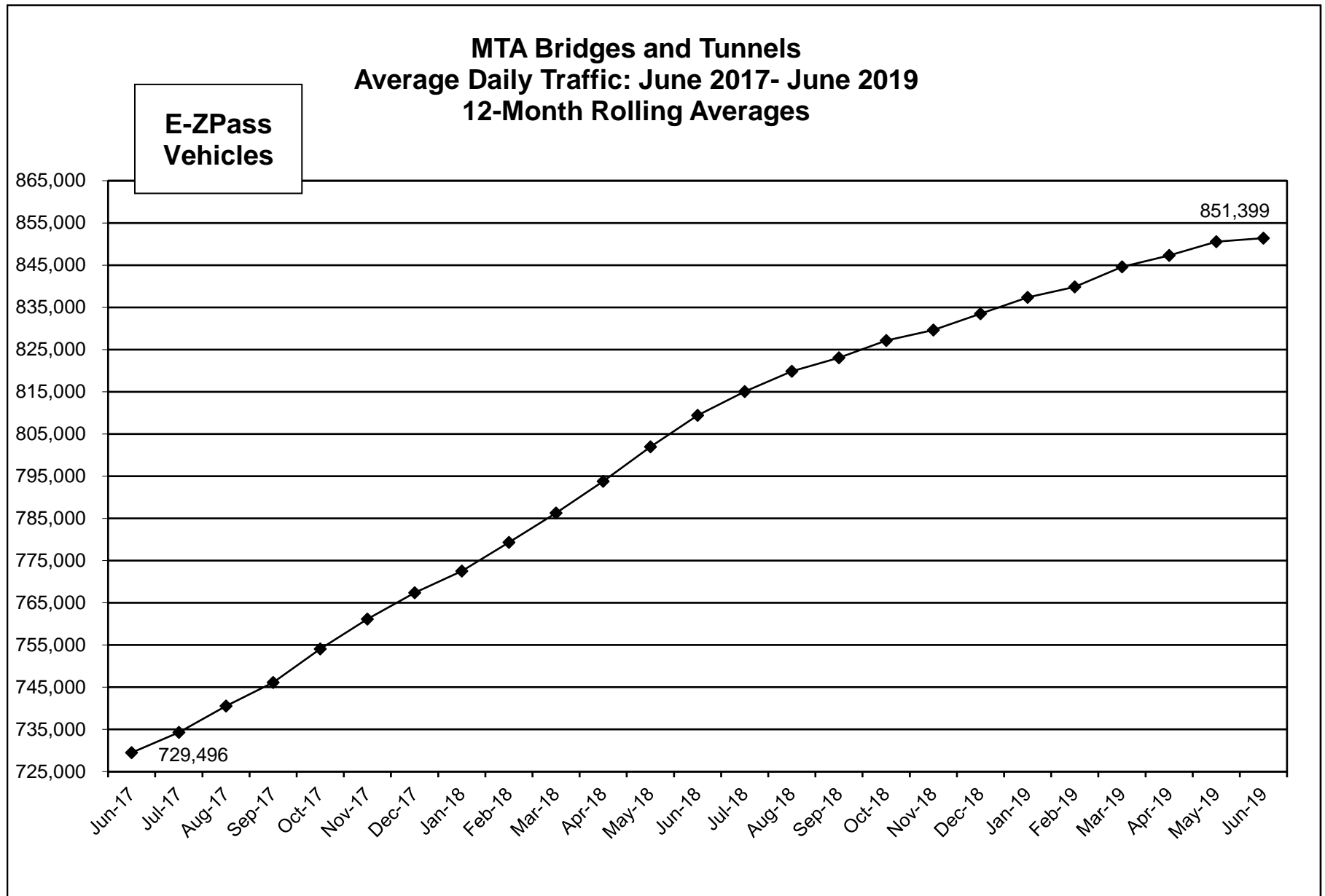
Note:

1. Traffic distributions reported in westbound tolled direction only

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

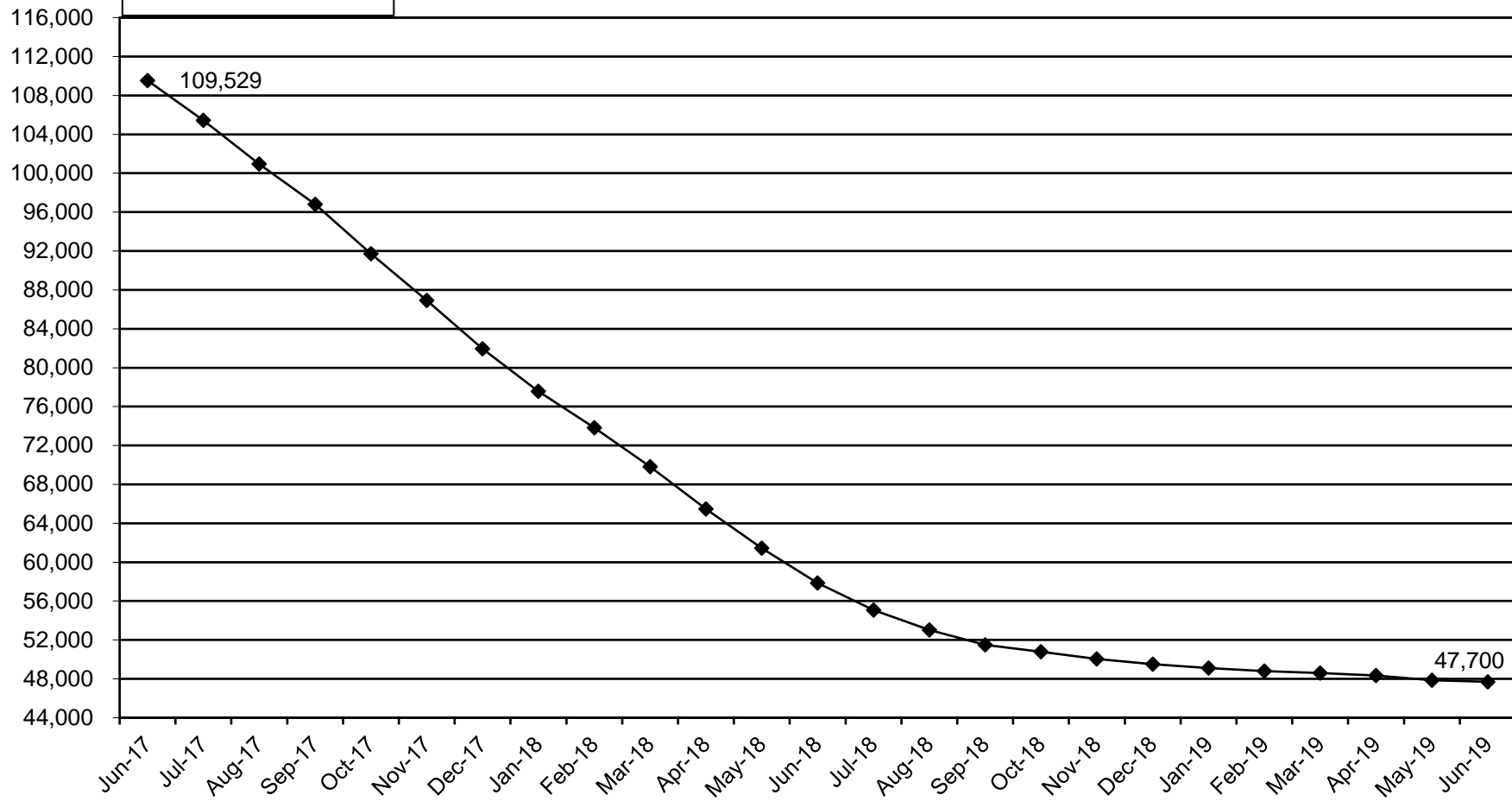
All Vehicles



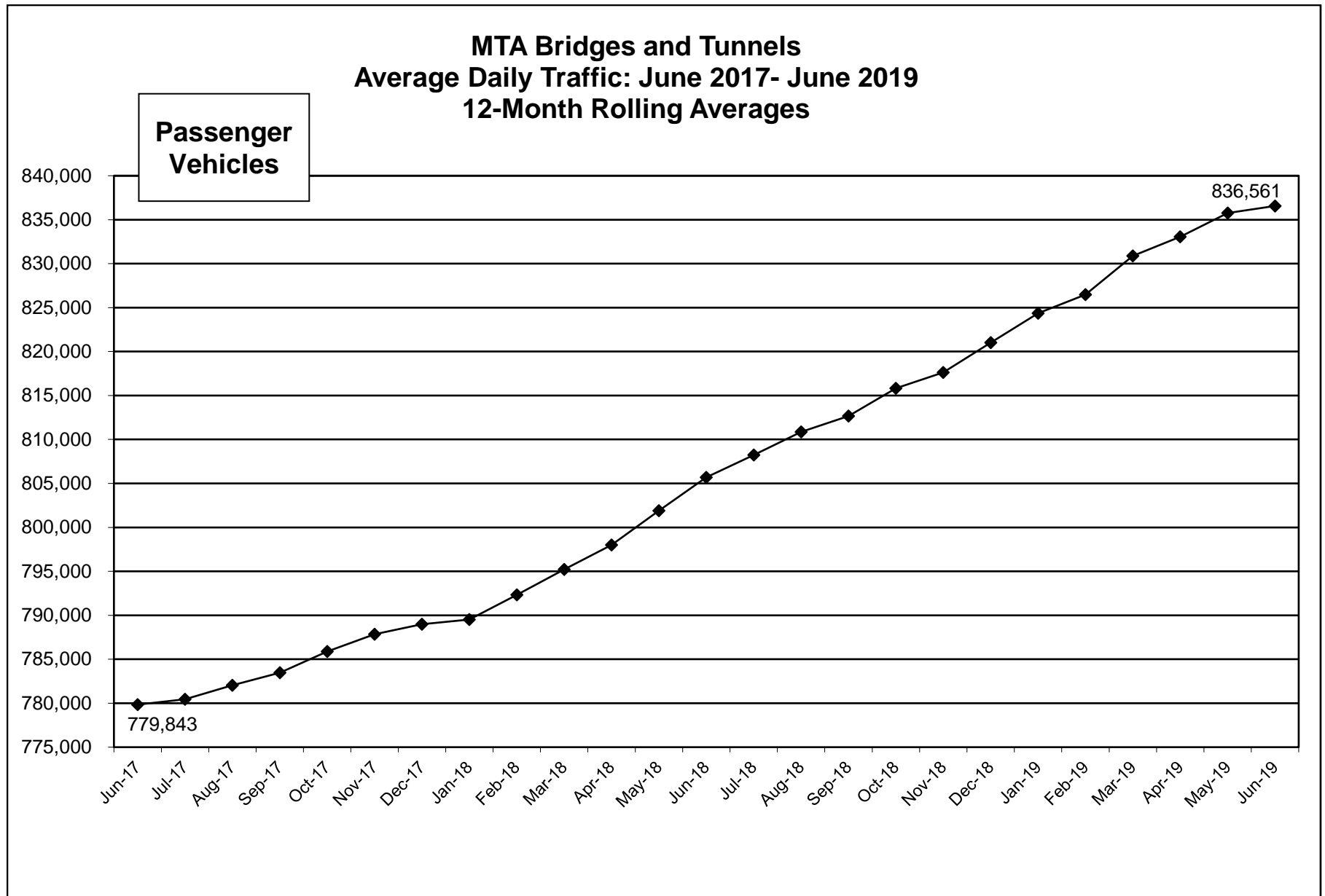


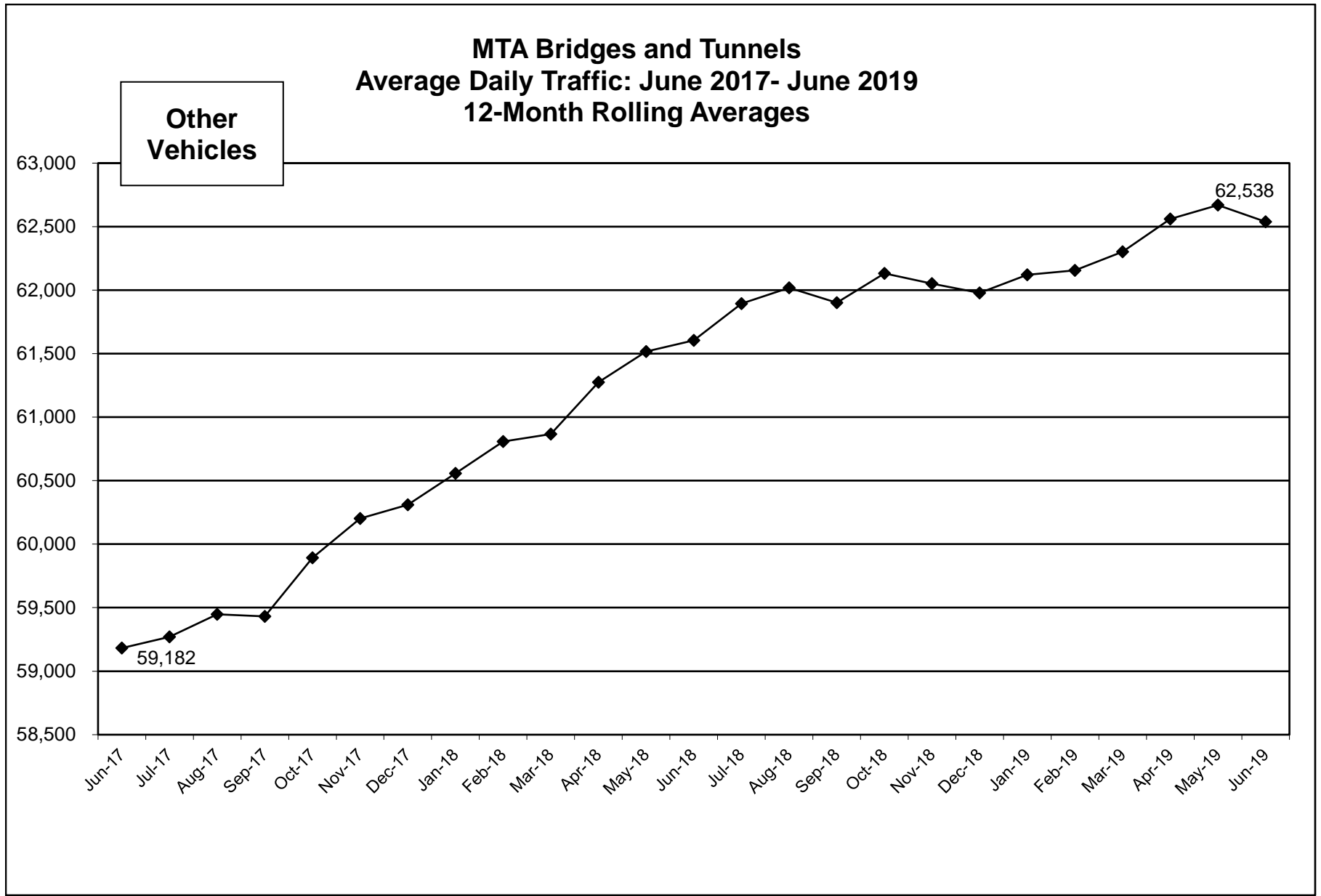
**MTA Bridges and Tunnels
Average Daily Traffic: June 2017- June 2019
12-Month Rolling Averages**

**Non-E-ZPass
Vehicles***



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





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

Corridor	Toll Media	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	0.9%	2.6%	3.8%	3.8%	3.7%
	E-ZPass	1.1%	3.2%	4.5%	4.7%	5.2%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-3.6%	-7.0%	-7.5%	-10.1%	-17.6%
RFK Bridge	Total Vehicles	-0.6%	0.6%	1.1%	0.4%	0.4%
	E-ZPass	-0.2%	1.3%	2.0%	1.5%	1.8%
	Tolls by Mail	-8.1%	-10.0%	-11.3%	-14.7%	-17.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.6%	11.0%	13.1%	14.3%	12.8%
	E-ZPass	8.3%	10.9%	13.1%	14.5%	13.3%
	Tolls by Mail	15.7%	12.9%	12.2%	8.0%	1.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.0%	1.5%	2.8%	4.5%	3.3%
	E-ZPass	0.3%	2.3%	3.7%	5.3%	6.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-3.8%	-8.9%	-9.5%	-8.8%	-26.0%
Verrazano-Narrows Bridge	Total Vehicles	-0.6%	1.8%	3.0%	3.1%	3.2%
	E-ZPass	-0.3%	2.4%	3.7%	3.9%	4.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-7.6%	-9.6%	-9.7%	-11.2%	-12.8%
Henry Hudson Bridge	Total Vehicles	-0.9%	0.1%	1.5%	1.4%	1.0%
	E-ZPass	-0.8%	0.4%	1.7%	1.6%	1.3%
	Tolls By Mail	-3.1%	-6.1%	-4.0%	-2.6%	-4.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.4%	1.3%	1.8%	1.5%	1.0%
	E-ZPass	0.7%	1.7%	2.3%	2.2%	2.0%
	Tolls by Mail	-3.9%	-8.0%	-9.3%	-13.6%	-18.4%

(1) June 2019 vs. June 2018

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

(3) January 2019 to June 2019 vs. January 2018 to June 2018

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

(5) July 2018 to June 2019 vs. July 2017 to June 2018

(6) Includes tokens and tickets

(7) Tolls by Mail was implemented on July 8th, 2017 at the Verrazano-Narrows Bridge and on September 30th, 2017 at the Throgs Neck and Bronx-Whitestone Bridges

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

Corridor	Toll Media	Jun(1)	3 Months(2) (Apr-Jun)	6 Months(3) (Jan-Jun)	9 Months(4) (Oct-Jun)	12 Months(5) (Jul-Jun)
All Facilities	Total Vehicles	0.9%	2.6%	3.8%	3.8%	3.7%
	Passenger	1.1%	2.7%	3.9%	4.0%	3.8%
	Other	-2.4%	1.5%	1.8%	1.4%	1.5%
RFK Bridge	Total Vehicles	-0.6%	0.6%	1.1%	0.4%	0.4%
	Passenger	-0.4%	0.7%	1.3%	0.5%	0.5%
	Other	-3.3%	0.2%	-0.2%	-1.1%	-0.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	8.6%	11.0%	13.1%	14.3%	12.8%
	Passenger	9.1%	11.4%	13.7%	15.1%	13.7%
	Other	2.5%	5.7%	5.0%	3.5%	1.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.0%	1.5%	2.8%	4.5%	3.3%
	Passenger	0.4%	1.6%	2.9%	4.7%	3.3%
	Other	-4.1%	0.2%	1.8%	2.1%	2.9%
Verrazano-Narrows Bridge	Total Vehicles	-0.6%	1.8%	3.0%	3.1%	3.2%
	Passenger	-0.6%	1.7%	3.0%	3.2%	3.3%
	Other	-0.9%	2.8%	3.1%	2.5%	2.8%
Henry Hudson Bridge	Total Vehicles	-0.9%	0.1%	1.5%	1.4%	1.0%
	Passenger	-0.9%	0.1%	1.5%	1.4%	1.0%
	Other	-0.1%	3.3%	1.8%	-1.3%	-2.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.4%	1.3%	1.8%	1.5%	1.0%
	Passenger	1.0%	1.5%	2.2%	1.8%	1.2%
	Other	-8.5%	-1.7%	-4.1%	-3.8%	-2.8%

(1) June 2019 vs. June 2018

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

(3) January 2019 to June 2019 vs. January 2018 to June 2018

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

(5) July 2018 to June 2019 vs. July 2017 to June 2018

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			Precipitation
Month	Traffic	Gas	Average Temperature	Rain Inches	Snow Inches	Days
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,004,686	\$2.51	33	3.9	0.6	9
Feb-19	23,532,569	\$2.48	36	3.6	3.3	11
Mar-19	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,410,544	\$2.84	55	4.4	-	17
May-19	29,249,593	\$3.00	63	6.4	-	18
Jun-19	28,792,269	\$2.91	73	4.9	-	13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
Month	Traffic	Gas	Average Temperature	Rain Inches	Snow Inches	Days
2018 vs. 2017						
June	1,413,557	\$0.58	(1)	(0.6)	-	5
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,601	\$0.48	5	3.4	-	1
September	615,994	\$0.15	1	4.1	-	8
October	1,232,776	\$0.32	(6)	(0.8)	-	2
November	628,768	\$0.19	(20)	5.0	5	7
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,272,849	(\$0.18)	1	1.8	(8)	2
February	789,871	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,659,497	(\$0.05)	1	(0.2)	(1)	(2)
April	891,489	\$0.03	5	(0.6)	(6)	4
May	1,022,650	(\$0.02)	(5)	3.2	-	5
June	245,447	(\$0.16)	0	1.3	-	(1)

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 19, 2017

Supplemental Data Page for Exhibits 2 through 6

Average Daily Traffic: 12-Month Rolling Averages

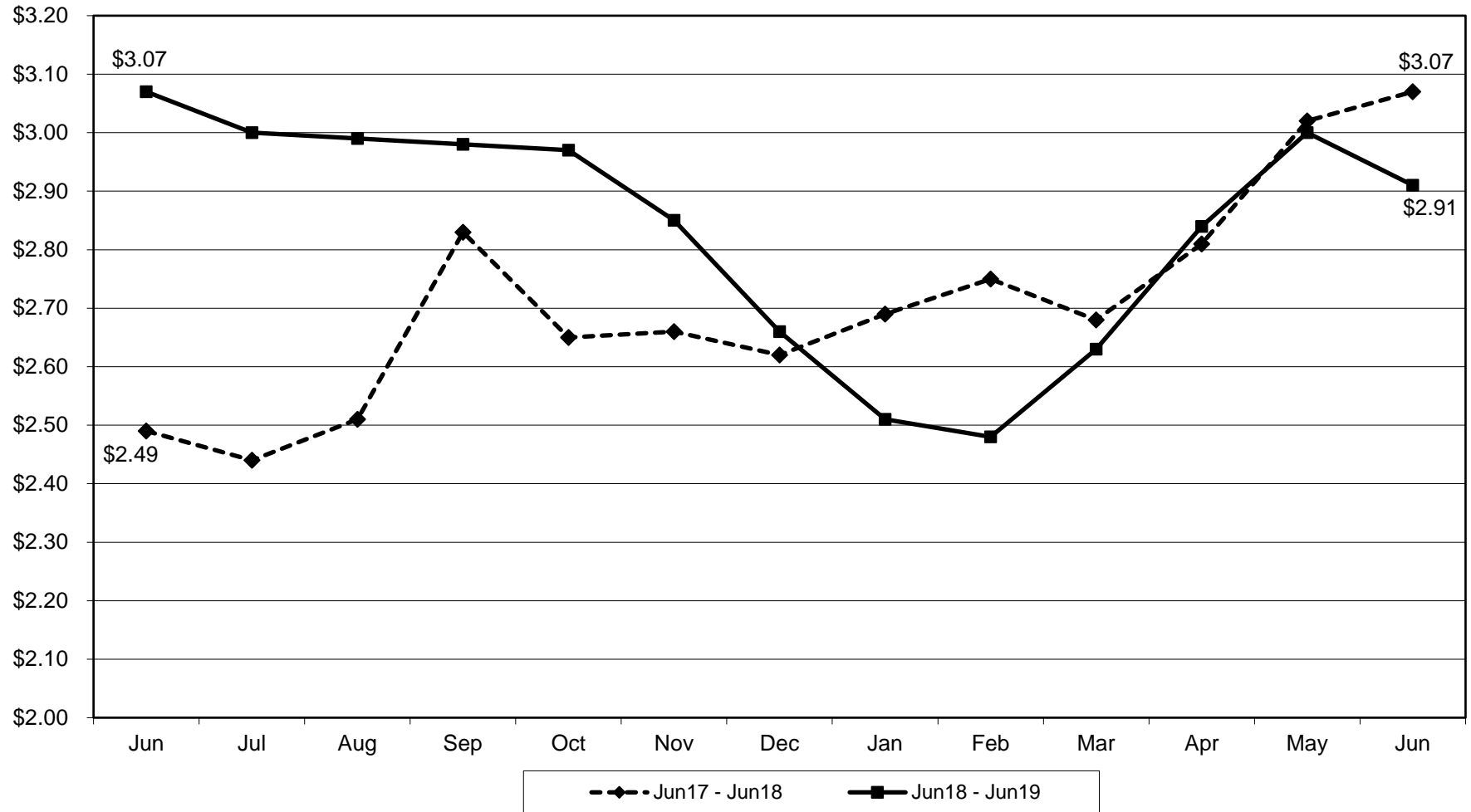
<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
May-17	839,431	727,255	112,175	780,261	59,169
Jun-17	839,025	729,496	109,529	779,843	59,182
Jul-17	839,712	734,273	105,439	780,442	59,270
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,472	837,374	49,098	824,351	62,120
Feb-19	888,636	839,830	48,805	826,479	62,156
Mar-19	893,182	844,590	48,592	830,881	62,301
Apr-19	895,625	847,271	48,353	833,064	62,561
May-19	898,426	850,565	47,861	835,757	62,669
Jun-19	899,099	851,399	47,700	836,561	62,538

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
June 2017 - June 2019**





Bridges and Tunnels

Report on Operations July 2019



MTA Bridges and Tunnels July 2019 Traffic Trends

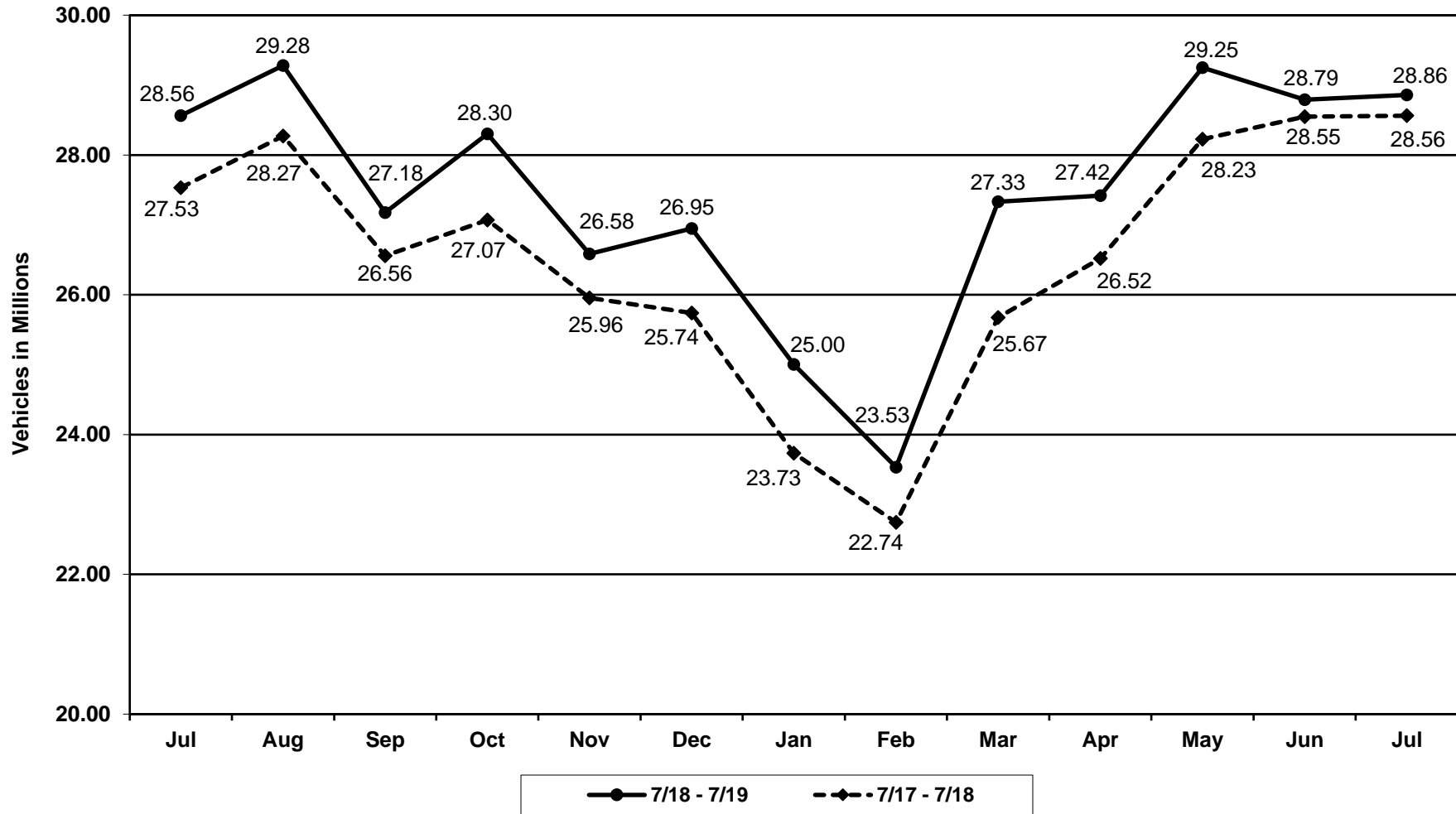
Summary

Traffic was higher on a year-to-year basis, with 28.9 million crossings this month vs. 28.6 million crossings in July 2018, an increase of 1.0%.

E-ZPass market share was 94.2% this year compared to 93.8% in July 2018. E-ZPass volume increased by 1.5% on a year-to-year basis for the month while crossings using Tolls by Mail declined 5.5%. Passenger car travel increased 0.8% and other vehicle travel increased 4.2% from July 2018.

Rainfall this year totaled 6.1 inches over 10 days compared to 5.3 inches over 11 days last year. Gas prices averaged \$2.90 per gallon this past July, which was \$0.10 lower than last year at this time.

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



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

All B&T Facilities by Method of Payment			
	July 2019	July 2018	2019 YTD
E-ZPass ¹	27,170,794	26,776,565	180,380,128
Tolls by Mail ¹	1,686,583	1,785,057	9,807,813
Total	28,857,377	28,561,622	190,187,941
E-ZPass Market Share:			
Total	94.2%	93.8%	94.8%
Cars	94.0%	93.6%	94.8%
Trucks	95.8%	95.4%	96.0%

Average Weekday ²							Average Weekend ²					
Facility	July 2019			E-ZPass Market Share			July 2019			E-ZPass Market Share		
	Total	E-ZPass	TBM	July 2019	July 2018	Change	Total	E-ZPass	TBM	July 2019	July 2018	Change
Bronx-Whitestone Bridge	141,630	131,981	9,649	93.2%	92.7%	0.5%	146,645	133,672	12,973	91.2%	90.3%	0.9%
Cross Bay Bridge	27,377	25,858	1,519	94.5%	94.4%	0.1%	30,080	27,591	2,489	91.7%	92.0%	-0.2%
Henry Hudson Bridge	72,604	68,996	3,608	95.0%	94.8%	0.2%	66,894	62,219	4,674	93.0%	92.6%	0.4%
Hugh L. Carey Tunnel	55,612	53,557	2,055	96.3%	96.4%	-0.1%	41,787	39,358	2,429	94.2%	94.2%	0.0%
Marine Parkway Bridge	27,733	26,636	1,097	96.0%	96.0%	0.1%	31,570	29,539	2,031	93.6%	93.7%	-0.1%
Queens Midtown Tunnel	85,642	82,154	3,488	95.9%	96.2%	-0.2%	77,584	73,143	4,441	94.3%	94.4%	-0.1%
Robert F. Kennedy Bridge	192,207	181,421	10,786	94.4%	93.9%	0.5%	177,325	164,165	13,160	92.6%	91.8%	0.8%
Throgs Neck Bridge	124,173	116,532	7,641	93.8%	93.6%	0.3%	131,629	120,515	11,114	91.6%	91.0%	0.5%
Verrazzano-Narrows Bridge ¹	<u>220,386</u>	<u>210,674</u>	<u>9,713</u>	<u>95.6%</u>	<u>95.3%</u>	<u>0.3%</u>	<u>203,579</u>	<u>189,861</u>	<u>13,718</u>	<u>93.3%</u>	<u>92.9%</u>	<u>0.4%</u>
All Facilities ¹	947,364	897,809	49,555	94.8%	94.5%	0.3%	907,093	840,063	67,030	92.6%	92.1%	0.5%

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
July 2019
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	July 2019		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.7%	22.2%	56.1%
Cross Bay Bridge	20.0%	25.5%	54.5%
Henry Hudson Bridge	21.8%	27.5%	50.7%
Hugh L. Carey Tunnel	24.0%	25.3%	50.7%
Marine Parkway Bridge	20.7%	27.8%	51.6%
Queens Midtown Tunnel	20.9%	22.2%	56.9%
Robert F. Kennedy Bridge	23.3%	21.1%	55.6%
Throgs Neck Bridge	22.7%	23.9%	53.4%
Verrazzano-Narrows Bridge ¹	16.1%	27.9%	56.0%
All Facilities	21.5%	23.9%	54.6%

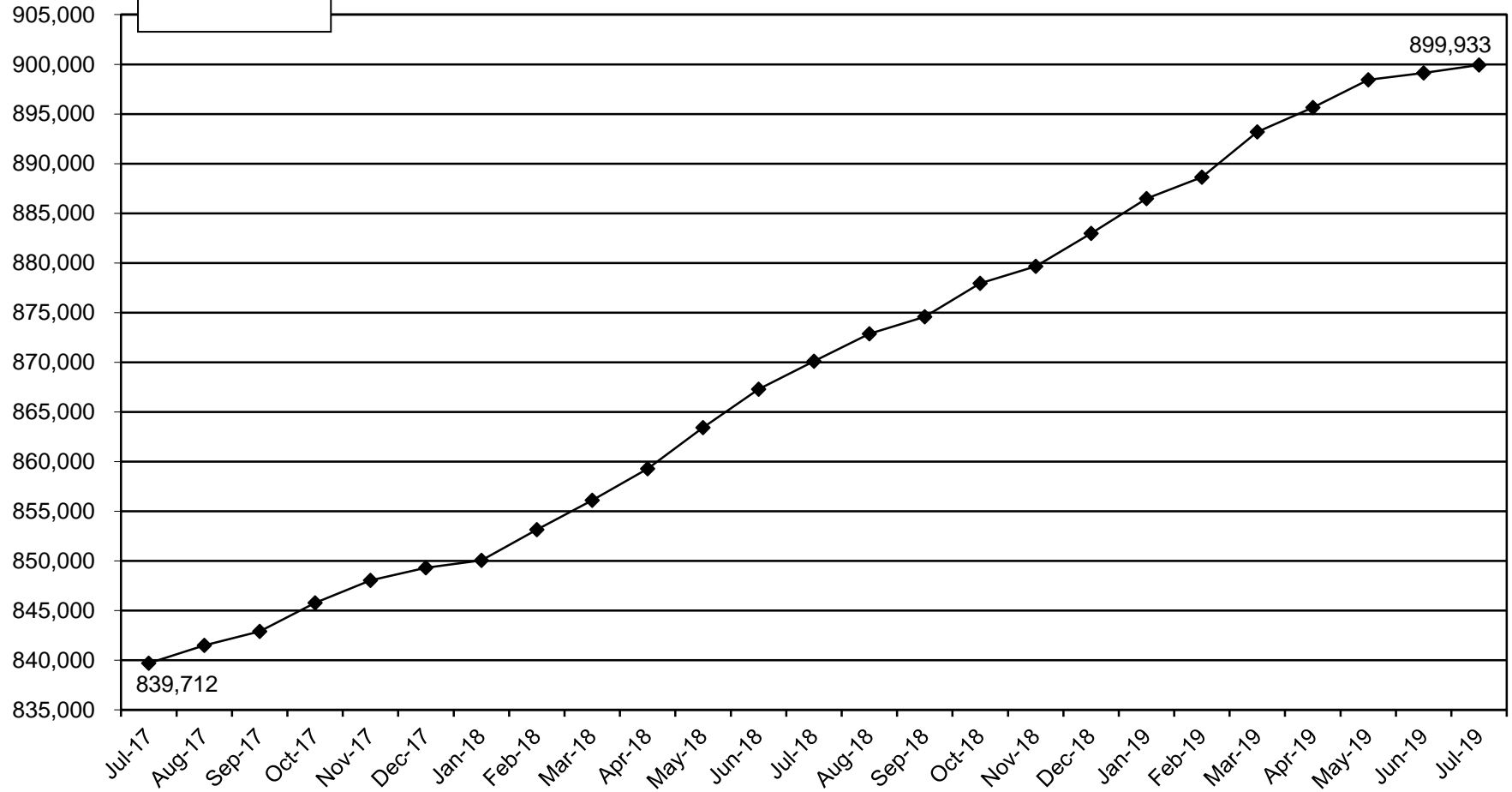
Payment Method by Facility (Transactions)			
Facility	July 2019		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.7%	5.8%	7.4%
Cross Bay Bridge	91.7%	1.8%	6.5%
Henry Hudson Bridge	81.6%	12.9%	5.5%
Hugh L. Carey Tunnel	89.4%	6.4%	4.2%
Marine Parkway Bridge	91.5%	3.7%	4.8%
Queens Midtown Tunnel	90.0%	5.5%	4.5%
Robert F. Kennedy Bridge	87.0%	6.9%	6.1%
Throgs Neck Bridge	85.2%	8.0%	6.9%
Verrazzano-Narrows Bridge	<u>84.2%</u>	<u>10.8%</u>	<u>5.0%</u>
All Facilities	86.3%	7.8%	5.8%

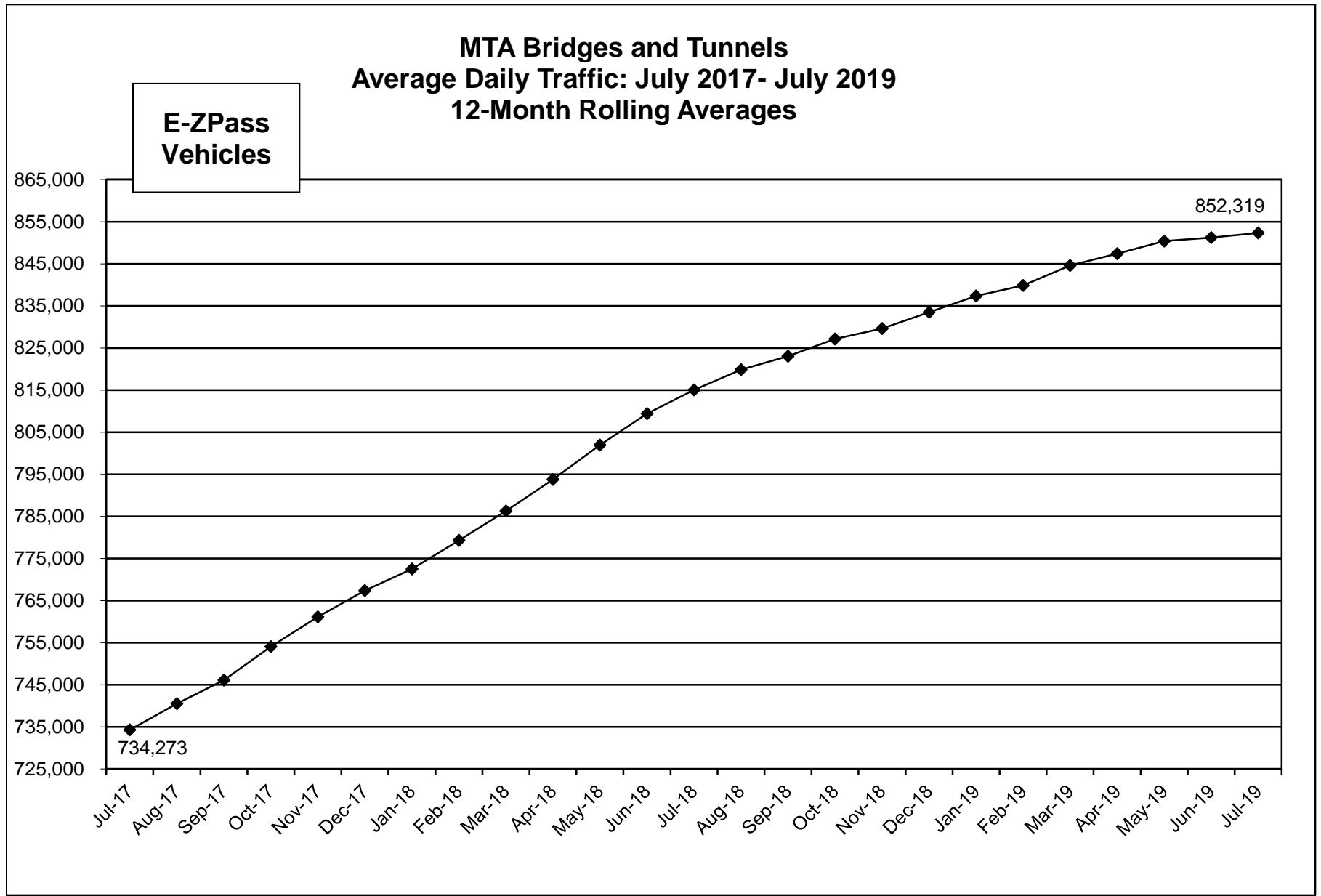
Note:

1. Traffic distributions reported in westbound tolled direction only

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

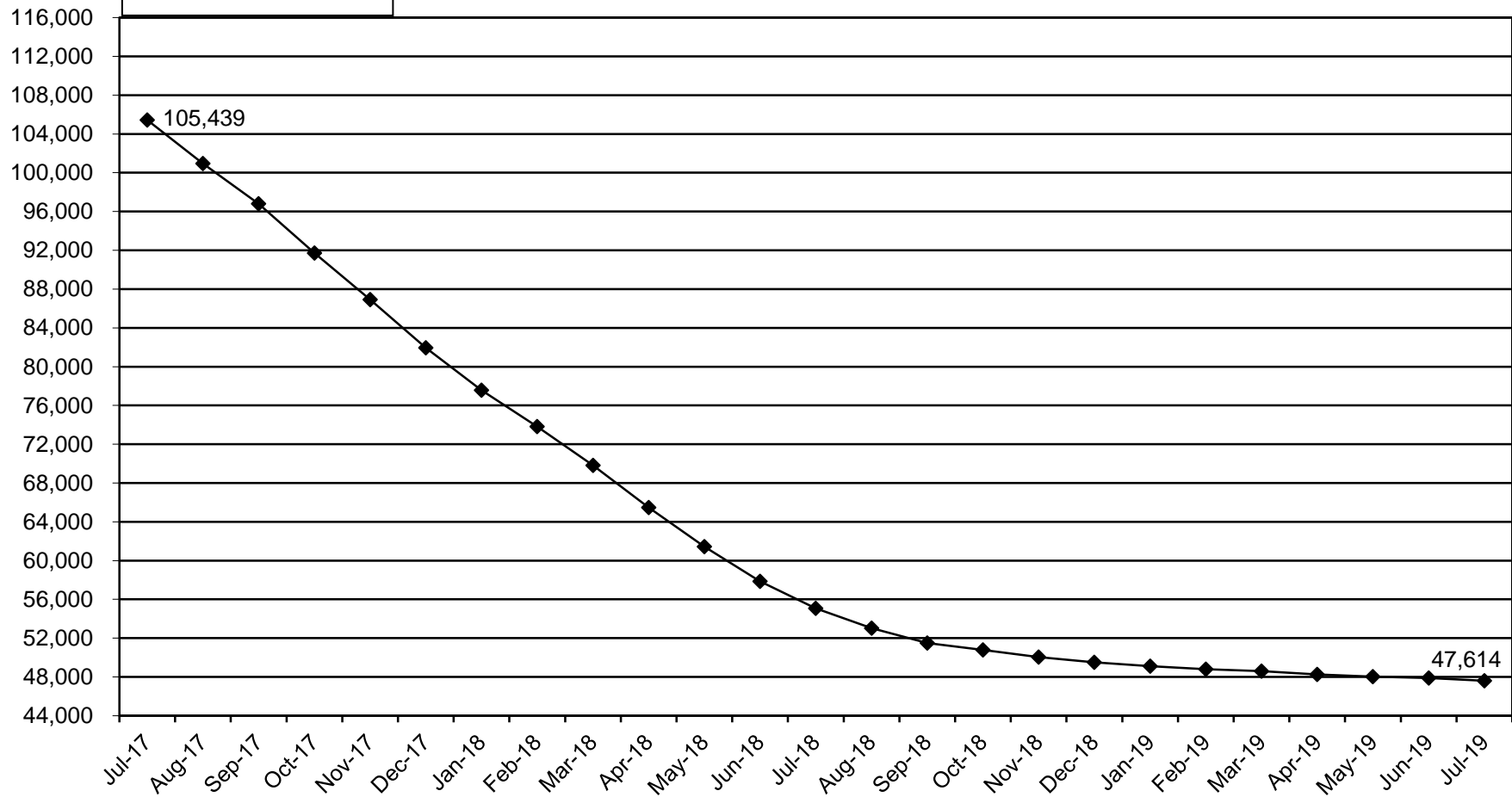
All Vehicles





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

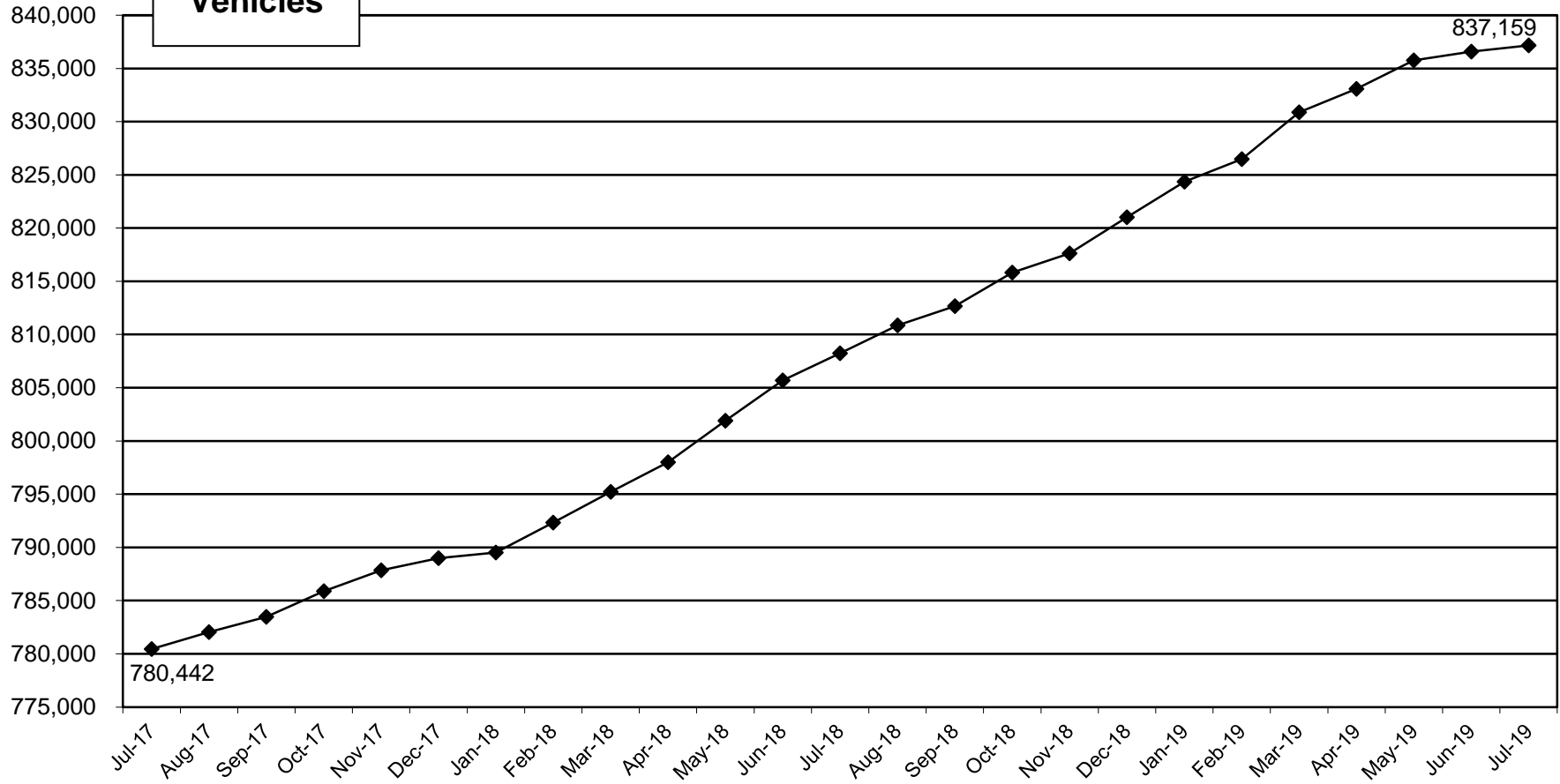
Non-E-ZPass
Vehicles*

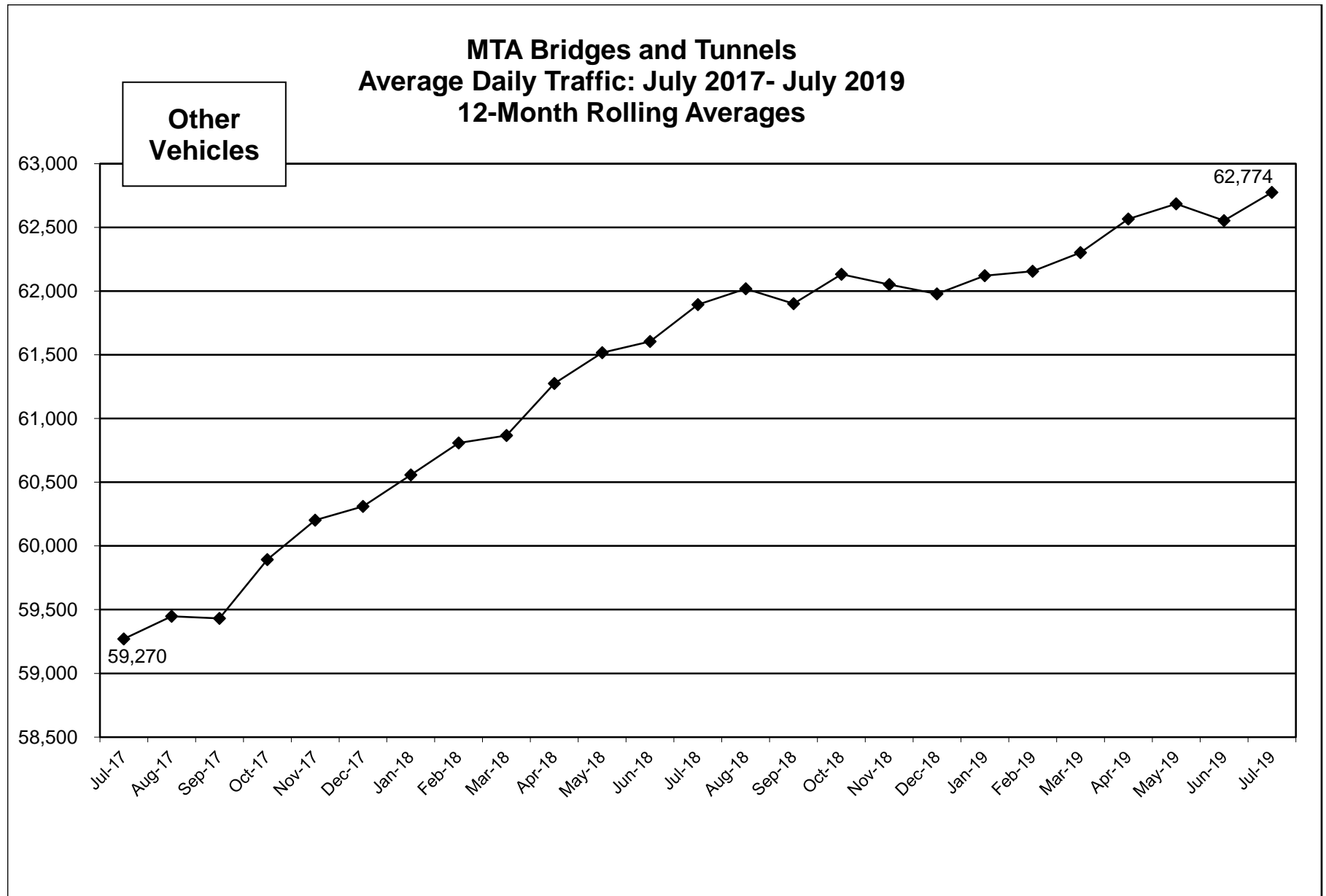


*Includes Tolls by Mail, cash, token, and ticket transactions.

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

**Passenger
Vehicles**





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

Corridor	Toll Media	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	1.0%	1.8%	3.1%	3.4%	3.4%
	E-ZPass	1.5%	2.2%	3.6%	4.1%	4.6%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-5.5%	-4.7%	-5.9%	-8.4%	-13.6%
RFK Bridge	Total Vehicles	-0.4%	0.4%	0.8%	0.4%	0.2%
	E-ZPass	0.3%	1.0%	1.5%	1.3%	1.4%
	Tolls by Mail	-10.1%	-8.4%	-9.7%	-13.0%	-15.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.0%	8.4%	11.3%	12.8%	12.4%
	E-ZPass	4.9%	8.2%	11.3%	12.9%	12.8%
	Tolls by Mail	7.5%	11.8%	12.6%	9.7%	4.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.1%	0.8%	2.0%	4.0%	2.9%
	E-ZPass	0.5%	1.3%	2.7%	4.7%	5.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-7.2%	-6.1%	-7.8%	-7.2%	-20.5%
Verrazano-Narrows Bridge	Total Vehicles	1.4%	1.2%	2.5%	2.8%	3.0%
	E-ZPass	1.8%	1.6%	3.0%	3.5%	3.6%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-5.9%	-6.6%	-7.6%	-9.4%	-9.2%
Henry Hudson Bridge	Total Vehicles	-1.5%	-0.7%	0.8%	1.1%	0.8%
	E-ZPass	-1.2%	-0.5%	1.1%	1.3%	1.1%
	Tolls By Mail	-6.7%	-5.2%	-5.0%	-3.3%	-4.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.4%	2.7%	1.9%	1.8%	1.3%
	E-ZPass	4.4%	3.0%	2.2%	2.3%	2.1%
	Tolls by Mail	4.3%	-1.4%	-4.4%	-9.0%	-13.2%

(1) July 2019 vs. July 2018

(2) May 2019 to July 2019 vs. May 2018 to July 2018

(3) February 2019 to July 2019 vs. February 2018 to July 2018

(4) November 2018 to July 2019 vs. November 2017 to July 2018

(5) August 2018 to July 2019 vs. August 2017 to July 2018

(6) Includes tokens and tickets

(7) Tolls by Mail was implemented on July 8th, 2017 at the Verrazano-Narrows Bridge and on September 30th, 2017 at the Throgs Neck and Bronx-Whitestone Bridges

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

Corridor	Toll Media	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	1.0%	1.8%	3.1%	3.4%	3.4%
	Passenger	0.8%	1.9%	3.1%	3.6%	3.6%
	Other	4.2%	1.3%	2.1%	1.4%	1.4%
RFK Bridge	Total Vehicles	-0.4%	0.4%	0.8%	0.4%	0.2%
	Passenger	-0.6%	0.4%	0.9%	0.5%	0.3%
	Other	1.5%	-0.3%	0.2%	-1.1%	-0.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	5.0%	8.4%	11.3%	12.8%	12.4%
	Passenger	4.8%	8.6%	11.8%	13.5%	13.3%
	Other	8.4%	5.8%	5.8%	4.2%	2.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.1%	0.8%	2.0%	4.0%	2.9%
	Passenger	-0.4%	0.9%	2.0%	4.1%	3.0%
	Other	2.9%	-0.4%	1.4%	2.1%	2.5%
Verrazano-Narrows Bridge	Total Vehicles	1.4%	1.2%	2.5%	2.8%	3.0%
	Passenger	0.9%	1.1%	2.4%	2.8%	3.0%
	Other	8.1%	3.5%	4.2%	2.8%	2.8%
Henry Hudson Bridge	Total Vehicles	-1.5%	-0.7%	0.8%	1.1%	0.8%
	Passenger	-1.6%	-0.7%	0.8%	1.1%	0.8%
	Other	4.0%	2.2%	2.0%	-1.1%	-2.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	4.4%	2.7%	1.9%	1.8%	1.3%
	Passenger	4.9%	3.1%	2.3%	2.2%	1.7%
	Other	-3.8%	-2.5%	-4.1%	-4.4%	-3.7%

(1) July 2019 vs. July 2018

(2) May 2019 to July 2019 vs. May 2018 to July 2018

(3) February 2019 to July 2019 vs. February 2018 to July 2018

(4) November 2018 to July 2019 vs. November 2017 to July 2018

(5) August 2018 to July 2019 vs. August 2017 to July 2018

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Jul-17	27,530,620	\$2.44	79	4.3	-	8
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,742,698	\$2.75	43	5.9	4.9	17
Mar-18	25,672,596	\$2.68	41	4.1	11.6	11
Apr-18	26,519,055	\$2.81	50	5.0	5.5	13
May-18	28,226,943	\$3.02	68	3.2	-	13
Jun-18	28,546,822	\$3.07	73	3.6	-	14
Jul-18	28,561,622	\$3.00	80	5.3	-	11
Aug-18	29,280,095	\$2.99	81	6.7	-	14
Sep-18	27,175,132	\$2.98	73	5.9	-	13
Oct-18	28,301,034	\$2.97	60	3.0	-	11
Nov-18	26,584,637	\$2.85	46	7.1	4.7	15
Dec-18	26,946,779	\$2.66	41	6.9	-	11
Jan-19	25,004,686	\$2.51	33	3.9	0.6	9
Feb-19	23,532,569	\$2.48	36	3.6	3.3	11
Mar-19	27,332,093	\$2.63	42	3.9	10.4	9
Apr-19	27,419,476	\$2.84	55	4.4	-	17
May-19	29,249,471	\$3.00	63	6.4	-	18
Jun-19	28,792,269	\$2.91	73	4.9	-	13
Jul-19	28,857,377	\$2.90	82	6.1	-	10

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2018 vs. 2017						
July	1,031,002	\$0.56	1	1.0	-	3
August	1,008,601	\$0.48	5	3.4	-	1
September	615,994	\$0.15	1	4.1	-	8
October	1,232,776	\$0.32	(6)	(0.8)	-	2
November	628,768	\$0.19	(20)	5.0	5	7
December	1,209,724	\$0.04	2	4.9	(7)	2
2019 vs. 2018						
January	1,272,849	(\$0.18)	1	1.8	(8)	2
February	789,871	(\$0.27)	(7)	(2.3)	(2)	(6)
March	1,659,497	(\$0.05)	1	(0.2)	(1)	(2)
April	900,421	\$0.03	5	(0.6)	(6)	4
May	1,022,528	(\$0.02)	(5)	3.2	-	5
June	245,447	(\$0.16)	0	1.3	-	(1)
July	295,755	(\$0.10)	2	0.8	-	(1)

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 19, 2017

Supplemental Data Page for Exhibits 2 through 6

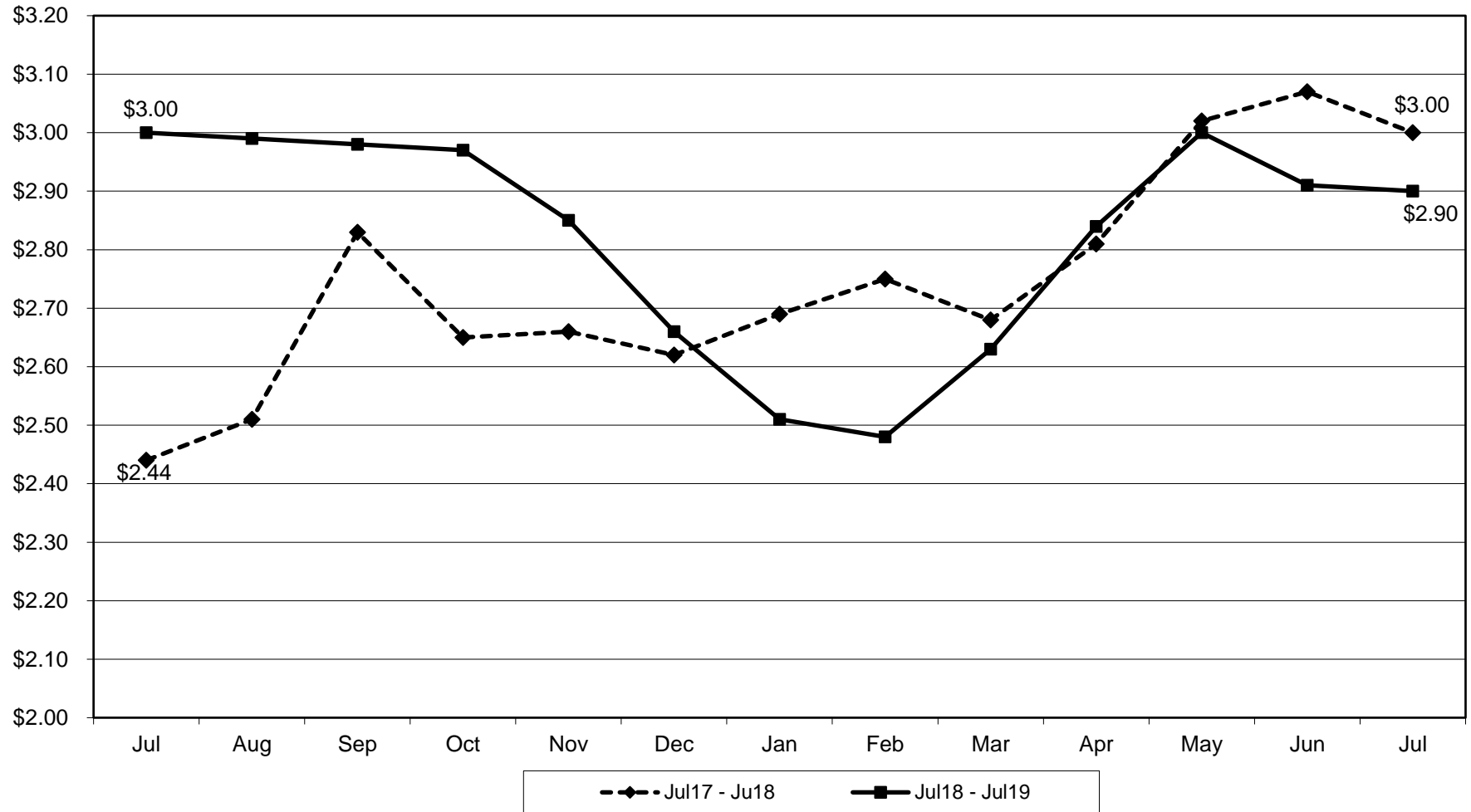
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
Jul-17	839,712	734,273	105,439	780,442	59,270
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,146	779,328	73,819	792,338	60,808
Mar-18	856,097	786,271	69,826	795,230	60,867
Apr-18	859,287	793,804	65,483	798,012	61,274
May-18	863,421	801,976	61,446	801,904	61,517
Jun-18	867,294	809,421	57,873	805,689	61,605
Jul-18	870,119	815,030	55,089	808,224	61,895
Aug-18	872,882	819,840	53,042	810,865	62,017
Sep-18	874,570	823,069	51,501	812,669	61,901
Oct-18	877,947	827,156	50,791	815,815	62,132
Nov-18	879,670	829,609	50,061	817,618	62,052
Dec-18	882,984	833,488	49,496	821,006	61,979
Jan-19	886,472	837,374	49,098	824,351	62,120
Feb-19	888,636	839,830	48,805	826,479	62,156
Mar-19	893,182	844,590	48,592	830,881	62,301
Apr-19	895,649	847,390	48,259	833,084	62,565
May-19	898,450	850,405	48,046	835,767	62,684
Jun-19	899,123	851,239	47,884	836,570	62,552
Jul-19	899,933	852,319	47,614	837,159	62,774

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 July 2017 - July 2019





Bridges and Tunnels

Safety Report June 2019



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	July 2016 - June 2017	July 2017 - June 2018	July 2018 - June 2019
Customer Collisions Rate per Million Vehicles	8.35	6.79	6.62
Customer Injury Collisions Rate per Million Vehicles	0.87	1.04	0.93
Employee Accident Reports	288	220	257
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.9	7.7	6.8
Construction Injuries per 200,000 Hours Worked	1.78	1.39	1.40

Leading Indicators				
Roadway Safety	2018		2019	
	June	Year End	June	Year to Date
Workforce Development (# of Participants)	7	385	0	253
Fleet Preventative Maintenance Insp.	113	1626	144	824
Safety Taskforce Inspections	0	13	2	4
Construction Safety	June	Year End	June	Year to Date
Construction Safety Inspections	175	2271	223	1369
Fire Safety	June	Year End	June	Year to Date
Fire Code Audits Completed	0	14	2	7
FDNY Liaison Visits	1	29	1	18

Definitions:

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

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

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

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

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

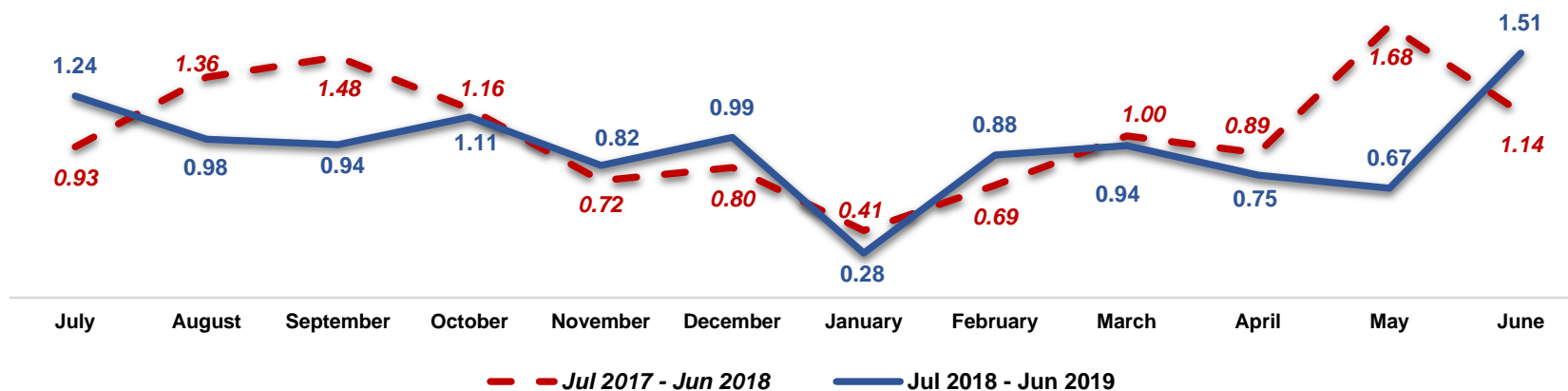
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



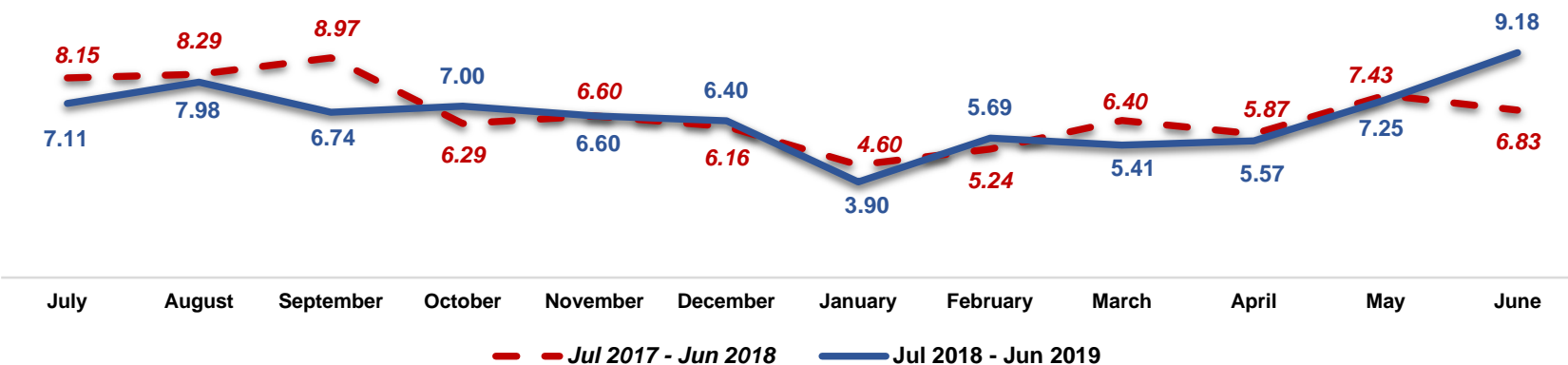
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



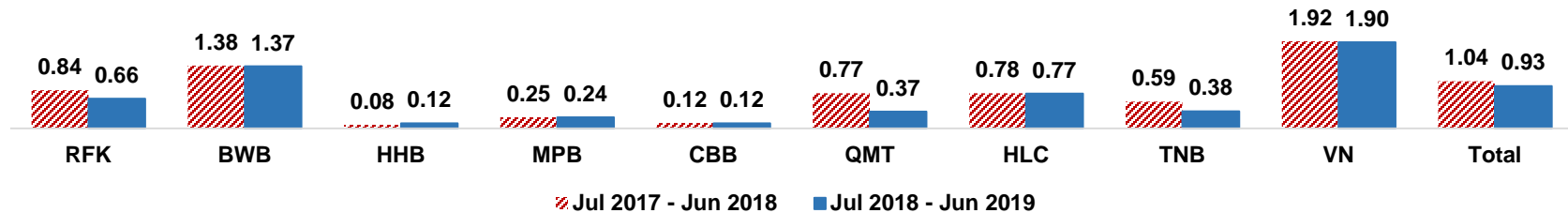
Total Collisions per Million Vehicles



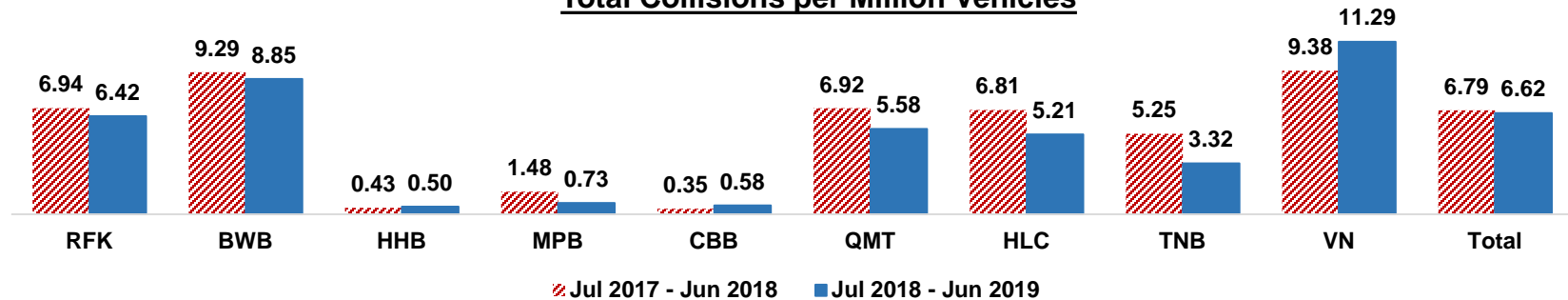


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: June 2018 – June 2019

	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun
RFK	6.78	5.48	8.48	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28	10.24
BWB	10.30	10.27	12.95	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25	12.69
TNB	3.29	3.20	2.95	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07	5.41
VNB	11.31	13.64	12.64	11.17	10.95	9.30	12.03	6.12	11.47	9.99	11.18	11.53	14.71
QMT	5.21	4.99	5.50	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.15	4.96
HLC	5.44	5.09	7.21	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78	7.18
HHB	0.43	0.90	0.44	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84	0.44
MPB	0.00	1.16	0.00	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00	1.25
CBB	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00	3.73
Total	6.83	7.11	7.98	6.74	7.00	6.60	6.40	3.90	5.69	5.41	5.57	7.25	9.18



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:

- 21,438 summonses were issued in the YTD June 2019 period — 17.1% lower than the YTD June 2018 period.
- 73.6% (15,769) of the summonses issued in the YTD June 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 June 2018	YTD June 2019	% Change
Speed	2,988	2,417	(19.1%)
Disobey Signs/Traffic Control Device	5,871	5,882	0.2%
Cell Phone/Texting	1,321	478	(63.8%)
Unsafe Lane Change/Failure to Signal	1,661	818	(50.8%)
*All Other	14,012	11,843	(15.5%)
Total	25,853	21,438	(17.1%)

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



Bridges and Tunnels

Safety Report July 2019



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	August 2016 - July 2017	August 2017 - July 2018	August 2018 - July 2019
Customer Collisions Rate per Million Vehicles	8.35	6.70	6.58
Customer Injury Collisions Rate per Million Vehicles	0.87	1.07	0.90
Employee Accident Reports	254	229	252
Employee Lost Time Injuries Rate per 200,000 Hours Worked	7.4	8.1	6.3
Construction Injuries per 200,000 Hours Worked	1.83	1.37	1.38

Leading Indicators				
Roadway Safety	2018		2019	
	July	Year End	July	Year to Date
Workforce Development (# of Participants)	8	385	58	311
Fleet Preventative Maintenance Insp.	161	1626	171	995
Safety Taskforce Inspections	0	13	0	4
Construction Safety	July	Year End	July	Year to Date
Construction Safety Inspections	150	2271	161	1530
Fire Safety	July	Year End	July	Year to Date
Fire Code Audits Completed	2	14	1	8
FDNY Liaison Visits	1	29	0	18

Definitions:

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

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

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

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

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

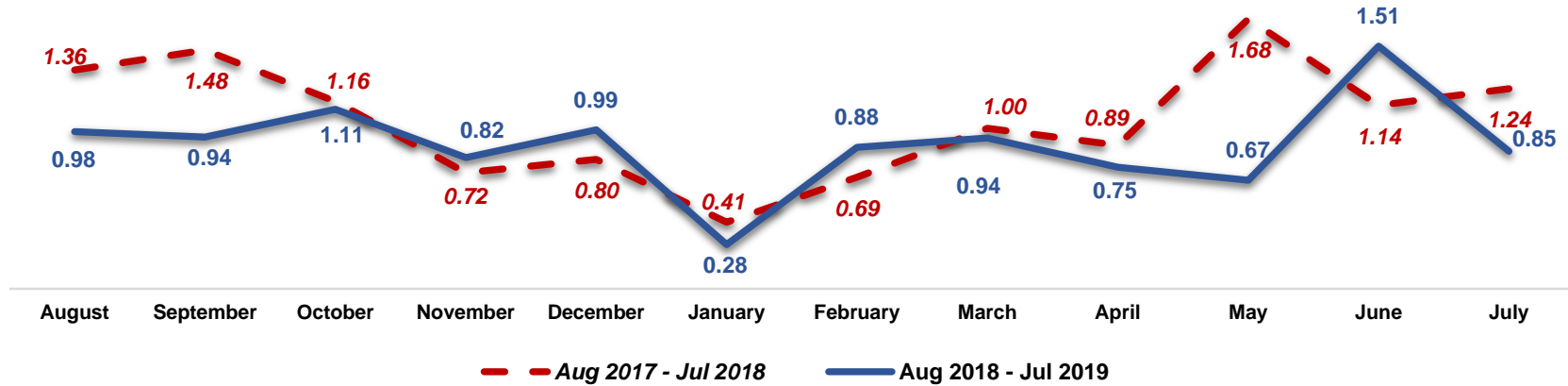
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



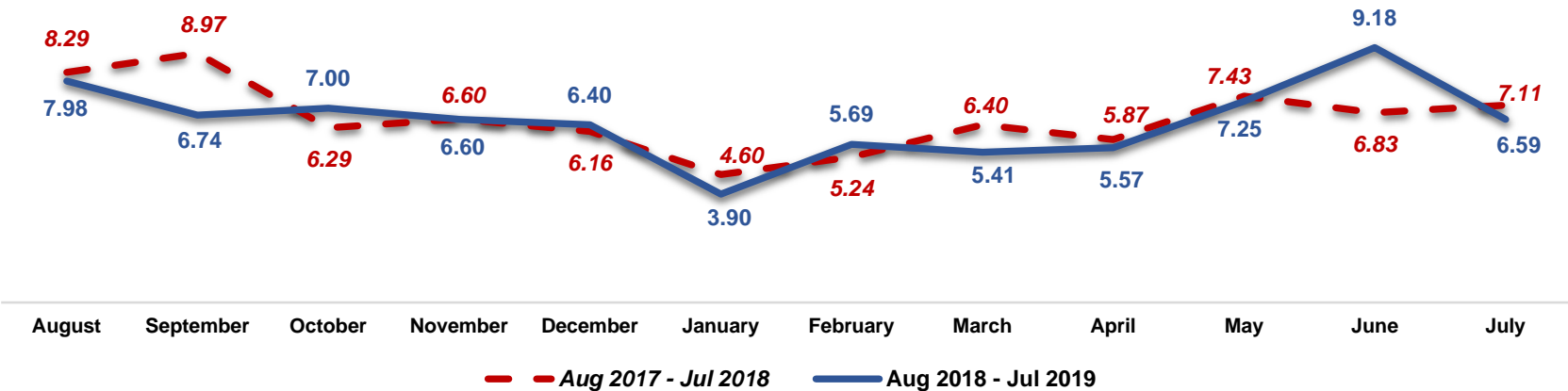
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

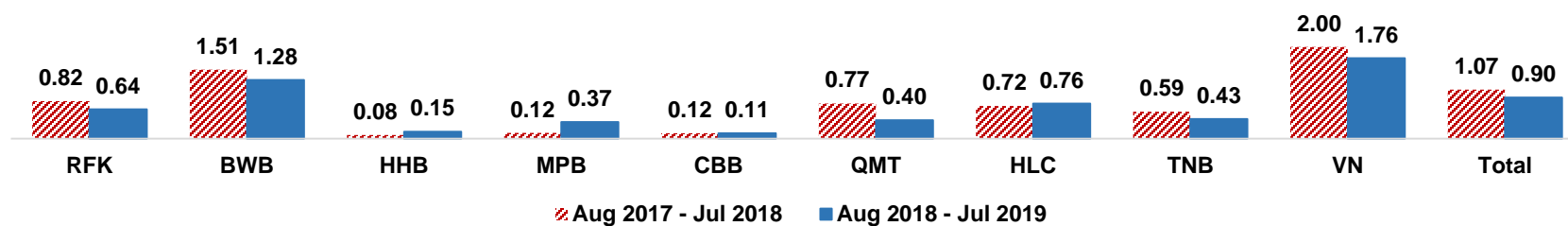




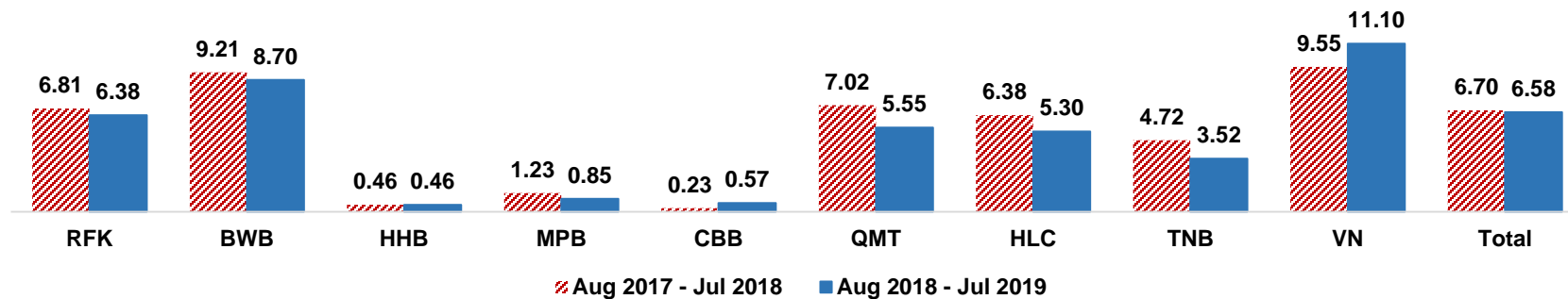
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: July 2018 – July 2019

	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec	19-Jan	19-Feb	19-Mar	19-Apr	19-May	19-Jun	19-Jul
RFK	5.48	8.48	5.67	8.84	8.17	5.02	2.98	4.14	4.42	5.30	7.28	10.24	4.99
BWB	10.27	12.95	10.54	8.09	9.10	6.99	5.61	4.91	6.40	6.77	10.25	12.69	8.59
TNB	3.20	2.95	2.91	2.34	3.27	4.36	2.38	2.83	2.99	1.90	5.07	5.41	5.37
VNB	13.64	12.64	11.17	10.95	9.30	12.03	6.12	11.47	9.99	11.18	11.53	14.71	11.46
QMT	4.99	5.50	7.02	5.76	7.29	4.87	4.30	7.18	6.22	3.92	5.15	4.96	4.68
HLC	5.09	7.21	5.70	8.57	3.69	5.44	3.25	5.45	2.99	1.82	5.78	7.18	6.22
HHB	0.90	0.44	0.46	0.43	0.47	0.93	0.00	0.00	0.00	0.90	0.84	0.44	0.46
MPB	1.16	0.00	0.00	1.51	1.61	0.00	1.70	0.00	0.00	1.62	0.00	1.25	2.21
CBB	0.00	0.00	0.00	0.00	0.00	0.00	1.52	0.00	1.45	0.00	0.00	3.73	0.00
Total	7.11	7.98	6.74	7.00	6.60	6.40	3.90	5.69	5.41	5.57	7.25	9.18	6.59



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:

- 24,148 summonses were issued in the YTD July 2019 period — 19.2% lower than the YTD July 2018 period.
- 73.3% (17,696) of the summonses issued in the YTD July 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 July 2018	YTD July 2019	% Change
Speed	3,384	2,630	(22.3%)
Disobey Signs/Traffic Control Device	6,944	6,611	(4.8%)
Cell Phone/Texting	1,496	532	(64.4%)
Unsafe Lane Change/Failure to Signal	1,871	908	(51.5%)
*All Other	16,179	13,467	(16.8%)
Total	29,874	24,148	(19.2%)

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



Bridges and Tunnels

Customer Environment Survey Second Quarter 2019



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 320 million vehicles over its facilities annually.

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

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

CRITICAL OBJECTIVES

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage cashless tolling zones, administration buildings, and fleet garages.

EXECUTIVE SUMMARY

The following is a summary of the second of quarter 2019:

Customer Environment

In the second quarter of 2019, B&T striped 210,696 linear feet of roadway at the Robert F. Kennedy, Henry Hudson, Throgs Neck, Verrazzano-Narrows and Bronx-Whitestone Bridges and at the Hugh L. Carey Tunnel. Clear roadway striping helps B&T customers safely navigate its facilities. To enhance the customer environment, B&T repaired 443 potholes and swept 3,814 miles of roadway in the second quarter of 2019.

Customer Safety

B&T customer safety performance was mixed in the second quarter of 2019. The total collision rate was 7.36, 9.4% worse than the 6.73 rate in the second quarter of 2018. However, the collision with injury rate per million vehicles improved by 21.0% in the second quarter of 2019 compared to the same period in 2018 (0.98 versus 1.24, respectively).

PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the second quarter of 2019, B&T completed 3,760 work orders. During this period, the average time to complete emergency work orders was 0.4 days.

Roadway Lights in Service (%)

In the second quarter of 2019, 96.5% of roadway lights were in service, 1.4% more than the second quarter of 2018.

Roadway Sweeping

B&T swept 3,814 miles of roadway in the second quarter of 2019, 1.8% more than the second quarter of 2018.

Storm Drains

B&T cleaned 1,813 storm drains in the second quarter of 2019, 117.6% more than the second quarter of 2018.

Potholes Repaired

B&T repaired 443 potholes in the second quarter of 2019, 51.5% less than the second quarter of 2018.

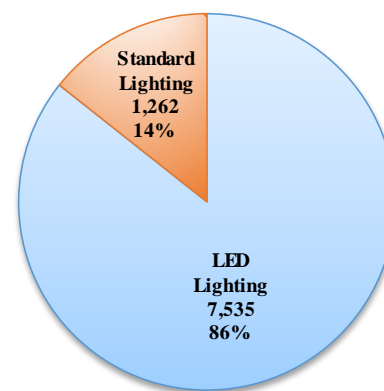
Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the second quarter of 2019, B&T striped 210,696 linear feet of roadway, 49.5% more than the second quarter of 2018.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of the second quarter of 2019, B&T has upgraded 86% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:
2nd Quarter 2019**



Performance Statistics	Year-End			YTD 2019	2 nd Qtr		% Change
	2016	2017	2018		2018	2019	
Completed Maintenance Work Orders (All)	12,434	13,877	13,901	7,296	3,434	3,760	9.5%
Maintenance Work Orders (Emergency)	24	22	16	4	3	4	33.3%
Avg. days to completion for emergency work order	0.4	0.2	0.4	0.2	0.6	0.4	(33.3%)
Potholes repaired	4,120	2,899	3,855	931	914	443	(51.5%)
Roadway sweeping (miles)	12,906	11,269	13,014	6,265	3,748	3,814	1.8%
Roadway lights in service (%)	88.7%	90.9%	95.5%	96.1%	95.2%	96.5%	1.4%
Storm drains cleaned	2,098	3,269	2,000	1,989	833	1,813	117.6%
Tunnel cleaning - walls and ceilings (linear ft.)	113,901	519,690	4,335,053	5,837,535	593,598	3,708,466	524.7%
Roadway striping replaced (linear ft.)	379,087	617,436	379,651	359,481	140,976	210,696	49.5%

Customer Travel Time

Customer travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels.

2nd Quarter 2019 Travel Time Report										
		AM Peak					PM Peak			
Facility / Location	Free-Flow Travel Time	2019 2Q Average	2019 2Q Travel Time Index (TTI)	2018 2Q Average	2Q 2018 vs. 2019 % Change		2019 2Q Average	2019 2Q Travel Time Index (TTI)	2018 2Q Average	2Q 2018 vs. 2019 % Change
Verrazzano-Narrows Bridge										
Brooklyn Bound (Upper Level)	3:35	9:58	2.78	9:37	3.6%		4:44	1.32	4:16	10.9%
Brooklyn Bound (Lower Level)	3:35	10:43	2.99	9:53	8.4%		4:07	1.15	4:04	1.2%
Staten Island Bound (Upper Level)	3:35	3:59	1.11	3:49	4.4%		6:59	1.95	5:07	36.5%
Staten Island Bound (Lower Level)	3:35	4:17	1.20	4:17	0.0%	-	6:07	1.71	5:07	19.5%
Throgs Neck Bridge										
Queens to Bronx	2:05	2:27	1.18	2:29	-1.3%		2:14	1.07	2:12	1.5%
Bronx to Queens	2:05	2:54	1.39	2:37	10.8%		3:21	1.61	3:27	-2.9%
Bronx-Whitestone Bridge										
Queens to Bronx	1:25	1:50	1.29	1:53	-2.7%		1:52	1.32	1:50	1.8%
Bronx to Queens	1:25	3:39	2.58	4:06	-11.0%		2:52	2.02	2:51	0.6%
Robert F. Kennedy Bridge										
Manhattan to Queens	3:50	4:05	1.07	4:04	0.4%		6:19	1.65	5:31	14.5%
Queens to Manhattan	3:50	5:29	1.43	7:06	-22.8%		6:43	1.75	13:28	-50.1%
Manhattan to Bronx	1:45	2:02	1.16	2:03	-0.8%		3:26	1.96	3:58	-13.4%
Bronx to Manhattan	1:45	3:30	2.00	3:02	15.4%		3:28	1.98	3:35	-3.3%
Bronx to Queens	3:05	4:21	1.41	4:21	0.0%	-	6:15	2.03	5:38	10.9%
Queens to Bronx	3:05	4:49	1.56	6:34	-26.6%		7:14	2.35	15:49	-54.3%
Henry Hudson Bridge										
Manhattan to Bronx	0:37	0:52	1.41	0:55	-5.5%		1:08	1.84	1:04	6.2%
Bronx to Manhattan	0:37	1:25	2.30	1:22	3.7%		1:32	2.49	1:25	8.2%
Marine Parkway Bridge										
Rockaways to Brooklyn	1:10	2:07	1.81	1:21	56.8%		2:06	1.80	1:18	61.5%
Brooklyn to Rockaways	1:10	2:07	1.81	1:31	39.6%		2:07	1.81	1:42	24.5%
Cross Bay Bridge										
Rockaways to Queens	1:05	1:48	1.66	1:29	21.3%		1:49	1.68	1:11	53.5%
Queens to Rockaways	1:05	1:23	1.28	1:07	23.9%		1:15	1.15	1:05	15.4%
Hugh L. Carey Tunnel										
Brooklyn to Manhattan	2:50	3:38	1.28	3:57	-8.0%		6:47	2.39	6:51	-1.0%
Manhattan to Brooklyn	2:50	3:16	1.15	3:22	-3.0%		5:12	1.84	4:25	17.7%
Queens Midtown Tunnel										
Queens to Manhattan	2:35	4:31	1.75	4:45	-4.9%		6:11	2.39	5:56	4.2%
Manhattan to Queens	2:35	4:41	1.81	4:39	0.7%		4:55	1.90	4:37	6.5%
Free-Flow Travel Time is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.										
Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.										
Uncongested (TTI <1.3)										
Moderate Congestion (TTI 1.4-2.5)										
Congested (TTI > 2.5)										



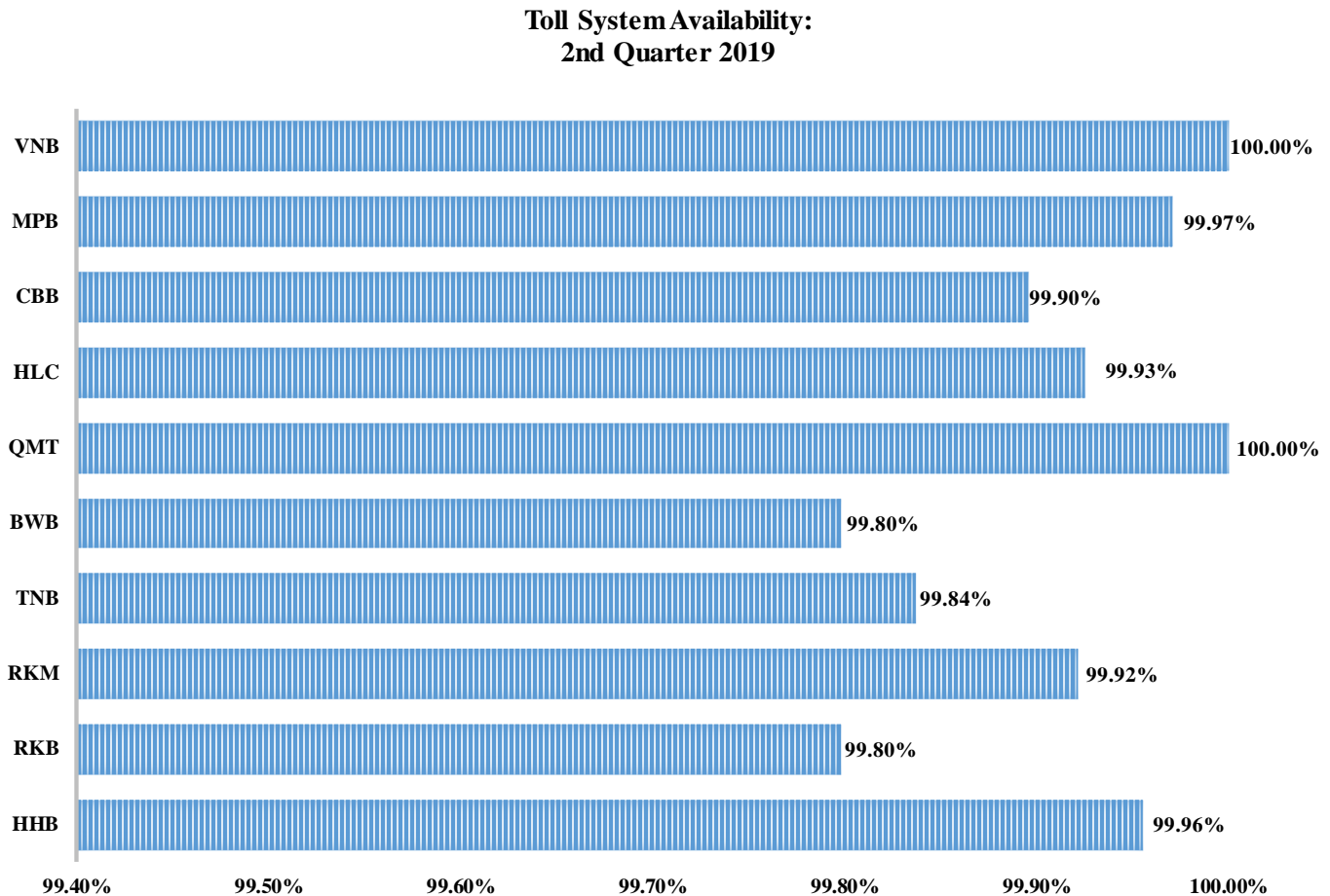
Customer Travel Time (continued)

YTD June 2019 Travel Time Report										
		AM Peak				PM Peak				
Facility / Location	Free-Flow Travel Time	2019 YTD June Average	2019 YTD June Travel Time Index (TTI)	2018 YTD June Average	YTD June 2018 vs. 2019 % Change		2019 YTD June Average	2019 YTD June Travel Time Index (TTI)	2018 YTD June Average	YTD June 2018 vs. 2019 % Change
Verrazzano-Narrows Bridge										
Brooklyn Bound (Upper Level)	3:35	9:24	2.62	9:23	0.2%		4:19	1.20	4:10	3.6%
Brooklyn Bound (Lower Level)	3:35	9:56	2.77	9:35	3.7%		3:58	1.11	4:08	-4.0%
Staten Island Bound (Upper Level)	3:35	3:54	1.09	3:49	2.2%		5:48	1.62	4:52	19.2%
Staten Island Bound (Lower Level)	3:35	4:16	1.19	4:18	-0.8%		5:28	1.53	5:05	7.5%
Throgs Neck Bridge										
Queens to Bronx	2:05	2:26	1.17	2:31	-3.3%		2:15	1.08	2:15	0.0%
Bronx to Queens	2:05	2:41	1.29	2:32	5.9%		3:03	1.46	3:07	-2.1%
Bronx-Whitestone Bridge										
Queens to Bronx	1:25	01:49	1.28	01:50	-0.9%		1:50	1.29	1:47	2.8%
Bronx to Queens	1:25	03:40	2.59	03:48	-3.5%		2:37	1.85	2:34	1.9%
Robert F. Kennedy Bridge										
Manhattan to Queens	3:50	4:12	1.10	4:09	1.2%		6:16	1.63	5:18	18.2%
Queens to Manhattan	3:50	5:53	1.53	6:56	-15.1%		7:02	1.83	11:33	-39.1%
Manhattan to Bronx	1:45	2:02	1.16	2:01	0.8%		3:04	1.75	3:36	-14.8%
Bronx to Manhattan	1:45	3:07	1.78	2:59	4.5%		3:13	1.84	3:11	1.0%
Bronx to Queens	3:05	4:24	1.43	4:30	-2.2%		6:15	2.03	5:39	10.6%
Queens to Bronx	3:05	5:10	1.68	6:21	-18.6%		7:03	2.29	13:55	-49.3%
Henry Hudson Bridge										
Manhattan to Bronx	0:37	0:53	1.43	0:55	-3.6%		1:03	1.70	1:03	0.0%
Bronx to Manhattan	0:37	1:24	2.27	1:19	6.3%		1:26	2.32	1:16	13.2%
Marine Parkway Bridge										
Rockaways to Brooklyn	1:10	2:06	1.80	1:27	44.8%		2:06	1.80	1:21	55.6%
Brooklyn to Rockaways	1:10	2:07	1.81	1:32	38.0%		2:07	1.81	1:47	18.7%
Cross Bay Bridge										
Rockaways to Queens	1:05	1:50	1.69	1:21	35.8%		1:50	1.69	1:14	48.6%
Queens to Rockaways	1:05	1:21	1.25	1:09	17.4%		1:14	1.14	1:08	8.8%
Hugh L. Carey Tunnel										
Brooklyn to Manhattan	2:50	3:36	1.27	3:53	-7.3%		6:15	2.21	6:34	-4.8%
Manhattan to Brooklyn	2:50	3:17	1.16	3:22	-2.5%		5:10	1.82	4:24	17.4%
Queens Midtown Tunnel										
Queens to Manhattan	2:35	4:23	1.70	4:37	-5.1%		5:35	2.16	5:35	0.0%
Manhattan to Queens	2:35	4:38	1.79	4:42	-1.4%		4:38	1.79	4:42	-1.4%
Free-Flow Travel Time is calculated based on off-peak, unimpeded travel. The measure is computed using the average travel time for the off peak period Saturday 10pm-Sunday 10am.										
Travel Time Index (TTI) is the ratio of the average peak period travel time to the free-flow travel time. The measure is computed for the AM peak period (6am-9am) and the PM peak period (4pm-7pm) on weekdays. A TTI of 1.30 indicates a 20-minute free-flow trip takes 26 minutes (20 X 1.30) in the rush hours.										
Uncongested (TTI <1.3)										
Moderate Congestion (TTI 1.4-2.5)										
Congested (TTI > 2.5)										



Toll System Availability

B&T's toll system reads E-ZPass tags and captures images of vehicles using equipment attached to gantries above the roadways. In the second quarter of 2019, toll system availability was 99.91%.





Customer Safety

Performance Statistics	Year End			YTD 2019	2 nd Qtr		% Change
	2016	2017	2018		2018	2019	
Collision Rate per Million Vehicles	5.78	7.49	8.00	6.25	6.73	7.36	9.4%
Collision with Injury Rate per Million Vehicles	0.95	0.87	0.99	0.98	1.24	0.98	(21.0%)
Speeding Summonses	7,094	5,782	5,930	2,417	1,348	2,949	118.8%
Truck Summonses	3,496	2,840	2,371	2,476	1,267	1,466	15.7%
Emergency Response Time (min:sec)	7:45	7:47	7:41	6:53	7:10	6:46	(5.6%)

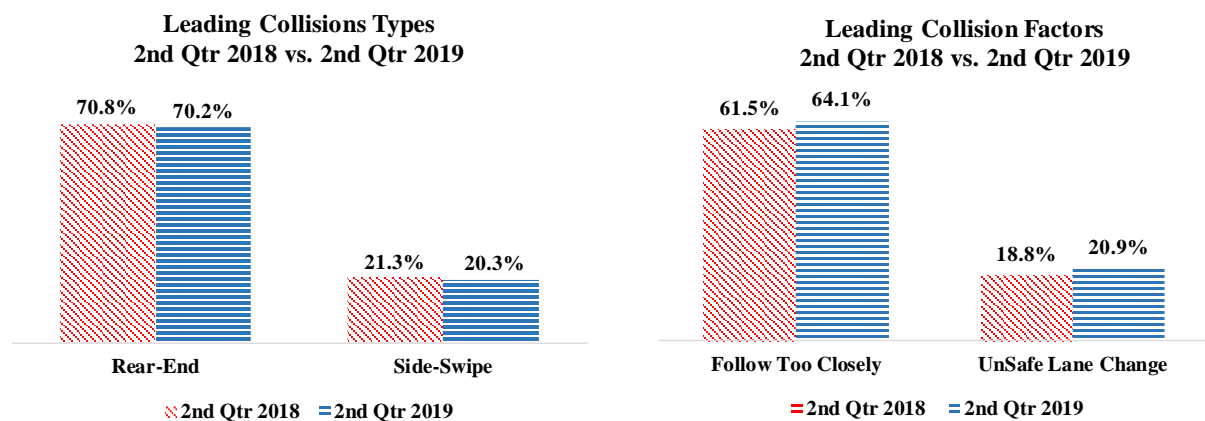
B&T responded to 2,508 roadway incidents in the second quarter of 2019. The average response time was 6 minutes and 46 seconds. Incidents included disabled vehicles, collisions and debris in the roadway.

In the second quarter of 2019, the collision rate per million vehicles was 7.36, 9.4% higher than the second quarter of 2018. The collision with injury rate per million vehicles was 0.98, 21.0% better than the same period in 2018.

70.2% of collisions at B&T facilities in the second quarter of 2019 were rear-end collisions, 0.6% lower than in the second quarter 2018 (70.8%).

Side-swipe/lane change collisions accounted for 20.3% of collisions in the second quarter of 2019, 1.0% lower than the second quarter of 2018 (21.3%).

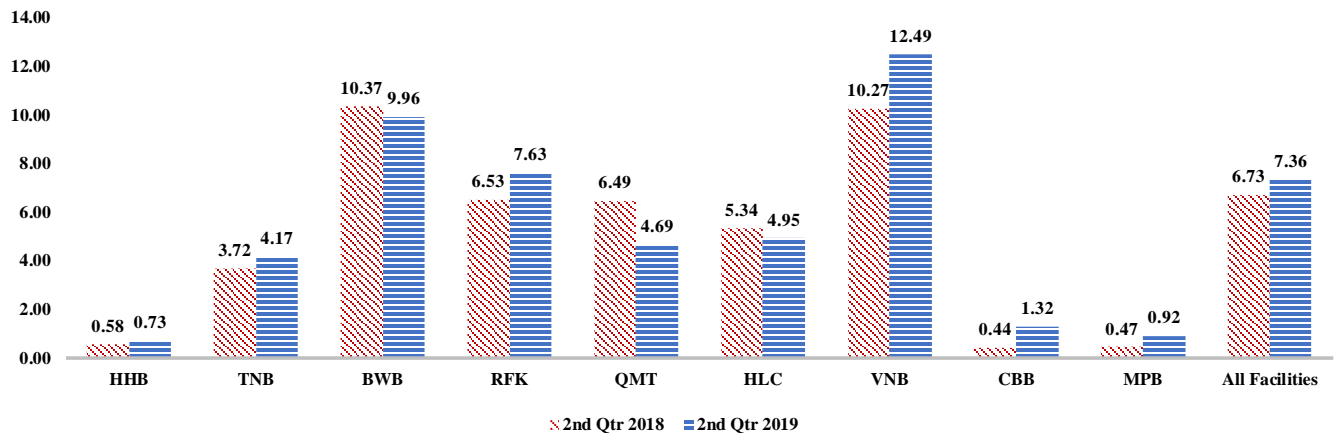
Following Too Closely and Unsafe Lane Change remain the leading factors of collisions at B&T facilities, contributing to 64.1% and 20.9% of all collisions in the second quarter of 2019.



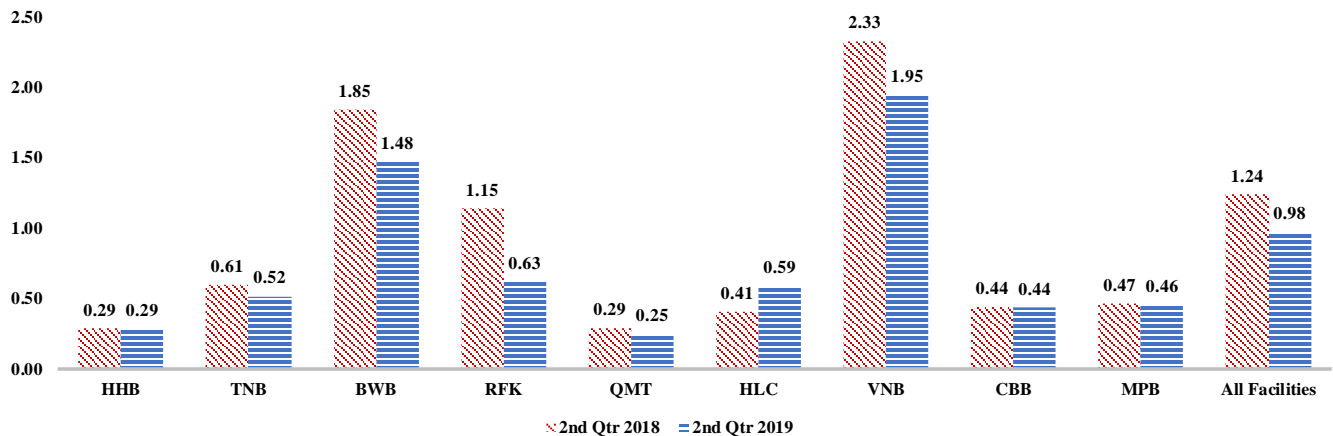


In the second quarter of 2019 three out of nine facilities had lower collision rates and eight out of nine facilities had lower or equal collision with injuries rates compared to the same period in 2018.

2nd Qtr 2019 vs. 2nd Qtr 2018 Total Collision Rates per Million Vehicles



2nd Qtr 2019 vs. 2nd Qtr 2018 Collision with Injuries Rates per Million Vehicles





In the second quarter of 2019, B&T Law Enforcement addressed visibly unsafe driver behavior, including factors that contributed to accidents, resulting in:

- 10,439 summonses were issued in the second quarter of 2019, 26.9% lower than the same period in 2018.
- 72.7% (7,594) of the summonses issued in the second quarter of 2019 were safety related. Types of safety summonses include Speeding, Disobeying Signs / Traffic Control Devices and Unsafe Lane Change
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployments across all facilities.

Summons Type	2 nd Qtr		% Change
	2018	2019	
Speeding	1,348	801	(40.6%)
Disobey Signs/Traffic Control Devices	3,142	2,949	(6.1%)
Cell Phone/Texting	789	248	(68.6%)
Unsafe Lane Change/Fail to Signal	776	359	(53.7%)
All Other Summonses*	8,228	6,082	(26.1%)
Total	14,283	10,439	(26.9%)

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


Indicator Definitions

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



CUSTOMER SERVICE					
Indicator	Description				Source
Travel Time Index (TTI)	Travel Time Index (TTI), which is the ratio of the quarterly average peak period travel time to the free-flow travel time.				Travel Time database
Travel Speed/Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures how long it takes vehicles to travel over B&T facilities.				Transcom
Facility	Direction	Borough	From	To	Distance (Feet)
Bronx-Whitestone Bridge	South Bound	Queens Bound	BWB ORT Gantry	Queens anchorage	6,433
	North Bound	Bronx Bound	Queens anchorage	BWB ORT Gantry	6,433
Throgs Neck Bridge	South Bound	Queens Bound	TNB ORT Gantry	Gantry 7	9,715
	North Bound	Bronx Bound	Gantry 7	TNB ORT Gantry	9,715
Henry Hudson Bridge	South Bound	Manhattan Bound	Kappock Street	HHB ORT Gantry	2,740
	North Bound	Bronx Bound	HHB ORT Gantry	Kappock Street	2,740
Robert F. Kennedy Bridge	South Bound	Queens Bound	Manhattan Lift Span	Queens Anchorage	11,078
	South Bound	Queens Bound	Bronx Span	Queens anchorage	10,296
	North Bound	Bronx Bound	Manhattan Lift Span	Bronx Span	4,960
	North Bound	Bronx Bound	Queens anchorage	Bronx Span	10,296
	West Bound	Manhattan Bound	Queens anchorage	Manhattan Lift Span	12,001
	West Bound	Manhattan Bound	Bronx Span	Manhattan Lift Span	4,160
Queens Midtown Tunnel	East Bound	Queens Bound	QMT ORT Gantry	NYSDOT Gantry 2	8,130
	West Bound	Manhattan Bound	NYSDOT Gantry 2	QMT ORT Gantry	8,130
Verrazano-Narrows Bridge	East Bound	Brooklyn Bound	Fingerboard Road	92nd Street	13,464
	West Bound	Staten Island Bound	92nd Street	Fingerboard Road	13,464
Hugh L. Carey Tunnel	South Bound	Brooklyn Bound	HLC ORT Gantry	BQE Overpass	10,500
	North Bound	Manhattan Bound	BQE Overpass	HLC ORT Gantry	10,500
Marine Parkway Bridge	South Bound	Rockaway Bound	MPB ORT Gantry	Signal Gantry 1	4,850
	North Bound	Brooklyn Bound	Signal Gantry 1	MPB ORT Gantry	4,850
Cross Bay Bridge	South Bound	Rockaway Bound	CBB ORT Gantry	Beach Channel Drive Gantry	3,840
	North Bound	Brooklyn Bound	CBB South Ramp B Overpass	CBB ORT Gantry	3,905
Toll System Availability (%)	Percent of toll lanes available for customer use.				Toll System Maintenance

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



Bridges and Tunnels

Financial Report June 2019

MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of June 30, 2019**

(in thousands)

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

Cash-Unrestricted	29,047
Investments:	
Unrestricted	134,079
Restricted	1,066,478
Accrued interest receivable	1,927
Accounts receivable	257,098
Less allowance for uncollectible accounts	-165,152
Tolls due from other agencies	40,945
Prepaid expenses	5,901
	<hr/>
Total current assets	1,370,324

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	11
Facilities, less acc.dep of \$1,700,875	6,431,469
Capital lease 2 Broadway net acc. dep.	37,183
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,472,189

TOTAL ASSETS:	<hr/> 7,842,512
----------------------	-----------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	22,302
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	179,462
Defeasance costs	231,035
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 493,545
--	---------------

**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

	<hr/> 8,336,058 <hr/>
--	-----------------------

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of June 30, 2019

(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	310,170
Interest Payable	46,153
Accounts Payable	162,491
Payable to MTA-CAP	362,696
Due to MTA-Operating Expenses	6,559
Due to NYCTA-Operating Expenses	530
Accrued salaries	40,893
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	2,988
Due to New York City Transit Authority	35,847
Due to Metropolitan Transportation Authority	51,681
Unearned Toll Revenue	193,960
Tolls due to other agencies	50,310
E-ZPass Airport Toll Liability	10,817
	<hr/>
Total current liabilities	1,294,938

NONCURRENT LIABILITIES:

Long term debt	9,080,855
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	50,211
Capital lease obligations	57,005
Derivative Hedge Liabilities	164,238
Due (to)/from MTA - change in fair value of derivative	18,750
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,398,514

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 11,745,133

NET POSITION

-3,409,075

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,336,058

*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Budget	Favorable (Unfavorable)			Mid Year Budget	Favorable (Unfavorable)			Mid Year Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	181.010	181.110	0.100	0.1	0.000	0.000	0.000	-	181.010	181.110	0.100	0.1
Other Operating Revenue	1.449	2.429	0.981	67.7	0.000	0.000	0.000	-	1.449	2.429	0.981	67.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.245	1.347	(0.898)	(40.0)	2.245	1.347	(0.898)	(40.0)
Investment Income	0.100	0.283	0.183	*	0.000	0.000	0.000	-	0.100	0.283	0.183	*
Total Revenue	\$182.559	\$183.822	\$1.263	0.7	\$2.245	\$1.347	(\$0.898)	(40.0)	\$184.803	\$185.168	\$0.365	0.2
Expenses												
<i>Labor:</i>												
Payroll	\$9.215	\$9.279	(\$0.064)	(0.7)	\$0.870	\$0.491	\$0.378	43.5	10.085	\$9.771	\$0.315	3.1
Overtime	2.132	1.926	0.206	9.7	0.078	0.168	(0.090)	*	2.210	2.094	0.116	5.3
Health and Welfare	2.713	2.282	0.431	15.9	0.181	0.114	0.067	36.9	2.893	2.396	0.498	17.2
OPEB Current Payment	1.940	1.872	0.068	3.5	0.000	0.000	0.000	-	1.940	1.872	0.068	3.5
Pensions	9.704	9.802	(0.097)	(1.0)	0.223	0.125	0.098	43.9	9.928	9.927	0.001	0.0
Other Fringe Benefits	1.440	1.337	0.103	7.2	0.092	0.074	0.018	19.6	1.532	1.410	0.121	7.9
Reimbursable Overhead	(0.801)	(0.374)	(0.427)	(53.3)	0.801	0.374	0.427	53.3	0.000	0.000	0.000	-
Total Labor Expenses	\$26.343	\$26.124	\$0.220	0.8	\$2.245	\$1.347	\$0.898	40.0	\$28.588	\$27.470	\$1.118	3.9
<i>Non-Labor:</i>												
Electric Power	\$0.485	\$0.401	\$0.084	17.3	\$0.000	\$0.000	\$0.000	-	0.485	\$0.401	\$0.084	17.3
Fuel	0.245	0.245	0.000	0.0	0.000	0.000	0.000	-	0.245	0.245	0.000	0.0
Insurance	0.898	0.874	0.024	2.6	0.000	0.000	0.000	-	0.898	0.874	0.024	2.6
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	23.279	23.333	(0.054)	(0.2)	0.000	0.000	0.000	-	23.279	23.333	(0.054)	(0.2)
Professional Service Contracts	4.298	4.830	(0.532)	(12.4)	0.000	0.000	0.000	-	4.298	4.830	(0.532)	(12.4)
Materials & Supplies	0.372	0.313	0.059	15.8	0.000	0.000	0.000	-	0.372	0.313	0.059	15.8
Other Business Expenses	4.048	3.761	0.287	7.1	0.000	0.000	0.000	-	4.048	3.761	0.287	7.1
Total Non-Labor Expenses	\$33.625	\$33.758	(\$0.132)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$33.625	\$33.758	(\$0.132)	(0.4)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$59.969	\$59.881	\$0.088	0.1	\$2.245	\$1.347	\$0.898	40.0	\$62.213	\$61.228	\$0.986	1.6
Depreciation	\$12.020	\$13.808	(\$1.788)	(14.9)	\$0.000	\$0.000	\$0.000	-	12.020	\$13.808	(\$1.788)	(14.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$71.989	\$73.689	(\$1.700)	(2.4)	\$2.245	\$1.347	\$0.898	40.0	\$74.234	\$75.035	(\$0.802)	(1.1)
Less: Depreciation	\$12.020	\$13.808	(\$1.788)	(14.9)	\$0.000	\$0.000	\$0.000	-	\$12.020	\$13.808	(\$1.788)	(14.9)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$59.969	\$59.881	\$0.088	0.1	\$2.245	\$1.347	\$0.898	40.0	\$62.213	\$61.228	\$0.986	1.6
Net Surplus/(Deficit)	\$122.590	\$123.941	\$1.351	1.1	\$0.000	\$0.000	\$0.000	-	\$122.590	\$123.941	\$1.351	1.1

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JUNE 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Budget	Actual	Favorable (Unfavorable)		Mid Year Budget	Actual	Favorable (Unfavorable)		Mid Year Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$122.590	\$123.941	\$1.351	1.1
Less: Capitalized Assets									2.119	1.673	0.445	21.0
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$120.471	\$122.267	\$1.796	1.5
Less: Debt Service									57.531	55.371	2.160	3.8
Less: Contribution to the Capital Program									11.082	11.082	0.000	0.0
Income Available for Distribution									\$51.859	\$55.815	\$3.956	7.6
Distributable To:												
MTA - Investment Income									0.100	0.283	0.183	*
MTA - Distributable Income									30.792	32.474	1.682	5.5
NYCTR - Distributable Income									20.966	23.058	2.091	10.0
Total Distributable Income									\$51.859	\$55.815	\$3.956	7.6
Support to Mass Transit:												
Total Revenues									184.803	185.168	0.365	0.2
Less: Total Operating Expenses									62.213	61.228	0.986	1.6
Net Operating Income/(Deficit)									\$122.590	\$123.941	\$1.351	1.1
Deductions from Net Operating Income:												
Capitalized Assets									2.119	1.673	0.445	21.0
Reserves									0.000	0.000	0.000	-
B&T Debt Service									26.390	25.254	1.136	4.3
Contribution to the Capital Program									11.082	11.082	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$39.590	\$38.009	\$1.581	4.0
Total Support to Mass Transit									\$83.000	\$85.931	\$2.932	3.5

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Budget	Actual	Favorable (Unfavorable)		Mid Year Budget	Actual	Favorable (Unfavorable)		Mid Year Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	995.816	995.916	0.100	0.0	0.000	0.000	0.000	-	995.816	995.916	0.100	0.0
Other Operating Revenue	10.244	11.224	0.981	9.6	0.000	0.000	0.000	-	10.244	11.224	0.981	9.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	8.798	7.899	(0.898)	(10.2)	8.798	7.899	(0.898)	(10.2)
Investment Income	1.517	1.700	0.183	12.0	0.000	0.000	0.000	-	1.517	1.700	0.183	12.0
Total Revenue	\$1,007.576	\$1,008.840	\$1.263	0.1	\$8.798	\$7.899	(\$0.898)	(10.2)	\$1,016.374	\$1,016.739	\$0.365	0.0
Expenses												
<i>Labor:</i>												
Payroll	\$57.525	\$57.589	(\$0.064)	(0.1)	3.458	\$3.080	\$0.378	10.9	60.983	\$60.668	\$0.315	0.5
Overtime	13.167	12.961	0.206	1.6	0.278	0.368	(0.090)	(32.2)	13.445	13.329	0.117	0.9
Health and Welfare	14.178	13.748	0.431	3.0	0.782	0.715	0.067	8.5	14.960	14.463	0.498	3.3
OPEB Current Payment	11.359	11.292	0.068	0.6	0.000	0.000	0.000	-	11.359	11.292	0.068	0.6
Pensions	25.091	25.189	(0.097)	(0.4)	0.882	0.784	0.098	11.1	25.973	25.973	0.001	0.0
Other Fringe Benefits	9.354	9.251	0.103	1.1	0.482	0.463	0.018	3.7	9.836	9.715	0.121	1.2
Reimbursable Overhead	(2.916)	(2.489)	(0.427)	(14.6)	2.916	2.489	0.427	14.6	0.000	0.000	0.000	-
Total Labor Expenses	\$127.759	\$127.539	\$0.220	0.2	\$8.798	\$7.899	\$0.898	10.2	\$136.557	\$135.438	\$1.118	0.8
<i>Non-Labor:</i>												
Electric Power	\$2.166	\$2.082	\$0.084	3.9	0.000	\$0.000	\$0.000	-	2.166	\$2.082	\$0.084	3.9
Fuel	0.903	0.903	0.000	0.0	0.000	0.000	0.000	-	0.903	0.903	0.000	0.0
Insurance	5.239	5.215	0.024	0.4	0.000	0.000	0.000	-	5.239	5.215	0.024	0.4
Claims	0.006	0.006	0.000	0.0	0.000	0.000	0.000	-	0.006	0.006	0.000	0.0
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	70.588	70.642	(0.054)	(0.1)	0.000	0.000	0.000	-	70.588	70.642	(0.054)	(0.1)
Professional Service Contracts	14.166	14.698	(0.532)	(3.8)	0.000	0.000	0.000	-	14.166	14.698	(0.532)	(3.8)
Materials & Supplies	1.450	1.391	0.059	4.1	0.000	0.000	0.000	-	1.450	1.391	0.059	4.1
Other Business Expenses	24.113	23.826	0.287	1.2	0.000	0.000	0.000	-	24.113	23.826	0.287	1.2
Total Non-Labor Expenses	\$118.631	\$118.763	(\$0.132)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$118.631	\$118.763	(\$0.132)	(0.1)
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$246.390	\$246.302	\$0.088	0.0	\$8.798	\$7.899	\$0.898	10.2	\$255.187	\$254.201	\$0.986	0.4
Depreciation	\$80.268	\$82.055	(\$1.788)	(2.2)	0.000	\$0.000	\$0.000	-	80.268	\$82.055	(\$1.788)	(2.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$326.657	\$328.357	(\$1.700)	(0.5)	\$8.798	\$7.899	\$0.898	10.2	\$335.455	\$336.256	(\$0.801)	(0.2)
Less: Depreciation	\$80.268	\$82.055	(\$1.788)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$80.268	\$82.055	(\$1.788)	(2.2)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$246.390	\$246.302	\$0.088	0.0	\$8.798	\$7.899	\$0.898	10.2	\$255.187	\$254.201	\$0.986	0.4
Net Surplus/(Deficit)	\$761.187	\$762.538	\$1.351	0.2	\$0.000	\$0.000	\$0.000	-	\$761.187	\$762.538	\$1.351	0.2

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JUNE Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Budget	Favorable (Unfavorable)			Mid Year Budget	Favorable (Unfavorable)			Mid Year Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$761.187	\$762.538	\$1.351	0.2
Less: Capitalized Assets									6.304	5.859	\$0.445	7.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$754.883	\$756.679	\$1.796	0.2
Less: Debt Service									334.949	329.994	4.955	1.5
Less: Contribution to the Capital Program									66.491	66.491	0.000	0.0
Income Available for Distribution									\$353.443	\$360.194	\$6.751	1.9
Distributable To:												
MTA - Investment Income									1.517	1.700	0.183	12.0
MTA - Distributable Income									205.188	207.543	2.355	1.1
NYCTR - Distributable Income									146.738	150.951	4.214	2.9
Total Distributable Income									\$353.443	\$360.194	\$6.751	1.9
<u>Support to Mass Transit:</u>												
Total Revenues									1,016.374	1,016.739	0.365	0.0
Less: Total Operating Expenses									<u>255.187</u>	<u>254.201</u>	<u>0.986</u>	0.4
Net Operating Income/(Deficit)									\$761.187	\$762.538	\$1.351	0.2
Deductions from Net Operating Income:												
Capitalized Assets									6.304	5.859	0.445	7.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									145.314	149.097	(3.783)	(2.6)
Contribution to the Capital Program									66.491	66.491	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$218.109	\$221.446	(\$3.337)	(1.5)
Total Support to Mass Transit									\$543.078	\$541.092	(\$1.986)	(0.4)

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN forecast AND ACTUAL ACCRUAL BASIS
(\$ in millions)

			June 2019	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	0.100	0.1%	Higher toll revenue due to 1.1% higher traffic	0.100	0.0%	Higher toll revenue due to 0.2% higher traffic
Other Operating Revenue	0.981	67.7%	Higher revenue across a variety of sources, due to timing, against the monthly forecast allocation	0.981	9.6%	Higher revenue across a variety of sources, due to timing, against the YTD forecast allocation
Investment Income	0.183	*	Higher than anticipated short-term investment returns on fund balances	0.183	12.0%	Higher than anticipated short-term investment returns on fund balances
Payroll	(0.064)	-0.7%	Higher payroll expenses due to the timing against the monthly forecast allocation	(0.064)	-0.1%	Higher payroll expenses due to the timing against the YTD forecast allocation
Overtime	0.206	9.7%	See overtime tables	0.206	1.6%	See overtime tables.
Health and Welfare	0.431	15.9%	Lower expenses primarily due to timing against the monthly forecast allocation	0.431	3.0%	Lower expenses primarily due to timing against the YTD forecast allocation
OPEB Current Payment	0.068	3.5%	Lower expenses primarily due to timing against the forecast allocation	0.068	0.6%	Lower expenses primarily due to timing against the YTD forecast allocation.
Pensions	(0.097)	-1.0%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. The total variance is very close to forecast.	(0.097)	-0.4%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. The total variance is very close to forecast.
Other Fringe Benefits	0.103	7.2%	Lower expenses primarily due to timing against the monthly forecast allocation	0.103	1.1%	Lower expenses primarily due to timing against the YTD forecast allocation
Electric Power	0.084	17.3%	Lower electricity expenses primarily due to timing against the monthly forecast allocation	0.084	3.9%	Lower electricity expenses primarily due to timing against the YTD forecast allocation
Fuel	0.000	-	No variance	0.000	-	Lower fuel expenses due to timing against the YTD forecast allocation
Insurance	0.024	2.6%	Lower insurance expenses primarily due to timing against the monthly forecast allocation	0.024	0.4%	Lower insurance expenses primarily due to timing against the YTD forecast allocation
Maintenance and Other Operating Contracts	(0.054)	-0.2%	Higher expenses across a variety of categories, due to timing, against the monthly forecast allocation	(0.054)	-0.1%	Higher expenses across a variety of categories, due to timing, against the YTD forecast allocation
Professional Service Contracts	(0.532)	-12.4%	Higher expenses primarily due to timing against the monthly forecast allocation for outside consulting services	(0.532)	-3.8%	Higher expenses primarily due to timing against the YTD forecast allocation for outside consulting services
Materials & Supplies	0.059	15.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation.	0.059	4.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation.
Other Business Expense	0.287	7.1%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees	0.287	1.2%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees
Depreciation	(1.788)	-14.9%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(1.788)	-2.2%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.898)	-40.0%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.898)	-10.2%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.378	43.5%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.378	10.9%	Lower capital reimbursements due to timing against the YTD forecast allocation
Overtime	(0.090)	*	See overtime tables	(0.090)	-32.2%	See overtime tables
Health and Welfare	0.067	36.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.067	8.5%	Lower capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.098	43.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.098	11.1%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	0.018	19.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.018	3.7%	Lower capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.427	53.3%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.427	14.6%	Lower capital reimbursements due to timing against the YTD forecast allocation

*Variance exceeds 100%

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

Facility	Revenue Collection Rate June 2019 ¹
Henry Hudson Bridge	100.7%
Hugh L. Carey Tunnel	100.2%
Queens Midtown Tunnel	101.3%
Marine Parkway Bridge	99.6%
Cross Bay Bridge	96.5%
Robert F. Kennedy Bridge	99.2%
Verrazzano-Narrows Bridge	96.8%
Bronx-Whitestone Bridge	99.3%
Throgs Neck Bridge	98.8%
All Facilities	98.9%

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

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

	June						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,352	\$0.386	5,193	\$0.316	1,160 18.3%	\$0.070 18.1%	29,472	\$1.884	28,668	\$1.833	804 2.7%	\$0.051 2.7%
<u>Unscheduled Service</u>	263	\$0.018	165	\$0.011	99 37.5%	\$0.007 38.9%	1,048	\$0.076	962	\$0.070	86 8.2%	\$0.006 7.9%
<u>Programmatic/Routine Maintenance</u>	3,473	\$0.276	2,674	\$0.213	799 23.0%	\$0.063 22.8%	18,532	\$1.502	17,952	\$1.455	579 3.1%	\$0.047 3.1%
<u>Unscheduled Maintenance</u>	1,472	\$0.117	733	\$0.058	739 50.2%	\$0.059 50.4%	9,058	\$0.736	8,050	\$0.654	1,009 11.1%	\$0.082 11.1%
<u>Vacancy/Absentee Coverage</u>	14,201	\$0.872	8,003	\$0.491	6,199 43.6%	\$0.381 43.7%	85,097	\$5.532	79,730	\$5.183	5,367 6.3%	\$0.349 6.3%
<u>Weather Emergencies</u>	4	\$0.000	35	\$0.000	(31) -775.0%	\$0.000	12,280	\$0.977	12,327	\$0.981	(47) -0.4%	(\$0.004) -0.4%
<u>Safety/Security/Law Enforcement</u>	1,987	\$0.120	1,413	\$0.085	575 28.9%	\$0.035 29.2%	9,693	\$0.617	9,184	\$0.585	509 5.3%	\$0.032 5.2%
<u>Other</u>	1,023	\$0.081	634	\$0.050	390 38.1%	\$0.031 38.3%	6,163	\$0.499	5,053	\$0.409	1,110 18.0%	\$0.090 18.0%
<u>*All Other Departments and Accruals</u>		\$0.262		\$0.702		(\$0.440) **		\$1.344		\$1.791		(\$0.447) -33.3%
Subtotal	28,775	\$2.132	18,848	\$1.926	9,927 34.5%	\$0.206 9.7%	171,342	\$13.167	161,926	\$12.961	9,416 5.5%	\$0.206 1.6%
REIMBURSABLE OVERTIME	1,200	\$0.078	687	\$0.168	513	(\$0.090)	3,282	\$0.278	3,557	\$0.368	(275)	(\$0.090)
TOTAL OVERTIME	29,975	\$2.210	19,535	\$2.094	10,440 34.8%	\$0.116 5.3%	174,624	\$13.445	165,483	\$13.329	9,141 5.2%	\$0.117 0.9%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,160 18.3%	\$0.070 18.1%	Lower than planned expenses	804 2.7%	\$0.051 2.7%	Lower than planned expenses
<u>Unscheduled Service</u>	99 37.5%	\$0.007 38.9%	Lower than planned expenses	86 8.2%	\$0.006 7.9%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	799 23.0%	\$0.063 22.8%	Lower than planned expenses	579 3.1%	\$0.047 3.1%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	739 50.2%	\$0.059 50.4%	Lower than planned expenses	1,009 11.1%	\$0.082 11.1%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	6,199 43.6%	\$0.381 43.7%	Lower than planned expenses	5,367 6.3%	\$0.349 6.3%	Lower than planned expenses
<u>Weather Emergencies</u>	(31) -775.0%	\$0.000	Minor Variance	(47) -0.4%	(\$0.004) -0.4%	Minor Variance
<u>Safety/Security/Law Enforcement</u>	575 28.9%	\$0.035 29.2%	Lower than planned expenses	509 5.3%	\$0.032 5.2%	Lower than planned expenses
<u>Other</u>	390 38.1%	\$0.031 38.3%	Lower than planned expenses	1,110 18.0%	\$0.090 18.0%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.440) **	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.447) -33.3%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	9,927 34.5%	\$0.206 9.7%		9,416 5.5%	\$0.206 1.6%	
REIMBURSABLE OVERTIME	513 0.0%	(\$0.090) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program	(275) 0.0%	(\$0.090) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	10,440	\$0.116		9,141	\$0.117	

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of JuneYear to date ending June 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>
4.3	\$29.6	4.3	\$30.8	1.5%	4.1%	Bronx-Whitestone	23.1	\$161.0	24.1	\$168.4	4.1%	4.6%
0.8	1.8	0.8	1.8	0.1%	0.7%	Cross Bay	4.1	9.1	4.2	9.6	2.1%	5.3%
2.3	7.6	2.3	7.8	-0.9%	3.7%	Henry Hudson	12.6	41.1	12.8	42.3	1.5%	3.1%
1.6	10.1	1.7	10.5	1.2%	3.5%	Hugh L. Carey	9.0	55.3	9.6	59.3	6.7%	7.3%
0.8	1.8	0.8	1.8	0.8%	0.2%	Marine Parkway	3.8	8.4	3.9	8.6	1.4%	2.9%
2.3	14.8	2.6	17.3	13.9%	17.3%	Queens Midtown	12.7	81.2	14.9	96.4	17.6%	18.7%
5.9	39.0	5.8	40.6	-0.6%	4.0%	RFK	32.5	219.2	32.9	224.5	1.1%	2.4%
3.9	31.4	3.9	31.1	-1.6%	-0.9%	Throgs Neck	21.3	167.3	21.6	171.6	1.4%	2.5%
6.7	39.7	6.6	39.3	-0.6%	-1.0%	Verrazano-Narrows	36.1	209.0	37.2	215.2	3.0%	3.0%
28.5	\$175.8	28.8	\$181.1	0.9%	3.0%	Total	155.4	\$951.6	161.3	\$995.9	3.8%	4.7%
	\$6.159		\$6.290		2.1%	Revenue Per Vehicle		\$6.122		\$6.173		0.8%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Mid-Year Forecast:

<u>June Forecast</u>		<u>June Actual</u>		<u>Percentage Change</u>			<u>YTD Forecast</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>
28.5	\$181.0	28.8	\$181.1	1.1%	0.1%	Total All	161.0	\$995.8	161.3	\$995.9	0.2%	0.0%
	\$6.354		\$6.290		-1.0%	Revenue Per Vehicle		\$6.185		\$6.173		-0.2%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 2019

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	8	1	1 Managerial vacancy
Law ⁽¹⁾	18	13	5	1 Managerial vacancy and 4 Professional vacancies
CFO ⁽²⁾	27	18	9	3 Managerial and 6 Professional vacancies
Administration ⁽³⁾	40	30	10	4 Managerial and 6 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	96	69	27	
Operations				
Revenue Management	42	38	4	3 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	57	47	10	6 Managerial vacancies and 4 Professional vacancies
Total Operations	99	85	14	
Maintenance				
Maintenance	233	223	10	8 Managerial vacancies, 6 Professional vacancies, and 4 Maintainer overages
Operations - Maintainers	163	169	(6)	6 Maintainer overages
Total Maintenance	396	392	4	
Engineering/Capital				
Engineering & Construction	192	139	53	9 Managerial and 44 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	1 Managerial vacancy and 2 Professional vacancies
CFO-Planning & Budget Capital	31	27	4	5 Managerial vacancies and 1 Professional overage
Total Engineering/Capital	255	194	61	
Public Safety				
Operations (Security)	611	561	50	27 Managerial and 23 Operational vacancies
Internal Security - Operations	48	35	13	3 Managerial and 10 Professional vacancies
Total Public Safety	659	596	63	
Total Positions	1,505	1,336	169	
Non-Reimbursable	1,418	1,249	169	
Reimbursable	87	87	-	
Total Full-Time	1,505	1,336	169	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2019

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	33	23	10	4 vacancies in Administration, 3 in CFO, 1 in Executive, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	46	17	4 vacancies in Law, 6 in CFO, 6 in Administration, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	96	69	27	
Operations				
Managers/Supervisors	61	52	9	6 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	38	33	5	4 vacancies in Operations and 1 vacancy in Revenue Management
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	99	85	14	
Maintenance				
Managers/Supervisors	31	23	8	8 vacancies in Maintenance
Professional, Technical, Clerical	22	16	6	6 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	353	(10)	4 Maintainer overages in Maintenance and 6 Maintainer overages in Operations
Total Maintenance	396	392	4	
Engineering/Capital				
Managers/Supervisors	62	47	15	9 vacancies in in Engineering, 5 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	193	147	46	44 vacancies in Engineering, 2 in Law, 1 vacancy in Safety and Health, and 1 overage in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	194	61	
Public Safety				
Managers/Supervisors	188	158	30	27 vacancies in Operations and 3 in Internal Security
Professional, Technical, Clerical	37	27	10	10 vacancies in Internal Security
Operational Hourlies ⁽³⁾	434	411	23	23 BTO vacancies
Total Public Safety	659	596	63	
Total Positions				
Managers/Supervisors	375	303	72	
Professional, Technical, Clerical	353	269	84	
Operational Hourlies	777	764	13	
Total Positions	1,505	1,336	169	

(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

Financial Report July 2019

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

(in thousands)

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

Cash-Unrestricted	8,994
Investments:	
Unrestricted	167,603
Restricted	1,092,977
Accrued interest receivable	2,790
Accounts receivable	281,877
Less allowance for uncollectible accounts	-175,855
Tolls due from other agencies	39,162
Prepaid expenses	5,692
	<hr/>
Total current assets	1,423,240

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	12
Facilities, less acc.dep of \$1,714,570	6,427,427
Capital lease 2 Broadway net acc. dep.	37,091
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,468,057

TOTAL ASSETS:	<hr/> 7,891,297
----------------------	-----------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	22,302
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	179,462
Defeasance costs	231,035
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 493,545
--	---------------

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> <hr/> 8,384,843
--	-----------------------

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

(in thousands)

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

Current portion-long term debt	310,170
Interest Payable	71,727
Accounts Payable	119,841
Accrued Pension Payable	3,770
Payable to MTA-CAP	371,944
Due to MTA-Operating Expenses	4,331
Due to NYCTA-Operating Expenses	530
Accrued salaries	37,601
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	2,490
Due to New York City Transit Authority	51,389
Due to Metropolitan Transportation Authority	68,448
Unearned Toll Revenue	210,238
Tolls due to other agencies	36,403
E-ZPass Airport Toll Liability	8,424
	<hr/>
Total current liabilities	1,317,149

NONCURRENT LIABILITIES:

Long term debt	9,074,897
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	51,005
Capital lease obligations	57,005
Derivative Hedge Liabilities	164,238
Due (to)/from MTA - change in fair value of derivative	18,750
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,393,349

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 11,762,180

NET POSITION

-3,377,337

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

8,384,843

*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	184.860	182.055	(2.805)	(1.5)	0.000	0.000	0.000	-	184.860	182.055	(2.805)	(1.5)
Other Operating Revenue	1.449	1.693	0.244	16.9	0.000	0.000	0.000	-	1.449	1.693	0.244	16.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.245	1.260	(0.985)	(43.9)	2.245	1.260	(0.985)	(43.9)
Investment Income	0.100	0.355	0.255	*	0.000	0.000	0.000	-	0.100	0.355	0.255	*
Total Revenue	\$186.409	\$184.103	(\$2.306)	(1.2)	\$2.245	\$1.260	(\$0.985)	(43.9)	\$188.654	\$185.363	(\$3.291)	(1.7)
Expenses												
Labor:												
Payroll	\$9.749	\$10.141	(\$0.393)	(4.0)	\$0.870	\$0.510	\$0.360	41.4	10.619	\$10.651	(\$0.032)	(0.3)
Overtime	2.132	1.462	0.670	31.4	0.078	0.035	0.043	54.9	2.210	1.497	0.713	32.3
Health and Welfare	2.713	2.152	0.560	20.7	0.181	0.118	0.063	34.6	2.893	2.271	0.623	21.5
OPEB Current Payment	1.940	1.869	0.071	3.7	0.000	0.000	0.000	-	1.940	1.869	0.071	3.7
Pensions	3.556	3.664	(0.108)	(3.1)	0.223	0.130	0.093	41.8	3.779	3.794	(0.015)	(0.4)
Other Fringe Benefits	1.519	1.352	0.166	11.0	0.092	0.077	0.015	16.6	1.611	1.429	0.182	11.3
Reimbursable Overhead	(0.801)	(0.390)	(0.411)	(51.3)	0.801	0.390	0.411	51.3	0.000	0.000	0.000	-
Total Labor Expenses	\$20.807	\$20.251	\$0.556	2.7	\$2.245	\$1.260	\$0.985	43.9	\$23.052	\$21.511	\$1.541	6.7
Non-Labor:												
Electric Power	\$0.485	\$0.327	\$0.158	32.6	\$0.000	\$0.000	\$0.000	-	0.485	\$0.327	\$0.158	32.6
Fuel	0.111	0.004	0.107	96.7	0.000	0.000	0.000	-	0.111	0.004	0.107	96.7
Insurance	0.898	0.893	0.005	0.6	0.000	0.000	0.000	-	0.898	0.893	0.005	0.6
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	10.410	8.259	2.151	20.7	0.000	0.000	0.000	-	10.410	8.259	2.151	20.7
Professional Service Contracts	4.173	1.212	2.960	70.9	0.000	0.000	0.000	-	4.173	1.212	2.960	70.9
Materials & Supplies	0.382	0.040	0.342	89.5	0.000	0.000	0.000	-	0.382	0.040	0.342	89.5
Other Business Expenses	4.189	3.722	0.467	11.2	0.000	0.000	0.000	-	4.189	3.722	0.467	11.2
Total Non-Labor Expenses	\$20.647	\$14.457	\$6.190	30.0	\$0.000	\$0.000	\$0.000	-	\$20.647	\$14.457	\$6.190	30.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$41.455	\$34.708	\$6.746	16.3	\$2.245	\$1.260	\$0.985	43.9	\$43.699	\$35.968	\$7.731	17.7
Depreciation	\$11.920	\$13.787	(\$1.867)	(15.7)	\$0.000	\$0.000	\$0.000	-	11.920	\$13.787	(\$1.867)	(15.7)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$53.375	\$48.496	\$4.879	9.1	\$2.245	\$1.260	\$0.985	43.9	\$55.619	\$49.755	\$5.864	10.5
Less: Depreciation	\$11.920	\$13.787	(\$1.867)	(15.7)	\$0.000	\$0.000	\$0.000	-	\$11.920	\$13.787	(\$1.867)	(15.7)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$41.455	\$34.708	\$6.746	16.3	\$2.245	\$1.260	\$0.985	43.9	\$43.699	\$35.968	\$7.731	17.7
Net Surplus/(Deficit)	\$144.955	\$149.395	\$4.440	3.1	\$0.000	\$0.000	\$0.000	-	\$144.955	\$149.395	\$4.440	3.1

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
JULY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$144.955	\$149.395	\$4.440	3.1
Less: Capitalized Assets									2.119	0.924	1.194	56.4
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$142.836	\$148.470	\$5.635	3.9
Less: Debt Service									57.531	55.101	2.430	4.2
Less: Contribution to the Capital Program									11.082	11.082	0.000	0.0
Income Available for Distribution									\$74.223	\$82.288	\$8.064	10.9
Distributable To:												
MTA - Investment Income									0.100	0.355	0.255	*
MTA - Distributable Income									41.975	45.639	3.665	8.7
NYCTR - Distributable Income									32.149	36.293	4.145	12.9
Total Distributable Income									\$74.223	\$82.288	\$8.064	10.9
<u>Support to Mass Transit:</u>												
Total Revenues									188.654	185.363	(3.291)	(1.7)
Less: Total Operating Expenses									<u>43.699</u>	<u>35.968</u>	<u>7.731</u>	17.7
Net Operating Income/(Deficit)									\$144.955	\$149.395	\$4.440	3.1
Deductions from Net Operating Income:												
Capitalized Assets									2.119	0.924	1.194	56.4
Reserves									0.000	0.000	0.000	-
B&T Debt Service									26.390	25.172	1.218	4.6
Contribution to the Capital Program									11.082	11.082	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$39.590	\$37.178	\$2.412	6.1
Total Support to Mass Transit									\$105.364	\$112.216	\$6.852	6.5

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,180.676	1,177.971	(2.705)	(0.2)	0.000	0.000	0.000	-	1,180.676	1,177.971	(2.705)	(0.2)
Other Operating Revenue	11.692	12.917	1.225	10.5	0.000	0.000	0.000	-	11.692	12.917	1.225	10.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	11.043	9.159	(1.884)	(17.1)	11.043	9.159	(1.884)	(17.1)
Investment Income	1.617	2.055	0.438	27.1	0.000	0.000	0.000	-	1.617	2.055	0.438	27.1
Total Revenue	\$1,193.986	\$1,192.943	(\$1.043)	(0.1)	\$11.043	\$9.159	(\$1.884)	(17.1)	\$1,205.028	\$1,202.102	(\$2.926)	(0.2)
Expenses												
<i>Labor:</i>												
Payroll	\$67.274	\$67.730	(\$0.456)	(0.7)	4.328	\$3.589	\$0.738	17.1	71.601	\$71.319	\$0.282	0.4
Overtime	15.299	14.422	0.876	5.7	0.357	0.403	(0.047)	(13.0)	15.655	14.825	0.830	5.3
Health and Welfare	16.891	15.900	0.991	5.9	0.963	0.833	0.129	13.4	17.854	16.733	1.120	6.3
OPEB Current Payment	13.299	13.161	0.138	1.0	0.000	0.000	0.000	-	13.299	13.161	0.138	1.0
Pensions	28.647	28.853	(0.206)	(0.7)	1.105	0.914	0.191	17.3	29.752	29.767	(0.014)	(0.0)
Other Fringe Benefits	10.873	10.603	0.270	2.5	0.574	0.540	0.033	5.8	11.447	11.144	0.303	2.6
Reimbursable Overhead	(3.717)	(2.879)	(0.838)	(22.5)	3.717	2.879	0.838	22.5	0.000	0.000	0.000	-
Total Labor Expenses	\$148.566	\$147.790	\$0.776	0.5	\$11.043	\$9.159	\$1.884	17.1	\$159.609	\$156.949	\$2.659	1.7
<i>Non-Labor:</i>												
Electric Power	\$2.651	\$2.409	\$0.242	9.1	0.000	\$0.000	\$0.000	-	2.651	\$2.409	\$0.242	9.1
Fuel	1.014	0.907	0.107	10.6	0.000	0.000	0.000	-	1.014	0.907	0.107	10.6
Insurance	6.137	6.108	0.029	0.5	0.000	0.000	0.000	-	6.137	6.108	0.029	0.5
Claims	0.006	0.006	0.000	0.0	0.000	0.000	0.000	-	0.006	0.006	0.000	0.0
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	80.998	78.901	2.097	2.6	0.000	0.000	0.000	-	80.998	78.901	2.097	2.6
Professional Service Contracts	18.339	15.910	2.428	13.2	0.000	0.000	0.000	-	18.339	15.910	2.428	13.2
Materials & Supplies	1.831	1.431	0.400	21.9	0.000	0.000	0.000	-	1.831	1.431	0.400	21.9
Other Business Expenses	28.303	27.548	0.755	2.7	0.000	0.000	0.000	-	28.303	27.548	0.755	2.7
Total Non-Labor Expenses	\$139.278	\$133.220	\$6.058	4.3	\$0.000	\$0.000	\$0.000	-	\$139.278	\$133.220	\$6.058	4.3
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$287.844	\$281.010	\$6.834	2.4	\$11.043	\$9.159	\$1.884	17.1	\$298.887	\$290.169	\$8.718	2.9
Depreciation	\$92.188	\$95.842	(\$3.655)	(4.0)	0.000	\$0.000	\$0.000	-	92.188	\$95.842	(\$3.655)	(4.0)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$380.032	\$376.852	\$3.179	0.8	\$11.043	\$9.159	\$1.884	17.1	\$391.074	\$386.012	\$5.063	1.3
Less: Depreciation	\$92.188	\$95.842	(\$3.655)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$92.188	\$95.842	(\$3.655)	(4.0)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$287.844	\$281.010	\$6.834	2.4	\$11.043	\$9.159	\$1.884	17.1	\$298.887	\$290.169	\$8.718	2.9
Net Surplus/(Deficit)	\$906.141	\$911.933	\$5.791	0.6	\$0.000	\$0.000	\$0.000	-	\$906.141	\$911.933	\$5.791	0.6

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$906.141	\$911.933	\$5.791	0.6
Less: Capitalized Assets									8.423	6.783	\$1.640	19.5
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$897.719	\$905.150	\$7.431	0.8
Less: Debt Service									392.480	385.095	7.384	1.9
Less: Contribution to the Capital Program									77.572	77.572	0.000	0.0
Income Available for Distribution									\$427.667	\$442.482	\$14.815	3.5
Distributable To:												
MTA - Investment Income									1.617	2.055	0.438	27.1
MTA - Distributable Income									247.163	253.182	6.019	2.4
NYCTR - Distributable Income									178.887	187.245	8.358	4.7
Total Distributable Income									\$427.667	\$442.482	\$14.815	3.5
<u>Support to Mass Transit:</u>												
Total Revenues									1,205.028	1,202.102	(2.926)	(0.2)
Less: Total Operating Expenses									<u>298.887</u>	<u>290.169</u>	<u>8.718</u>	2.9
Net Operating Income/(Deficit)									\$906.141	\$911.933	\$5.791	0.6
Deductions from Net Operating Income:												
Capitalized Assets									8.423	6.783	1.640	19.5
Reserves									0.000	0.000	0.000	-
B&T Debt Service									171.704	174.269	(2.565)	(1.5)
Contribution to the Capital Program									77.572	77.572	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$257.699	\$258.624	(\$0.925)	(0.4)
Total Support to Mass Transit									\$648.442	\$653.308	\$4.866	0.8

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN forecast AND ACTUAL ACCRUAL BASIS
(\$ in millions)

			July 2019	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(2.805)	-1.5%	Lower revenue primarily due to a lower than anticipated average toll	(2.705)	-0.2%	Lower revenue primarily due to a lower than anticipated average toll
Other Operating Revenue	0.244	16.9%	Higher revenue across a variety of categories due to timing, against the monthly forecast allocation	1.225	10.5%	Higher revenue from cellular equipment rentals due to timing (\$0.367 Mill) and unanticipated proceeds from insurance settlements (\$0.724 Mill)
Investment Income	0.255	*	Higher than anticipated short-term investment returns on fund balances	0.438	27.1%	Higher than anticipated short-term investment returns on fund balances.
Payroll	(0.393)	-4.0%	Higher payroll expenses due to the timing against the monthly forecast allocation	(0.456)	-0.7%	Higher payroll expenses due to the timing against the YTD forecast allocation.
Overtime	0.670	31.4%	See overtime tables	0.876	5.7%	See overtime tables.
Health and Welfare	0.560	20.7%	Lower expenses primarily due to timing against the forecast allocation	0.991	5.9%	Lower expenses primarily due to timing against the YTD forecast allocation.
OPEB Current Payment	0.071	3.7%	Lower expenses primarily due to timing against the forecast allocation	0.138	1.0%	Lower expenses primarily due to timing against the YTD forecast allocation.
Pensions	(0.108)	-3.1%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets	(0.206)	-0.7%	Higher non-reimbursable expenses due to higher than allocated YTD capital reimbursement offsets
Other Fringe Benefits	0.166	11.0%	Lower expenses primarily due to vacancies.	0.270	2.5%	Lower expenses primarily due to vacancies.
Electric Power	0.158	32.6%	Lower electricity expenses primarily due to timing against the monthly forecast allocation.	0.242	9.1%	Lower electricity expenses primarily due to timing against the YTD forecast allocation.
Fuel	0.107	96.7%	Lower fuel expenses primarily due to timing against the monthly forecast allocation.	0.107	10.6%	Lower fuel expenses primarily due to timing against the YTD forecast allocation.
Insurance	0.005	0.6%	Lower insurance expenses primarily due to timing against the monthly forecast allocation.	0.029	0.5%	Lower insurance expenses primarily due to timing against the YTD forecast allocation.
Maintenance and Other Operating Contracts	2.151	20.7%	Lower expenses mainly due to timing against the monthly forecast allocation for major maintenance and painting projects (\$1.130 Mill), security equipment (\$0.208 Mill), routine maintenance (\$0.193 Mill) and E-ZPass tags (\$0.192 Mill).	2.097	2.6%	Lower expenses mainly due to timing against the YTD forecast allocation for major maintenance and painting projects (\$1.130 Mill), security equipment (\$0.231 Mill), routine maintenance (\$0.279 Mill) and E-ZPass tags (\$0.192 Mill).
Professional Service Contracts	2.960	70.9%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$1.215 Mill), miscellaneous outside services (\$0.610 Mill), engineering services (\$0.358 Mill), planning studies, (\$0.305 Mill), and customer outreach costs (\$0.270 Mill)	2.428	13.2%	Lower expenses primarily due to timing against the YTD forecast allocation for bond issuance costs
Materials & Supplies	0.342	89.5%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	0.400	21.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.467	11.2%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees	0.755	2.7%	Lower expenses primarily due to timing against the forecast allocation for toll collection processing fees
Depreciation	(1.867)	-15.7%	Higher depreciation expense primarily due to timing against the monthly forecast allocation	(3.655)	-4.0%	Higher depreciation expense primarily due to timing against the YTD forecast allocation
Other Post Employment Benefits	0.000	-	No variance.	0.000	-	Lower expense due to the reversal of prior months' OPEB accruals which are no longer required under the recently implemented GASB 75 ruling
Reimbursable						
Capital and Other Reimbursements	(0.985)	-43.9%	Lower capital reimbursements due to timing against the monthly forecast allocation	(1.884)	-17.1%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.360	41.4%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.738	17.1%	Lower capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.043	54.9%	See overtime tables	(0.047)	-13.0%	See overtime tables
Health and Welfare	0.063	34.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.129	13.4%	Lower capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.093	41.8%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.191	17.3%	Lower capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	0.015	16.6%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.033	5.8%	Lower capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.411	51.3%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.838	22.5%	Lower capital reimbursements due to timing against the YTD forecast allocation

*Variance exceeds 100%

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

Facility	Revenue Collection Rate July 2019 ¹
Henry Hudson Bridge	100.6%
Hugh L. Carey Tunnel	100.1%
Queens Midtown Tunnel	101.2%
Marine Parkway Bridge	99.8%
Cross Bay Bridge	96.7%
Robert F. Kennedy Bridge	99.1%
Verrazzano-Narrows Bridge	96.8%
Bronx-Whitestone Bridge	99.2%
Throgs Neck Bridge	98.7%
All Facilities	98.8%

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

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

	July						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,352	\$0.386	4,155	\$0.253	2,197	\$0.133	35,824	\$2.270	32,841	\$2.081	2,983	\$0.189
					34.6%	34.5%					8.3%	8.3%
<u>Unscheduled Service</u>	264	\$0.018	1,236	\$0.084	(972)	(\$0.066)	1,312	\$0.094	8,718	\$0.625	(7,406)	(\$0.531)
					**	**					**	**
<u>Programmatic/Routine Maintenance</u>	3,476	\$0.276	3,026	\$0.240	451	\$0.036	22,008	\$1.778	20,958	\$1.693	1,050	\$0.085
					13.0%	13.0%					4.8%	4.8%
<u>Unscheduled Maintenance</u>	1,475	\$0.117	922	\$0.073	553	\$0.044	10,533	\$0.853	5,354	\$0.434	5,179	\$0.419
					37.5%	37.6%					49.2%	49.1%
<u>Vacancy/Absentee Coverage</u>	14,204	\$0.872	10,425	\$0.640	3,780	\$0.232	99,301	\$6.404	84,004	\$5.417	15,297	\$0.987
					26.6%	26.6%					15.4%	15.4%
<u>Weather Emergencies</u>	4	\$0.000	1,169	\$0.075	(1,165)	(\$0.075)	12,284	\$0.977	15,906	\$1.265	(3,622)	(\$0.288)
					**	**					-29.5%	-29.5%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.120	1,259	\$0.076	729	\$0.044	11,681	\$0.737	11,850	\$0.748	(169)	(\$0.011)
					36.7%	36.7%					-1.4%	-1.5%
<u>Other</u>	1,023	\$0.081	584	\$0.046	439	\$0.035	7,186	\$0.580	5,057	\$0.408	2,128	\$0.172
					42.9%	43.2%					29.6%	29.7%
<u>*All Other Departments and Accruals</u>		\$0.262		(\$0.025)		\$0.287		\$1.606		\$1.751		(\$0.145)
						**						-9.1%
Subtotal	28,786	\$2.132	22,774	\$1.462	6,012	\$0.670	200,128	\$15.299	184,688	\$14.422	15,440	\$0.876
					20.9%	31.4%					7.7%	5.7%
REIMBURSABLE OVERTIME												
	1,200	\$0.078	686	\$0.035	514	\$0.043	4,482	\$0.357	4,243	\$0.403	239	(\$0.047)
TOTAL OVERTIME	29,986	\$2.210	23,460	\$1.497	6,526	\$0.713	204,610	\$15.655	188,931	\$14.825	15,679	\$0.830
					21.8%	32.3%					7.7%	5.3%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	2,197 34.6%	\$0.133 34.5%	Lower than planned expenses	2,983 8.3%	\$0.189 8.3%	Lower than planned expenses
<u>Unscheduled Service</u>	(972) **	(\$0.066) **	Higher than planned expenses	(7,406) **	(\$0.531) **	Higher than planned expenses
<u>Programmatic/Routine Maintenance</u>	451 13.0%	\$0.036 13.0%	Lower than planned expenses	1,050 4.8%	\$0.085 4.8%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	553 37.5%	\$0.044 37.6%	Lower than planned expenses	5,179 49.2%	\$0.419 49.1%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	3,780 26.6%	\$0.232 26.6%	Lower than planned expenses	15,297 15.4%	\$0.987 15.4%	Lower than planned expenses
<u>Weather Emergencies</u>	(1,165) **	(\$0.075) **	Higher than planned expenses	(3,622) -29.5%	(\$0.288) -29.5%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	729 36.7%	\$0.044 36.7%	Lower than planned expenses	(169) -1.4%	(\$0.011) -1.5%	Higher than planned expenses
<u>Other</u>	439 42.9%	\$0.035 43.2%	Lower than planned expenses	2,128 29.6%	\$0.172 29.7%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.287 **	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.145) -9.1%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	6,012 20.9%	\$0.670 31.4%		15,440 7.7%	\$0.876 5.7%	
REIMBURSABLE OVERTIME	514 0.0%	\$0.043 0.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	239 0.0%	(\$0.047) 0.0%	Higher than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	6,526	\$0.713		15,679	\$0.830	

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

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

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.3	\$29.7	4.4	\$31.3	3.4%	5.3%	Bronx-Whitestone	27.4	\$190.8	28.5	\$199.8	3.9%	4.7%
0.8	1.9	0.9	1.9	4.1%	4.6%	Cross Bay	4.9	11.0	5.1	11.6	2.5%	5.2%
2.2	7.3	2.2	7.6	-1.5%	3.4%	Henry Hudson	14.8	48.4	15.0	49.9	1.0%	3.1%
1.6	9.5	1.6	10.0	2.3%	5.0%	Hugh L. Carey	10.6	64.8	11.2	69.3	6.1%	6.9%
0.9	2.0	0.9	2.1	4.7%	5.8%	Marine Parkway	4.7	10.3	4.8	10.7	2.0%	3.5%
2.4	15.2	2.6	16.9	6.7%	10.7%	Queens Midtown	15.1	96.4	17.5	113.2	15.9%	17.5%
5.8	39.2	5.8	40.3	-0.4%	2.6%	RFK	38.4	258.5	38.7	264.8	0.9%	2.5%
4.1	31.1	3.9	31.2	-3.8%	0.1%	Throgs Neck	25.4	198.5	25.5	202.7	0.6%	2.2%
6.6	38.7	6.7	40.8	1.4%	5.5%	Verrazano-Narrows	42.7	247.7	43.9	256.0	2.8%	3.4%
28.6	\$174.7	28.9	\$182.1	1.0%	4.2%	Total	184.0	\$1,126.3	190.2	\$1,178.0	3.4%	4.6%
	\$6.118		\$6.309		3.1%	Revenue Per Vehicle		\$6.121		\$6.194		1.2%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Mid-Year Forecast:

July Forecast		July Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.8	\$184.9	28.9	\$182.1	0.0%	-1.5%	Total All	189.9	\$1,180.7	190.2	\$1,178.0	0.2%	-0.2%
	\$6.408		\$6.309		-1.6%	Revenue Per Vehicle		\$6.219		\$6.194		-0.4%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2019

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	8	1	1 Managerial vacancy
Law ⁽¹⁾	18	12	6	1 Managerial vacancy and 5 Professional vacancies
CFO ⁽²⁾	27	18	9	3 Managerial and 6 Professional vacancies
Administration ⁽³⁾	40	29	11	4 Managerial and 7 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	96	67	29	
Operations				
Revenue Management	42	38	4	3 Managerial vacancies and 1 Professional vacancy
Operations (Non-Security)	57	46	11	7 Managerial and 4 Professional vacancies
Total Operations	99	84	15	
Maintenance				
Maintenance	233	223	10	6 Managerial and 4 Professional vacancies
Operations - Maintainers	163	169	(6)	6 Maintainer overages
Total Maintenance	396	392	4	
Engineering/Capital				
Engineering & Construction	192	138	54	10 Managerial and 44 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	20	2	1 Managerial and 1 Professional vacancy
CFO-Planning & Budget Capital	31	26	5	6 Managerial vacancies and 1 Professional overage
Total Engineering/Capital	255	193	62	
Public Safety				
Operations (Security)	610	559	51	27 Managerial and 24 Operational vacancies
Internal Security - Operations	48	34	14	4 Managerial and 10 Professional vacancies
Total Public Safety	658	593	65	
Total Positions	1,504	1,329	175	
Non-Reimbursable	1,417	1,242	175	
Reimbursable	87	87	-	
Total Full-Time	1,504	1,329	175	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2019

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	33	23	10	4 vacancies in Administration, 3 in CFO, 1 in Executive, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	44	19	5 vacancies in Law, 6 in CFO, 7 in Administration, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	96	67	29	
Operations				
Managers/Supervisors	61	51	10	7 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	38	33	5	4 vacancies in Operations and 1 vacancy in Revenue Management
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	99	84	15	
Maintenance				
Managers/Supervisors	31	25	6	6 vacancies in Maintenance
Professional, Technical, Clerical	22	18	4	4 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	349	(6)	6 Maintainer overages in Operations
Total Maintenance	396	392	4	
Engineering/Capital				
Managers/Supervisors	62	45	17	10 vacancies in in Engineering, 6 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	193	148	45	44 vacancies in Engineering, 1 vacancy in Law, 1 in Safety and Health, and 1 overage in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	193	62	
Public Safety				
Managers/Supervisors	188	157	31	27 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	37	27	10	10 vacancies in Internal Security
Operational Hourlies ⁽³⁾	433	409	24	24 BTO vacancies
Total Public Safety	658	593	65	
Total Positions				
Managers/Supervisors	375	301	74	
Professional, Technical, Clerical	353	270	83	
Operational Hourlies	776	758	18	
Total Positions	1,504	1,329	175	

(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

Financial Report August 2019



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

(in thousands)

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

Cash-Unrestricted	7,605
Investments:	
Unrestricted	195,918
Restricted	1,121,937
Accrued interest receivable	2,978
Accounts receivable	293,059
Less allowance for uncollectible accounts	-181,923
Tolls due from other agencies	45,781
Prepaid expenses	6,666
	<hr/>
Total current assets	1,492,021

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	15
Facilities, less acc.dep of \$1,728,336	6,434,420
Capital lease 2 Broadway net acc. dep.	36,999
Derivative Hedge Assets	3,526
Security Deposits	-
	<hr/>
Total noncurrent assets	6,474,960

TOTAL ASSETS:	<hr/> 7,966,982
----------------------	-----------------

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	22,302
Deferred outflow of resources related to other post-employment benefits	60,746
Accumulated decreases in fair value of derivative instruments	179,462
Defeasance costs	231,035
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 493,545
--	---------------

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> <hr/> 8,460,527
--	-----------------------

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of August 31, 2019
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	310,170
Interest Payable	99,444
Accounts Payable	102,189
Accrued Pension Payable	7,540
Payable to MTA-CAP	378,730
Due to MTA-Operating Expenses	4,651
Due to NYCTA-Operating Expenses	42
Accrued salaries	37,940
Accrued Vac & Sick Benefits	19,843
Current portion of estimated liability arising from injury	1,992
Due to New York City Transit Authority	58,871
Due to Metropolitan Transportation Authority	77,281
Unearned Toll Revenue	195,785
Tolls due to other agencies	64,572
E-ZPass Airport Toll Liability	8,735
	<hr/>
Total current liabilities	1,367,783

NONCURRENT LIABILITIES:

Long term debt	9,068,829
Post Employment Benefits Other than Pensions	823,748
Estimated liability arising from injury	51,429
Capital lease obligations	57,005
Derivative Hedge Liabilities	164,238
Due (to)/from MTA - change in fair value of derivative	18,750
Net Pension Liability	203,707
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,387,706

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 11,807,170

NET POSITION

 -3,346,643 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

 8,460,527

*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	190.740	194.119	3.380	1.8	0.000	0.000	0.000	-	190.740	194.119	3.380	1.8
Other Operating Revenue	1.449	2.047	0.599	41.3	0.000	0.000	0.000	-	1.449	2.047	0.599	41.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.245	0.996	(1.249)	(55.6)	2.245	0.996	(1.249)	(55.6)
Investment Income	0.100	0.383	0.283	*	0.000	0.000	0.000	-	0.100	0.383	0.283	*
Total Revenue	\$192.288	\$196.549	\$4.261	2.2	\$2.245	\$0.996	(\$1.249)	(55.6)	\$194.533	\$197.545	\$3.012	1.5
Expenses												
<i>Labor:</i>												
Payroll	\$10.078	\$9.836	\$0.242	2.4	\$0.870	\$0.459	\$0.411	47.3	10.948	\$10.295	\$0.653	6.0
Overtime	2.132	1.997	0.135	6.3	0.078	-	0.078	100.0	2.210	1.997	0.214	9.7
Health and Welfare	2.713	2.468	0.245	9.0	0.181	0.107	0.074	41.1	2.893	2.574	0.319	11.0
OPEB Current Payment	1.940	1.917	0.023	1.2	0.000	0.000	0.000	-	1.940	1.917	0.023	1.2
Pensions	3.556	3.662	(0.106)	(3.0)	0.223	0.117	0.106	47.7	3.779	3.779	(0.000)	(0.0)
Other Fringe Benefits	1.544	1.368	0.176	11.4	0.092	0.069	0.023	25.0	1.636	1.437	0.199	12.1
Reimbursable Overhead	(0.801)	(0.245)	(0.556)	(69.4)	0.801	0.245	0.556	69.4	0.000	0.000	0.000	-
Total Labor Expenses	\$21.162	\$21.003	\$0.158	0.7	\$2.245	\$0.996	\$1.249	55.6	\$23.407	\$21.999	\$1.407	6.0
<i>Non-Labor:</i>												
Electric Power	\$0.485	\$0.481	\$0.004	0.8	\$0.000	\$0.000	\$0.000	-	0.485	\$0.481	\$0.004	0.8
Fuel	0.111	0.266	(0.155)	*	0.000	0.000	0.000	-	0.111	0.266	(0.155)	*
Insurance	0.898	0.877	0.021	2.4	0.000	0.000	0.000	-	0.898	0.877	0.021	2.4
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.938	11.243	(0.305)	(2.8)	0.000	0.000	0.000	-	10.938	11.243	(0.305)	(2.8)
Professional Service Contracts	4.173	1.591	2.581	61.9	0.000	0.000	0.000	-	4.173	1.591	2.581	61.9
Materials & Supplies	0.382	0.143	0.239	62.7	0.000	0.000	0.000	-	0.382	0.143	0.239	62.7
Other Business Expenses	4.189	4.539	(0.349)	(8.3)	0.000	0.000	0.000	-	4.189	4.539	(0.349)	(8.3)
Total Non-Labor Expenses	\$21.175	\$19.139	\$2.036	9.6	\$0.000	\$0.000	\$0.000	-	\$21.175	\$19.139	\$2.036	9.6
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
[†] Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$42.337	\$40.142	\$2.195	5.2	\$2.245	\$0.996	\$1.249	55.6	\$44.582	\$41.138	\$3.444	7.7
Depreciation	\$11.920	\$13.857	(\$1.937)	(16.3)	\$0.000	\$0.000	\$0.000	-	11.920	\$13.857	(\$1.937)	(16.3)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$54.257	\$53.999	\$0.258	0.5	\$2.245	\$0.996	\$1.249	55.6	\$56.502	\$54.995	\$1.507	2.7
Less: Depreciation	\$11.920	\$13.857	(\$1.937)	(16.3)	\$0.000	\$0.000	\$0.000	-	\$11.920	\$13.857	(\$1.937)	(16.3)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$42.337	\$40.142	\$2.195	5.2	\$2.245	\$0.996	\$1.249	55.6	\$44.582	\$41.138	\$3.444	7.7
Net Surplus/(Deficit)	\$149.951	\$156.407	\$6.456	4.3	\$0.000	\$0.000	\$0.000	-	\$149.951	\$156.407	\$6.456	4.3

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$149.951	\$156.407	\$6.456	4.3
Less: Capitalized Assets									2.119	0.035	2.084	98.4
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$147.833	\$156.373	\$8.540	5.8
Less: Debt Service									57.531	55.238	2.293	4.0
Less: Contribution to the Capital Program									11.082	11.082	0.000	0.0
Income Available for Distribution									\$79.220	\$90.053	\$10.833	13.7
Distributable To:												
MTA - Investment Income									0.100	0.383	0.283	*
MTA - Distributable Income									44.473	49.524	5.051	11.4
NYCTR - Distributable Income									34.647	40.146	5.499	15.9
Total Distributable Income									\$79.220	\$90.053	\$10.833	13.7
Support to Mass Transit:												
Total Revenues									194.533	197.545	3.012	1.5
Less: Total Operating Expenses									<u>44.582</u>	<u>41.138</u>	<u>3.444</u>	7.7
Net Operating Income/(Deficit)									\$149.951	\$156.407	\$6.456	4.3
Deductions from Net Operating Income:												
Capitalized Assets									2.119	0.035	2.084	98.4
Reserves									0.000	0.000	0.000	-
B&T Debt Service									26.390	25.222	1.168	4.4
Contribution to the Capital Program									11.082	11.082	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$39.590	\$36.338	\$3.252	8.2
Total Support to Mass Transit									\$110.361	\$120.069	\$9.708	8.8

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,371.416	1,372.090	0.674	0.0	0.000	0.000	0.000	-	1,371.416	1,372.090	0.674	0.0
Other Operating Revenue	13.141	14.965	1.823	13.9	0.000	0.000	0.000	-	13.141	14.965	1.823	13.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	13.288	10.155	(3.132)	(23.6)	13.288	10.155	(3.132)	(23.6)
Investment Income	1.717	2.438	0.720	42.0	0.000	0.000	0.000	-	1.717	2.438	0.720	42.0
Total Revenue	\$1,386.274	\$1,389.492	\$3.218	0.2	\$13.288	\$10.155	(\$3.132)	(23.6)	\$1,399.561	\$1,399.647	\$0.086	0.0
Expenses												
<i>Labor:</i>												
Payroll	\$77.352	\$77.566	(\$0.214)	(0.3)	5.197	\$4.048	\$1.149	22.1	82.549	\$81.614	\$0.935	1.1
Overtime	17.430	16.419	1.012	5.8	0.435	0.403	0.032	7.3	17.865	16.822	1.043	5.8
Health and Welfare	19.604	18.368	1.236	6.3	1.144	0.940	0.204	17.8	20.747	19.308	1.440	6.9
OPEB Current Payment	15.239	15.078	0.162	1.1	0.000	0.000	0.000	-	15.239	15.078	0.162	1.1
Pensions	32.203	32.515	(0.312)	(1.0)	1.328	1.031	0.298	22.4	33.531	33.546	(0.015)	(0.0)
Other Fringe Benefits	12.417	11.972	0.445	3.6	0.666	0.609	0.056	8.5	13.082	12.581	0.502	3.8
Reimbursable Overhead	(4.517)	(3.124)	(1.393)	(30.8)	4.517	3.124	1.393	30.8	0.000	0.000	0.000	-
Total Labor Expenses	\$169.728	\$168.793	\$0.934	0.6	\$13.288	\$10.155	\$3.132	23.6	\$183.015	\$178.948	\$4.067	2.2
<i>Non-Labor:</i>												
Electric Power	\$3.135	\$2.890	\$0.246	7.8	0.000	\$0.000	\$0.000	-	3.135	\$2.890	\$0.246	7.8
Fuel	1.125	1.173	(0.048)	(4.3)	0.000	0.000	0.000	-	1.125	1.173	(0.048)	(4.3)
Insurance	7.035	6.985	0.050	0.7	0.000	0.000	0.000	-	7.035	6.985	0.050	0.7
Claims	0.006	0.006	0.000	0.0	0.000	0.000	0.000	-	0.006	0.006	0.000	0.0
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	91.936	90.144	1.792	1.9	0.000	0.000	0.000	-	91.936	90.144	1.792	1.9
Professional Service Contracts	22.511	17.502	5.010	22.3	0.000	0.000	0.000	-	22.511	17.502	5.010	22.3
Materials & Supplies	2.213	1.574	0.640	28.9	0.000	0.000	0.000	-	2.213	1.574	0.640	28.9
Other Business Expenses	32.492	32.087	0.406	1.2	0.000	0.000	0.000	-	32.492	32.087	0.406	1.2
Total Non-Labor Expenses	\$160.453	\$152.359	\$8.094	5.0	\$0.000	\$0.000	\$0.000	-	\$160.453	\$152.359	\$8.094	5.0
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
<i>Add'l Actions for Budget Balance: Expense Impact</i>	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$330.181	\$321.152	\$9.029	2.7	\$13.288	\$10.155	\$3.132	23.6	\$343.469	\$331.307	\$12.161	3.5
Depreciation	\$104.108	\$109.699	(\$5.592)	(5.4)	0.000	\$0.000	\$0.000	-	104.108	\$109.699	(\$5.592)	(5.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$434.289	\$430.852	\$3.437	0.8	\$13.288	\$10.155	\$3.132	23.6	\$447.576	\$441.007	\$6.570	1.5
Less: Depreciation	\$104.108	\$109.699	(\$5.592)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$104.108	\$109.699	(\$5.592)	(5.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$330.181	\$321.152	\$9.029	2.7	\$13.288	\$10.155	\$3.132	23.6	\$343.469	\$331.307	\$12.161	3.5
Net Surplus/(Deficit)	\$1,056.093	\$1,068.340	\$12.247	1.2	\$0.000	\$0.000	\$0.000	-	\$1,056.093	\$1,068.340	\$12.247	1.2

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$1,056.093	\$1,068.340	\$12.247	1.2
Less: Capitalized Assets									10.541	6.817	\$3.724	35.3
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,045.552	\$1,061.523	\$15.971	1.5
Less: Debt Service									450.011	440.334	9.677	2.2
Less: Contribution to the Capital Program									88.654	88.654	0.000	0.0
Income Available for Distribution									\$506.887	\$532.535	\$25.648	5.1
Distributable To:												
MTA - Investment Income									1.717	2.438	0.720	42.0
MTA - Distributable Income									291.636	302.707	11.071	3.8
NYCTR - Distributable Income									213.534	227.391	13.857	6.5
Total Distributable Income									\$506.887	\$532.535	\$25.648	5.1
Support to Mass Transit:												
Total Revenues									1,399.561	1,399.647	0.086	0.0
Less: Total Operating Expenses									<u>343.469</u>	<u>331.307</u>	<u>12.161</u>	3.5
Net Operating Income/(Deficit)									\$1,056.093	\$1,068.340	\$12.247	1.2
Deductions from Net Operating Income:												
Capitalized Assets									10.541	6.817	3.724	35.3
Reserves									0.000	0.000	0.000	-
B&T Debt Service									198.094	199.492	(1.397)	(0.7)
Contribution to the Capital Program									88.654	88.654	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$297.289	\$294.963	\$2.326	0.8
Total Support to Mass Transit									\$758.804	\$773.377	\$14.574	1.9

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
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN forecast AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		August 2019		Favorable/ (Unfavorable) Variance		Year-to-Date	
	\$	%	Reason for Variance		\$	%	Reason for Variance	
Nonreimbursable								
Vehicle Toll Revenue	3.380	1.8%	Higher revenue due to a higher than anticipated average toll		0.674	0.0%	Minor variance	
Other Operating Revenue	0.599	41.3%	Higher revenue across a variety of categories due to timing, against the monthly forecast allocation		1.823	13.9%	Higher revenue from cellular equipment rentals due to timing (\$0.567 Mill) and unanticipated proceeds from insurance settlements (\$0.724 Mill)	
Investment Income	0.283	*	Higher than anticipated short-term investment returns on fund balances.		0.720	42.0%	Higher than anticipated short-term investment returns on fund balances	
Payroll	0.242	2.4%	Lower payroll expenses primarily due to vacancies		(0.214)	-0.3%	Higher payroll expenses due to timing against the YTD forecast allocation.	
Overtime	0.135	6.3%	See overtime tables		1.012	5.8%	See overtime tables	
Health and Welfare	0.245	9.0%	Lower expenses primarily due to vacancies		1.236	6.3%	Lower expenses primarily due to vacancies	
OPEB Current Payment	0.023	1.2%	Lower expenses primarily due to vacancies and timing against the forecast allocation		0.162	1.1%	Lower expenses primarily due to vacancies and timing against the YTD forecast allocation	
Pensions	(0.106)	-3.0%	Higher non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets		(0.312)	-1.0%	Higher non-reimbursable expenses primarily due to higher than allocated YTD capital reimbursement offsets	
Other Fringe Benefits	0.176	11.4%	Lower expenses primarily due to vacancies		0.445	3.6%	Lower expenses primarily due to vacancies	
Electric Power	0.004	0.8%	Lower electricity expenses primarily due to timing against the monthly forecast allocation		0.246	7.8%	Lower electricity expenses primarily due to timing against the YTD forecast allocation.	
Fuel	(0.155)	-140.2%	Higher fuel expenses primarily due to timing against the monthly forecast allocation		(0.048)	-4.3%	Higher fuel expenses primarily due to timing against the YTD forecast allocation.	
Insurance	0.021	2.4%	Lower insurance expenses primarily due to timing against the monthly forecast allocation		0.050	0.7%	Lower insurance expenses primarily due to timing against the YTD forecast allocation.	
Maintenance and Other Operating Contracts	(0.305)	-2.8%	Higher expenses mainly due to timing against the monthly forecast allocation for E-ZPass Customer Service Center costs (\$0.916 Mill), partially offset by under-runs in security and surveillance equipment purchases (\$0.202 Mill), routine maintenance (\$0.290 Mill) and E-ZPass tags (\$0.158 Mill) also due to timing		1.792	1.9%	Lower expenses mainly due to timing against the YTD forecast allocation for major maintenance and painting projects (\$0.778 Mill), security and surveillance equipment (\$0.432 Mill), routine maintenance (\$0.644 Mill), E-ZPass tags, (\$0.350 Mill), and security services (\$0.190 Mill), partially offset by higher E-ZPass Customer Service Center costs (\$1.199 Mill) also due to timing	
Professional Service Contracts	2.581	61.9%	Lower expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$1.197 Mill), miscellaneous outside services (\$0.448 Mill), engineering services (\$0.288 Mill), planning studies, (\$0.305 Mill), and customer outreach costs, (\$0.269 Mill)		5.010	22.3%	Lower expenses primarily due to timing against the YTD forecast allocation for bond issuance costs (\$3.583 Mill), miscellaneous outside services (\$1.523 Mill), engineering services (\$0.649 Mill), customer outreach costs (\$0.797 Mill) and planning studies (\$0.870 Mill), offset by higher professional service contracts, (\$2.227 Mill).	
Materials & Supplies	0.239	62.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation		0.640	28.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation	
Other Business Expense	(0.349)	-8.3%	Higher expenses primarily due to timing against the forecast allocation for toll collection processing fees		0.406	1.2%	Lower expenses primarily due to timing against the YTD forecast allocation for toll collection processing fees	
Depreciation	(1.937)	-16.3%	Higher depreciation expense primarily due to timing against the monthly forecast allocation		(5.592)	-5.4%	Higher depreciation expense primarily due to timing against the YTD forecast allocation	
Other Post Employment Benefits	0.000	-	No variance		0.000	-	No variance	
Reimbursable								
Capital and Other Reimbursements	(1.249)	-55.6%	Lower capital reimbursements due to timing against the monthly forecast allocation		(3.132)	-23.6%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Payroll	0.411	47.3%	Lower capital reimbursements due to timing against the monthly forecast allocation		1.149	22.1%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Overtime	0.078	100.0%	See overtime tables		0.032	7.3%	See overtime tables	
Health and Welfare	0.074	41.1%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.204	17.8%	Lower capital reimbursements due to timing against the YTD forecast allocation	
OPEB Current Payment	0.000	-	No variance		0.000	-	No variance	
Pensions	0.106	47.7%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.298	22.4%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Other Fringe Benefits	0.023	25.0%	Lower capital reimbursements due to timing against the monthly forecast allocation		0.056	8.5%	Lower capital reimbursements due to timing against the YTD forecast allocation	
Reimbursable Overhead	0.556	69.4%	Lower capital reimbursements due to timing against the monthly forecast allocation		1.393	30.8%	Lower capital reimbursements due to timing against the YTD forecast allocation	

*Variance exceeds 100%

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

Facility	Revenue Collection Rate August 2019 ¹
Henry Hudson Bridge	100.5%
Hugh L. Carey Tunnel	100.0%
Queens Midtown Tunnel	101.1%
Marine Parkway Bridge	99.8%
Cross Bay Bridge	96.8%
Robert F. Kennedy Bridge	99.0%
Verrazzano-Narrows Bridge	96.7%
Bronx-Whitestone Bridge	99.0%
Throgs Neck Bridge	98.6%
All Facilities	98.7%

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

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

	August						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,352	\$0.386	3,338	\$0.203	3,015 47.5%	\$0.183 47.4%	42,176	\$2.656	36,177	\$2.278	5,999 14.2%	\$0.378 14.2%
<u>Unscheduled Service</u>	264	\$0.018	159	\$0.011	105 39.8%	\$0.007 38.9%	1,576	\$0.112	1,286	\$0.091	291 18.4%	\$0.021 18.8%
<u>Programmatic/Routine Maintenance</u>	3,479	\$0.276	2,635	\$0.209	844 24.3%	\$0.067 24.3%	25,487	\$2.054	23,578	\$1.900	1,909 7.5%	\$0.154 7.5%
<u>Unscheduled Maintenance</u>	1,476	\$0.117	977	\$0.077	499 33.8%	\$0.040 34.2%	12,009	\$0.970	10,195	\$0.823	1,815 15.1%	\$0.147 15.2%
<u>Vacancy/Absentee Coverage</u>	14,204	\$0.872	15,906	\$0.976	(1,702) -12.0%	(\$0.104) -11.9%	113,505	\$7.276	107,136	\$6.868	6,369 5.6%	\$0.408 5.6%
<u>Weather Emergencies</u>	4	\$0.000	212	\$0.017	(208) **	(\$0.017) **	12,288	\$0.977	13,520	\$1.075	(1,232) -10.0%	(\$0.098) -10.0%
<u>Safety/Security/Law Enforcement</u>	1,988	\$0.120	1,041	\$0.063	948 47.7%	\$0.057 47.5%	13,669	\$0.857	11,427	\$0.716	2,243 16.4%	\$0.141 16.5%
<u>Other</u>	1,023	\$0.081	761	\$0.060	262 25.6%	\$0.021 25.9%	8,209	\$0.661	5,702	\$0.459	2,507 30.5%	\$0.202 30.6%
<u>*All Other Departments and Accruals</u>		\$0.262		\$0.381		(\$0.119) -45.4%		\$1.867		\$2.209		(\$0.341) -18.3%
Subtotal	28,790	\$2.132	25,028	\$1.997	3,762 13.1%	\$0.135 6.3%	228,918	\$17.430	209,019	\$16.419	19,899 8.7%	\$1.012 5.8%
REIMBURSABLE OVERTIME	1,200	\$0.078	0	\$0.000	1,200 100.0%	\$0.078 100.0%	5,682	\$0.435	3,557	\$0.403	2,125 37.4%	\$0.032 7.3%
TOTAL OVERTIME	29,990	\$2.210	25,028	\$1.997	4,962 16.5%	\$0.214 9.7%	234,600	\$17.865	212,576	\$16.822	22,024 9.4%	\$1.043 5.8%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	3,015 47.5%	\$0.183 47.4%	Lower than planned expenses	5,999 14.2%	\$0.378 14.2%	Lower than planned expenses
<u>Unscheduled Service</u>	105 39.8%	\$0.007 38.9%	Lower than planned expenses	291 18.4%	\$0.021 18.8%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	844 24.3%	\$0.067 24.3%	Lower than planned expenses	1,909 7.5%	\$0.154 7.5%	Lower than planned expenses
<u>Unscheduled Maintenance</u>	499 33.8%	\$0.040 34.2%	Lower than planned expenses	1,815 15.1%	\$0.147 15.2%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(1,702) -12.0%	(\$0.104) -11.9%	Higher than planned expenses	6,369 5.6%	\$0.408 5.6%	Lower than planned expenses
<u>Weather Emergencies</u>	(208) **	(\$0.017) **	Higher than planned expenses	(1,232) -10.0%	(\$0.098) -10.0%	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	948 47.7%	\$0.057 47.5%	Lower than planned expenses	2,243 16.4%	\$0.141 16.5%	Lower than planned expenses
<u>Other</u>	262 25.6%	\$0.021 25.9%	Lower than planned expenses	2,507 30.5%	\$0.202 30.6%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.119) -45.4%	Primarily due to adjustments for the 28-day OT payroll lag		(\$0.341) -18.3%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	3,762 13.1%	\$0.135 6.3%		19,899 8.7%	\$1.012 5.8%	
REIMBURSABLE OVERTIME	1,200 100.0%	\$0.078 100.0%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	2,125 37.4%	\$0.032 7.3%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	4,962	\$0.214		22,024	\$1.043	

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of August

Year to date ending August 2019

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.4	\$30.2	4.5	\$33.5	3.5%	10.9%	Bronx-Whitestone	31.8	\$221.0	33.0	\$233.2	3.9%	5.6%
0.8	1.8	0.8	1.8	0.6%	0.5%	Cross Bay	5.7	12.8	5.9	13.4	2.2%	4.5%
2.2	7.6	2.3	8.2	1.1%	8.4%	Henry Hudson	17.1	55.9	17.3	58.1	1.0%	3.8%
1.7	10.0	1.6	10.5	-1.6%	4.8%	Hugh L. Carey	12.2	74.8	12.9	79.8	5.0%	6.6%
0.8	1.9	0.8	2.0	2.3%	8.9%	Marine Parkway	5.5	12.2	5.6	12.7	2.0%	4.3%
2.5	16.2	2.7	18.3	5.6%	13.0%	Queens Midtown	17.6	112.6	20.2	131.5	14.4%	16.8%
6.0	40.4	5.9	42.7	-1.4%	5.6%	RFK	44.3	298.9	44.6	307.5	0.6%	2.9%
4.1	31.5	4.0	33.6	-1.3%	6.7%	Throgs Neck	29.4	229.9	29.5	236.3	0.3%	2.8%
6.8	40.3	6.8	43.5	-0.3%	8.1%	Verrazano-Narrows	49.5	287.9	50.7	299.5	2.4%	4.0%
29.3	\$179.8	29.4	\$194.1	0.6%	8.0%	Total	213.3	\$1,306.1	219.6	\$1,372.1	3.0%	5.1%
	\$6.141		\$6.593		7.4%	Revenue Per Vehicle		\$6.124		\$6.247		2.0%

Note: Numbers may not add due to rounding.

*Toll increase implemented March 31, 2019

Comparison Actual vs. Mid-Year Forecast:

August Forecast		August Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.6	\$190.7	29.4	\$194.1	-0.4%	1.8%	Total All	219.4	\$1,371.4	219.6	\$1,372.1	0.1%	0.0%
	\$6.450		\$6.593		2.2%	Revenue Per Vehicle		\$6.250		\$6.247		0.0%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
August 2019

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	9	9	-	1 Managerial vacancy and 1 Professional overage
Law ⁽¹⁾	18	12	6	1 Managerial vacancy and 5 Professional vacancies
CFO ⁽²⁾	27	19	8	3 Managerial and 5 Professional vacancies
Administration ⁽³⁾	40	29	11	4 Managerial and 7 Professional vacancies
EEO	2	-	2	1 Managerial and 1 Professional vacancy
Total Administration	96	69	27	
Operations				
Revenue Management	42	37	5	3 Managerial vacancies and 2 Professional vacancy
Operations (Non-Security)	57	47	10	7 Managerial and 3 Professional vacancies
Total Operations	99	84	15	
Maintenance				
Maintenance	233	223	10	6 Managerial and 4 Professional vacancies
Operations - Maintainers	163	168	(5)	5 Maintainer overages
Total Maintenance	396	391	5	
Engineering/Capital				
Engineering & Construction	192	138	54	10 Managerial and 44 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	20	2	1 Managerial and 1 Professional vacancy
CFO-Planning & Budget Capital	31	24	7	6 Managerial vacancies and 1 Professional vacancy
Total Engineering/Capital	255	191	64	
Public Safety				
Operations (Security)	609	555	54	28 Managerial and 26 Operational vacancies
Internal Security - Operations	48	33	15	4 Managerial and 11 Professional vacancies
Total Public Safety	657	588	69	
Total Positions	1,503	1,323	180	
Non-Reimbursable	1,416	1,236	180	
Reimbursable	87	87	-	
Total Full-Time	1,503	1,323	180	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2019

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	33	23	10	4 vacancies in Administration, 3 in CFO, 1 in Executive, 1 in Law, and 1 in EEO
Professional, Technical, Clerical	63	46	17	5 vacancies in Law, 5 in CFO, 7 in Administration, 1 vacancy in EEO, and 1 overage in Executive
Operational Hourlies	-	-	-	
Total Administration	96	69	27	
Operations				
Managers/Supervisors	61	51	10	7 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	38	33	5	3 vacancies in Operations and 2 in Revenue Management
Operational Hourlies ⁽¹⁾	-	-	-	
Total Operations	99	84	15	
Maintenance				
Managers/Supervisors	31	25	6	6 vacancies in Maintenance
Professional, Technical, Clerical	22	18	4	4 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	348	(5)	5 Maintainer overages in Operations
Total Maintenance	396	391	5	
Engineering/Capital				
Managers/Supervisors	62	45	17	10 vacancies in in Engineering, 6 in CFO, and 1 vacancy in Law
Professional, Technical, Clerical	193	146	47	44 vacancies in Engineering, 1 vacancy in Law, 1 in Safety and Health, and 1 in CFO
Operational Hourlies	-	-	-	
Total Engineering/Capital	255	191	64	
Public Safety				
Managers/Supervisors	188	156	32	28 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	37	26	11	11 vacancies in Internal Security
Operational Hourlies ⁽³⁾	432	406	26	26 BTO vacancies
Total Public Safety	657	588	69	
Total Positions				
Managers/Supervisors	375	300	75	
Professional, Technical, Clerical	353	269	84	
Operational Hourlies	775	754	21	
Total Positions	1,503	1,323	180	

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

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

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



Bridges and Tunnels

Cashless Tolling Customer Service Report - June 2019



MTA Bridges and Tunnels
Cashless Tolling Customer Service Report
June 2019

Preliminary data subject to final audit

Customer Service Center			
E-ZPass	June 2019	June 2018	YTD 2019
Total Accounts Opened	21,968	25,753	116,760
Total Active Accounts			3,610,049
Total Active Tags			5,758,648
Total Reload Cards Distributed	2,106	3,347	15,116
Reload Card % of Cash Replenishments			20.65%
Total Active Reload Cards			164,091

Customer Service Center Metrics	June 2019	June 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	269,281	298,615	1,647,568
Tolls by Mail	105,245	116,096	679,853
Violations	27,542	33,048	176,917
Other ¹	12,897	15,924	75,298
Interactive Voice Response System	806,667	829,521	4,798,824
Total	1,221,632	1,293,204	7,378,460
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:15	0:20	0:30
Violations Call Unit	0:13	0:28	0:27
Tolls By Mail Call Unit	0:15	0:06	0:09

Toll Processing Metrics			
E-ZPass and Tolls by Mail Metrics	June 2019	June 2018	YTD 2019
E-ZPass Program			
# of Paid Transactions²	23,699,437	23,400,136	133,394,955
Passenger	22,089,029	21,749,470	123,776,756
Commercial	1,610,408	1,650,666	9,618,199
# of Violations Transactions	369,472	355,569	2,024,001
Passenger	349,162	337,116	1,911,213
Commercial	20,310	18,453	112,788
# of Violation Notices Issued (First Notice, by Mail Date)	118,417	119,347	774,016
Tolls by Mail Program (TBM)			
# of Transactions	1,416,569	1,463,111	7,278,099
Passenger	1,344,595	1,383,519	6,876,258
Commercial	71,974	79,592	401,841
# of Toll Bills Issued (By Mail Date)³	654,741	790,458	3,949,788
# of Violation Notices Issued (By Mail Date)	130,100	154,215	813,769
# of Violation Transactions⁴	N/A	N/A	2,542,633
Passenger	N/A	N/A	2,412,338
Commercial	N/A	N/A	130,295

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

Cashless Tolling Customer Service Report - July 2019



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

Customer Service Center			
E-ZPass	July 2019	July 2018	YTD 2019
Total Accounts Opened	24,987	26,582	141,747
Total Active Accounts			3,626,346
Total Active Tags			5,786,364
Total Reload Cards Distributed	2,556	3,455	17,672
Reload Card % of Cash Replenishments			19.16%
Total Active Reload Cards			165,065

Customer Service Center Metrics	July 2019	July 2018	YTD 2019
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	322,681	324,984	1,970,249
Tolls by Mail	126,261	136,645	806,114
Violations	34,179	30,706	211,096
Other ¹	15,517	16,910	90,815
Interactive Voice Response System	897,355	906,570	5,696,179
Total	1,395,993	1,415,815	8,774,453
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:11	0:21	0:27
Violations Call Unit	0:11	0:25	0:25
Tolls By Mail Call Unit	1:20	0:05	0:21

Toll Processing Metrics			
E-ZPass and Tolls by Mail Metrics	July 2019	July 2018	YTD 2019
E-ZPass Program			
# of Paid Transactions²	23,604,050	23,292,779	156,945,737
Passenger	21,916,708	21,669,185	145,635,428
Commercial	1,687,342	1,623,594	11,310,309
# of Violations Transactions	405,185	378,279	2,429,760
Passenger	382,509	359,453	2,294,217
Commercial	22,676	18,826	135,543
# of Violation Notices Issued (First Notice, by Mail Date)	192,068	165,769	966,084
Tolls by Mail Program (TBM)			
# of Transactions	1,518,928	1,606,909	8,855,629
Passenger	1,443,365	1,527,570	8,378,231
Commercial	75,563	79,339	477,398
# of Toll Bills Issued (By Mail Date)³	905,449	769,702	4,855,237
# of Violation Notices Issued (By Mail Date)	149,129	144,786	962,898
# of Violation Transactions⁴	N/A	N/A	3,311,903
Passenger	N/A	N/A	3,142,576
Commercial	N/A	N/A	169,327

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

2019 Mid-Year Forecast Monthly Allocation



MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Vehicle Toll Revenue	\$151.259	\$140.216	\$160.196	\$175.829	\$187.305	\$181.010	\$184.860	\$190.740	\$177.699	\$185.564	\$174.950	\$178.567	\$2,088.195
Other Operating Revenue	1.581	1.523	2.251	1.625	1.816	1.449	1.449	1.449	1.449	1.449	1.449	1.449	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.320	0.388	0.181	0.232	0.295	0.100	0.100	0.100	0.100	0.100	0.100	(0.777)	1.240
Total Revenue	\$153.161	\$142.127	\$162.628	\$177.686	\$189.416	\$182.559	\$186.409	\$192.288	\$179.248	\$187.113	\$176.498	\$179.239	\$2,108.371
Operating Expenses													
Labor:													
Payroll	\$9.970	\$9.122	\$9.673	\$9.733	\$9.811	\$9.215	\$9.749	\$10.078	\$12.149	\$10.259	\$10.187	\$10.823	\$120.770
Overtime	2.331	2.066	2.632	2.026	1.980	2.132	2.132	2.132	2.133	2.231	2.236	3.317	27.347
Health and Welfare	2.199	2.320	2.190	2.320	2.437	2.713	2.713	2.713	2.713	2.713	2.713	2.713	30.454
OPEB Current Payment	1.858	1.858	1.907	1.932	1.864	1.940	1.940	1.940	1.940	1.940	1.940	1.940	22.999
Pensions	3.074	3.081	3.071	3.033	3.127	9.704	3.556	3.556	3.556	3.556	3.556	3.556	46.427
Other Fringe Benefits	2.470	1.315	1.414	1.336	1.379	1.440	1.519	1.544	1.702	1.565	1.560	2.292	19.536
Reimbursable Overhead	(0.368)	(0.707)	(0.292)	(0.574)	(0.174)	(0.801)	(0.801)	(0.801)	(0.801)	(0.801)	(0.801)	(0.801)	(7.720)
Total Labor Expenses	\$21.535	\$19.057	\$20.593	\$19.807	\$20.424	\$26.343	\$20.807	\$21.162	\$23.392	\$21.464	\$21.390	\$23.840	\$259.813
Non-Labor:													
Electric Power	\$0.411	\$0.376	\$0.316	\$0.365	\$0.213	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$5.074
Traction Power													0.000
Non-Traction Power	0.411	0.376	0.316	0.365	0.213	0.485	0.485	0.485	0.485	0.485	0.485	0.485	5.074
Fuel	0.070	0.258	0.227	0.070	0.032	0.245	0.111	0.111	0.111	0.232	0.232	0.232	1.931
Revenue Vehicle Fuel													0.000
Non-Revenue Fuel	0.070	0.258	0.227	0.070	0.032	0.245	0.111	0.111	0.111	0.232	0.232	0.232	1.931
Insurance	0.865	0.867	0.867	0.867	0.875	0.898	0.898	0.898	0.898	0.898	0.904	1.519	11.254
Claims	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.006)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.235	7.647	16.801	7.517	9.109	23.279	10.410	10.938	17.394	10.023	10.705	34.728	164.785
Professional Service Contracts	1.150	1.397	2.029	1.424	3.867	4.298	4.173	4.173	4.526	4.173	4.133	4.190	39.533
Materials & Supplies	0.117	0.240	0.469	0.092	0.158	0.372	0.382	0.382	0.370	0.382	0.370	0.410	3.744
Other Business Expenses	4.409	3.372	3.754	4.215	4.315	4.048	4.189	4.189	4.054	4.189	4.054	4.642	49.432
Total Non-Labor Expenses	\$13.259	\$14.163	\$24.464	\$14.551	\$18.569	\$33.625	\$20.647	\$21.175	\$27.837	\$20.381	\$20.883	\$46.199	\$275.753
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adjs.	\$34.793	\$33.220	\$45.057	\$34.358	\$38.993	\$59.969	\$41.455	\$42.337	\$51.229	\$41.845	\$42.273	\$70.039	\$535.567
Add: Depreciation	\$17.230	\$17.230	\$6.194	\$13.660	\$13.934	\$12.020	\$11.920	\$11.920	\$12.020	\$11.920	\$12.020	\$11.909	\$151.977
Add: GASB 75 OPEB Expense Adjustment	5.250	5.250	(10.500)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	40.094	40.094
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(17.838)	(17.838)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adjs.	\$57.273	\$55.700	\$40.751	\$48.018	\$52.926	\$71.989	\$53.375	\$54.257	\$63.249	\$53.765	\$54.293	\$104.204	\$709.800
Less: Depreciation	(\$17.230)	(\$17.230)	(\$6.194)	(\$13.660)	(\$13.934)	(\$12.020)	(\$11.920)	(\$11.920)	(\$12.020)	(\$11.920)	(\$12.020)	(\$11.909)	(\$151.977)
Less: GASB 75 OPEB Expense Adjustment	(5.250)	(5.250)	10.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(40.094)	(40.094)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.838	17.838
Total Expenses	\$34.793	\$33.220	\$45.057	\$34.358	\$38.993	\$59.969	\$41.455	\$42.337	\$51.229	\$41.845	\$42.273	\$70.039	\$535.567
Net Income/(Deficit)	\$118.367	\$108.907	\$117.571	\$143.328	\$150.423	\$122.590	\$144.955	\$149.951	\$128.018	\$145.268	\$134.225	\$109.200	\$1,572.805

Master Page # 125 of 187 - Bridges & Tunnels Committee Meeting 9/23/2019

[illegible]

MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; display: inline-block;"> NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2) </div>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Vehicle Toll Revenue	\$151.259	\$140.216	\$160.196	\$175.829	\$187.305	\$181.010	\$184.860	\$190.740	\$177.699	\$185.564	\$174.950	\$178.567	\$2,088.195
Other Operating Revenue	1.581	1.523	2.251	1.625	1.816	1.449	1.449	1.449	1.449	1.449	1.449	1.449	18.936
Capital and Other Reimbursements	1.253	1.619	1.114	1.879	0.688	2.245	2.245	2.245	2.245	2.245	2.245	2.323	22.345
Investment Income	0.320	0.388	0.181	0.232	0.295	0.100	0.100	0.100	0.100	0.100	0.100	(0.777)	1.240
Total Revenue	\$154.414	\$143.746	\$163.743	\$179.565	\$190.104	\$184.803	\$188.654	\$194.533	\$181.492	\$189.358	\$178.743	\$181.562	\$2,130.717
Expenses													
Labor:													
Payroll	\$10.480	\$9.660	\$10.134	\$10.496	\$10.127	\$10.085	\$10.619	\$10.948	\$13.019	\$11.129	\$11.056	\$11.693	\$129.447
Overtime	2.376	2.102	2.694	2.087	1.976	2.210	2.210	2.210	2.211	2.309	2.314	3.474	28.174
Health and Welfare	2.320	2.443	2.288	2.506	2.510	2.893	2.893	2.893	2.893	2.893	2.893	2.893	32.321
OPEB Current Payment	1.858	1.858	1.907	1.932	1.864	1.940	1.940	1.940	1.940	1.940	1.940	1.940	22.999
Pensions	3.214	3.209	3.208	3.208	3.208	9.928	3.779	3.779	3.779	3.779	3.779	3.779	48.648
Other Fringe Benefits	2.540	1.403	1.477	1.457	1.427	1.532	1.611	1.636	1.794	1.657	1.652	2.384	20.570
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$22.788	\$20.675	\$21.708	\$21.686	\$21.112	\$28.588	\$23.052	\$23.407	\$25.637	\$23.708	\$23.635	\$26.163	\$282.159
Non-Labor:													
Electric Power	\$0.411	\$0.376	\$0.316	\$0.365	\$0.213	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$0.485	\$5.074
Traction Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Traction Power	0.411	0.376	0.316	0.365	0.213	0.485	0.485	0.485	0.485	0.485	0.485	0.485	5.074
Fuel	0.070	0.258	0.227	0.070	0.032	0.245	0.111	0.111	0.111	0.232	0.232	0.232	1.931
Revenue Vehicle Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Revenue Fuel	0.070	0.258	0.227	0.070	0.032	0.245	0.111	0.111	0.111	0.232	0.232	0.232	1.931
Insurance	0.865	0.867	0.867	0.867	0.875	0.898	0.898	0.898	0.898	0.898	0.904	1.519	11.254
Claims	0.000	0.006	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.006)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.235	7.647	16.801	7.517	9.109	23.279	10.410	10.938	17.394	10.023	10.705	34.728	164.785
Professional Service Contracts	1.150	1.397	2.029	1.424	3.867	4.298	4.173	4.173	4.526	4.173	4.133	4.190	39.533
Materials & Supplies	0.117	0.240	0.469	0.092	0.158	0.372	0.382	0.382	0.370	0.382	0.370	0.410	3.744
Other Business Expenses	4.409	3.372	3.754	4.215	4.315	4.048	4.189	4.189	4.054	4.189	4.054	4.642	49.432
Total Non-Labor Expenses	\$13.259	\$14.163	\$24.464	\$14.551	\$18.569	\$33.625	\$20.647	\$21.175	\$27.837	\$20.381	\$20.883	\$46.199	\$275.753
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adjs.	\$36.046	\$34.838	\$46.171	\$36.237	\$39.681	\$62.213	\$43.699	\$44.582	\$53.474	\$44.090	\$44.518	\$72.362	\$557.912
Add: Depreciation	\$17.230	\$17.230	\$6.194	\$13.660	\$13.934	\$12.020	\$11.920	\$11.920	\$12.020	\$11.920	\$12.020	\$11.909	\$151.977
Add: GASB 75 OPEB Expense Adjustment	5.250	5.250	(10.500)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	40.094	40.094
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(17.838)	(17.838)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adjs.	\$58.526	\$57.318	\$41.866	\$49.897	\$53.614	\$74.234	\$55.619	\$56.502	\$65.494	\$56.010	\$56.538	\$106.528	\$732.146
Less: Depreciation	(\$17.230)	(\$17.230)	(\$6.194)	(\$13.660)	(\$13.934)	(\$12.020)	(\$11.920)	(\$11.920)	(\$12.020)	(\$11.920)	(\$12.020)	(\$11.909)	(\$151.977)
Less: GASB 75 OPEB Expense Adjustment	(5.250)	(5.250)	10.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(40.094)	(40.094)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17.838	17.838
Total Expenses	\$36.046	\$34.838	\$46.171	\$36.237	\$39.681	\$62.213	\$43.699	\$44.582	\$53.474	\$44.090	\$44.518	\$72.362	\$557.912
Net Income/(Deficit)	\$118.367	\$108.907	\$117.571	\$143.328	\$150.423	\$122.590	\$144.955	\$149.951	\$128.018	\$145.268	\$134.225	\$109.200	\$1,572.805

MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

<div>NON-REIMBURSABLE/ REIMBURSABLE</div> <div>(Page 2 of 2)</div>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Net Income/(Deficit)	\$118.367	\$108.907	\$117.571	\$143.328	\$150.423	\$122.590	\$144.955	\$149.951	\$128.018	\$145.268	\$134.225	\$109.200	\$1,572.805
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$0.000	\$0.064	\$2.894	\$0.244	\$0.983	\$2.119	\$2.119	\$2.119	\$2.119	\$2.119	\$2.119	\$24.813	\$41.710
Less: Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Income/(Deficit)	\$118.367	\$108.843	\$114.677	\$143.084	\$149.440	\$120.471	\$142.836	\$147.833	\$125.900	\$143.150	\$132.107	\$84.388	\$1,531.095
Less: Debt Service	\$59.758	\$52.247	\$55.663	\$56.919	\$52.831	\$57.531	\$57.531	\$57.531	\$57.531	\$57.531	\$53.241	\$57.434	\$675.747
Less: Contribution to Capital Program	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	132.981
Income Available for Distribution	\$47.528	\$45.515	\$47.932	\$75.083	\$85.527	\$51.859	\$74.223	\$79.220	\$57.287	\$74.537	\$67.784	\$15.872	\$722.367
<u>Distributable To:</u>													
MTA - Investment Income	\$0.320	\$0.388	\$0.181	\$0.232	\$0.295	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	(\$0.777)	\$1.240
MTA - Distributable Income	28.858	27.054	28.717	42.280	47.486	30.792	41.975	44.473	33.506	42.131	38.750	13.225	419.250
NYCT - Distributable Income	18.349	18.072	19.034	32.571	37.746	20.966	32.149	34.647	23.681	32.306	28.934	3.423	301.877
Total Distributable Income:	\$47.528	\$45.515	\$47.932	\$75.083	\$85.527	\$51.859	\$74.223	\$79.220	\$57.287	\$74.537	\$67.784	\$15.872	\$722.367
<u>Cash Transfers:</u>													
MTA - Investment Income	\$0.000	\$2.603	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.603
MTA - Transfers	0.000	98.018	26.159	38.725	41.514	32.462	40.856	44.223	34.603	41.269	39.088	10.674	447.591
NYCT - Transfers	0.000	62.512	17.705	30.240	32.954	22.644	31.030	34.397	24.777	31.443	29.271	(2.052)	314.922
Total Cash Transfers:	\$0.000	\$163.132	\$43.864	\$68.965	\$74.468	\$55.106	\$71.887	\$78.620	\$59.380	\$72.712	\$68.359	\$8.622	\$765.115
SUPPORT TO MASS TRANSIT:													
Total Revenues	\$154.414	\$143.746	\$163.743	\$179.565	\$190.104	\$184.803	\$188.654	\$194.533	\$181.492	\$189.358	\$178.743	\$181.562	\$2,130.717
Less: Net Operating Expenses	36.046	34.838	46.171	36.237	39.681	62.213	43.699	44.582	53.474	44.090	44.518	72.362	557.912
Net Operating Income:	\$118.367	\$108.907	\$117.571	\$143.328	\$150.423	\$122.590	\$144.955	\$149.951	\$128.018	\$145.268	\$134.225	\$109.200	\$1,572.805
<u>Deductions from Operating Income:</u>													
B&T Debt Service	\$25.406	\$22.001	\$23.521	\$26.082	\$21.913	\$26.390	\$26.390	\$26.390	\$26.390	\$26.390	\$22.124	\$26.356	\$299.354
Contribution to Capital Program	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	11.082	132.981
Capitalized Assets	0.000	0.064	2.894	0.244	0.983	2.119	2.119	2.119	2.119	2.119	2.119	24.813	41.710
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$36.488	\$33.147	\$37.497	\$37.408	\$33.978	\$39.590	\$39.590	\$39.590	\$39.590	\$39.590	\$35.325	\$62.250	\$474.045
Total Support to Mass Transit:	\$81.879	\$75.761	\$80.074	\$105.920	\$116.445	\$83.000	\$105.364	\$110.361	\$88.428	\$105.678	\$98.900	\$46.950	\$1,098.760

MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$0.255	\$0.313	\$0.321	\$0.286	\$0.323	\$0.386	\$0.386	\$0.386	\$0.386	\$0.387	\$0.387	\$0.612	\$4.428
<u>Unscheduled Service</u>	\$0.035	\$0.002	\$0.002	\$0.006	\$0.013	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.166	\$0.332
<u>Programmatic/Routine Maintenance</u>	\$0.315	\$0.212	\$0.267	\$0.204	\$0.228	\$0.276	\$0.276	\$0.276	\$0.277	\$0.278	\$0.279	\$0.327	\$3.215
<u>Unscheduled Maintenance</u>	\$0.132	\$0.118	\$0.133	\$0.152	\$0.084	\$0.117	\$0.117	\$0.117	\$0.117	\$0.118	\$0.118	\$0.150	\$1.473
<u>Vacancy/Absentee Coverage</u>	\$0.819	\$1.058	\$0.906	\$0.912	\$0.966	\$0.872	\$0.872	\$0.872	\$0.872	\$0.872	\$0.872	\$0.954	\$10.846
<u>Weather Emergencies</u>	\$0.279	\$0.399	\$0.274	\$0.019	\$0.005	\$0.000	\$0.000	\$0.000	\$0.000	\$0.090	\$0.093	\$0.187	\$1.347
<u>Safety/Security/Law Enforcement</u>	\$0.083	\$0.098	\$0.120	\$0.111	\$0.084	\$0.120	\$0.120	\$0.120	\$0.120	\$0.120	\$0.120	\$0.335	\$1.552
<u>Other</u>	\$0.162	\$0.084	\$0.047	\$0.036	\$0.088	\$0.081	\$0.081	\$0.081	\$0.081	\$0.081	\$0.081	\$0.052	\$0.956
<u>All Other Departments and Adjustments</u>	\$0.250	(\$0.218)	\$0.562	\$0.300	\$0.189	\$0.262	\$0.262	\$0.262	\$0.262	\$0.267	\$0.268	\$0.534	\$3.198
Sub-Total	\$2.331	\$2.066	\$2.632	\$2.026	\$1.980	\$2.132	\$2.132	\$2.132	\$2.133	\$2.231	\$2.236	\$3.317	\$27.347
REIMBURSABLE OVERTIME	\$0.045	\$0.036	\$0.062	\$0.061	(\$0.004)	\$0.078	\$0.078	\$0.078	\$0.078	\$0.078	\$0.078	\$0.157	\$0.827
TOTAL NR & R OVERTIME	\$2.376	\$2.102	\$2.694	\$2.087	\$1.976	\$2.210	\$2.210	\$2.210	\$2.211	\$2.309	\$2.314	\$3.474	\$28.174

MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Traffic Volume /(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Traffic Volume	25.005	23.533	27.325	27.411	29.250	28.489	28.847	29.573	27.718	28.943	27.316	27.868	331.276
Toll Revenue	\$151.259	\$140.216	\$160.196	\$175.829	\$187.305	\$181.010	\$184.860	\$190.740	\$177.699	\$185.564	\$174.950	\$178.567	\$2,088.195

MTA BRIDGES & TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	8	7	8	9	8	9	9	9	9	9	9	9
Law ⁽¹⁾	14	14	14	14	13	18	18	18	18	18	18	18
CFO ⁽²⁾	20	19	18	18	18	27	27	27	27	27	27	27
Administration ⁽³⁾	32	32	32	32	30	40	40	40	40	40	40	40
EEO	1	1	1	0	0	2	2	2	2	2	2	2
Total Administration	75	73	73	73	69	96	96	96	96	96	96	96
Operations												
Revenue Management	38	39	39	38	38	42	42	42	42	42	42	42
Operations (Non-Security)	53	53	51	51	51	57	57	57	57	57	57	57
Total Operations	91	92	90	89	89	99	99	99	99	99	99	99
Maintenance												
Maintenance	246	245	237	234	231	233	233	233	233	233	233	233
Operations - Maintainers	161	161	161	161	161	163	163	163	163	163	163	163
Internal Security - Tech Svcs	0	0	0	0	0	0	0	0	0	0	0	0
Total Maintenance	407	406	398	395	392	396	396	396	396	396	396	396
Engineering/Capital												
Engineering & Construction	150	147	145	142	141	192	192	192	192	192	192	192
Health & Safety	9	9	9	9	9	10	10	10	10	10	10	10
Law ⁽¹⁾	19	19	18	18	19	22	22	22	22	22	22	22
CFO-Planning & Budget Capital	27	29	29	28	27	31	31	31	31	31	31	31
Total Engineering/Capital	205	204	201	197	196	255	255	255	255	255	255	255
Public Safety												
Operations (Security)	571	570	567	566	562	611	610	609	608	608	606	605
Internal Security - Operations	36	36	36	36	35	48	48	48	48	48	48	48
Total Public Safety	607	606	603	602	597	659	658	657	656	656	654	653
Total Positions	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<i>Non-Reimbursable</i>	1,298	1,294	1,278	1,269	1,256	1,418	1,417	1,416	1,415	1,415	1,413	1,412
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
July Financial Plan - 2019 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	28	26	26	26	23	33	33	33	33	33	33	33
Professional, Technical, Clerical	47	47	47	47	46	63	63	63	63	63	63	63
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	75	73	73	73	69	96	96	96	96	96	96	96
Operations												
Managers/Supervisors	56	57	55	55	55	61	61	61	61	61	61	61
Professional, Technical, Clerical	35	35	35	34	34	38	38	38	38	38	38	38
Operational Hourlies ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	0
Total Operations	91	92	90	89	89	99	99	99	99	99	99	99
Maintenance												
Managers/Supervisors	20	20	20	20	20	31	31	31	31	31	31	31
Professional, Technical, Clerical	17	17	17	17	17	22	22	22	22	22	22	22
Operational Hourlies ⁽²⁾	370	369	361	358	355	343	343	343	343	343	343	343
Total Maintenance	407	406	398	395	392	396	396	396	396	396	396	396
Engineering/Capital												
Managers/Supervisors	51	50	50	49	48	62	62	62	62	62	62	62
Professional, Technical, Clerical	154	154	151	148	148	193	193	193	193	193	193	193
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering/Capital	205	204	201	197	196	255	255	255	255	255	255	255
Public Safety												
Managers/Supervisors	160	159	159	159	158	188	188	188	188	188	188	188
Professional, Technical, Clerical	28	28	28	28	27	37	37	37	37	37	37	37
Operational Hourlies ⁽³⁾	419	419	416	415	412	434	433	432	431	431	429	428
Total Public Safety	607	606	603	602	597	659	658	657	656	656	654	653
Total Positions												
Managers/Supervisors	315	312	310	309	304	375	375	375	375	375	375	375
Professional, Technical, Clerical	281	281	278	274	272	353	353	353	353	353	353	353
Operational Hourlies	789	788	777	773	767	777	776	775	774	774	772	771
Total Positions	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499

(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

Capital Program Project Status Report July 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JULY 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 July, eleven commitments were made with a total value of \$16.4 million, against a plan calling for three commitments with a total value of \$10.8 million. (*See Attachment 2 – 2019 Major Commitments*).

Year-to-date 46 commitments, totaling \$46.4 million have been made, against a plan of 12 commitments with a total value of \$31.7 million.

In addition, the two major commitments remaining from the 2018 Plan were made in July 2019 for \$76.9 million, for the Verrazzano-Narrows Bridge Steel Repairs and Concrete Rehabilitation and Painting of the Suspended Span Steel. (*See Attachment 2a – 2018 Major Commitments*).

In aggregate, 48 commitments, totaling \$123.3 million have been made to date, against a plan of 14 commitments with a total value of \$111.2 million.

Completions

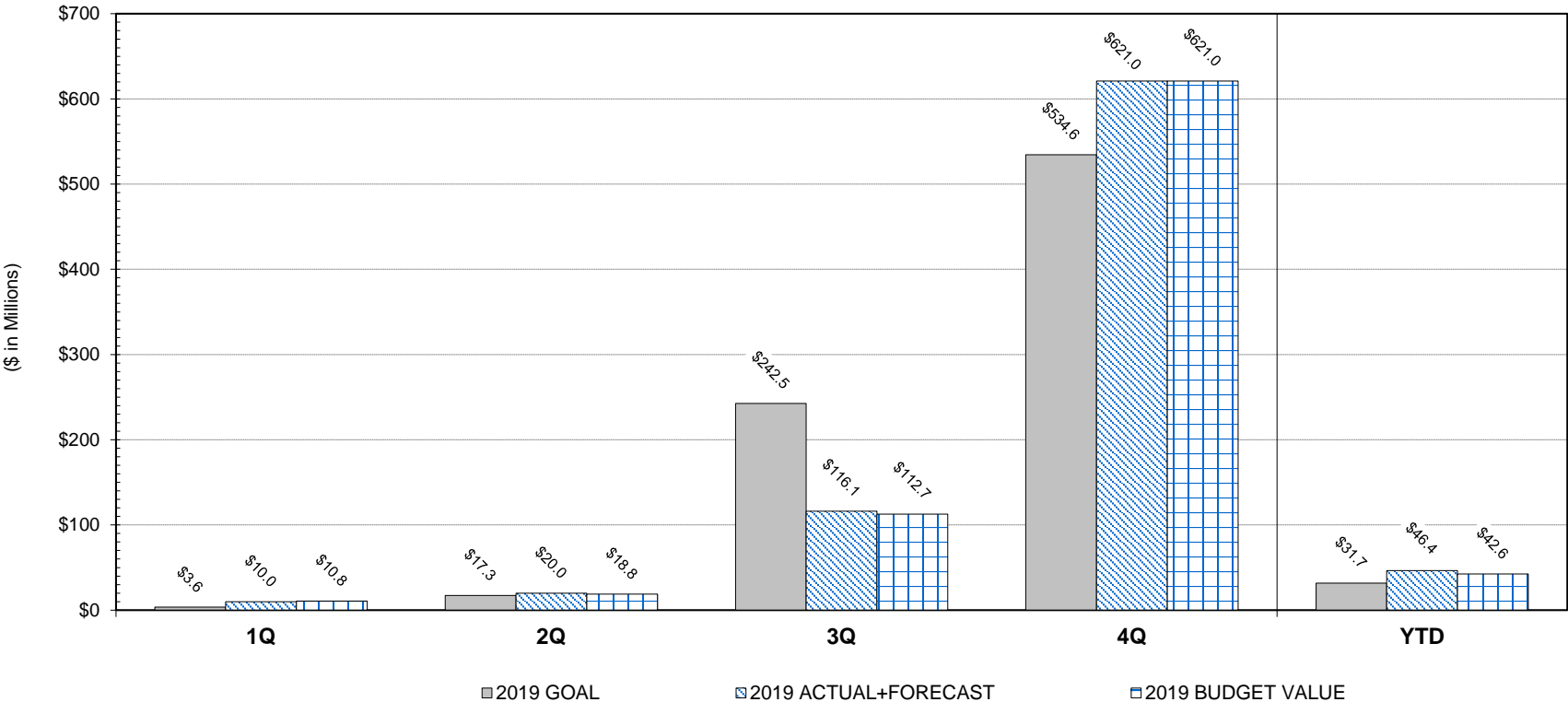
There was one project completion made in July for \$1.4 million. Year-to-date, six projects were completed with a total value of \$76.6 million, accomplishing 101% of year-to-date goal of \$75.3 million. (*See Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*). In addition, one project for \$57.4 million was completed against the 2018 Plan. (*See Attachment 4a – 2018 Major Completions Status*).

Close-outs

There were 19 task level closeouts for \$14.0 million in July. Year-to-date, a total of 75 tasks have been closed for a total of \$179.4 million.

MTA Bridges and Tunnels
Commitments as of July 31, 2019

2019 Budget Goal:	\$798.0
2019 Annual Forecast	\$767.1
YTD Goal:	\$31.7
YTD Actual:	\$46.4 (146.2% of YTD Goal)
YTD Budgeted Value:	\$42.6 (134.3% of YTD Goal)
Left to Commit:	\$720.7



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

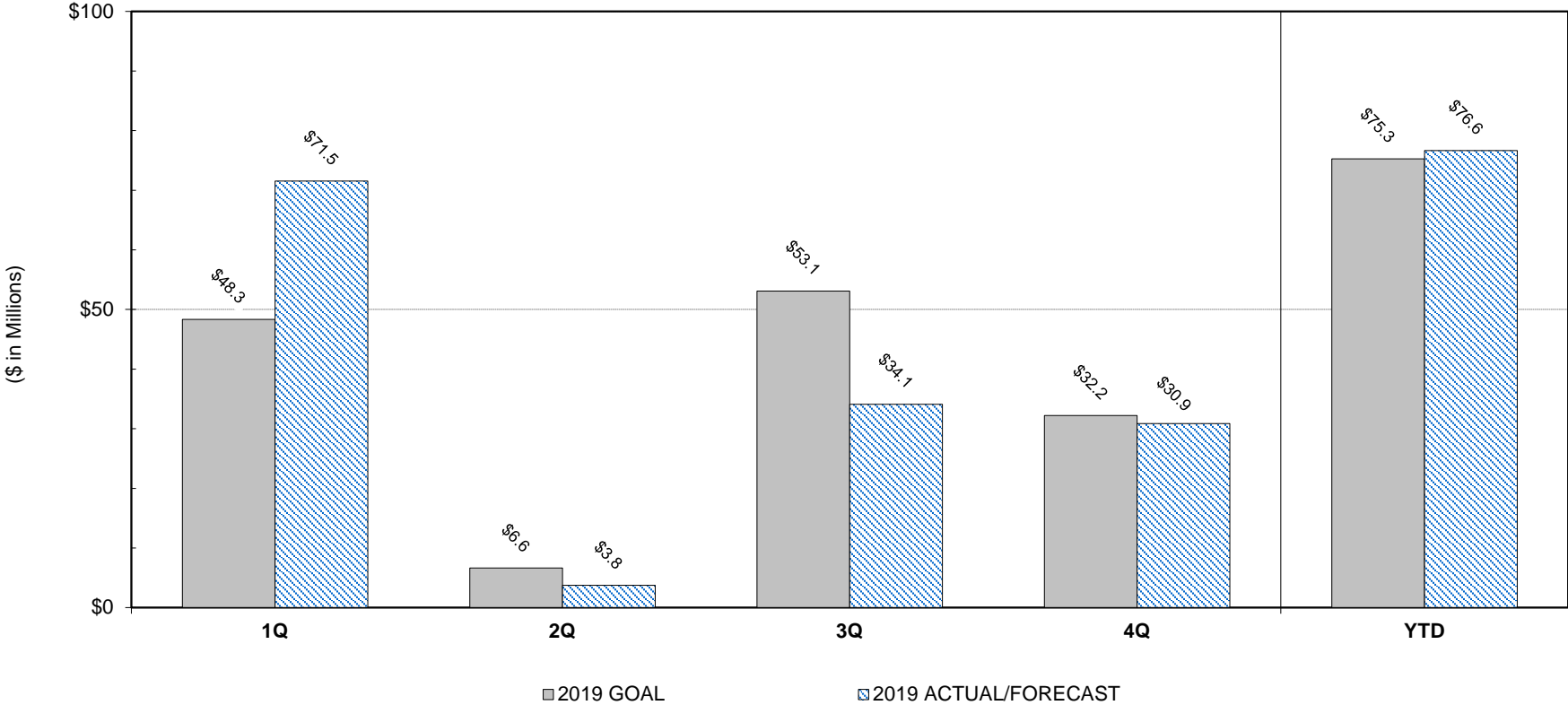
Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date				Notes
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast		
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$40.0	\$40.0	Aug-19	Jul-19	Dec-19	F	1
	D707HH30	Replacement of HHB Overcoat System								
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$40.5	\$40.5	Sep-19	Apr-19	Oct-19	F	1
	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	Dec-19	F	1
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Jul-19	Dec-19	F	1
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								

Note 1: As a result of the MTA-wide Cost Containment Initiative, project delivery methods were re-evaluated and modified. This resulted in additional procurement time which is reflected in the revised award schedule.

Attachment 3
2019 Completion Chart

MTA Bridges and Tunnels
Completions as of July 31, 2019

2019 Budget Goal:	\$140.3
2019 Annual Forecast:	\$140.3
YTD Goal:	\$75.3
YTD Actual:	\$76.6 (101.8% of YTD Goal)
Left to Complete:	\$63.6



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

			Budget (\$ in Millions)		Completions Status		Completion Date			Notes
Project ID	ACEP	Project Description	2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	62%	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 Commitment Status as of July 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	\$76.9	\$76.9	Oct-18	Mar-19	Jul-19	A
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

MTA Bridges and Tunnels: 2018 Major Completions Status as of July 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	99%	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

Capital Program Project Status Report August 2019

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
AUGUST 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 August, sixteen commitments were made with a total value of \$16.9 million, against a plan calling for four commitments with a total value of \$41.6 million. (*See Attachment 2 – 2019 Major Commitments*).

Year-to-date 62 commitments, totaling \$63.2 million have been made, against a plan of 16 commitments with a total value of \$73.4 million.

In addition, the two major commitments from the 2018 Plan were made, in July, for \$76.9 million. (*See Attachment 2a – 2018 Major Commitments*).

In aggregate, 64 commitments, totaling \$140.2 million have been made to date, against a plan of 18 commitments with a total value of \$152.9 million.

Completions

There were two project completions made in August for \$19.9 million. Year-to-date, eight projects were completed with a total value of \$96.6 million, accomplishing 89% of year-to-date goal of \$108.0 million. (*See Attachment 3 – 2019 Completion Chart; Attachment 4 – 2019 Major Project Completions*).

In addition, one project for \$57.4 million was completed, in April, against the 2018 Plan. (*See Attachment 4a – 2018 Major Completions Status*).

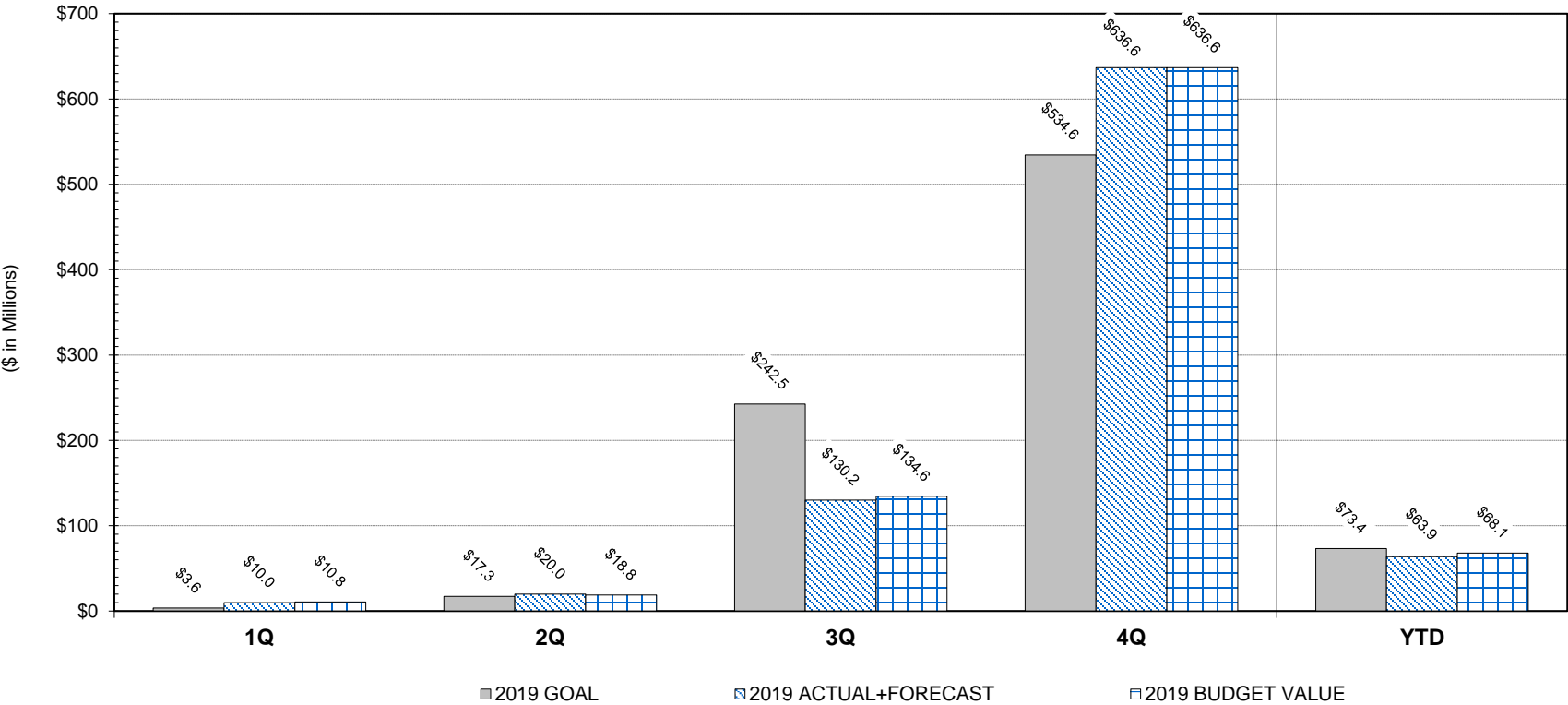
In aggregate, nine completions, totaling \$154.0 million have been made to date, against a plan of ten completions with a total value of \$165.4 million.

Close-outs

There were seven task level closeouts for \$23.3 million in August. Year-to-date, a total of 82 tasks have been closed for a total of \$202.7 million.

MTA Bridges and Tunnels
Commitments as of August 31, 2019

2019 Budget Goal:	\$798.0
2019 Annual Forecast	\$796.8
YTD Goal:	\$73.4
YTD Actual:	\$63.2 (86.2% of YTD Goal)
YTD Budgeted Value:	\$68.1 (92.8% of YTD Goal)
Left to Commit:	\$733.6



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

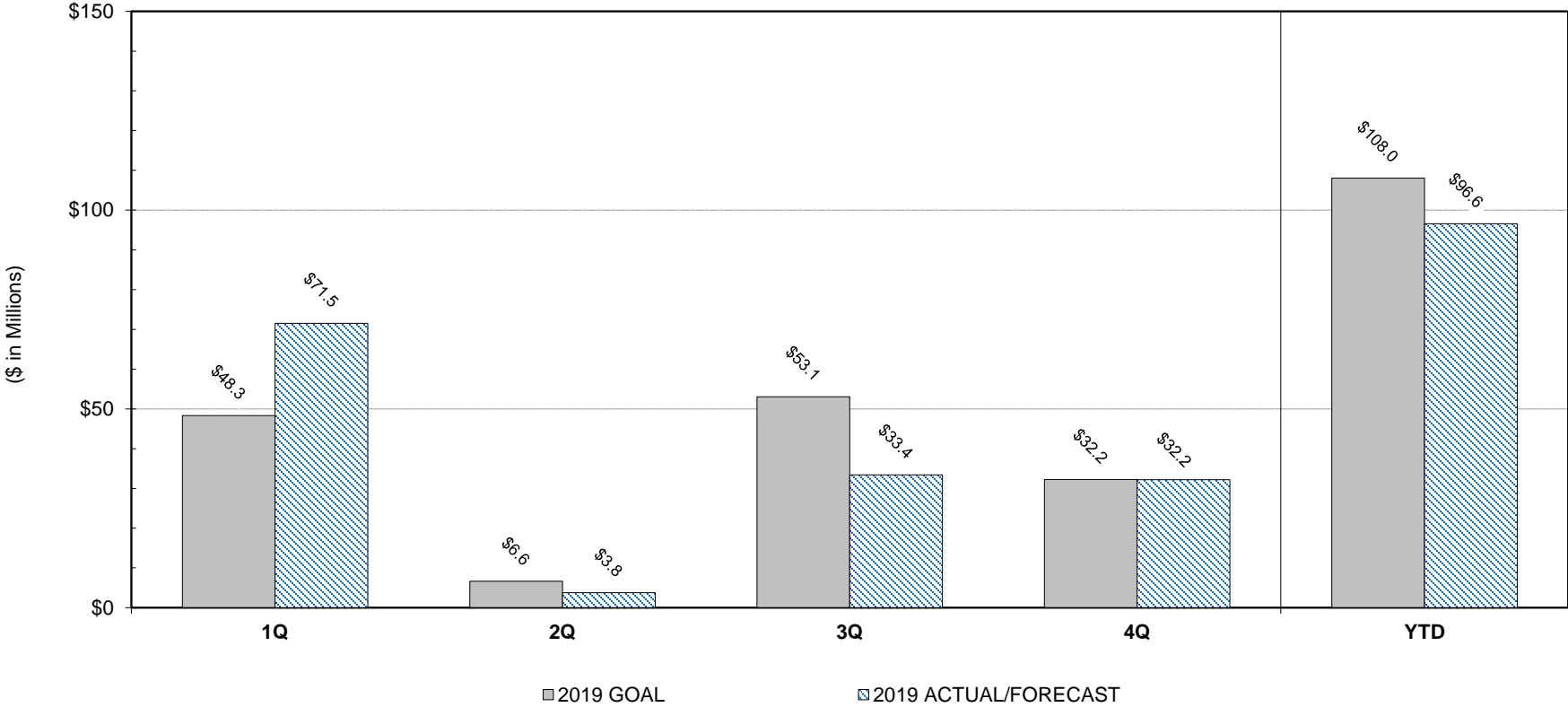
Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date				Notes
			2019 Goal	Actual / Forecast*	Budgeted Value	2019 Goal	Advertisement Date	Actual / Forecast		
HH07/HH30	D701HH07	Structural Rehabilitation	\$40.0	\$40.0	\$40.0	Aug-19	Jul-19	Dec-19	F	1
	D707HH30	Replacement of HHB Overcoat System								
BW07/BW32	D701BW07	Tower and Pier Fender Protection	\$40.5	\$40.5	\$40.5	Sep-19	Apr-19	Oct-19	F	1
	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	Dec-19	F	1
VN84-Ph.1	D702VN84	Reconstruction of VN Approach Ramps - Phase 1	\$202.5	\$202.5	\$202.5	Nov-19	Jul-19	Dec-19	F	1
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								

Note 1: As a result of the MTA-wide Cost Containment Initiative, project delivery methods were re-evaluated and modified. This resulted in additional procurement time which is reflected in the revised award schedule.

Attachment 3
2019 Completion Chart

MTA Bridges and Tunnels
Completions as of August 31, 2019

2019 Budget Goal:	\$140.3
2019 Annual Forecast:	\$140.9
YTD Goal:	\$108.0
YTD Actual:	\$96.6 (89.4% of YTD Goal)
Left to Complete:	\$44.3



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

			Budget (\$ in Millions)		Completions Status		Completion Date			Notes
Project ID	ACEP	Project Description	2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2019 Goal	Actual / Forecast		
VN34	D701VN34	Main Cable and Suspender Rope Investigation	\$30.9	\$30.9	74%	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 Commitment Status as of August 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	\$76.9	\$76.9	Oct-18	Mar-19	Jul-19	A
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							

MTA Bridges and Tunnels: 2018 Major Completions Status as of August 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	99%	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: Extension to substantial completion required to provide additional factory acceptance testing and additional field installation verification /testing.
Note 3: Additional factory acceptance testing on the motors revealed a flaw that will be corrected at no cost to the Authority.



Bridges and Tunnels

Procurements September 2019

Staff Summary

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

Date	09/06/19
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	9/09/19			
2	MTA B&T Committee	9/23/19			
3	MTA Board	9/25/19			

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

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

PURPOSE:

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

DISCUSSION:

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

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

Schedules Requiring Two-Thirds Vote:

Schedule C: Competitive Request for Proposals

of Actions

2

\$ Amount

\$167.8M

Schedule Requiring Majority Vote:

Schedule F: Personal Service Contracts

6

\$ 24.7M

Schedule H: Modification to personal Service Contract and Miscellaneous Service Contract

1

\$ 4.3M

SUBTOTAL

9

\$196.8M

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

TOTAL

9

\$196.8M

BUDGET IMPACT:

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

RECOMMENDATION:

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

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
SEPTEMBER 2019

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

C: Competitive Request for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

- | | | |
|--|------------------------|--------------------------------------|
| 1. Judlau Contracting, Inc.
Contract No. RK-23C | \$47,825,000.00 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

1 year, 3 months – Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for the New Harlem River Drive Connector Ramp.

- | | | |
|--|-------------------------|--------------------------------------|
| 2. Various Contractors
Contract No. GFM-527 | \$120,000,000.00 | <u>Staff Summary Attached</u> |
|--|-------------------------|--------------------------------------|

4 years – Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis.

Procurements Requiring Majority Vote:

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

- | | | |
|--|-----------------------|--------------------------------------|
| 1. Hardesty & Hanover Construction Services, LLC
Contract No. PSC-19-3024 | \$2,845,771.00 | <u>Staff Summary Attached</u> |
|--|-----------------------|--------------------------------------|

3 years – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for construction administration, inspection and design oversight services for Project RK-66, Design-Build of Electrical Upgrades at the Robert F. Kennedy Bridge.

- | | | |
|--|-----------------------|--------------------------------------|
| 2. Greenman-Pedersen, Inc. (GPI)
Contract No. PSC-18-3023 | \$3,320,648.14 | <u>Staff Summary Attached</u> |
|--|-----------------------|--------------------------------------|

2 years 9 months – Competitive-RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration, Inspection and Design Oversight Services for Project BW-07/BW-32, Design-Build Services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone Bridge.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
SEPTEMBER 2019

3. **RAD/EnTech JV** **\$3,365,791.00** **Staff Summary Attached**
Contract No. PSC-18-3020

2 years, 9 months – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project HH-07A/HH-30, Structural Rehabilitation and Painting at the Henry Hudson Bridge.

4. **Gannet Fleming Engineers & Architect, P.C.** **\$3,351,517.30** **Staff Summary Attached**
Contract NO. PSC-19-3031

2 years – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide Master Planning and Advanced Designs services for the Rehabilitation of the Tunnel Support Buildings at the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.

5. **LiRo Engineers** **\$4,021,762.00** **Staff Summary Attached**
Contract No. PSC-19-3028

1 year, 9 months – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project RK-23C, Design-Build Services for the New Harlem River Drive Connector at the Robert F. Kennedy Bridge.

6. **Greenman-Pedersen, Inc (GPI)/M&J Engineers, P.C JV** **\$7,810,639.40** **Staff Summary Attached**
Contract No. PSC-18-3022

3 years, 4 months – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for RK-20 - Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge and RK-19/70 - Phase 1A Structural Rehabilitation at the Robert F. Kennedy Bridge.

H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded

(Approval/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval)

1. **Thornton Tomasetti, Inc** **\$4,272,683.18** **Staff Summary Attached**
Contract No. PSC-15-2977

3 years, 5 months – Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend this contract with Thornton Tomasetti, Inc for funding to provide construction support services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge.

Staff Summary

Page 1 of 2

Item Number						SUMMARY INFORMATION			
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;">Vendor Name Judlau Contracting, Inc.</td> <td style="width: 30%; padding: 5px;">Contract Number RK-23C</td> </tr> </table>		Vendor Name Judlau Contracting, Inc.	Contract Number RK-23C
Vendor Name Judlau Contracting, Inc.	Contract Number RK-23C								
Division & Division Head Name: Engineering and Construction, William Neubauer, P.E. <i>William Neubauer 9/4/19</i>						Description: Design-Build Services for New Harlem River Drive Connector Ramp			
Board Reviews						Total Amount \$47,825,000.00			
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) 15 months			
1	President	09/09/19				Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
2	MTA B&T Committee	09/23/19							
3	MTA Board	09/25/19							
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Order	Approval	Order	Approval	Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:					
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:					
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>						
3	Vice President & Chief Procurement Officer <i>[Signature]</i>								

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for New Harlem River Drive Connector Ramp to Judlau Contracting, Inc. (Judlau) for a period of 15 months in the negotiated amount of \$47,825,000.00. In accordance with the MTA Design-Build Best Practice Guidance and in order to enhance competition and defray proposal costs, this solicitation included stipends in the amount of \$75,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$150,000 to the two unsuccessful proposers.

II. DISCUSSION

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services for a New Harlem River Drive Connector Ramp. The work requires the design and construction of a new direct connector ramp from the Robert F. Kennedy Bridge Manhattan approach to the northbound Harlem River Drive including associated drainage, roadway lighting, signage, dry fire standpipe, pavement markings, traffic barriers, etc.

The service requirements were publicly advertised; eleven firms submitted qualification information and based on a review of their qualifications, four firms were deemed qualified to receive the RFP. Three firms submitted proposals: DeFoe Corp. (DeFoe) - \$57,830,000, Judlau Contracting, Inc. (Judlau) - \$45,500,000, and Skanska USA Civil Northeast, Inc.

(rev. 4/07/10)

Staff Summary

Page 2 of 2

(Skanska) - \$51,600,000. The proposals were evaluated against established criteria set forth in the RFP, including proposed price, D-B technical approach, schedule, D-B experience, key personnel, and management approach.

In accordance with the MTA Design-Build Best Practice Guidance, Technical Proposals were evaluated by the Selection Committee (SC) prior to evaluation of the cost proposals. The SC unanimously recommends Judlau as the highest rated firm based on several factors: (i) technical innovations resulting in overall cost savings, (ii) an aggressive schedule, (iii) a successful historical working relationship between Judlau and its proposed design engineering firm, Parsons Transportation Group (PTG), (iv) the most advantageous price; and (v) a commitment to achieving the M/WBE and SDVOB goals. The other shortlisted firms provided responsive proposals, which were viewed as technically acceptable, however, Judlau's proposed schedule, technical approach and price best optimized efficiencies available via the design-build process.

Judlau submitted a proposal in the amount of \$45,500,000 and an aggressive schedule of 15 months which shall become the Contract substantial completion duration (3 months shorter than the RFP requirement to complete within 18 months). The requirements include allowances totaling \$3,450,000 for various contingencies and potential project risks including utility interferences and unknown site conditions. The Engineer recommends inclusion of early completion incentives of up to \$2,500,000 in order to minimize public and community impacts and to maximize project benefits. Negotiations were conducted with Judlau, which included discussion of technical requirements, design assumptions, and construction approach. Through negotiations B&T and Judlau agreed to the contract amount totaling \$47,825,000.00, which is 8.9% below the estimate of \$52,085,429.00, inclusive of revised allowances. The negotiated Judlau proposal is deemed the best value and in B&T's best interest.

Judlau was found to be responsible notwithstanding significant (SAI) pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. Judlau Contracting, Inc. has submitted MWBE/SDVOB utilization plans that are currently under review with the MTA Department of Diversity & Civil Rights. This contract will not be awarded without approval from DDCR. Judlau Contracting, Inc. has achieved its MWDBE/SDVOB goals on previously completed MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program, Project D702RK-23C, task D03636. The two Design-Build Stipends totaling \$150,000 are funded under the 2015-2019 Capital Program under Project RK-23C.

V. ALTERNATIVES

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

Staff Summary

Page 1 of 3

Item Number						SUMMARY INFORMATION																									
Dept & Dept Head Name: Engineering and Construction, Joseph Keane, P.E. <i>Joe Keane</i>						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;">Vendor Name Various</td> <td style="width: 50%; padding: 5px;">Contract Number GFM-527</td> </tr> </table>		Vendor Name Various	Contract Number GFM-527																						
Vendor Name Various	Contract Number GFM-527																														
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>						Description Miscellaneous Construction on an As-Needed Basis																									
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Board Reviews</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 8%;">Order</th> <th style="width: 12%;">To</th> <th style="width: 12%;">Date</th> <th style="width: 12%;">Approval</th> <th style="width: 8%;">Info</th> <th style="width: 8%;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>President</td> <td style="text-align: center;">9/9/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA B&T Committee</td> <td style="text-align: center;">9/23/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td>MTA Board</td> <td style="text-align: center;">9/25/19</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	President	9/9/19				2	MTA B&T Committee	9/23/19				3	MTA Board	9/25/19				Total Amount Aggregate Total: GFM-527 \$120,000,000	
Order	To	Date	Approval	Info	Other																										
1	President	9/9/19																													
2	MTA B&T Committee	9/23/19																													
3	MTA Board	9/25/19																													
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Internal Approvals</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 8%;">Order</th> <th style="width: 20%;">Approval</th> <th style="width: 8%;">Order</th> <th style="width: 20%;">Approval</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Vice President & Chief Financial Officer <i>[Signature]</i></td> <td style="text-align: center;">4</td> <td>Vice President & Chief of Staff <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">2</td> <td>Sr. Vice President & General Counsel <i>[Signature]</i></td> <td style="text-align: center;">5</td> <td>President <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">3</td> <td>Vice President & Chief Procurement Officer <i>[Signature]</i></td> <td></td> <td></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>	2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>	3	Vice President & Chief Procurement Officer <i>[Signature]</i>			Contract Term (including Options, if any) Four (4) years									
Order	Approval	Order	Approval																												
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>																												
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>																												
3	Vice President & Chief Procurement Officer <i>[Signature]</i>																														
						Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
						Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																									
						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																									
						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																									
						Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order.																									

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis to the fourteen firms listed below for the aggregate amount of \$120,000,000 for a duration of four years.

Contract GFM-527 - Fourteen (14) firms selected:

- Ahern Painting Contractors, Inc.
- D'Onofrio General Contractors Corp.
- E.E. Cruz & Company, Inc.
- Ecco III Enterprises, Inc.
- El Sol Contracting & Construction Corp.
- Judlau Contracting, Inc.

Staff Summary

- Masterpiece US Inc.
- Navillus Tile, Inc. dba Navillus Contracting
- Paul J. Scariano, Inc.
- Posillico Civil, Inc.
- Railroad Construction Company, Inc.
- Restani Construction Corp.
- Skanska Koch Inc.
- Unicorn Construction Enterprises, Inc.

II. DISCUSSION

In June 2018, the Board authorized the use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous construction services on an as-needed basis. The requirements were publicly advertised. A RFP was issued and the committee selection process was conducted.

During the contract term, as a Scope of Work for each miscellaneous work order is identified, the contracted firms will be provided with the scope, a site tour will be conducted and bids shall be submitted. The contractor submitting the lowest bid shall be awarded that specific work order. Since most of the construction projects are small-scale and/or involve urgently needed repairs, it would be inefficient, time-consuming and not meet the agency's expedited needs to conduct separate competitively bid solicitations for each project.

The selection of contractors to be awarded these as-needed contracts was accomplished by a one-step RFP process. The firms were evaluated against established criteria including proposer's record of performance, qualifications of firm's specific personnel proposed, safety record and quality assurance program. Fifteen proposals were received on January 10, 2019.

Based on the established criteria, B&T's Selection Committee chose fourteen firms (Ahern, D'Onofrio, E.E. Cruz, Ecco III, El Sol, Judlau, Masterpiece, Navillus, Scariano, Posillico, Railroad Construction, Restani, Skanska Koch and Unicorn).

Ahern was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in April 2018. E.E. Cruz was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in December 2018. Paul J. Scariano was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. Skanska Koch's affiliated company (Skanska USA Civil Northeast, Inc.) was found to be responsible notwithstanding SAI pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in July 2011. Judlau was found to be responsible notwithstanding SAI pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013. All of the selected firms were determined to be responsive and responsible contractors with extensive backgrounds of prior and current public agency work.

It is recommended that the Board authorize B&T to enter into contracts with the above selected firms.

III. D/M/WBE INFORMATION

The MTA DDCR established the following goals of 15% MBE, 15% WBE and 6% SDVOB for this as-needed procurement. Individual contracts will not be awarded until each firm's MWBE/SDVOB utilization plan has been approved by DDCR.

Staff Summary

Page 3 of 3

Ahern, EE Cruz, Ecco III, El Sol, Judlau, Masterpiece, Navillus Tile, Paul J. Scariano, Railroad Construction, Restani Construction and Unicorn Construction have achieved their MWDBE/SDVOB goals on previously completed MTA contracts. D'Onofrio, Posillico Civil, and Skanska Koch have not completed any MTA contracts with MWDBE/SDVOB goals, therefore; no assessment of their MWDBE/SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

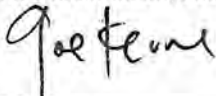



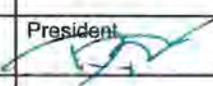

Funding under B&T contract GFM-527 will be provided in the Capital and Operating budgets in the amount of \$120,000,000.00 and will be established for each individual work order prior to its issuance.

V. ALTERNATIVES

There are no recommended alternatives. The Authority does not have the resources to perform this work with in-house forces.

Staff Summary

Page 1 of 2

Item Number					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. 					
Division & Division Head Name: Engineering and Construction, William Neubauer, P.E.  9/3/19					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	09/09/19			
2	MTA B&T Committee	09/23/19			
3	MTA Board	09/25/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	VP & Chief of Staff		
2	General Counsel  FOR MMT	5	President 		
3	Chief Procurement Officer  BB				

SUMMARY INFORMATION	
Vendor Name Hardesty & Hanover Construction Services, LLC	Contract No. PSC-19-3024
Description: Construction Administration, Inspection and Design Oversight Services for Project RK-66, Design-Build of Electrical Upgrades at the RFK Facility	
Total Amount \$ 2,845,771	
Contract Term (including Options, if any) Three years (through 11/30/22)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for construction administration, inspection and design oversight services for Project RK-66, Design-Build of Electrical Upgrades at the RFK Facility (Contract PSC-19-3024) to Hardesty & Hanover Construction Services, LLC in the negotiated contract amount of \$2,845,771 and for a duration of approximately three years through November 30, 2022.

II DISCUSSION

B&T requires the services of a Consultant to provide construction administration, inspection and design oversight services for Project RK-66, Design-Build of Electrical Upgrades at the RFK Facility.

The Scope of Work includes upgrades to existing electrical power services to enhance the reliability and redundancy of critical tolling systems throughout the Facility. In addition, the project provides for the replacement of existing boilers that provide heat to the Robert Moses Building. All new installations will be designed to meet new design flood elevations.

The requirements for these services were publicly advertised. Four firms submitted qualification information for review and evaluation by the selection committee. Three firms were chosen to receive the RFP based on a review of those qualifications.

Staff Summary

and two submitted proposals: WSP USA, Inc. (WSP) (\$3,903,274) and Hardesty & Hanover Construction Services, LLC (H&H) (\$2,933,984).

The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the Project's technical requirements, expertise of proposed personnel, oral presentations and cost. Based on its review of all submittals and consideration of proposed costs, the Selection Committee (SC) recommended that B&T enter into negotiations with H&H.

The SC recommendation is based on the following: H&H demonstrated complete understanding of the project and proposed the best approach to perform the oversight functions for Project RK-66. H&H proposed experienced personnel, and demonstrated experience with similar design-build projects including B&T Projects RK-21, RK-07 and VN-89/30. The other firm provided a responsive proposal, which was viewed as technically acceptable, however, did not display as clear an understanding of the project electrical system testing and inspection requirements.

H&H submitted a cost proposal in the amount of \$2,933,984. The Engineer's estimate is \$2,711,428. Negotiations resulted in B&T and H&H agreeing to the negotiated amount totaling \$2,845,771.00, which is 4.95% higher than the Engineer's estimate and is fair and reasonable. H&H's proposal is deemed most advantageous to B&T. H&H is considered a responsible consultant.

III. DBE/MBE/WBE/SDVOB INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. Hardesty and Hanover (H&H) has submitted an MWBE/SDVOB utilization plan that meets the required 36% MWBE/SDVOB goal requirement. H&H has achieved its previous MWBE/SDVOB goals on previous MTA contracts.

IV. IMPACT ON FUNDING

A new capital project for this work will be created under category ED04 of B&T's Sandy Mitigation program in the 2010-2014 Capital Program. This scope was previously approved in the 2015-2019 Capital Program but will now be carried out under the 2010-2014 Resiliency Program due to the nature of the work scope, which addresses power mitigation needs at the RFK Bridge. Budget authority will be transferred from two existing projects, Hugh Carey Tunnel – GIVB Mitigation – Raise Seawalls (ED050303) and Restore Hugh L. Carey Tunnel – Structural (ED010228) in B&T's Sandy Recovery program in the 2010-2014 Capital Program.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform services.

Staff Summary

Page 1 of 2

Item Number					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	9/9/19			
2	MTA B&T Committee	9/23/19			
3	MTA Board	9/25/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>Off for Dir. Aris Stathopoulos</i>	4	Vice President & Chief of Staff <i>SM</i>		
2	Sr. Vice President & General Counsel <i>BB</i>	5	President <i>Joe Keane</i>		
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name: Greenman-Pedersen, Inc. (GPI)	Contract Number PSC-18-3023
Description: Construction Administration, Inspection, and Design Oversight Services for Project BW-07/BW-32, Design-Build Services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone Bridge (BWB)	
Total Amount \$3,320,648.14	
Contract Term (including Options, if any) Two (2) Years, Nine (9) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration, Inspection and Design Oversight Services for Project BW-07/BW-32, Design-Build Services for Fender Protection and Fire Standpipe Systems at the Bronx-Whitestone Bridge (BWB), to Greenman Pedersen, Inc. (GPI), located at 325 West Main Street, Babylon, NY 11702, in the negotiated amount of \$3,320,648.14 for a duration of two (2) years, nine (9) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration, inspection and design oversight services necessary to assist B&T's Engineering and Construction Department for the oversight of Project BW-07/BW-32. The required services include: (i) review Design-Builder compliance with Contract requirements; (ii) provide design quality assurance oversight reviews; (iii) review design submittals; (iv) monitor progress of the Design-Build Contract work; (v) provide construction quality assurance oversight including independent confirmatory inspection and testing; (vi) provide on-site support to the Engineer; (vii) evaluate Design-Builder's payment requests; and (viii) monthly project reporting.

The service requirements were publicly advertised; four (4) firms submitted qualification information and based on their qualification all four (4) firms were deemed qualified to receive the RFP. All four firms submitted proposals: AECOM (\$5,229,739.54), Henningson, Durham & Richardson (HDR) (\$3,044,875.05), Greenman-Pedersen, Inc. (\$3,421,672.65), and LiRo Engineers, Inc. (\$3,769,649). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, expertise of proposed personnel and cost.

Staff Summary

The Selection Committee unanimously recommended that B&T enter into negotiations with GPI. Although, HDR submitted the lowest proposed cost it was deemed not sufficient in terms of hours to meet the requirements of the Project. GPI demonstrated best understanding of the work scope, associated risks and the required contractor coordination necessary for the successful completion of the Project. They were deemed most qualified and provided a more experienced staff compared to the other proposers. Specifically, they demonstrated an extensive knowledge base regarding bridge fender construction and proposed experienced marine design/structural engineers.

GPI submitted a cost proposal of \$3,421,672.65. The negotiated amount of \$3,320,648.14 is 10.74% below the Engineer's Estimate of \$3,720,000 and is deemed to be fair and reasonable. GPI's proposal is deemed most advantageous to B&T.

GPI was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. Greenman Pederson, Inc (GPI) has submitted an MWBE/SDVOB utilization plan that exceeds the required 36% MWBE/SDVOB goal. GPI has not completed any MTA contracts with MWDBE/SDVOB goals, therefore; no assessment of their MWDBE/SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project BW-07 (Task D03810 - \$2,670,192.99) and Project BW-32 (Task D03550 - \$650,455.15).

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

Page 1 of 2

Item Number						SUMMARY INFORMATION	
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joseph Keane for JK</i>						Vendor Name RAD/EnTech, JV	
Division & Division Head Name: Engineering and Construction, William Neubauer, P.E. <i>William Neubauer 8/15/19</i>						Contract No. PSC-18-3020	
Description Construction Administration and Inspection Services for Project HH-07A/HH-30, Structural Rehabilitation and Painting at the Henry Hudson Bridge						Total Amount \$3,365,791.00	
Board Reviews						Contract Term (including Options, if any) Two years, nine months (through 7/31/22)	
Order	To	Date	Approval	Info	Other	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1	President	9/9/19				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	MTA B&T Committee	9/23/19				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
3	MTA Board	9/25/19				Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Internal Approvals						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Order	Approval	Order	Approval				
1	Chief Financial Officer <i>[Signature]</i>	4	Chief of Staff <i>[Signature]</i>				
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>				
3	Chief Procurement Officer <i>[Signature]</i>						

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project HH-07A/HH-30, Structural Rehabilitation and Painting at the Henry Hudson Bridge to RAD/EnTech, JV in the negotiated amount of \$3,365,791.00 and for a duration of approximately two years, nine months through July 31, 2022.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services necessary to assist B&T's Engineering and Construction Department for the oversight of Project HH-07A/HH-30, Structural Rehabilitation and Painting at the Henry Hudson Bridge. The required CA&I services include: pre-construction; review of technical requirements; construction administration and inspection; and project closeout. The construction scope includes but is not limited to: (i) structural steel repairs and strengthening; ii) overcoat painting; and (iii) installation of protective shielding and work platform.

The requirements were publicly advertised. Four (4) firms submitted qualification information for review and evaluation by the selection committee. Three (3) firms were chosen to receive the RFP based on a review of those qualifications and all three submitted proposals: RAD/EnTech, JV (\$3,508,011.00), LiRo Engineers, Inc. (\$4,599,116.00) and STV Incorporated (\$4,491,308.00). The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee selected RAD/EnTech, JV.

Staff Summary

Page 2 of 2

The Selection Committee unanimously recommended that B&T enter into negotiations with RAD/EnTech, JV. The other firms provided responsive proposals with qualified Resident Engineers and teams, which were viewed as technically acceptable. However, RAD/EnTech, JV best demonstrated an in-depth knowledge of the facility and an understanding of project risks including project access, coordination with ongoing projects, and community and Metro-North Commuter Rail Road (MNCRR) concerns. RAD/EnTech, JV's key personnel were deemed the most qualified and have extensive direct hands on experience working on projects of similar size and complexity. Lastly, RAD/EnTech, JV's proposal was the lowest cost and the closest in terms of Man-Hours to our Engineer's Estimate.

RAD/EnTech, JV submitted a cost proposal in the amount of \$3,508,011.00. The negotiated amount of \$3,365,791.00 is 0.35% below the Engineer's Estimate of \$3,377,608.00 and is deemed to be fair and reasonable. The total contract amount includes an allowance of \$150,000.00, and, based on the results of the inspection, services provided under the allowance may include independent confirmatory inspection and testing of: (i) structural steel; (ii) concrete; (iii) the shop applied paint system for the new steel; and (iv) a registered consulting arborist. These services will be provided via work orders on an as-needed basis. The allowance is based on historical costs and will permit B&T to quickly respond to the needs of the facility. RAD/EnTech, JV's negotiated proposal is deemed most advantageous to B&T and RAD/EnTech, JV is determined to be responsible.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. RAD/EnTech, JV has submitted an MWBE/SDVOB utilization plan that meets the required 36% MWBE/SDVOB goal. RAD/EnTech, JV has not completed any MTA contracts with MWDBE/SDVOB goals, therefore; no assessment of their MWDBE/SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding in the proposed amount of \$3,365,791.00 is available in the 2015-2019 Capital Program under Project D701HH07 Task D03769 in the amount of \$2,333,855.00 and Project D707HH30 Task D03788 in the amount of \$1,031,936.00.

V. ALTERNATIVES

There are no recommended alternatives.

Staff Summary

Page 1 of 2

Item Number						SUMMARY INFORMATION			
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. 						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"> Vendor Name Gannett Fleming Engineers and Architects, P.C. </td> <td style="width: 30%; padding: 5px;"> Contract Number PSC-19-3031 </td> </tr> </table>		Vendor Name Gannett Fleming Engineers and Architects, P.C.	Contract Number PSC-19-3031
Vendor Name Gannett Fleming Engineers and Architects, P.C.	Contract Number PSC-19-3031								
Division & Division Head Name: Engineering & Construction Department, Romolo DeSantis, P.E. 						Description: Master Plan and Design for the Rehabilitation of the Tunnel Support Buildings at the Hugh L. Carey Tunnel and Queens-Midtown Tunnel			
Board Reviews						Total Amount \$3,351,517.30			
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any) Two (2) years			
1	President	9/9/19				Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
2	MTA B&T Committee	9/23/19				Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
3	MTA Board	9/25/19				Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Internal Approvals						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
Order	Approval	Order	Approval						
1	Chief Financial Officer 	4	Vice President and Chief of Staff						
2	General Counsel 	5	President 						
3	Chief Procurement Officer 								
Funding Source						<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide Master Planning and Advanced Design services for the Rehabilitation of the Tunnel Support Buildings at the Hugh L. Carey Tunnel (HLCT) and Queens-Midtown Tunnel (QMT) to Gannett Fleming Engineers and Architects, P.C. (GF) in the not-to-exceed amount of \$3,351,517.30, for a duration of two (2) years.

II. DISCUSSION

B&T requires the services of an engineering consultant firm to develop a Master Plan and advance designs to rehabilitate all support buildings at the HLCT and QMT. The Master Plan will include recommendations and schedules for: preventative maintenance; element replacements; site space usage and storage enhancements; safety improvements; code compliance; and maintaining the facilities' buildings in a state of good repair. Additionally, the Consultant shall provide design services to concurrently prepare biddable construction documents for various facility needs at the HLCT and QMT.

The service requirements were publicly advertised. Five (5) firms submitted qualification information for review and evaluation by the selection committee and four (4) firms were selected to receive the Request for Proposal (RFP) based on a review of the qualifications. All four (4) firms submitted proposals: GF (\$3,351,517.30), LiRo Architects + Planners, P.C., (\$4,648,246.88) SYSTRA Engineering, Inc. (\$4,541,433.78) and WSP USA, Inc. (\$2,740,471.96). The proposals include allowances for planning and design services totaling \$1,600,000.

Staff Summary

The proposals were evaluated against established criteria set forth in the RFP, including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Accordingly, the selection committee unanimously recommended that negotiations be conducted with GF who presented a well-developed and concise approach for completing the Master Planning requirements. GF established separate task leaders for the Master Plan and Design Phases. GF was the only proposer to include industrial engineering (IE) personnel on their team. The IE personnel have demonstrated experience delivering a Master Plan with similar requirements. The proposed team has in depth experience with B&T's tunnel facilities (e.g. vent buildings under Project QM-81, Rehabilitation of Tunnel Controls and Communications System at the QMT and HLCT; inspections and asset inventory condition assessments (AICA) at both facilities). Additionally, GF has performed services for the PANYNJ at the Holland and Lincoln Tunnel ventilation buildings, façade restoration at B&T's Robert Moses Building and elevator upgrades at Grand Central Station, all of which are relevant to the required master planning and advanced design services. Finally, GF's level of effort in terms of hours was closest to the Engineer's Estimate, which reflects their efficiency and superior understanding of the Project as compared to the other proposers.

WSP's proposed structural and mechanical personnel demonstrated facility knowledge but did not present the same level of understanding to the planning requirements to improve the facilities' buildings, which operate 24/7. The project team did not demonstrate in depth master planning experience. Lastly, the proposed effort in terms of hours and overall cost was understated (33% and 39% respectively) when compared to the Engineer's Estimate and determined insufficient to meet the requirements of the Project.

SYSTRA proposed the second highest cost. They appeared capable of performing the project requirements but did not demonstrate the same level of expertise and direct B&T experience as compared to GF.

LiRo proposed the highest cost and level of effort in terms of hours, approximately 60% greater than the estimated hours. LiRo demonstrated strong capabilities in virtual design and modeling but their proposal did not demonstrate the same level of project understanding as compared to GF.

GF submitted a cost proposal in the amount of \$3,351,517.30 for the Master Plan and Design services inclusive of the allowances. The Engineer's estimate is \$4,492,047.00. B&T requests approval in the not-to-exceed amount of \$3,351,517.30, which is 25.4% below the estimate and is considered fair and reasonable. GF is considered a responsible consultant.

II. MWBE/SDVOB INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. GF has submitted an MWBE/SDVOB utilization plan that is currently under review with DDCR. This contract will not be awarded without approval from DDCR. GF has achieved its MWBE/SDVOB goals on previous MTA contracts.

III. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program as follows: Project HC-80, Task D03760 (\$1,735,156.54), Project QM-36, Task D03547 (\$1,616,360.76).

IV. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

Page 1 of 2

Item Number					
Dept. & Dept. Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction Department, William Neubauer, P.E. <i>William Neubauer 9/4/19</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	9/9/19			
2	MTA B&T Committee	9/23/19			
3	MTA Board	9/25/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff		
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name: LiRo Engineers, Inc.	Contract Number PSC-19-3028
Description: Construction Administration and Inspection Services for Project RK-23C, Design-Build Services for the New Harlem River Drive (HRD) Connector Ramp	
Total Amount \$4,021,762	
Contract Term (including Options, if any) One (1) year, nine (9) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for Project RK-23C, Design-Build Services for the New Harlem River Drive (HRD) Connector Ramp to LiRo Engineers, Inc. (LiRo), in the not-to-exceed amount of \$4,021,762 for a duration of one (1) year, nine (9) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services necessary to assist B&T's Engineering and Construction Department for the oversight of Project RK-23C, Design-Build Services for the Harlem River Drive Connector Ramp. The required CA&I services include: pre-construction services; construction administration, inspection and testing; independent confirmatory inspection and testing; and post construction and project close-out. These services are required to support the design-build construction for a new connector ramp from the Manhattan Approach of the RFK Bridge just west of the Harlem River Lift Span (HRLS), to the northbound HRD. The scope of work for the design-build contract includes but is not limited to: (i) investigation, design and construction of a Connector Ramp from HRLS to HRD including new piles, pile caps, columns, pier caps and ramp superstructure; (ii) drainage and roadway lighting; (iii) sign structures; and (iv) pavement and appurtenances.

The service requirements were publicly advertised; five (5) firms submitted qualification information and based on their qualifications four (4) firms were deemed qualified to receive the RFP. All four (4) firms submitted proposals: EnTech Engineers, PC (EnTech) (\$5,122,223), KS Engineers, PC (KSE) (\$2,375,050), LiRo Engineers, Inc. (LiRo)

Staff Summary

(\$4,021,762), and STV Incorporated (STV) (\$4,278,252). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, expertise of proposed personnel and cost. The Selection Committee unanimously recommended that B&T commence negotiations with LiRo. LiRo's proposal demonstrated a thorough understanding of the required work and proposed the strongest project team. LiRo's proposed the second lowest cost and their proposed level of effort in terms of hours is commensurate with the Engineer's Estimate.

KSE proposed the lowest cost, however, their proposed level of effort in terms of hours was understated and could not meet the requirements of the Contract. The proposal did not demonstrate a strong understanding of the project as compared to LiRo. Additionally, KSE's proposed project team's experience working on B&T projects was limited, except for the Project Manager. EnTech proposed the highest cost and their proposed level of effort in terms of hours was overstated. EnTech's proposed Resident Engineer and Civil Engineers lacked substantive design-build experience. STV's proposal compared favorably to the Engineer's Estimate in terms of cost and hours, however, their proposed personnel were not deemed as strong when compared to LiRo.

LiRo submitted a cost proposal in the amount of \$4,021,762. The Engineers Estimate is \$5,020,000. B&T requests approval in the not-to-exceed amount of \$4,021,762, which is 20% below the estimate and is considered fair and reasonable. LiRo is considered a responsible consultant.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. LiRo has submitted an MWBE/SDVOB utilization plan that meets the 36% MWBE/SDVOB required goal. LiRo has achieved its previous MWBE/SDVOB goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project RK-23C (Task D03634 - \$4,021,726).

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Staff Summary

Page 1 of 2

Item Number					
Dept. & Dept. Head Name: Engineering & Construction Department, Joe Keane, P.E. <i>Permits to be for JTC</i>					
Division & Division Head Name: Engineering & Construction Department, William Neubauer, P.E. <i>William Neubauer 8/30/19</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	9/9/19			
2	MTA B&T Committee	9/23/19			
3	MTA Board	9/25/19			
Internal Approvals					
Order	Approval	Order	Approval		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>		
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Vice President & Chief Procurement Officer <i>BB</i>				

SUMMARY INFORMATION	
Vendor Name: Greenman-Pedersen, Inc. (GPI)/M&J Engineering, P.C.(M&J), Joint Venture	Contract Number PSC-18-3022
Description: Construction Administration and Inspection Services for RK-20 - Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge and RK-19/70 - Phase 1A Structural Rehabilitation at the RFK Bridge	
Total Amount \$7,810,639.40	
Contract Term (including Options, if any) Three (3) Years, Four (4) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Administration and Inspection Services for RK-20 - Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge and RK-19/70 - Phase 1A Structural Rehabilitation at the RFK Bridge, to Greenman Pedersen, Inc./M&J Engineering P.C. (GPI/M&J, JV), in the negotiated not-to-exceed amount of \$7,810,639.40 for a duration of Three (3) years, Four (4) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services necessary to assist B&T's Engineering and Construction Department for the oversight of Project RK-20 and RK-19/70-Phase 1A. The required CA&I services include: pre-construction services; construction administration, inspection and testing; independent confirmatory inspection and testing and; post construction and project close-out. The construction Scope of Work includes but is not limited to: (i) in-depth inspection of the main cables; (ii) erection of aerial work platforms; (iii) strengthening of superstructures; (iv) abatement of lead containing materials; (v) structural painting; (vi) maintenance and protection of traffic (MPT).

The service requirements were publicly advertised; five (5) firms submitted qualification information and based on their qualifications three (3) firms were deemed qualified to receive the RFP. All three firms submitted proposals: GPI/M&J JV (\$8,862,058.76), Hardesty & Hanover Construction Services, LLC (H&H) (\$9,951,774), and Henningson, Durham & Richardson (HDR) (\$6,661,340.62). The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements, expertise of proposed personnel and cost. The Selection

Staff Summary

Committee unanimously recommended that B&T enter into negotiations with GPI/M&J, JV. GPI/M&J, JV's proposal reflected a complete understanding of the project scope and proposed the strongest overall project team as compared to the other consultants. Additionally, during oral presentation, GPI/M&J, JV exhibited the strongest understanding of the scope of work, safety issues and the construction risks associated with the projects. Although, HDR submitted the lowest proposed cost, their technical proposal and oral presentation did not demonstrate that they had a complete understanding of the technical aspects of the job, which had resulted in their significant under estimation of the project costs. In addition, HDR's proposed key project staff are lacking in relevant project experience.

GPI/M&J, JV submitted a cost proposal of \$8,862,058.76. The negotiated amount of \$7,810,639.40 is 2.37% below the Engineer's Estimate of \$8,000,000 and is deemed to be fair and reasonable. The GPI/M&J, JV is considered a responsible consultant notwithstanding GPI's significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. M&J has been deemed as a responsible consultant.

III. D/M/WBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. GPI/M&J, JV has submitted an MWBE/SDVOB utilization plan that exceeds the required 36% MWBE/SDVOB goal. GPI/M&J, JV has not completed any MTA contracts with MWDBE/SDVOB goals, therefore, no assessment of their MWDBE/SDVOB performance can be determined at this time.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project RK-19 (Task D03595 - \$4,620,761.91), RK-20 (Task D03610 - \$970,291.07) and RK-70 (Task D03664 - \$1,748,279.71 & Task D03672 - \$471,306.71).

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number:

Vendor Name (& Location) Thornton Tomasetti, Inc.		Contract Number PSC-15-2977	AWO/Modification#
Description Design and Construction Support Services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge			
Contract Term (including Options, if any) July 29, 2016 –December 31, 2019		Original Amount:	\$5,386,148.56
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases:	\$0.00
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount:	\$5,386,148.56
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request:	\$4,272,683.18
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount:	79.3%
		% of Modifications (including This Request) to Original Amount:	79.3%

Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines ("All Agency Guidelines") to amend this contract with Thornton Tomasetti, Inc. (TTI) for funding to provide construction support services (CSS) for Contract PSC-15-2977, Design and Construction Support Services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge, in the negotiated amount of \$4,272,683.18. Consistent with the All Agency Guidelines, this amendment constitutes a substantial change.

In July 2016, subsequent to Board approval, the Contract was awarded to TTI for the phased design services, which included: (i) repair of steel superstructure elements of the Bronx and Queens Approach Viaducts, (ii) investigation and repair of concrete substructure elements of the approach viaducts, (iii) seismic assessment and retrofit designs to upgrade the approach viaduct structures and the Lower Garage to current seismic criteria and structural rehabilitation of the Lower Garage. The scope also included CSS, which was not funded since the required level of effort could not be reasonably determined until the design was completed. At that time, B&T informed the Board that a request for CSS funding would be submitted for approval at a future date. The Project TN-53 design is complete and the award of the construction contract is anticipated for the fourth quarter 2019. Also, an extension of time (4 years) through December 31, 2023 is required for TTI's ongoing services through the anticipated construction completion and closeout of Project TN-53.

The construction scope for Project TN-53 includes structural and electrical rehabilitation of the 4,700 foot Bronx Approach Viaduct, the 1,776 foot Queen Approach Viaduct and Bronx Approach bridge pier rehabilitation within the grounds of the SUNY Maritime College.

TTI submitted a proposal in the amount of \$4,444,999.43. The Engineer's estimate is \$4,171,799.00. Negotiations resulted in B&T and TTI agreeing to the negotiated amount totaling \$4,272,683.18, which is 2.4% above the Engineer's estimate and is fair and reasonable. The total amount of \$4,272,683.18 includes allowances for additional services in the amount totaling \$320,000.00. Funding is available in the 2015-2019 Capital Program under Project TN-53, Task D03689/CSS.



Bridges and Tunnels

Diversity Report Second Quarter 2019

Executive Summary

■ EEO

As of **June 30, 2019**, MTA B&T's workforce included **1,340** total employees. This represents **a 2% decrease** from the second quarter of 2018 (2Q18) workforce.

- Females represent **21% (287)** of our workforce, and **decreased** by **1%** when compared to 2Q18 due to attrition.
- Females were hired **above** their current representation.
- Minorities represent **56% (751)** of our workforce, and **decreased** by **1%** when compared to 2Q18 due to attrition.
- Minorities were hired **above** their current representation.



Executive Summary

MTA B&T conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2019. Based on the analysis, the majority of underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ☐ Service Maintenance
- ☐ Officials and Administrators – Hispanics
- ☐ Administrative Support – Whites and Asians

Minorities:

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

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



Executive Summary

■ Diversity Initiatives to increasing representation

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



MTA Bridges and Tunnels

Workforce as of June 30, 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	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPi**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	244		124	51%		124	49%		53	22%		23	9%		34	14%		1	0%		0	0%		13	5%		8	3%	5	2%
F	68	28%	49	20%	15%	19	8%	10%	29	12%	8%	5	2%	4%	10	4%	3%	1	0%	0%	0	0%	0%	4	2%	1%	1	13%	2	40%
M	176	72%	75	31%	21%	101	41%	34%	24	10%	7%	18	7%	6%	24	10%	5%	0	0%	0%	0	0%	0%	9	4%	3%	7	88%	3	60%
Professionals	194		121	62%		73	38%		42	22%		37	19%		24	12%		0	0%		1	1%		17	9%		8	4%	4	2%
F	86	44%	61	31%	15%	25	13%	14%	28	14%	8%	19	10%	4%	10	5%	3%	0	0%	0%	0	0%	0%	4	2%	1%	3	38%	2	50%
M	108	56%	60	31%	21%	48	25%	30%	14	7%	9%	18	9%	9%	14	7%	5%	0	0%	0%	1	1%	0%	13	7%	1%	5	63%	2	50%
Technicians	113		56	50%		57	50%		17	15%		31	27%		6	5%		0	0%		0	0%		2	2%		9	8%	0	0%
F	19	17%	15	13%	14%	4	4%	2%	6	5%	10%	7	6%	3%	1	1%	0%	0	0%	0%	0	0%	0%	1	1%	1%	1	11%	0	0%
M	94	83%	41	36%	35%	53	47%	29%	11	10%	14%	24	21%	16%	5	4%	3%	0	0%	0%	0	0%	0%	1	1%	2%	8	89%	0	0%
Protective Services	410		267	65%		143	35%		139	34%		98	24%		17	4%		1	0%		0	0%		14	3%		35	9%	2	0%
F	84	20%	75	18%	15%	9	2%	4%	59	14%	10%	13	3%	4%	1	0%	0%	1	0%	0%	0	0%	0%	3	1%	0%	4	11%	1	50%
M	326	80%	192	47%	31%	134	33%	30%	80	20%	12%	85	21%	15%	16	4%	3%	0	0%	0%	0	0%	0%	11	3%	1%	31	89%	1	50%
Paraprofessionals	0		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%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	24		20	83%		4	17%		16	67%		2	8%		2	8%		0	0%		0	0%		0	0%		1	4%	0	0%
F	19	79%	18	75%	33%	1	4%	35%	15	63%	14%	2	8%	14%	1	4%	5%	0	0%	0%	0	0%	0%	0	0%	1%	1	100%	0	0%
M	5	21%	2	8%	7%	3	13%	5%	1	4%	3%	0	0%	3%	1	4%	2%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Skilled Craft	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	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%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Service Maintenance	355		163	46%		192	54%		76	21%		56	16%		14	4%		3	1%		0	0%		14	4%		14	4%	1	0%
F	11	3%	9	3%	7%	2	1%	2%	2	1%	2%	7	2%	4%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	344	97%	154	43%	39%	190	54%	33%	74	21%	15%	49	14%	18%	14	4%	4%	3	1%	0%	0	0%	0%	14	4%	2%	14	100%	1	100%
Total	1,340		751	56%		589	45%		343	26%		247	18%		97	7%		5	0%		1	0%		60	4%		75	6%	12	1%



* American Indian/Alaskan Native

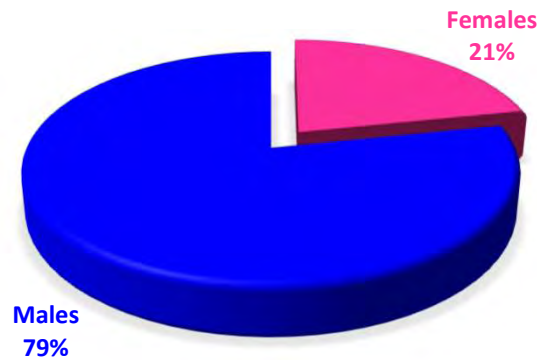
**Native Hawaiian Other Pacific Islander

***Persons with Disabilities

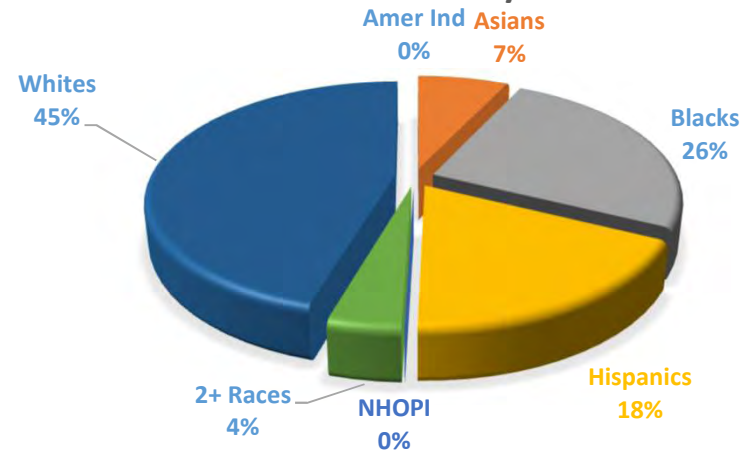
Note: Some percentages may not add up to totals due to rounding.

MTA Bridges and Tunnels Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA B&T's workforce consists of **1,340** employees

- ❑ **21%** females, **56%** minorities, and **6%** veterans.
- ❑ The percentage of females employed **decreased** by **1%** when compared to 2Q18.
- ❑ The percentage of minorities as it relates to race and ethnicity **decreased** by **1%** when compared to 2Q18.



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 **June 30, 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 %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	F	8%	12%	4%	2%	3%	4%	0%	0%	0%	0%	1%	2%	10%	8%
	M	7%	10%	6%	7%	5%	10%	0%	0%	0%	0%	3%	4%		
Professionals	F	8%	14%	4%	10%	3%	5%	0%	0%	0%	0%	1%	2%	14%	13%
	M	8%	7%	8%	9%	5%	7%	0%	0%	0%	1%	1%	7%		
Technicians	F	10%	5%	3%	6%	0%	1%	0%	0%	0%	0%	1%	1%	2%	4%
	M	14%	10%	16%	21%	3%	4%	0%	0%	0%	0%	2%	1%		
Protective Services	F	10%	14%	4%	3%	0%	0%	0%	0%	0%	0%	0%	1%	4%	2%
	M	12%	20%	15%	21%	3%	4%	0%	0%	0%	0%	1%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



MTA Bridges and Tunnels Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	14%	63%	14%	8%	5%	4%	0%	0%	0%	0%	1%	0%	35%	4%
	M	3%	4%	3%	0%	2%	4%	0%	0%	0%	0%	0%	0%		
Skilled Craft	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Service Maintenance	F	2%	1%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	15%	21%	18%	14%	4%	4%	0%	1%	0%	0%	2%	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

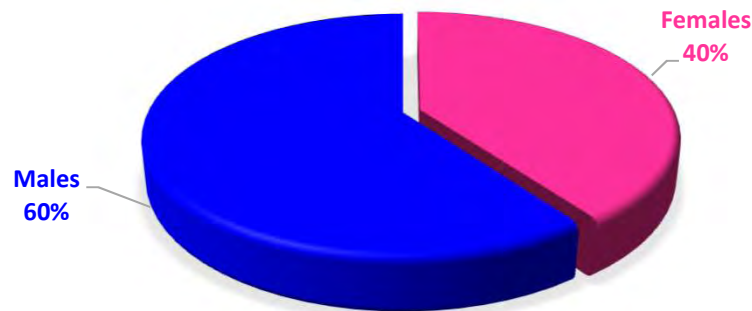
New Hires and Veterans

January 1, 2019 – June 30, 2019

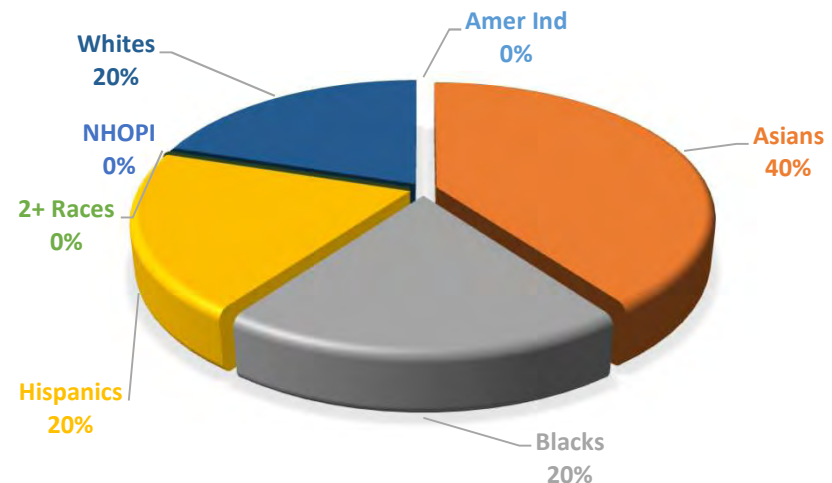


MTA Bridges and Tunnels New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



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

- ❑ **40%** females of which **0%** were female veterans.
- ❑ Females were hired at a higher percentage than their current representation in the workforce.
- ❑ **80%** minorities of which **0%** were minority veterans.
- ❑ Minorities were hired at a higher percentage than their current representation in the workforce.



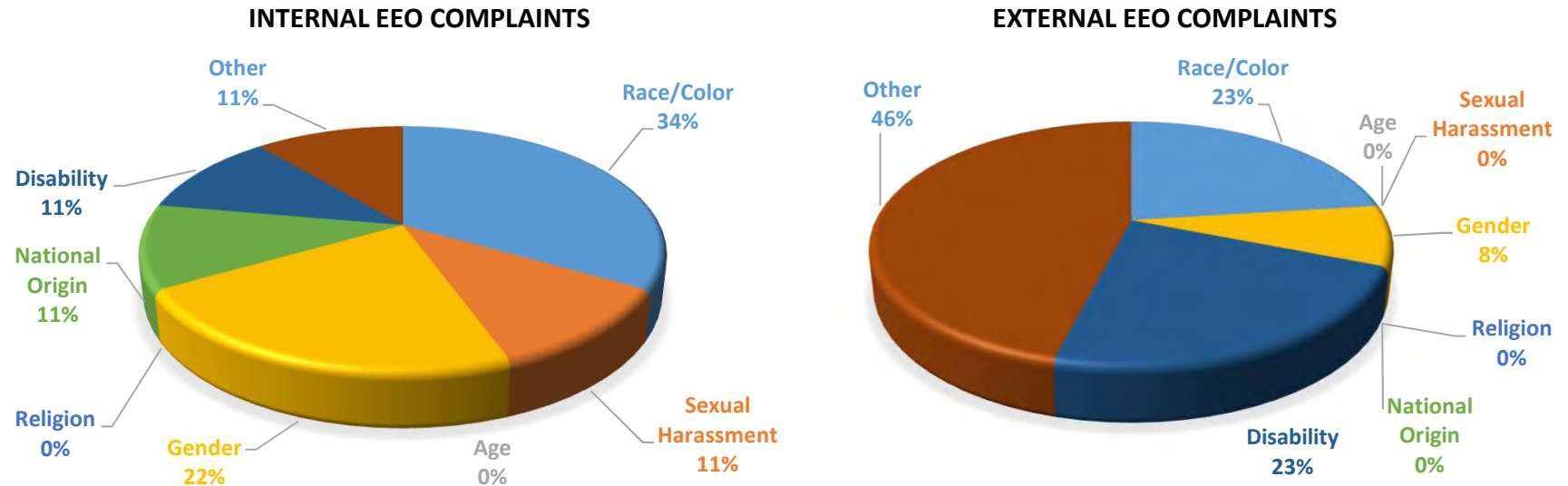
MTA Bridges and Tunnels

Complaints and Lawsuits

January 1, 2019 – June 30, 2019



MTA Bridges and Tunnels Internal/External EEO Complaints and Lawsuits



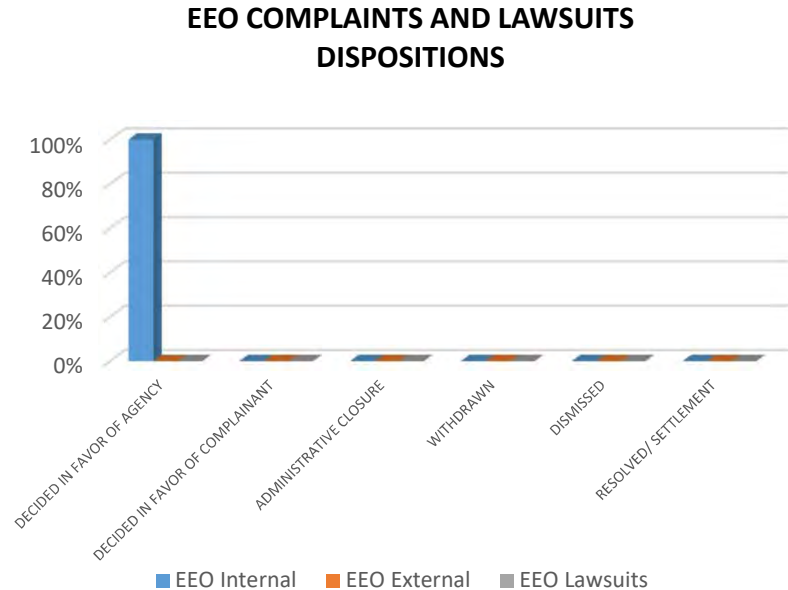
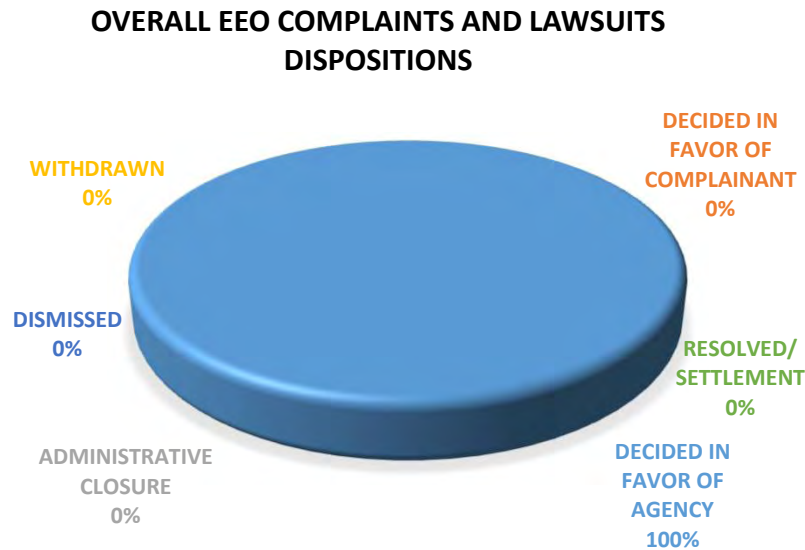
MTA B&T handled **12** EEO complaints, citing **22** separate allegations, and **0** lawsuits.

- ❑ **7** handled internal complaints.
- ❑ **5** 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



MTA B&T disposed of **3** 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 – June 30, 2019)**

