Bridges and Tunnels Committee Meeting

December 2017

Committee Members
C. Moerdler, Chair
N. Brown
I Greenberg
M. Pally
P. Trottenberg
V. Vanterpool
P. Ward
N. Zuckerman
1. Public Comments Period

2. Approval of Minutes - November 2017
   B&T Committee Minutes - November 2017 - Page 3

3. Approval of Committee Work Plan
   B&T Committee Work Plan - Page 10

4. Report on Operations - October 2017
   B&T Report on Operations - October 2017 - Page 17

5. Safety Report - October 2017
   B&T Safety Report - October 2017 - Page 30

6. E-ZPass Performance Report - October 2017
   B&T E-ZPass Performance Report - October 2017 - Page 36

7. Financial Report - October 2017
   B&T Financial Report - October 2017 - Page 42

   B&T 2018 Budget and 2018-2021 Financial Plan Adopted - Action Item - Page 58

   B&T Capital Program Project Status Report - November 2017 - Page 69

10. Procurements
    B&T Procurements - Page 89
        B&T Competitive
        B&T Competitive - Page 92

11. Diversity Report - 3rd Quarter 2017
    B&T Diversity Report - Third Quarter 2017 - Page 99

Next Meeting: Monday, January 22, 2018 at 12:00 p.m.
MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

November 13, 2017
12:00 p.m.

In attendance were the Honorable:

Charles G. Moerdler, Chairman
Norman Brown
Ira Greenberg
Mitchell H. Pally
Veronica Vanterpool

Also in Attendance:
Andrew Albert
David Jones

Cedrick T. Fulton, President
Brian Bajor, Acting Vice President and Chief Procurement Officer
Mildred Chua, Vice President and Chief Financial Officer
Daniel DeCrescenzo, Acting Vice President and Chief of Operations
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Lloyd Jairam, Acting Controller
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security Officer
Shawn Moore, Acting Vice President and Chief of Staff
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Albert Rivera, Executive Vice President
M. Margaret Terry, Senior Vice President and General Counsel
Minutes of TBTA Committee held November 13, 2017 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There were two (2) public speakers. Murray Bodin stated that certain roadway guide signs, delineators and lane line markings are improper, which confuses motorists. Omar Vera stated that tolls should be eliminated at the Cross Bay Bridge (CBB) and recommended that pedestrian walkways be constructed through the Hugh L. Carey (HCT) and Queens Midtown (QMT) Tunnels so that pedestrians will be able to cross those facilities without having to rely on vehicles.

Minutes

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the minutes of the Committee Meeting held on October 23, 2017, although a Committee Quorum was not present.

Committee Work Plan

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

Review of Committee Charter

Mr. Fulton stated that the MTA Bridges and Tunnels Committee Work Plan requires an annual review and assessment of the adequacy of the Committee Charter and he referred the Committee members to the Committee Charter in the Committee materials, which includes minor tracked changes.

President Fulton’s Opening Remarks

Mr. Fulton stated that on November 5, 2017, TBTA hosted the start of the 47th New York City Marathon at the Verrazano-Narrows Bridge (VNB). He remarked that the event has grown from approximately 50 finishers in 1970 to approximately 50,000 finishers in 2017. He expressed his thanks to TBTA, the New York Police Department, Department of Sanitation and the New York Road Runners, as well as others, for the success of the event, which got off to a good start and ended safely.

Report on Operations

With regard to the Report on Operations for September 2017, Mr. DeCrescenzo stated that compared to September 2016, traffic was higher by 1.7%; E-ZPass volume increased by 9.2%, non-E-ZPass transactions decreased by 44.6%; passenger car travel increased by 1.9%; and other vehicle travel decreased by 0.4%. Compared to the same periods last year, preliminary traffic figures for October 2017 are 3.7% higher.

Safety Report

With regard to the Safety Report for September 2017, Mr. Osnes stated that the 12 month average customer collision rate increased from 7.07 in September 2016 to 8.56 in September 2017. The 12 month average rate for injury collisions increased from 0.92 in September 2016 to 1.07 in September 2017. Mr. Osnes stated that in August and September, there were year-over-year increases in collisions with injuries and, as such, TBTA is focusing on those collisions. TBTA monitors employee safety incidents to identify trends as it transitions from a toll plaza environment to open road Cashless Tolling and from January through September 2017, TBTA achieved an injury on duty (IOD) reduction rate of approximately 13% compared to the same period in 2016.
Chairman Moerdler asked why the Throgs Neck Bridge (TNB) had such a significant increase in collisions from August to September and how it is being addressed. Mr. Osnes responded that the increase was likely due to traffic and traffic channeling. Mr. Parisi stated that mitigations were implemented that addressed channelization, striping, double lines, better signage and that preliminarily in October the Committee will see a TNB collision rate reduction from 10.40 in September to 5.8 in October. Commissioner Pally remarked that reconfiguring the roadway to three lanes of travel at the tolling points and former toll plaza areas has significantly improved traffic safety. Mr. DeCrescenzo commented that a majority of the accidents at the TNB and Bronx-Whitestone Bridge (BWB) occurred at the toll plazas and now motorists no longer have to decide which toll lane to use in an open road Cashless Tolling environment.

Mr. DeCrescenzo stated that in September 2017, three (3) out of nine (9) facilities had an increase in collisions and collisions with injuries as compared to the same period last year. TBTA focused on these facilities by targeting unsafe driver behavior with stepped up enforcement by issuing 55% more summonses than the same period last year, for unsafe lane change, disobey a traffic control device and speeding. TBTA also continues to educate its customers by utilizing signage to help them safely navigate TBTA facilities. In addition, TBTA’s engineering efforts have improved the physical safety of TBTA facilities, which includes pavement markings, delineation and additional double white lines to minimize unsafe lane changes. Finally, Mr. DeCrescenzo stated that preliminary data for October indicates a 36% reduction in total collisions Authority-wide compared to October 2016. Mr. Fulton commented that with open road Cashless Tolling, TBTA will begin to focus on other facility hot spots and will be mindful of increases in vehicle speeds as driver mobility has greatly improved with the elimination of the toll plazas.

**Customer Environment Survey – Third Quarter 2017**

During the Third Quarter of 2017, Mr. Parisi reported the following:

- TBTA striped 197,086 linear feet of roadway, repaired 391 potholes and swept 2,736 lane miles of roadway.
- Approximately 91.3% of the roadway lights were operational and 55% of the conventional roadway lighting has been converted to high efficiency LED (light-emitting diode) up from the 40% reported for the Second Quarter of 2017.
- TBTA maintained and cleaned 1,107 storm drains in preparation for hurricane season and winter.
- For the Third Quarter of 2017, and as compared to pre-cashless ORT performance, average peak period travel times improved by 22.5% at the cashless ORT facilities.

Commissioner Vanterpool complimented TBTA on the significant 106% increase in summonses issued, as compared to the same period last year.

**E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for September 2017, Ms. Chua stated that TBTA’s E-ZPass Market Share was 92.4%, which is the highest market share ever and 6.3 percentage points higher than the year before. TBTA is focusing its efforts on achieving the highest market share ever to enable more cost-effective operations since it costs more to administer the Tolls by Mail program than the E-ZPass program. Beginning in January 2018, TBTA will be transitioning the E-ZPass Performance Report to focus on Open Road Tolling Performance and revenues collected by facility. The collection rate for the Henry Hudson Bridge (HHB), HCT and QMT has been positive with more than 100% of revenue collected when fees are included, and the trends at the Rockaways facilities are very similar. Preliminary numbers for the facilities that went live later, like the Robert F. Kennedy Bridge (RFKB) and VNB, look promising but it is still too early in their billing cycles to have definitive numbers.
Chairman Moerdler asked whether preliminary collection rates under open road Cashless Tolling are similar to the rates when toll collection was performed at the toll plazas. Ms. Chua responded that the collection rate is actually slightly better under Cashless Tolling at around 103%.

**Financial Report**

Ms. Chua stated that through September 2017, toll revenue was $1.428 billion, which is 0.2% lower than the mid-year forecast due to the lower than average toll for E-ZPass transactions. Through September 2017, traffic is 0.4% above forecast at 230.9 million crossings. Preliminary October 2017 traffic is up by 1.5% for the month, which brings the year-to-date favorable variance up to 0.6% against the July plan. Total expenses through September 2017 were $366.6 million, which is $21.2 million or 5.5% lower than plan. Total support to mass transit was $857.9 million, which is $43.1 million or 5.3% better than plan.

**2018 Preliminary Budget – Materials Previously Submitted**

**Capital Program Status Report**

With regard to the Capital Program Status Report for October 2017, Mr. Keane stated that TBTA has already exceeded its annual commitment goal with total commitments achieved year to date at 101% of the annual plan of $527.7 million. TBTA is close to meeting its overall annual completion goal of $527.8 million with the recent on time completion of the $102.9 million reconstruction of the Manhattan approach ramps of the RFKB bringing the annual completions to 99% of the overall annual goal.

Commissioner Vanterpool asked what the design-build projects are for regarding electronic monitoring and detection systems. Mr. Keane responded that they are for the installation of an integrated electronic security system, which is for electronic monitoring and access control at the RFKB and BWB. Commissioner Vanterpool also asked whether the notable increase in Gateway Tower projects, since the July meeting, is due to the work being expedited or to better reporting on those projects. Ms. Chua responded that the format of the TBTA report includes the commitment plan for the entire year. There is also a section for new tasks that are identified as unplanned commitments. The unplanned commitments are also included in the budget but are not part of the commitment plan. As TBTA is ready to procure the unplanned commitments, they are then identified under the planned commitments section of the report and that is why that section changes monthly. Finally, because they are unplanned commitments, they are not baselined at the beginning of the year as part of the overall plan.

**Procurements**

For October 2017, Mr. Bajor stated that there are three (3) procurements totaling $6.7 million.

**Non-Competitive Procurements**

Mr. Bajor stated that there is one (1) non-competitive procurement to award a miscellaneous procurement contract to RapidToll Systems, Inc. for the installation and maintenance of a video-based audit system (Data Logger) to monitor the performance of its new open road Cashless Tolling system and aid in the protection of TBTA’s $1.9 billion revenue in the amount of $548,858.00.

**Miscellaneous Procurement Contracts**

<table>
<thead>
<tr>
<th>RapidToll Systems, Inc.</th>
<th>Contract No. 17-OPS-2965</th>
<th>$548,858.00</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TBTA is seeking Board approval in accordance with the All Agency General Contract Procurement Guidelines to award this non-competitive miscellaneous procurement contract, Contract 17-OPS-2965, to RapidToll Systems, Inc. to install</td>
<td></td>
</tr>
</tbody>
</table>
and maintain a video-based audit system (Data Logger) to monitor the performance of its new open road Cashless Tolling system and to ensure that TBTA's $1.9 billion revenue stream is properly accounted for.

**Competitive Procurements**

Mr. Bajor stated that there are two (2) competitive procurements as follows:

- Personal service contract to WSP USA, Inc. for Quality Oversight and Administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm Detection System, totaling $4,414,813.25; and
- Personal service contract to GPI/Parsons for Construction Administration and Inspection Services for Project RK-22, Interim Repairs to the FDR Ramps of the RFKB totaling $1,751,005.87.

**Personal Service Contracts**

<table>
<thead>
<tr>
<th>Company</th>
<th>Contract No.</th>
<th>Total Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>WSP USA, Inc.</td>
<td>PSC-16-2990</td>
<td>$4,414,813.25</td>
</tr>
<tr>
<td>GPI/Parsons RK-22 JV</td>
<td>PSC-17-3004</td>
<td>$1,751,005.87</td>
</tr>
</tbody>
</table>

TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to WSP USA, Inc. for Quality Oversight and Administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm Detection System at the Bronx Whitestone and Robert F. Kennedy Bridge Facilities, to WSP USA, Inc.

With regard to the RapidToll procurement for one year, Commissioner Vanterpool asked whether the monitoring will then cease and whether the monitoring will shift to MTA Bridges and Tunnels. Mr. Bajor responded that the primary purpose is to audit the system integrator and that an assessment will be made based on the results from the video-based audit system as it also includes a redundant camera system. Mr. Parisi stated that this is a one-time cost for the equipment installation. Commissioner Albert asked whether the RapidToll procurement is only for the VNB and whether TBTA will report on the results from the system. Commissioner Brown asked whether the equipment will be used to capture covered or altered license plates of toll evaders and whether TBTA reports on toll evaders that cover or alter their license plates. Mr. Bajor responded that the audit system will be used at all TBTA facilities. Mr. Parisi responded that the system will be used to audit the Cashless Tolling system’s performance criteria so that TBTA can make sure that the Cashless Tolling system is
working properly. Mr. DeCrescenzo also responded that between TBTA officers and the State Police, approximately 8,000 summonses have been issued to motorists for covering and obstructing their license plates.

Upon a motion duly made and seconded, the Committee Members who were present at the Committee Meeting approved and moved to the Board the procurements, although a Committee Quorum was not present.

Mr. Bajor stated that there are no ratifications.

Adjournment

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

Respectfully submitted,

[Signature]
Julia R. Christ
Secretary
Committee Work Plan
## BRIDGES & TUNNELS COMMITTEE WORK PLAN

### I. RECURRING AGENDA ITEMS

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approval of Minutes</td>
<td>Committee Chair &amp; Members</td>
</tr>
<tr>
<td>Committee Work Plan</td>
<td>Committee Chair &amp; Members</td>
</tr>
<tr>
<td>Report on Operations/Safety</td>
<td>Revenue Management/Health &amp; Safety</td>
</tr>
<tr>
<td>Financial Report</td>
<td>Controller/Planning &amp; Budget</td>
</tr>
<tr>
<td>E-ZPass Performance Report</td>
<td>Revenue Management</td>
</tr>
<tr>
<td>Capital Program Project Status Report</td>
<td>Engineering &amp; Construction/Planning &amp; Budget</td>
</tr>
<tr>
<td>Procurements</td>
<td>Procurement &amp; Materials</td>
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<tr>
<td>Action Items (if any)</td>
<td></td>
</tr>
</tbody>
</table>

### II. SPECIFIC AGENDA ITEMS

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<thead>
<tr>
<th>Date</th>
<th>Topic</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2017</td>
<td>2018 Proposed Committee Work Plan</td>
<td>Committee Chair &amp; Members</td>
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<td>2018 Proposed Final Budget</td>
<td>Planning &amp; Budget</td>
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<td></td>
<td>Diversity Report – 3rd Quarter 2017</td>
<td>EEO</td>
</tr>
<tr>
<td>January 2018</td>
<td>Approval of 2018 Work Plan</td>
<td>Committee Chair &amp; Members</td>
</tr>
<tr>
<td>February 2018</td>
<td>Preliminary Review of 2017 Operating Budget Results</td>
<td>Planning &amp; Budget</td>
</tr>
<tr>
<td></td>
<td>2018 Adopted Budget/Financial Plan 2018-2021</td>
<td>Planning &amp; Budget</td>
</tr>
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<td>2017 B&amp;T Operating Surplus</td>
<td>Controller</td>
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<tr>
<td></td>
<td>Customer Environment Survey – 4th Quarter 2017</td>
<td>Operations</td>
</tr>
<tr>
<td></td>
<td>Diversity Report – 4th Quarter 2017</td>
<td>EEO</td>
</tr>
<tr>
<td>March 2018</td>
<td>Annual Procurement Contracts Report</td>
<td>Procurement &amp; Materials/Finance</td>
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<tr>
<td>April 2018</td>
<td>Final Review of 2017 Year-End Operating Results</td>
<td>Planning &amp; Budget</td>
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<td>May 2018</td>
<td>Customer Environment Survey – 1st Quarter 2018</td>
<td>Operations</td>
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<tr>
<td></td>
<td>Diversity Report – 1st Quarter 2018</td>
<td>EEO</td>
</tr>
<tr>
<td>June 2018</td>
<td>No items scheduled.</td>
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July 2018
No items scheduled.

August 2018
No meeting scheduled.

September 2018
Customer Environment Survey – 2nd Quarter 2018 Operations
2019 Preliminary Budget Planning & Budget
Diversity Report – 2nd Quarter 2018 EEO

October 2018
2019 Preliminary Budget Planning & Budget

November 2018
Customer Environment Survey – 3rd Quarter 2018 Operations
2019 Preliminary Budget Planning & Budget
B&T Committee Charter – Review MTA Board
BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes
Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety
Summary of B&T’s major service indicators, which includes graphs and tables depicting total traffic for all facilities, manual traffic, and E-ZPass traffic volume for the most recent rolling 12 months compared to the previous year’s rolling 12 months. Customer and employee safety indicators are included in various graphs and tables. The Report on Operations/Safety is reported on a two-month lag, except in the month of September, at which time it includes the statistics for June and July.

E-ZPass Performance Report
Summary presentation of the performance of E-ZPass, which includes various E-ZPass statistics, such as performance at all facilities, weekday and weekend performance by facility, interoperability statistics, and customer service statistics, in addition to graphs depicting E-ZPass market share, transactions from other agencies, tags issued, and the tag swap program. The E-ZPass Performance Report is provided on a two-month lag, except in the month of September, at which time it includes the June and July reports.

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

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

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

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

DECEMBER 2017

2018 Proposed Committee Work Plan
The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2018 that will address initiatives to be reported throughout the year.

2018 Proposed Final Budget
The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2017
Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.

JANUARY 2018

Approval of Work Plan for 2018
The committee will have already received a draft work plan for 2018 at the December 2017 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2018

Preliminary Review of 2017 Operating Budget Results
The agency will present a brief review of its 2017 Operating Budget results.

2018 Adopted Budget and February Financial Plan 2018-2021
The Agency will present its revised 2017 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2017 meeting and any Agency technical adjustments.

2017 B&T Operating Surplus
The Committee will recommend action to the Board.

FEBRUARY 2018 (cont'd)

Customer Environment Survey – 4th Quarter 2017
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 2017
Review and discuss workforce analysis and activities as presented to the Board's Diversity Committee Quarterly meeting.
MARCH 2018

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 2018

Final Review of 2017 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 2018

Customer Environment Survey – 1st Quarter 2018

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

Diversity Report – 1st Quarter 2018

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

JUNE 2018

No items scheduled.

JULY 2018

No items scheduled.

AUGUST 2018

No meeting scheduled.

SEPTEMBER 2018

Customer Environment Survey – 2nd Quarter 2018

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

2019 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2018 Preliminary Budget.

Diversity Report – 2nd Quarter 2018

Review and discuss workforce analysis and activities as presented to the Board’s Diversity Committee Quarterly meeting.
OCTOBER 2018

2019 Preliminary Budget
Public comment will be accepted on the 2019 Preliminary Budget.

NOVEMBER 2018

Customer Environment Survey – 3rd Quarter 2018
Review and discuss key customer service areas: improve customer service and traffic mobility at all facilities; ensure the safety of customers traveling over the bridges and tunnels; and enhance the customer environment of bridge and tunnel facilities.

2019 Preliminary Budget
Public comment will be accepted on the 2017 Preliminary Budget.

B&T Committee Charter - Review
Review and assess the adequacy of the Charter annually.
Summary

Traffic was higher on a year-to-year basis, with 27.1 million crossings this month vs. 26.0 million crossings in October 2016, an increase of 4.2% (Exhibit 1).

Rainfall this year was 3.8 inches over 9 days compared to 4.8 inches over 6 days last year. Gas prices averaged $2.65 per gallon this October, which was $0.38 more than last year at this time.

E-ZPass volume increased by 13.1% on a year-to-year basis for the month while crossings using Tolls by Mail declined 52.3% compared to Tolls by Mail, cash and other payment methods used in October 2016 (Exhibit 7). Passenger car travel increased 3.8% and other vehicle travel increased 9.5% from October 2016 (Exhibit 8).
MTA Bridges and Tunnels
Traffic Volume - All Facilities
Two Years Ending October 2017

Vehicles in Millions

Nov 25.13 25.27 22.21
Dec 25.40 24.60
Jan 25.68 25.35
Feb 25.46
Mar 27.04 27.13
Apr 27.28 27.28
May 27.51 27.13
Jun 27.04 27.13
Jul 27.28 27.62
Aug 28.13 26.50
Sep 26.04
Oct 27.11 26.02
MTA Bridges and Tunnels
Average Daily Traffic: October 2015 - October 2017
12-Month Rolling Averages

All Vehicles

809,239

810,000

815,000

820,000

825,000

830,000

835,000

840,000

845,000

850,000

855,000

860,000

865,000

870,000

875,000

880,000

885,000

Oct-15
Nov-15
Dec-15
Jan-16
Feb-16
Mar-16
Apr-16
May-16
Jun-16
Jul-16
Aug-16
Sep-16
Oct-16
Nov-16
Dec-16
Jan-17
Feb-17
Mar-17
Apr-17
May-17
Jun-17
Jul-17
Aug-17
Sep-17
Oct-17

845,271

Ex. 2
MTA Bridges and Tunnels
Average Daily Traffic: October 2015 - October 2017
12-Month Rolling Averages

Non-E-ZPass Vehicles*

*Includes Tolls by Mail, cash, token, and ticket transactions.
MTA Bridges and Tunnels
Average Daily Traffic: October 2015 - October 2017
12-Month Rolling Averages

Other Vehicles

Ex. 6
## MTA Bridges and Tunnels

### Percent Change in Average Daily Traffic by Toll Media

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Toll Media</th>
<th>Oct(^{(1)})</th>
<th>3 Months(^{(2)})</th>
<th>6 Months(^{(3)})</th>
<th>9 Months(^{(4)})</th>
<th>12 Months(^{(5)})</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Total Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Facilities</td>
<td></td>
<td>4.2%</td>
<td>2.6%</td>
<td>1.1%</td>
<td>0.3%</td>
<td>0.7%</td>
</tr>
<tr>
<td></td>
<td>E-ZPass</td>
<td>13.1%</td>
<td>10.5%</td>
<td>7.4%</td>
<td>5.3%</td>
<td>4.7%</td>
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<tr>
<td></td>
<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-52.3%</td>
<td>-45.1%</td>
<td>-36.0%</td>
<td>-29.6%</td>
<td>-23.6%</td>
</tr>
<tr>
<td>RFK Bridge</td>
<td></td>
<td>5.0%</td>
<td>5.2%</td>
<td>2.1%</td>
<td>0.8%</td>
<td>1.3%</td>
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<tr>
<td></td>
<td>E-ZPass</td>
<td>17.1%</td>
<td>17.6%</td>
<td>12.3%</td>
<td>8.8%</td>
<td>7.8%</td>
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<tr>
<td></td>
<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-55.8%</td>
<td>-54.2%</td>
<td>-45.4%</td>
<td>-36.8%</td>
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<td>Queens Midtown Tunnel</td>
<td></td>
<td>5.9%</td>
<td>1.9%</td>
<td>-3.4%</td>
<td>-6.3%</td>
<td>-7.2%</td>
</tr>
<tr>
<td>Hugh L. Carey Tunnel</td>
<td></td>
<td>11.6%</td>
<td>7.5%</td>
<td>1.8%</td>
<td>-1.7%</td>
<td>-3.3%</td>
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<tr>
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<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-50.3%</td>
<td>-49.8%</td>
<td>-50.2%</td>
<td>-49.7%</td>
<td>-43.5%</td>
</tr>
<tr>
<td>Bronx-Whitestone Bridge</td>
<td></td>
<td>0.8%</td>
<td>-0.8%</td>
<td>-0.3%</td>
<td>-3.4%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Throgs Neck Bridge</td>
<td></td>
<td>11.1%</td>
<td>5.7%</td>
<td>4.7%</td>
<td>0.7%</td>
<td>4.6%</td>
</tr>
<tr>
<td></td>
<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-50.8%</td>
<td>-32.3%</td>
<td>-23.9%</td>
<td>-29.8%</td>
<td>-15.0%</td>
</tr>
<tr>
<td>Verrazano-Narrows Bridge</td>
<td></td>
<td>6.2%</td>
<td>4.7%</td>
<td>3.5%</td>
<td>2.8%</td>
<td>3.4%</td>
</tr>
<tr>
<td></td>
<td>E-ZPass</td>
<td>15.4%</td>
<td>14.0%</td>
<td>10.2%</td>
<td>7.7%</td>
<td>7.4%</td>
</tr>
<tr>
<td></td>
<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-56.1%</td>
<td>-56.0%</td>
<td>-38.9%</td>
<td>-29.6%</td>
<td>-22.8%</td>
</tr>
<tr>
<td>Henry Hudson Bridge</td>
<td></td>
<td>4.7%</td>
<td>3.3%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>4.0%</td>
</tr>
<tr>
<td></td>
<td>E-ZPass</td>
<td>6.7%</td>
<td>5.0%</td>
<td>5.3%</td>
<td>4.8%</td>
<td>4.6%</td>
</tr>
<tr>
<td></td>
<td>Tolls By Mail</td>
<td>-24.2%</td>
<td>-19.6%</td>
<td>-12.4%</td>
<td>-8.4%</td>
<td>-5.0%</td>
</tr>
<tr>
<td>Marine Parkway Bridge</td>
<td></td>
<td>5.9%</td>
<td>2.4%</td>
<td>2.1%</td>
<td>1.2%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Cross Bay Bridge</td>
<td></td>
<td>13.7%</td>
<td>11.0%</td>
<td>10.7%</td>
<td>7.7%</td>
<td>6.6%</td>
</tr>
<tr>
<td></td>
<td>Cash/Tolls by Mail(^{(6)(7)})</td>
<td>-54.3%</td>
<td>-54.5%</td>
<td>-51.4%</td>
<td>-41.5%</td>
<td>-33.3%</td>
</tr>
</tbody>
</table>

\(^{(1)}\) October 2017 vs. October 2016

\(^{(2)}\) August 2017 to October 2017 vs. August 2016 to October 2016

\(^{(3)}\) May 2017 to October 2017 vs. May 2016 to October 2016

\(^{(4)}\) February 2017 to October 2017 vs. February 2016 to October 2016

\(^{(5)}\) November 2016 to October 2017 vs. November 2015 to October 2016

\(^{(6)}\) Includes tokens and tickets

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

---

Ex. 7
## MTA Bridges and Tunnels
### Percent Change in Average Daily Traffic by Vehicle Type

<table>
<thead>
<tr>
<th>Corridor</th>
<th>All Facilities</th>
<th>RFK Bridge</th>
<th>Queens Midtown Tunnel</th>
<th>Hugh L. Carey Tunnel</th>
<th>Bronx-Whitestone Bridge</th>
<th>Throgs Neck Bridge</th>
<th>Verrazano-Narrows Bridge</th>
<th>Henry Hudson Bridge</th>
<th>Marine Parkway Bridge</th>
<th>Cross Bay Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oct(1)</td>
<td>3 Months(2)</td>
<td>6 Months(3)</td>
<td>9 Months(4)</td>
<td>12 Months(5)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>4.2%</td>
<td>2.6%</td>
<td>1.1%</td>
<td>0.3%</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>3.8%</td>
<td>2.5%</td>
<td>1.0%</td>
<td>0.3%</td>
<td>0.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>9.5%</td>
<td>3.9%</td>
<td>2.6%</td>
<td>0.8%</td>
<td>1.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>5.0%</td>
<td>5.2%</td>
<td>2.1%</td>
<td>0.8%</td>
<td>1.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>4.4%</td>
<td>5.1%</td>
<td>2.0%</td>
<td>0.7%</td>
<td>1.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>12.2%</td>
<td>7.3%</td>
<td>4.3%</td>
<td>1.9%</td>
<td>1.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>5.9%</td>
<td>1.9%</td>
<td>-3.4%</td>
<td>-6.3%</td>
<td>-7.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>5.9%</td>
<td>2.1%</td>
<td>-3.4%</td>
<td>-6.4%</td>
<td>-7.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>5.6%</td>
<td>0.0%</td>
<td>-3.4%</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>6.2%</td>
<td>4.7%</td>
<td>3.5%</td>
<td>2.8%</td>
<td>3.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>5.6%</td>
<td>4.5%</td>
<td>3.3%</td>
<td>2.6%</td>
<td>3.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>14.8%</td>
<td>8.4%</td>
<td>6.9%</td>
<td>4.9%</td>
<td>5.1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>4.7%</td>
<td>3.3%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>4.0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>4.6%</td>
<td>3.3%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>4.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>19.3%</td>
<td>4.3%</td>
<td>0.4%</td>
<td>-4.1%</td>
<td>-9.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Vehicles</td>
<td>5.9%</td>
<td>2.4%</td>
<td>2.1%</td>
<td>1.2%</td>
<td>1.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger</td>
<td>4.9%</td>
<td>1.7%</td>
<td>1.5%</td>
<td>0.9%</td>
<td>1.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>23.0%</td>
<td>16.2%</td>
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<td>7.0%</td>
<td>5.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(1) October 2017 vs. October 2016  
(2) August 2017 to October 2017 vs. August 2016 to October 2016  
(3) May 2017 to October 2017 vs. May 2016 to October 2016  
(4) February 2017 to October 2017 vs. February 2016 to October 2016  
(5) November 2016 to October 2017 vs. November 2015 to October 2016  

Ex. 8
## Supplemental Data Page for the Report on Operations

### Traffic & Average Gas Price\(^{(1)}\)

<table>
<thead>
<tr>
<th>Month</th>
<th>Traffic</th>
<th>Gas</th>
<th>Average Temperature</th>
<th>Rain Inches</th>
<th>Snow Inches</th>
<th>Precipitation Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-15</td>
<td>26,225,167</td>
<td>$2.29</td>
<td>59</td>
<td>3.4</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>Nov-15</td>
<td>24,808,987</td>
<td>$2.25</td>
<td>54</td>
<td>1.7</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>Dec-15</td>
<td>25,398,337</td>
<td>$2.18</td>
<td>50</td>
<td>3.9</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td>Jan-16</td>
<td>22,206,860</td>
<td>$2.05</td>
<td>36</td>
<td>4.2</td>
<td>28.8</td>
<td>7</td>
</tr>
<tr>
<td>Feb-16</td>
<td>22,379,445</td>
<td>$1.90</td>
<td>39</td>
<td>4.4</td>
<td>5.6</td>
<td>13</td>
</tr>
<tr>
<td>Mar-16</td>
<td>25,678,007</td>
<td>$1.93</td>
<td>49</td>
<td>1.3</td>
<td>1.8</td>
<td>11</td>
</tr>
<tr>
<td>Apr-16</td>
<td>25,460,062</td>
<td>$2.17</td>
<td>53</td>
<td>1.7</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>May-16</td>
<td>27,041,559</td>
<td>$2.33</td>
<td>64</td>
<td>3.9</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>Jun-16</td>
<td>27,281,473</td>
<td>$2.38</td>
<td>74</td>
<td>2.2</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>Jul-16</td>
<td>27,279,840</td>
<td>$2.31</td>
<td>81</td>
<td>5.0</td>
<td>-</td>
<td>12</td>
</tr>
<tr>
<td>Aug-16</td>
<td>27,620,446</td>
<td>$2.22</td>
<td>82</td>
<td>1.1</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>Sep-16</td>
<td>26,043,256</td>
<td>$2.23</td>
<td>74</td>
<td>2.5</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>Oct-16</td>
<td>26,022,431</td>
<td>$2.27</td>
<td>61</td>
<td>4.8</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>Nov-16</td>
<td>25,130,058</td>
<td>$2.39</td>
<td>53</td>
<td>5.4</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td>Dec-16</td>
<td>25,273,158</td>
<td>$2.44</td>
<td>40</td>
<td>3.0</td>
<td>3.0</td>
<td>10</td>
</tr>
<tr>
<td>Jan-17</td>
<td>23,452,652</td>
<td>$2.54</td>
<td>40</td>
<td>3.9</td>
<td>10.1</td>
<td>15</td>
</tr>
<tr>
<td>Feb-17</td>
<td>21,620,767</td>
<td>$2.49</td>
<td>43</td>
<td>1.9</td>
<td>10.3</td>
<td>6</td>
</tr>
<tr>
<td>Mar-17(^{(3)})</td>
<td>24,595,618</td>
<td>$2.44</td>
<td>41</td>
<td>4.7</td>
<td>9.8</td>
<td>10</td>
</tr>
<tr>
<td>Apr-17</td>
<td>25,354,830</td>
<td>$2.52</td>
<td>58</td>
<td>4.1</td>
<td>-</td>
<td>12</td>
</tr>
<tr>
<td>May-17</td>
<td>26,717,750</td>
<td>$2.51</td>
<td>63</td>
<td>6.0</td>
<td>-</td>
<td>12</td>
</tr>
<tr>
<td>Jun-17</td>
<td>27,133,265</td>
<td>$2.49</td>
<td>74</td>
<td>4.2</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>Jul-17</td>
<td>27,505,587</td>
<td>$2.44</td>
<td>79</td>
<td>4.3</td>
<td>-</td>
<td>8</td>
</tr>
<tr>
<td>Aug-17</td>
<td>28,132,320</td>
<td>$2.51</td>
<td>76</td>
<td>3.3</td>
<td>-</td>
<td>13</td>
</tr>
<tr>
<td>Sep-17</td>
<td>26,498,572</td>
<td>$2.83</td>
<td>72</td>
<td>1.8</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>Oct-17</td>
<td>27,109,361</td>
<td>$2.65</td>
<td>66</td>
<td>3.8</td>
<td>-</td>
<td>9</td>
</tr>
</tbody>
</table>

Note: Bold numbers are preliminary.

### TABLE 2 - Year-over-Year Differences

<table>
<thead>
<tr>
<th>Month</th>
<th>Traffic</th>
<th>Gas</th>
<th>Average Temperature</th>
<th>Rain Inches</th>
<th>Snow Inches</th>
<th>Precipitation Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-16 vs. Oct-15</td>
<td>(202,736)</td>
<td>($0.02)</td>
<td>2</td>
<td>1.4</td>
<td>-</td>
<td>(1)</td>
</tr>
<tr>
<td>Nov-15</td>
<td>321,071</td>
<td>$0.14</td>
<td>(1)</td>
<td>3.7</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>Dec-14</td>
<td>(125,179)</td>
<td>$0.26</td>
<td>(10)</td>
<td>(0.9)</td>
<td>3</td>
<td>(7)</td>
</tr>
<tr>
<td>2017 vs. 2016</td>
<td>1,245,792</td>
<td>$0.49</td>
<td>4</td>
<td>(0.3)</td>
<td>(19)</td>
<td>8</td>
</tr>
<tr>
<td>January</td>
<td>(758,678)</td>
<td>$0.59</td>
<td>4</td>
<td>(2.5)</td>
<td>5</td>
<td>(7)</td>
</tr>
<tr>
<td>February</td>
<td>(1,082,389)</td>
<td>$0.51</td>
<td>(8)</td>
<td>3.4</td>
<td>8</td>
<td>(1)</td>
</tr>
<tr>
<td>March</td>
<td>(105,232)</td>
<td>$0.35</td>
<td>5</td>
<td>2.4</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>April</td>
<td>(323,809)</td>
<td>$0.18</td>
<td>(1)</td>
<td>2.1</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>May</td>
<td>(148,208)</td>
<td>$0.11</td>
<td>0</td>
<td>2.0</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>June</td>
<td>225,747</td>
<td>$0.13</td>
<td>(2)</td>
<td>(0.7)</td>
<td>-</td>
<td>(4)</td>
</tr>
<tr>
<td>July</td>
<td>511,874</td>
<td>$0.29</td>
<td>(6)</td>
<td>2.2</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>August</td>
<td>455,316</td>
<td>$0.60</td>
<td>(2)</td>
<td>(0.7)</td>
<td>-</td>
<td>(4)</td>
</tr>
<tr>
<td>September</td>
<td>1,086,930</td>
<td>$0.38</td>
<td>5</td>
<td>(1.0)</td>
<td>-</td>
<td>3</td>
</tr>
</tbody>
</table>

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
## Average Daily Traffic: 12-Month Rolling Averages

<table>
<thead>
<tr>
<th>Month</th>
<th>All Vehicles</th>
<th>E-ZPass</th>
<th>Non-E-ZPass</th>
<th>Passenger</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct-15</td>
<td>809,239</td>
<td>687,002</td>
<td>122,236</td>
<td>751,355</td>
<td>57,883</td>
</tr>
<tr>
<td>Nov-15</td>
<td>813,097</td>
<td>691,118</td>
<td>121,979</td>
<td>754,931</td>
<td>58,166</td>
</tr>
<tr>
<td>Dec-15</td>
<td>816,384</td>
<td>694,706</td>
<td>121,678</td>
<td>758,038</td>
<td>58,346</td>
</tr>
<tr>
<td>Jan-16</td>
<td>819,736</td>
<td>698,310</td>
<td>121,426</td>
<td>761,238</td>
<td>58,498</td>
</tr>
<tr>
<td>Feb-16</td>
<td>824,042</td>
<td>702,619</td>
<td>121,423</td>
<td>765,302</td>
<td>58,741</td>
</tr>
<tr>
<td>Mar-16</td>
<td>829,073</td>
<td>707,615</td>
<td>121,458</td>
<td>770,006</td>
<td>59,067</td>
</tr>
<tr>
<td>Apr-16</td>
<td>830,808</td>
<td>709,454</td>
<td>121,354</td>
<td>771,723</td>
<td>59,086</td>
</tr>
<tr>
<td>May-16</td>
<td>832,232</td>
<td>711,414</td>
<td>120,817</td>
<td>773,009</td>
<td>59,222</td>
</tr>
<tr>
<td>Jun-16</td>
<td>835,349</td>
<td>714,533</td>
<td>120,816</td>
<td>776,005</td>
<td>59,343</td>
</tr>
<tr>
<td>Jul-16</td>
<td>836,384</td>
<td>715,603</td>
<td>120,780</td>
<td>777,322</td>
<td>59,062</td>
</tr>
<tr>
<td>Aug-16</td>
<td>837,587</td>
<td>717,430</td>
<td>120,157</td>
<td>778,235</td>
<td>59,353</td>
</tr>
<tr>
<td>Sep-16</td>
<td>839,955</td>
<td>720,046</td>
<td>119,909</td>
<td>780,500</td>
<td>59,455</td>
</tr>
<tr>
<td>Oct-16</td>
<td>839,401</td>
<td>719,772</td>
<td>119,629</td>
<td>780,231</td>
<td>59,169</td>
</tr>
<tr>
<td>Nov-16</td>
<td>840,278</td>
<td>721,056</td>
<td>119,223</td>
<td>780,958</td>
<td>59,320</td>
</tr>
<tr>
<td>Dec-16</td>
<td>839,936</td>
<td>721,175</td>
<td>118,761</td>
<td>780,752</td>
<td>59,184</td>
</tr>
<tr>
<td>Jan-17</td>
<td>843,340</td>
<td>724,889</td>
<td>118,451</td>
<td>783,923</td>
<td>59,417</td>
</tr>
<tr>
<td>Feb-17</td>
<td>843,572</td>
<td>726,022</td>
<td>117,550</td>
<td>784,199</td>
<td>59,373</td>
</tr>
<tr>
<td>Mar-17</td>
<td>840,606</td>
<td>724,805</td>
<td>115,801</td>
<td>781,372</td>
<td>59,234</td>
</tr>
<tr>
<td>Apr-17</td>
<td>840,318</td>
<td>725,931</td>
<td>114,387</td>
<td>781,329</td>
<td>58,989</td>
</tr>
<tr>
<td>May-17</td>
<td>839,431</td>
<td>727,255</td>
<td>112,175</td>
<td>780,261</td>
<td>59,169</td>
</tr>
<tr>
<td>Jun-17</td>
<td>839,025</td>
<td>729,496</td>
<td>109,529</td>
<td>779,843</td>
<td>59,182</td>
</tr>
<tr>
<td>Jul-17</td>
<td>839,643</td>
<td>734,274</td>
<td>105,370</td>
<td>780,472</td>
<td>59,172</td>
</tr>
<tr>
<td>Aug-17</td>
<td>841,046</td>
<td>740,157</td>
<td>100,888</td>
<td>781,728</td>
<td>59,318</td>
</tr>
<tr>
<td>Sep-17</td>
<td>842,293</td>
<td>745,837</td>
<td>96,456</td>
<td>782,994</td>
<td>59,299</td>
</tr>
<tr>
<td>Oct-17</td>
<td>845,271</td>
<td>753,902</td>
<td>91,369</td>
<td>785,500</td>
<td>59,771</td>
</tr>
</tbody>
</table>

*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
October 2015 - October 2017
# Safety Report

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

## Performance Indicator

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>November 2014 - October 2015</td>
</tr>
<tr>
<td>Customer Collisions Rate for Bridge Customers per Million Vehicles</td>
<td>5.72</td>
</tr>
<tr>
<td>Customer Injury Collisions Rate for Bridge Customers per Million Vehicles</td>
<td>0.92</td>
</tr>
<tr>
<td>Employee Accident Reports</td>
<td>256</td>
</tr>
<tr>
<td>Employee Lost Time Injuries Rate per 200,000 worker hours</td>
<td>4.9</td>
</tr>
<tr>
<td>Construction Injuries per 200,000 worker hours</td>
<td>2.77</td>
</tr>
</tbody>
</table>

## Leading Indicators

<table>
<thead>
<tr>
<th>Roadway Safety</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workforce Development (# of Participants)</td>
<td>October</td>
<td>Year End</td>
</tr>
<tr>
<td></td>
<td>62</td>
<td>740</td>
</tr>
<tr>
<td>Fleet Preventive Maintenance Insp.</td>
<td>108</td>
<td>1281</td>
</tr>
<tr>
<td>Safety Taskforce Inspections</td>
<td>2</td>
<td>13</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction Safety</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Safety Inspections</td>
<td>October</td>
<td>Year End</td>
</tr>
<tr>
<td></td>
<td>377</td>
<td>4161</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fire Safety</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Code Audits Completed</td>
<td>October</td>
<td>Year End</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>13</td>
</tr>
<tr>
<td>FDNY Liaison Visits</td>
<td>10</td>
<td>25</td>
</tr>
</tbody>
</table>

## Definitions:

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

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

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

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

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

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

Collisions with Injuries per Million Vehicles

<table>
<thead>
<tr>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.29</td>
<td>1.16</td>
<td>1.00</td>
<td>0.73</td>
<td>1.00</td>
<td>0.93</td>
<td>0.99</td>
<td>0.97</td>
<td>1.08</td>
<td>1.37</td>
<td>1.49</td>
<td>1.16</td>
</tr>
<tr>
<td>0.95</td>
<td>0.97</td>
<td>0.79</td>
<td>0.52</td>
<td>0.99</td>
<td>0.92</td>
<td>0.98</td>
<td>0.69</td>
<td>0.93</td>
<td>0.71</td>
<td>0.86</td>
<td>1.09</td>
</tr>
</tbody>
</table>

Total Collisions per Million Vehicles

<table>
<thead>
<tr>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.09</td>
<td>6.33</td>
<td>5.33</td>
<td>5.47</td>
<td>6.90</td>
<td>6.73</td>
<td>8.16</td>
<td>8.16</td>
<td>7.70</td>
<td>7.82</td>
<td>6.28</td>
<td></td>
</tr>
</tbody>
</table>

## Collision Rates by Facility

**Total Collisions per Million Vehicles: November 2016 – October 2017**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BWB</td>
<td>7.92</td>
<td>4.76</td>
<td>5.37</td>
<td>5.22</td>
<td>6.09</td>
<td>11.33</td>
<td>11.59</td>
<td>13.54</td>
<td>11.30</td>
<td>13.35</td>
<td>13.28</td>
<td>9.02</td>
</tr>
<tr>
<td>TNB</td>
<td>4.74</td>
<td>2.79</td>
<td>3.32</td>
<td>3.93</td>
<td>6.01</td>
<td>5.91</td>
<td>11.67</td>
<td>12.63</td>
<td>9.14</td>
<td>8.19</td>
<td>10.40</td>
<td>5.82</td>
</tr>
<tr>
<td>QMT</td>
<td>7.97</td>
<td>10.73</td>
<td>10.30</td>
<td>2.21</td>
<td>7.36</td>
<td>11.78</td>
<td>7.93</td>
<td>11.18</td>
<td>3.64</td>
<td>5.51</td>
<td>7.93</td>
<td>7.74</td>
</tr>
<tr>
<td>HHB</td>
<td>1.88</td>
<td>0.98</td>
<td>0.54</td>
<td>0.57</td>
<td>1.50</td>
<td>0.46</td>
<td>0.43</td>
<td>0.43</td>
<td>0.45</td>
<td>0.46</td>
<td>0.00</td>
<td>0.87</td>
</tr>
<tr>
<td>MPB</td>
<td>0.00</td>
<td>1.62</td>
<td>1.76</td>
<td>1.97</td>
<td>1.67</td>
<td>5.03</td>
<td>1.41</td>
<td>0.00</td>
<td>3.51</td>
<td>2.45</td>
<td>1.42</td>
<td>1.54</td>
</tr>
<tr>
<td>CBB</td>
<td>0.00</td>
<td>1.49</td>
<td>0.00</td>
<td>0.00</td>
<td>2.99</td>
<td>1.49</td>
<td>0.00</td>
<td>1.22</td>
<td>1.18</td>
<td>0.00</td>
<td>1.38</td>
<td>0.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>7.97</td>
<td>7.03</td>
<td>6.81</td>
<td>6.12</td>
<td>7.61</td>
<td>9.25</td>
<td>10.69</td>
<td>10.47</td>
<td>8.16</td>
<td>8.33</td>
<td>8.99</td>
<td>6.28</td>
</tr>
</tbody>
</table>
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:

- 43,245 summonses issued in the YTD October 2017 period—58.8% higher than in the same period in 2016.
- 3,825 summonses issued in October 2017—2.3% higher than in October 2016.
- 74.5% (32,210) of the summonses issued in the YTD October 2017 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- 71.5% (2,736) of the summonses issued in October 2017 were safety related.

<table>
<thead>
<tr>
<th>Summons Type</th>
<th>October 2017</th>
<th>October 2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>424</td>
<td>730</td>
<td>(41.9%)</td>
</tr>
<tr>
<td>Disobey Signs/Traffic Control Device</td>
<td>891</td>
<td>668</td>
<td>33.4%</td>
</tr>
<tr>
<td>Cell Phone/Texting</td>
<td>207</td>
<td>202</td>
<td>2.5%</td>
</tr>
<tr>
<td>Unsafe Lane Change/Failure to Signal</td>
<td>336</td>
<td>137</td>
<td>145.3%</td>
</tr>
<tr>
<td>*All Other</td>
<td>1,967</td>
<td>2,003</td>
<td>(1.8%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,825</strong></td>
<td><strong>3,740</strong></td>
<td><strong>2.3%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Summons Type</th>
<th>YTD October 2017</th>
<th>YTD October 2016</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>4,861</td>
<td>5,021</td>
<td>(3.2%)</td>
</tr>
<tr>
<td>Disobey Signs/Traffic Control Device</td>
<td>11,635</td>
<td>5,678</td>
<td>104.9%</td>
</tr>
<tr>
<td>Cell Phone/Texting</td>
<td>2,091</td>
<td>1,352</td>
<td>54.7%</td>
</tr>
<tr>
<td>Unsafe Lane Change/Failure to Signal</td>
<td>2,501</td>
<td>824</td>
<td>203.5%</td>
</tr>
<tr>
<td>*All Other</td>
<td>22,157</td>
<td>14,361</td>
<td>54.3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>43,245</strong></td>
<td><strong>27,236</strong></td>
<td><strong>58.8%</strong></td>
</tr>
</tbody>
</table>

*All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.
### E-ZPass Performance at All B&T Facilities

<table>
<thead>
<tr>
<th>E-ZPass Market Share:</th>
<th>October 2017</th>
<th>Year to Date</th>
<th>October 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total E-ZPass Traffic¹</td>
<td>25,412,624</td>
<td>231,623,653</td>
<td>22,468,803</td>
</tr>
<tr>
<td>Cars</td>
<td>93.7%</td>
<td>89.7%</td>
<td>86.3%</td>
</tr>
<tr>
<td>Trucks</td>
<td>94.7%</td>
<td>94.0%</td>
<td>93.4%</td>
</tr>
</tbody>
</table>

### Weekday E-ZPass Performance by Facility²

<table>
<thead>
<tr>
<th>Facility</th>
<th>October Average E-ZPass Weekday Traffic and Market Share</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017</td>
</tr>
<tr>
<td></td>
<td>Average Traffic</td>
</tr>
<tr>
<td>Bronx-Whitestone Bridge</td>
<td>116,552</td>
</tr>
<tr>
<td>Cross Bay Veterans Memorial Bridge</td>
<td>23,572</td>
</tr>
<tr>
<td>Henry Hudson Bridge</td>
<td>71,591</td>
</tr>
<tr>
<td>Hugh L. Carey Tunnel</td>
<td>51,390</td>
</tr>
<tr>
<td>Marine Parkway-Gil Hodges Memorial Bridge</td>
<td>21,621</td>
</tr>
<tr>
<td>Queens Midtown Tunnel</td>
<td>77,215</td>
</tr>
<tr>
<td>Robert F. Kennedy Bridge</td>
<td>176,238</td>
</tr>
<tr>
<td>Throgs Neck Bridge</td>
<td>111,949</td>
</tr>
<tr>
<td>Verrazano-Narrows Bridge¹</td>
<td>197,010</td>
</tr>
<tr>
<td>All Facilities¹</td>
<td>847,138</td>
</tr>
</tbody>
</table>

Notes:

1. At the Verrazano-Narrows Bridge (VNB), tolls are only collected in the westbound direction. These transactions are doubled to provide traffic statistics that are consistent with B&T's other facilities.
2. Weekday E-ZPass traffic and market share figures average data for all weekdays except for holidays.
Weekday Peak Hour E-ZPass Performance by Facility

<table>
<thead>
<tr>
<th>Facility</th>
<th>2017 AM Peak</th>
<th>2016 AM Peak</th>
<th>2017 PM Peak</th>
<th>2016 PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx-Whitestone Bridge</td>
<td>95.5%</td>
<td>88.1%</td>
<td>93.5%</td>
<td>84.6%</td>
</tr>
<tr>
<td>Cross Bay Veterans Memorial Bridge</td>
<td>96.3%</td>
<td>91.8%</td>
<td>94.7%</td>
<td>88.9%</td>
</tr>
<tr>
<td>Henry Hudson Bridge</td>
<td>97.5%</td>
<td>95.9%</td>
<td>96.5%</td>
<td>94.6%</td>
</tr>
<tr>
<td>Hugh L. Carey Tunnel</td>
<td>97.2%</td>
<td>94.6%</td>
<td>95.4%</td>
<td>91.8%</td>
</tr>
<tr>
<td>Marine Parkway-Gil Hodges Memorial Bridge</td>
<td>97.1%</td>
<td>92.5%</td>
<td>96.0%</td>
<td>89.8%</td>
</tr>
<tr>
<td>Queens Midtown Tunnel</td>
<td>96.9%</td>
<td>93.7%</td>
<td>95.9%</td>
<td>91.9%</td>
</tr>
<tr>
<td>Robert F. Kennedy Bridge</td>
<td>95.7%</td>
<td>88.1%</td>
<td>94.1%</td>
<td>85.4%</td>
</tr>
<tr>
<td>Throgs Neck Bridge</td>
<td>96.1%</td>
<td>91.3%</td>
<td>94.1%</td>
<td>87.7%</td>
</tr>
<tr>
<td>Verrazano-Narrows Bridge (^4)</td>
<td>N/A</td>
<td>N/A</td>
<td>96.7%</td>
<td>91.7%</td>
</tr>
<tr>
<td>All Facilities</td>
<td>96.3%</td>
<td>91.0%</td>
<td>95.0%</td>
<td>88.8%</td>
</tr>
</tbody>
</table>

Weekend E-ZPass Performance by Facility

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bronx-Whitestone Bridge</td>
<td>114,307</td>
<td>88.7%</td>
<td>77.4%</td>
</tr>
<tr>
<td>Cross Bay Veterans Memorial Bridge</td>
<td>17,721</td>
<td>93.4%</td>
<td>85.0%</td>
</tr>
<tr>
<td>Henry Hudson Bridge</td>
<td>67,772</td>
<td>94.0%</td>
<td>91.9%</td>
</tr>
<tr>
<td>Hugh L. Carey Tunnel</td>
<td>35,057</td>
<td>95.2%</td>
<td>88.4%</td>
</tr>
<tr>
<td>Marine Parkway-Gil Hodges Memorial Bridge</td>
<td>16,197</td>
<td>94.7%</td>
<td>87.6%</td>
</tr>
<tr>
<td>Queens Midtown Tunnel</td>
<td>44,206</td>
<td>93.9%</td>
<td>86.9%</td>
</tr>
<tr>
<td>Robert F. Kennedy Bridge</td>
<td>166,794</td>
<td>91.3%</td>
<td>80.1%</td>
</tr>
<tr>
<td>Throgs Neck Bridge</td>
<td>118,072</td>
<td>92.1%</td>
<td>81.9%</td>
</tr>
<tr>
<td>Verrazano-Narrows Bridge (^1)</td>
<td>182,644</td>
<td>92.9%</td>
<td>83.8%</td>
</tr>
<tr>
<td>All Facilities (^1)</td>
<td>762,770</td>
<td>92.1%</td>
<td>82.9%</td>
</tr>
</tbody>
</table>

Notes:

3. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods at each facility.

4. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.
### E-ZPass Interoperability Statistics

#### B&T E-ZPass Transactions From Other Agencies

<table>
<thead>
<tr>
<th>Customer's E-ZPass Agency</th>
<th>October 2017 Total B&amp;T E-ZPass Transactions</th>
<th>October 2017 Percentage of B&amp;T Total Transactions</th>
<th>October 2016 Percentage of B&amp;T Total Transactions</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State Thruway Authority</td>
<td>2,098,592</td>
<td>8.76%</td>
<td>8.42%</td>
</tr>
<tr>
<td>Port Authority of NY and NJ</td>
<td>1,304,653</td>
<td>5.44%</td>
<td>5.26%</td>
</tr>
<tr>
<td>New Jersey Toll Agencies</td>
<td>1,113,689</td>
<td>4.65%</td>
<td>5.11%</td>
</tr>
<tr>
<td>Massachusetts Turnpike Authority</td>
<td>188,655</td>
<td>0.79%</td>
<td>0.53%</td>
</tr>
<tr>
<td>Pennsylvania Turnpike Commission</td>
<td>117,595</td>
<td>0.49%</td>
<td>0.48%</td>
</tr>
<tr>
<td>Maryland Transportation Authority</td>
<td>48,390</td>
<td>0.20%</td>
<td>0.19%</td>
</tr>
<tr>
<td>Virginia Department of Transportation</td>
<td>41,016</td>
<td>0.17%</td>
<td>0.16%</td>
</tr>
<tr>
<td>New Hampshire Department of Transportation</td>
<td>16,780</td>
<td>0.07%</td>
<td>0.08%</td>
</tr>
<tr>
<td>Delaware Department of Transportation</td>
<td>19,534</td>
<td>0.08%</td>
<td>0.07%</td>
</tr>
<tr>
<td>Other</td>
<td>66,379</td>
<td>0.28%</td>
<td>0.24%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,015,283</strong></td>
<td><strong>20.93%</strong></td>
<td><strong>20.54%</strong></td>
</tr>
</tbody>
</table>

#### Other Agency B&T E-ZPass Transactions

<table>
<thead>
<tr>
<th>Agency Used By B&amp;T Customers</th>
<th>October 2017</th>
<th>YTD 2017</th>
<th>October 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York State Thruway Authority</td>
<td>3,377,497</td>
<td>30,093,136</td>
<td>3,107,526</td>
</tr>
<tr>
<td>Port Authority of NY and NJ</td>
<td>4,018,011</td>
<td>37,429,165</td>
<td>3,738,452</td>
</tr>
<tr>
<td>New Jersey Toll Agencies</td>
<td>5,992,954</td>
<td>64,197,070</td>
<td>5,951,012</td>
</tr>
<tr>
<td>New York State Bridge Authority</td>
<td>358,473</td>
<td>2,985,113</td>
<td>322,170</td>
</tr>
<tr>
<td>Massachusetts Turnpike Authority</td>
<td>755,877</td>
<td>7,138,624</td>
<td>530,810</td>
</tr>
<tr>
<td>Pennsylvania Turnpike Commission</td>
<td>373,326</td>
<td>3,307,339</td>
<td>346,731</td>
</tr>
<tr>
<td>Maryland Transportation Authority</td>
<td>379,228</td>
<td>4,038,318</td>
<td>381,158</td>
</tr>
<tr>
<td>Virginia Department of Transportation</td>
<td>214,825</td>
<td>2,163,288</td>
<td>205,924</td>
</tr>
<tr>
<td>New Hampshire Department of Transportation</td>
<td>159,937</td>
<td>1,388,683</td>
<td>145,167</td>
</tr>
<tr>
<td>Delaware Department of Transportation</td>
<td>278,790</td>
<td>3,008,316</td>
<td>247,984</td>
</tr>
<tr>
<td>Other</td>
<td>512,156</td>
<td>4,524,498</td>
<td>470,165</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16,421,074</strong></td>
<td><strong>160,273,550</strong></td>
<td><strong>15,447,099</strong></td>
</tr>
</tbody>
</table>

**Notes:**

5. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."

6. Includes Buffalo and Fort Erie Public Bridge Authority.

7. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority, Delaware River Joint Toll Bridge Commission and the Burlington County Bridge Commission.

8. Includes Massachusetts Port Authority.

9. Includes Dulles Greenway, Dulles Toll Road, Powhite Parkway Extension, RMA Expressway System, George P. Coleman Bridge, Chesapeake Bay Bridge and Tunnel Commission, and Chesapeake Expressway.

10. Other agencies include Illinois State Toll Highway Authority, Maine Turnpike Authority, West Virginia Parkway Authority, Indiana Toll Road Concession Company, and Rhode Island Bridge and Tunnel Authority, Ohio Turnpike Commission, North Carolina Turnpike Authority, Niagara Falls Bridge Commission and Chicago Skyway Concession Company.
**E-ZPASS Performance Report**
**October 2017**
Preliminary data subject to final audit

### E-ZPass Customer Service Statistics

<table>
<thead>
<tr>
<th>MTA Bridges and Tunnels Customers</th>
<th>October 2017</th>
<th>YTD 2017</th>
<th>YTD 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accounts Opened:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internet</td>
<td>20,643</td>
<td>164,527</td>
<td>86,054</td>
</tr>
<tr>
<td>Walk-In</td>
<td>5,540</td>
<td>48,800</td>
<td>27,790</td>
</tr>
<tr>
<td>Mail</td>
<td>488</td>
<td>5,166</td>
<td>2,741</td>
</tr>
<tr>
<td>On-The-Go</td>
<td>5,629</td>
<td>112,962</td>
<td>104,728</td>
</tr>
<tr>
<td><strong>Total Accounts Opened</strong></td>
<td><strong>32,300</strong></td>
<td><strong>331,455</strong></td>
<td><strong>221,313</strong></td>
</tr>
<tr>
<td>Total Active Accounts</td>
<td>3,370,456</td>
<td>3,085,466</td>
<td></td>
</tr>
<tr>
<td>Number of E-ZPass Tags Issued(^1)</td>
<td>66,964</td>
<td>776,639</td>
<td>543,257</td>
</tr>
<tr>
<td>Total Active Tags(^2)</td>
<td>5,298,696</td>
<td></td>
<td>4,889,677</td>
</tr>
<tr>
<td>Total Reload Cards Distributed</td>
<td>4,347</td>
<td>170,684</td>
<td>170,642</td>
</tr>
<tr>
<td>Reload Card % of Cash Replenishments</td>
<td>23.0%</td>
<td>20.2%</td>
<td>17.4%</td>
</tr>
</tbody>
</table>

### Customer Service Indicators

<table>
<thead>
<tr>
<th></th>
<th>October 2017</th>
<th>YTD 2017</th>
<th>YTD 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone Calls Answered by Customer Service Center:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Customer Service Representatives</td>
<td>396,314</td>
<td>3,602,211</td>
<td>2,925,539</td>
</tr>
<tr>
<td>Automated System</td>
<td>775,745</td>
<td>7,681,428</td>
<td>6,322,948</td>
</tr>
<tr>
<td>Total Phone Calls Answered</td>
<td>1,172,059</td>
<td>11,283,639</td>
<td>9,248,487</td>
</tr>
<tr>
<td>Average Phone Call Waiting Time (in min.):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Call Unit</td>
<td>2.10</td>
<td>0.28</td>
<td>0.37</td>
</tr>
<tr>
<td>Commercial Call Unit</td>
<td>1.01</td>
<td>0.33</td>
<td>0.40</td>
</tr>
<tr>
<td>Avg. Monthly B&amp;T E-ZPass Trips Per Account</td>
<td>6.07</td>
<td>5.67</td>
<td>5.73</td>
</tr>
<tr>
<td>Average Number of Active Tags Per Account</td>
<td>1.57</td>
<td>1.57</td>
<td>1.59</td>
</tr>
</tbody>
</table>

### E-ZPass Tag Replacement Program

<table>
<thead>
<tr>
<th></th>
<th>October 2017</th>
<th>YTD 2017</th>
<th>2011-2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Replacement Tags Mailed</td>
<td>5,068</td>
<td>74,826</td>
<td>2,032,785</td>
</tr>
<tr>
<td>Number of Tags Returned(^3)</td>
<td>10,520</td>
<td>85,173</td>
<td>2,009,720</td>
</tr>
<tr>
<td>Number of Tags Pending Return</td>
<td>N/A</td>
<td>N/A</td>
<td>23,065</td>
</tr>
</tbody>
</table>

---

11. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with new tags.

12. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.

13. Includes tags reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2015 but returned in 2016.
MTA Bridges and Tunnels
E-ZPass Market Shares
November 2015 through October 2017

Comparison of monthly E-ZPass market shares from November 2015 to October 2017, showing a steady increase in market share from 83.0% to 93.0%.
MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of October 31, 2017
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash-Unrestricted</td>
<td>14,033</td>
</tr>
<tr>
<td>Investments:</td>
<td></td>
</tr>
<tr>
<td>Unrestricted</td>
<td>165,191</td>
</tr>
<tr>
<td>Restricted</td>
<td>1,179,505</td>
</tr>
<tr>
<td>Accrued interest receivable</td>
<td>2,604</td>
</tr>
<tr>
<td>Accounts receivable</td>
<td>35,775</td>
</tr>
<tr>
<td>Less allowance for uncollectible accounts</td>
<td>-35,615</td>
</tr>
<tr>
<td>Tolls due from other agencies</td>
<td>37,945</td>
</tr>
<tr>
<td>Insurance recovery receivable</td>
<td>96,325</td>
</tr>
<tr>
<td>Less allowance for insurance recovery</td>
<td>-96,325</td>
</tr>
<tr>
<td>Due (to)/from MTA - change in fair value of derivative</td>
<td>0</td>
</tr>
<tr>
<td>Prepaid expenses</td>
<td>7,056</td>
</tr>
<tr>
<td>Total current assets</td>
<td>1,406,495</td>
</tr>
</tbody>
</table>

NONCURRENT ASSETS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investments:</td>
<td></td>
</tr>
<tr>
<td>Restricted</td>
<td>7</td>
</tr>
<tr>
<td>Facilities, less acc.dep of $1,661,183</td>
<td>5,830,322</td>
</tr>
<tr>
<td>Capital lease 2 Broadway net acc. dep.</td>
<td>39,061</td>
</tr>
<tr>
<td>Derivative Hedge Assets</td>
<td>3,564</td>
</tr>
<tr>
<td>Security Deposits</td>
<td>-</td>
</tr>
<tr>
<td>Total noncurrent assets</td>
<td>5,872,955</td>
</tr>
</tbody>
</table>

TOTAL ASSETS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7,279,450</td>
</tr>
</tbody>
</table>

DEFERRED OUTFLOWS OF RESOURCES:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deferred outflows of resources related to Pension</td>
<td>112,529</td>
</tr>
<tr>
<td>Accumulated decreases in fair value of derivative instruments</td>
<td>178,291</td>
</tr>
<tr>
<td>Defeasance costs</td>
<td>247,531</td>
</tr>
<tr>
<td>TOTAL DEFERRED OUTFLOWS OF RESOURCES</td>
<td>538,350</td>
</tr>
</tbody>
</table>

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7,817,800</td>
</tr>
</tbody>
</table>
### MTA BRIDGES & TUNNELS

#### STATEMENT OF NET POSITION

As of October 31, 2017

(in thousands)

## LIABILITIES AND INFLOWS OF RESOURCES

### CURRENT LIABILITIES:

- Current portion-long term debt: 617,250
- Interest Payable: 149,422
- Accounts Payable: 211,559
- Accrued Pension Payable: 12,999
- Payable to MTA-CAP: 360,762
- Due to MTA-Operating Expenses: 2,946
- Due to NYCTA-Operating Expenses: 787
- Accrued salaries: 22,502
- Accrued Vac & Sick Benefits: 16,897
- Current portion of estimated liability arising from injury: -
- Current portion of capital lease obligation: -
- Pollution remediation projects: 1,829
- Due to New York City Transit Authority: 55,643
- Due to Metropolitan Transportation Authority: 75,439
- Unredeemed Tolls: 112,424
- Tolls due to other agencies: 63,971
- E-ZPass Airport Toll Liability: 8,071

**Total current liabilities:** 1,712,499

### NONCURRENT LIABILITIES:

- Long term debt: 8,933,413
- Post Employment Benefits Other than Pensions: 705,158
- Estimated liability arising from injury: 43,047
- Capital lease obligations: 54,525
- Derivative Hedge Liabilities: 166,831
- Due (to)/from MTA - change in fair value of derivative: 15,024
- Net Pension Liability: 307,596
- Security deposits-Contra: -

**Total noncurrent liabilities:** 10,225,593

### DEFERRED INFLOW OF RESOURCES

- Deferred Inflow of resources related to Pension: 39,856

### TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES

11,977,949

### NET POSITION

-4,160,149 *

### TOTAL LIABILITIES, DEFERRED INFLOWS OF

7,817,800

*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.
<table>
<thead>
<tr>
<th></th>
<th>Nonreimbursable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mid Year Forecast</td>
<td>Actual Variance</td>
<td>Mid Year Forecast</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>$165,705</td>
<td>3.007</td>
<td>$168,712</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>$1,081</td>
<td>0.081</td>
<td>$1,081</td>
</tr>
<tr>
<td>Capital &amp; Other</td>
<td>$0.000</td>
<td>0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Reimbursements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investment Income</td>
<td>$0.081</td>
<td>0.081</td>
<td>$0.081</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$167,389</td>
<td>1.878</td>
<td>$170,368</td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>$12,095</td>
<td>$1.747</td>
<td>$10,348</td>
</tr>
<tr>
<td>Overtime</td>
<td>$2,270</td>
<td>0.118</td>
<td>$2,388</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>$2,645</td>
<td>12.2</td>
<td>$2,323</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>$1,640</td>
<td>(0.76)</td>
<td>$1,717</td>
</tr>
<tr>
<td>Pensions</td>
<td>$3,071</td>
<td>0.159</td>
<td>$3,230</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>$1,583</td>
<td>12.0</td>
<td>$1,393</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>$3.482</td>
<td>(0.044)</td>
<td>$3.061</td>
</tr>
<tr>
<td><strong>Total Labor Expenses</strong></td>
<td>$22,729</td>
<td>5.7</td>
<td>$21,435</td>
</tr>
<tr>
<td>Non-Labor:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Power</td>
<td>$0.538</td>
<td>68.2</td>
<td>$0.171</td>
</tr>
<tr>
<td>Fuel</td>
<td>0.013</td>
<td>42.6</td>
<td>0.147</td>
</tr>
<tr>
<td>Insurance</td>
<td>0.942</td>
<td>17.3</td>
<td>0.779</td>
</tr>
<tr>
<td>Claims</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>16,766</td>
<td>13.1</td>
<td></td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>3,482</td>
<td>48.4</td>
<td></td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>0.466</td>
<td>60.7</td>
<td>0.283</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>2,955</td>
<td>31.0</td>
<td>2,085</td>
</tr>
<tr>
<td>Total Non-Labor Expenses</td>
<td>$25,284</td>
<td>22.0</td>
<td>$19,731</td>
</tr>
<tr>
<td><strong>Other Expense Adjustments</strong></td>
<td>0.000</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$48,012</td>
<td>14.3</td>
<td>$41,166</td>
</tr>
<tr>
<td><strong>Net Surplus/(Deficit)</strong></td>
<td>$119,376</td>
<td>8.2</td>
<td>$129,202</td>
</tr>
</tbody>
</table>

Differences are due to rounding.

*Variance exceeds 100%
<table>
<thead>
<tr>
<th>Category</th>
<th>Mid Year Forecast</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Income/(Deficit)</td>
<td>$119.377</td>
<td>$129.202</td>
<td>$9.825</td>
<td>8.2</td>
</tr>
<tr>
<td>Less: Capitalized Assets</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserves</td>
<td>2.066</td>
<td>0.600</td>
<td>1.466</td>
<td>71.0</td>
</tr>
<tr>
<td>GASB Reserves</td>
<td>2.293</td>
<td>2.293</td>
<td>0.000</td>
<td>0.0</td>
</tr>
<tr>
<td>Adjusted Net Income/(Deficit)</td>
<td>$115.018</td>
<td>$126.309</td>
<td>$11.291</td>
<td>9.8</td>
</tr>
<tr>
<td>Less: Debt Service</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>55.703</td>
<td>53.553</td>
<td>2.150</td>
<td>3.9</td>
</tr>
<tr>
<td>Income Available for Distribution</td>
<td>$59.315</td>
<td>$72.756</td>
<td>$13.441</td>
<td>22.7</td>
</tr>
<tr>
<td>Distributable To:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA - Investment Income</td>
<td>0.081</td>
<td>0.160</td>
<td>0.078</td>
<td>96.6</td>
</tr>
<tr>
<td>MTA - Distributable Income</td>
<td>34.143</td>
<td>41.164</td>
<td>7.021</td>
<td>20.6</td>
</tr>
<tr>
<td>NYCTR - Distributable Income</td>
<td>25.090</td>
<td>31.432</td>
<td>6.342</td>
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</tr>
<tr>
<td>Total Distributable Income</td>
<td>$59.315</td>
<td>$72.756</td>
<td>$13.441</td>
<td>22.7</td>
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<tr>
<td>Support to Mass Transit:</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total Revenues</td>
<td>169.260</td>
<td>170.388</td>
<td>1.128</td>
<td>0.7</td>
</tr>
<tr>
<td>Less: Total Operating Expenses</td>
<td>49.883</td>
<td>41.186</td>
<td>8.697</td>
<td>17.4</td>
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<tr>
<td>Net Operating Income/(Deficit)</td>
<td>$119.377</td>
<td>$129.202</td>
<td>$9.825</td>
<td>8.2</td>
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<tr>
<td>Deductions from Net Operating Income:</td>
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<td></td>
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<tr>
<td>Capitalized Assets</td>
<td>2.066</td>
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<td>1.466</td>
<td>71.0</td>
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<td>Reserves</td>
<td>2.293</td>
<td>2.293</td>
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<td>0.0</td>
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<tr>
<td>B&amp;T Debt Service</td>
<td>25.696</td>
<td>22.367</td>
<td>3.329</td>
<td>13.0</td>
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<tr>
<td>GASB Reserves</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
</tr>
<tr>
<td>Total Deductions From Operating Income</td>
<td>$30.055</td>
<td>$25.260</td>
<td>$4.795</td>
<td>16.0</td>
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<tr>
<td>Total Support to Mass Transit</td>
<td>$89.322</td>
<td>$103.942</td>
<td>$14.620</td>
<td>16.4</td>
</tr>
</tbody>
</table>

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months’ actuals do not include post-close adjustments, which will be captured in the subsequent month’s YTD results.
## MTA BRIDGES AND TUNNELS
### JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
### ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
### OCTOBER Year-To-Date

($ in millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Reimbursable</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
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</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>1,597.215</td>
<td>(0.310)</td>
<td>1,596.906</td>
<td>0.00</td>
<td>0.00</td>
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<tr>
<td>Other Operating Revenue</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Capital &amp; Other Reimbursements</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Investment Income</td>
<td>0.825</td>
<td>0.364</td>
<td>0.00</td>
<td>0.00</td>
<td>0.364</td>
<td></td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td>$1,613.770</td>
<td>$0.594</td>
<td>$1,614.365</td>
<td>$0.00</td>
<td>$0.594</td>
<td>$1,633.927</td>
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<table>
<thead>
<tr>
<th>Category</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Reimbursable</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Payroll</td>
<td>$109.170</td>
<td>$11.297</td>
<td>$107.873</td>
<td>10.3%</td>
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<td>9.7%</td>
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<tr>
<td>Overtime</td>
<td>23.529</td>
<td>0.701</td>
<td>23.828</td>
<td>3.1%</td>
<td>0.701</td>
<td>0.0%</td>
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<td>OPEB Current Payment</td>
<td>16.392</td>
<td>0.169</td>
<td>16.563</td>
<td>2.1%</td>
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<td>0.0%</td>
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<td>Pensions</td>
<td>32.786</td>
<td>0.027</td>
<td>32.759</td>
<td>0.1%</td>
<td>0.027</td>
<td>0.0%</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>15.543</td>
<td>0.739</td>
<td>15.782</td>
<td>4.6%</td>
<td>0.739</td>
<td>0.0%</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>(6.269)</td>
<td>(0.169)</td>
<td>(6.438)</td>
<td>2.7%</td>
<td>(0.169)</td>
<td>0.0%</td>
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<tr>
<td><strong>Total Labor Expenses</strong></td>
<td>$215.155</td>
<td>$12.665</td>
<td>$202.490</td>
<td>5.9%</td>
<td>$12.665</td>
<td>6.0%</td>
</tr>
<tr>
<td>Electric Power</td>
<td>$4.214</td>
<td>$0.964</td>
<td>$3.249</td>
<td>17.5%</td>
<td>0.964</td>
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<td>Fuel</td>
<td>1.379</td>
<td>0.083</td>
<td>1.296</td>
<td>6.0%</td>
<td>0.083</td>
<td>6.0%</td>
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<tr>
<td>Insurance</td>
<td>9.396</td>
<td>0.664</td>
<td>8.732</td>
<td>7.1%</td>
<td>0.664</td>
<td>7.1%</td>
</tr>
<tr>
<td>Claims</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.0%</td>
<td>0.000</td>
<td>0.0%</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.0%</td>
<td>0.000</td>
<td>0.0%</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>118.565</td>
<td>5.372</td>
<td>113.193 4.50%</td>
<td>0.000</td>
<td>5.372</td>
<td>0.000</td>
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<tr>
<td>Professional Service Contracts</td>
<td>36.514</td>
<td>18.5%</td>
<td>27.949</td>
<td>18.5%</td>
<td>18.5%</td>
<td>18.5%</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>3.895</td>
<td>24.8%</td>
<td>3.047</td>
<td>24.8%</td>
<td>24.8%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>28.348</td>
<td>5.5%</td>
<td>26.792</td>
<td>5.5%</td>
<td>5.5%</td>
<td>5.5%</td>
</tr>
<tr>
<td><strong>Total Non-Labor Expenses</strong></td>
<td>$202.310</td>
<td>$16.139</td>
<td>$186.171</td>
<td>8.0%</td>
<td>$16.139</td>
<td>8.0%</td>
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<tr>
<td><strong>Other Expense Adjustments</strong></td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>0.0%</td>
<td>$0.00</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$417.465</td>
<td>$28.804</td>
<td>$388.661</td>
<td>6.9%</td>
<td>$28.804</td>
<td>6.9%</td>
</tr>
<tr>
<td><strong>Depreciation</strong></td>
<td>$111.364</td>
<td>(18.9%)</td>
<td>$132.450</td>
<td>(18.9%)</td>
<td>$132.450</td>
<td>(18.9%)</td>
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<tr>
<td>OPEB Obligation</td>
<td>59.860</td>
<td>0.000</td>
<td>59.860</td>
<td>0.000</td>
<td>59.860</td>
<td>0.000</td>
</tr>
<tr>
<td>GASB 68 Pension Adjustment</td>
<td>0.000</td>
<td>0.000</td>
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<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$417.465</td>
<td>$28.804</td>
<td>$388.661</td>
<td>6.9%</td>
<td>$28.804</td>
<td>6.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Reimbursable</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net Surplus/(Deficit)</strong></td>
<td>$1,196.306</td>
<td>$29.398</td>
<td>$1,225.704</td>
<td>2.5%</td>
<td>$29.398</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Differences are due to rounding.

*Variance exceeds 100%*
## MTA BRIDGES AND TUNNELS
### JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
#### ACCRUAL STATEMENT of OPERATIONS by CATEGORY

#### OCTOBER Year-To-Date

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Nonreimbursable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>Favorable (Unfavorable)</td>
<td>Favorable (Unfavorable)</td>
</tr>
<tr>
<td></td>
<td>Mid Year Forecast</td>
<td>Actual</td>
<td>Variance</td>
</tr>
<tr>
<td>Net Income/(Deficit)</td>
<td>$1,196.306</td>
<td></td>
<td>$1,225.704</td>
</tr>
<tr>
<td>Less: Capitalized Assets</td>
<td>16.282</td>
<td>16.862</td>
<td>(0.579)</td>
</tr>
<tr>
<td>Reserves</td>
<td>22.929</td>
<td>22.929</td>
<td>0.000</td>
</tr>
<tr>
<td>GASB Reserves</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Adjusted Net Income/(Deficit)</td>
<td>$1,157.094</td>
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<td>$1,185.913</td>
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<tr>
<td>Less: Debt Service</td>
<td>551.400</td>
<td>539.168</td>
<td>11.972</td>
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<tr>
<td>Income Available for Distribution</td>
<td>$605.954</td>
<td>$646.745</td>
<td>$40.791</td>
</tr>
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<td>Distributable To:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MTA - Investment Income</td>
<td>0.825</td>
<td>1.189</td>
<td>0.364</td>
</tr>
<tr>
<td>MTA - Distributable Income</td>
<td>347.465</td>
<td>372.022</td>
<td>24.557</td>
</tr>
<tr>
<td>NYC TR - Distributable Income</td>
<td>257.864</td>
<td>273.534</td>
<td>15.870</td>
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<tr>
<td>Total Distributable Income</td>
<td>$605.954</td>
<td>$646.745</td>
<td>$40.791</td>
</tr>
<tr>
<td>Support to Mass Transit:</td>
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<td></td>
</tr>
<tr>
<td>Total Revenues</td>
<td>1,633.927</td>
<td>1,633.462</td>
<td>(0.465)</td>
</tr>
<tr>
<td>Less: Total Operating Expenses</td>
<td>437.621</td>
<td>407.758</td>
<td>29.864</td>
</tr>
<tr>
<td>Net Operating Income/(Deficit)</td>
<td>$1,196.306</td>
<td>$1,225.704</td>
<td>$29.398</td>
</tr>
<tr>
<td>Deductions from Net Operating Income:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capitalized Assets</td>
<td>16.282</td>
<td>16.862</td>
<td>(0.579)</td>
</tr>
<tr>
<td>Reserves</td>
<td>22.929</td>
<td>22.929</td>
<td>0.000</td>
</tr>
<tr>
<td>B&amp;T Debt Service</td>
<td>252.970</td>
<td>224.105</td>
<td>28.866</td>
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<tr>
<td>GASB Reserves</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Deductions From Operating Income</td>
<td>$292.182</td>
<td>$263.896</td>
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<tr>
<td>Total Support to Mass Transit</td>
<td>$904.124</td>
<td>$961.808</td>
<td>$57.684</td>
</tr>
</tbody>
</table>

**Note:** Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
### TABLE 3
MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS

<table>
<thead>
<tr>
<th>($ in millions)</th>
<th>Year-to-Date</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Nonreimbursable</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>3.007</td>
<td>1.8%</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>(0.107)</td>
<td>-6.7%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>0.078</td>
<td>96.6%</td>
</tr>
<tr>
<td>Payroll</td>
<td>1.741</td>
<td>14.4%</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>0.322</td>
<td>12.2%</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>(0.076)</td>
<td>-4.7%</td>
</tr>
<tr>
<td>Pensions</td>
<td>(0.159)</td>
<td>-5.2%</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>0.191</td>
<td>12.0%</td>
</tr>
<tr>
<td>Electric Power</td>
<td>0.367</td>
<td>68.2%</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>2.200</td>
<td>13.1%</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>1.684</td>
<td>48.4%</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>0.283</td>
<td>60.7%</td>
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<tr>
<td>Other Business Expense</td>
<td>0.900</td>
<td>30.1%</td>
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<tr>
<td>Depreciation</td>
<td>(0.756)</td>
<td>-49.8%</td>
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<td>Other Post Employment Benefits</td>
<td>0.000</td>
<td>-</td>
</tr>
<tr>
<td><strong>Reimbursable</strong></td>
<td></td>
<td></td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>(1.851)</td>
<td>-98.9%</td>
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<tr>
<td>Payroll</td>
<td>0.558</td>
<td>87.5%</td>
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<td>Overtime</td>
<td>0.323</td>
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<tr>
<td>Health and Welfare</td>
<td>0.121</td>
<td>88.4%</td>
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<tr>
<td>OPEB Current Payment</td>
<td>0.000</td>
<td>-</td>
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<tr>
<td>Pensions</td>
<td>0.159</td>
<td>85.5%</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>0.077</td>
<td>96.6%</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>0.611</td>
<td>-</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Favorable (Unfavorable) Variance</th>
<th>Reason for Variance</th>
</tr>
</thead>
</table>

Variance exceeds 100%
## Non-Reimbursable/Reimbursable Overtime

### Non-Reimbursable Overtime

<table>
<thead>
<tr>
<th>OPERATIONS &amp; MAINTENANCE</th>
<th>October</th>
<th>October Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mid-Year Forecast</td>
<td>Actuals</td>
</tr>
<tr>
<td></td>
<td>Hours</td>
<td>$</td>
</tr>
<tr>
<td><strong>NON-REIMBURSABLE OVERTIME</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scheduled Service</td>
<td>6,354</td>
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<tr>
<td>Unscheduled Service</td>
<td>165</td>
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<tr>
<td>Programmatic/Routine Maintenance</td>
<td>1,704</td>
<td>$0.114</td>
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<tr>
<td>Vacancy/Absentee Coverage</td>
<td>15,519</td>
<td>$0.925</td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>72</td>
<td>$0.004</td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>1,548</td>
<td>$0.096</td>
</tr>
<tr>
<td>Other</td>
<td>2,413</td>
<td>$0.170</td>
</tr>
<tr>
<td><em>All Other Departments and Accruals</em></td>
<td>$0.457</td>
<td>$0.963</td>
</tr>
<tr>
<td>Subtotal</td>
<td>28,995</td>
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</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME</strong></td>
<td>2,902</td>
<td>$0.244</td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>31,897</td>
<td>$2.514</td>
</tr>
</tbody>
</table>

*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%*
### Non-Reimbursable/Overtime

#### Operations & Maintenance

<table>
<thead>
<tr>
<th>Description</th>
<th>Monthly Hours</th>
<th>Monthly $</th>
<th>Year-to-Date Hours</th>
<th>Year-to-Date $</th>
<th>Explanations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scheduled Service</strong></td>
<td>2,006</td>
<td>$0.125</td>
<td>4,769</td>
<td>$0.301</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td></td>
<td>31.6%</td>
<td>31.6%</td>
<td>7.6%</td>
<td>7.6%</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td><strong>Unscheduled Service</strong></td>
<td>118</td>
<td>$0.008</td>
<td>1,149</td>
<td>$0.074</td>
<td>Minor variance</td>
</tr>
<tr>
<td></td>
<td>71.5%</td>
<td>67.5%</td>
<td>45.6%</td>
<td>45.5%</td>
<td>Minor variance</td>
</tr>
<tr>
<td><strong>Programmatic/Routine Maintenance</strong></td>
<td>(2,112)</td>
<td>($0.141)</td>
<td>(11,024)</td>
<td>($0.879)</td>
<td>Higher than planned expenses</td>
</tr>
<tr>
<td></td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>Higher than planned expenses</td>
</tr>
<tr>
<td><strong>Unscheduled Maintenance</strong></td>
<td>222</td>
<td>$0.017</td>
<td>2,381</td>
<td>$0.172</td>
<td>Minor variance</td>
</tr>
<tr>
<td></td>
<td>18.2%</td>
<td>17.7%</td>
<td>20.4%</td>
<td>20.4%</td>
<td>Minor variance</td>
</tr>
<tr>
<td><strong>Vacancy/Absentee Coverage</strong></td>
<td>5,947</td>
<td>$0.355</td>
<td>(1,575)</td>
<td>($0.100)</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td></td>
<td>36.3%</td>
<td>38.3%</td>
<td>-0.9%</td>
<td>-0.9%</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td><strong>Weather Emergencies</strong></td>
<td>(218)</td>
<td>($0.013)</td>
<td>(46)</td>
<td>($0.003)</td>
<td>Minor variance</td>
</tr>
<tr>
<td></td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>Minor variance</td>
</tr>
<tr>
<td><strong>Safety/Security/Law Enforcement</strong></td>
<td>260</td>
<td>$0.016</td>
<td>1,783</td>
<td>$0.113</td>
<td>Minor variance</td>
</tr>
<tr>
<td></td>
<td>16.8%</td>
<td>16.7%</td>
<td>12.3%</td>
<td>12.2%</td>
<td>Minor variance</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>295</td>
<td>$0.021</td>
<td>(794)</td>
<td>($0.050)</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td></td>
<td>12.2%</td>
<td>12.3%</td>
<td>-3.8%</td>
<td>-3.8%</td>
<td>Higher than planned expenses</td>
</tr>
<tr>
<td><strong>All Other Departments and Accruals</strong></td>
<td>($)506</td>
<td>**</td>
<td>($)351</td>
<td>**</td>
<td>Primarily due to adjustments for the 28-day OT payroll lag</td>
</tr>
<tr>
<td></td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>-11.8%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>6,518</td>
<td>($0.118)</td>
<td>(3,358)</td>
<td>($0.161)</td>
<td>Lower than planned expenses</td>
</tr>
<tr>
<td></td>
<td>22.5%</td>
<td>-5.2%</td>
<td>-1.1%</td>
<td>-3.1%</td>
<td>Lower than planned expenses</td>
</tr>
</tbody>
</table>

#### Reimbursable Overtime

<table>
<thead>
<tr>
<th>Description</th>
<th>Monthly Hours</th>
<th>Monthly $</th>
<th>Year-to-Date Hours</th>
<th>Year-to-Date $</th>
<th>Explanations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primarily due to lower than expected</strong></td>
<td>1,389</td>
<td>$0.323</td>
<td>6,851</td>
<td>$0.967</td>
<td>Primarily due to lower than expected billing for projects eligible for</td>
</tr>
<tr>
<td><strong>billing for projects eligible for</strong></td>
<td>47.9%</td>
<td>**</td>
<td>22.5%</td>
<td>42.9%</td>
<td>Primarily due to lower than expected billing for projects eligible for</td>
</tr>
<tr>
<td><strong>reimbursement from the capital program</strong></td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>Reimbursement from the capital program</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>1,389</td>
<td>$0.323</td>
<td>6,851</td>
<td>$0.967</td>
<td>Reimbursement from the capital program</td>
</tr>
</tbody>
</table>

### Total Overtime

<table>
<thead>
<tr>
<th>Description</th>
<th>Monthly Hours</th>
<th>Monthly $</th>
<th>Year-to-Date Hours</th>
<th>Year-to-Date $</th>
<th>Explanations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subtotal</strong></td>
<td>7,907</td>
<td>$0.204</td>
<td>3,493</td>
<td>$0.246</td>
<td>Reimbursement from the capital program</td>
</tr>
</tbody>
</table>

---

**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%**
<table>
<thead>
<tr>
<th>Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scheduled Service</td>
<td>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.</td>
</tr>
<tr>
<td>Unscheduled Service</td>
<td>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.</td>
</tr>
<tr>
<td>Programmatic/Routine Maintenance</td>
<td>Routine Maintenance work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, 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.</td>
</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on bridges, tunnels and other facilities.</td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage</td>
<td>Provides coverage for an absent employee or a vacant position.</td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricanes, and tornadoes), as well as preparatory and residual costs.</td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>Coverage required to provide additional customer &amp; employee protection and to secure facilities and security training.</td>
</tr>
<tr>
<td>Other</td>
<td>Includes overtime coverage for clerical, administrative positions that are eligible for overtime.</td>
</tr>
<tr>
<td>Reimbursable Overtime</td>
<td>Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.</td>
</tr>
</tbody>
</table>
## MTA BRIDGES AND TUNNELS
### TRAFFIC VOLUME AND REVENUE (millions)

#### Month of October

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year*</th>
<th>Percentage Change</th>
<th>Prior Year</th>
<th>Current Year*</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>Revenue</td>
<td></td>
<td>Traffic</td>
<td>Revenue</td>
<td></td>
</tr>
<tr>
<td>3.9</td>
<td>$27.4</td>
<td>0.8%  -7.7%</td>
<td>38.3</td>
<td>$243.2</td>
<td>0.2%  11.5%</td>
</tr>
<tr>
<td>0.7</td>
<td>1.5</td>
<td>4.8%  4.9%</td>
<td>7.0</td>
<td>14.8</td>
<td>1.5%  6.3%</td>
</tr>
<tr>
<td>2.2</td>
<td>6.6</td>
<td>4.7%  13.6%</td>
<td>20.5</td>
<td>58.8</td>
<td>3.8%  20.7%</td>
</tr>
<tr>
<td>1.5</td>
<td>8.9</td>
<td>2.7%  5.5%</td>
<td>15.1</td>
<td>88.4</td>
<td>-2.9%  0.1%</td>
</tr>
<tr>
<td>0.6</td>
<td>1.3</td>
<td>7.1%  6.5%</td>
<td>6.7</td>
<td>14.2</td>
<td>1.0%  9.0%</td>
</tr>
<tr>
<td>2.0</td>
<td>12.9</td>
<td>8.2%  8.3%</td>
<td>22.9</td>
<td>151.9</td>
<td>-8.7% -13.7%</td>
</tr>
<tr>
<td>5.5</td>
<td>37.1</td>
<td>5.0%  9.2%</td>
<td>52.5</td>
<td>352.0</td>
<td>0.9%  4.0%</td>
</tr>
<tr>
<td>3.7</td>
<td>28.7</td>
<td>0.8%  6.8%</td>
<td>36.1</td>
<td>270.0</td>
<td>0.9%  7.5%</td>
</tr>
<tr>
<td>5.9</td>
<td>35.1</td>
<td>6.2%  9.1%</td>
<td>58.0</td>
<td>309.2</td>
<td>2.9%  12.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bronx-Whitestone</th>
<th>Cross Bay</th>
<th>Henry Hudson</th>
<th>Hugh L. Carey</th>
<th>Marine Parkway</th>
<th>Queens Midtown</th>
<th>RFK</th>
<th>Throgs Neck</th>
<th>Verrazano-Narrows</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.9 $27.4</td>
<td>0.8%</td>
<td>4.8%</td>
<td>2.7%</td>
<td>7.1%</td>
<td>8.2%</td>
<td>5.0%</td>
<td>0.8%</td>
<td>6.2%</td>
</tr>
<tr>
<td>0.8</td>
<td>7.7%</td>
<td>4.9%</td>
<td>5.5%</td>
<td>6.5%</td>
<td>8.3%</td>
<td>9.2%</td>
<td>6.8%</td>
<td>9.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Traffic Revenue</th>
<th>Traffic Revenue</th>
<th>Percentage Change</th>
<th>Prior Year</th>
<th>Current Year*</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>$27.4</td>
<td>0.8%</td>
<td>$243.2</td>
<td>38.3</td>
<td>0.2%</td>
<td>$271.3</td>
</tr>
<tr>
<td>14.8</td>
<td>1.5%</td>
<td>15.7</td>
<td>7.1</td>
<td>1.5%</td>
<td>15.5</td>
</tr>
<tr>
<td>58.8</td>
<td>3.8%</td>
<td>71.0</td>
<td>21.3</td>
<td>3.8%</td>
<td>70.1</td>
</tr>
<tr>
<td>88.4</td>
<td>-2.9%</td>
<td>88.6</td>
<td>14.6</td>
<td>-2.9%</td>
<td>88.7</td>
</tr>
<tr>
<td>14.2</td>
<td>1.0%</td>
<td>15.5</td>
<td>6.7</td>
<td>1.0%</td>
<td>15.5</td>
</tr>
<tr>
<td>151.9</td>
<td>-8.7%</td>
<td>131.2</td>
<td>20.9</td>
<td>-8.7%</td>
<td>130.5</td>
</tr>
<tr>
<td>352.0</td>
<td>0.9%</td>
<td>366.2</td>
<td>53.0</td>
<td>0.9%</td>
<td>365.3</td>
</tr>
<tr>
<td>270.0</td>
<td>0.9%</td>
<td>290.1</td>
<td>36.4</td>
<td>0.9%</td>
<td>290.2</td>
</tr>
<tr>
<td>309.2</td>
<td>2.9%</td>
<td>347.4</td>
<td>59.7</td>
<td>2.9%</td>
<td>347.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bronx Whitestone</th>
<th>Henry Hudson</th>
<th>Hugh L. Carey</th>
<th>Marine Parkway</th>
<th>Queens Midtown</th>
<th>RFK</th>
<th>Throgs Neck</th>
<th>Verrazano-Narrows</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.9 $27.4</td>
<td>0.8%</td>
<td>4.8%</td>
<td>2.7%</td>
<td>7.1%</td>
<td>8.2%</td>
<td>0.8%</td>
<td>6.2%</td>
</tr>
<tr>
<td>0.8</td>
<td>7.7%</td>
<td>4.9%</td>
<td>5.5%</td>
<td>6.5%</td>
<td>8.3%</td>
<td>6.8%</td>
<td>9.1%</td>
</tr>
</tbody>
</table>

#### Year to date ending October 2017

<table>
<thead>
<tr>
<th>Prior Year</th>
<th>Current Year*</th>
<th>Percentage Change</th>
<th>Prior Year</th>
<th>Current Year*</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic</td>
<td>Revenue</td>
<td></td>
<td>Traffic</td>
<td>Revenue</td>
<td></td>
</tr>
<tr>
<td>26.0</td>
<td>$159.6</td>
<td>4.2%  5.7%</td>
<td>27.1</td>
<td>$168.7</td>
<td>4.2%  5.7%</td>
</tr>
</tbody>
</table>

| Total All  | $6.134         | 1.5%          | Total      | $5.846         | 5.8%              |

<table>
<thead>
<tr>
<th>Revenue Per Vehicle</th>
<th>$6.223</th>
<th>1.8%</th>
</tr>
</thead>
</table>

| Revenue Per Vehicle | $6.187 | 0.0% |

#### Note:
Numbers may not add due to rounding.

*Toll increase implemented March 19, 2017

---

Comparison Actual vs. Mid-Year Forecast:

<table>
<thead>
<tr>
<th>Mid-Year Forecast</th>
<th>Oct Actual</th>
<th>Percentage Change</th>
<th>Mid-Year Forecast</th>
<th>YTD Actual</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Revenue</td>
<td>Traffic Revenue</td>
<td>Traffic Revenue</td>
<td>Traffic Revenue</td>
<td>Traffic Revenue</td>
<td>Traffic Revenue</td>
</tr>
<tr>
<td>26.3 $165.7</td>
<td>27.1 $168.7</td>
<td>3.2%  1.8%</td>
<td>256.2 $1,597.2</td>
<td>258.1 $1,596.9</td>
<td>0.8%  0.0%</td>
</tr>
</tbody>
</table>

| Total All          | $6.306       | -1.3%             | Revenue Per Vehicle | $6.235 | $6.187 | -0.8%             |
## MTA BRIDGES AND TUNNELS
### JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
#### TOTAL POSITIONS BY FUNCTION AND DEPARTMENT

<table>
<thead>
<tr>
<th>Department</th>
<th>Mid-Year Forecast</th>
<th>Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Administration</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Executive</td>
<td>11</td>
<td>5</td>
<td>6</td>
<td>6 Professional vacancies</td>
</tr>
<tr>
<td>Law (1)</td>
<td>16</td>
<td>15</td>
<td>1</td>
<td>1 Professional vacancy</td>
</tr>
<tr>
<td>CFO (2)</td>
<td>25</td>
<td>24</td>
<td>1</td>
<td>4 Managerial vacancies and 3 Professional overages</td>
</tr>
<tr>
<td>Administration (3)</td>
<td>38</td>
<td>39</td>
<td>(1)</td>
<td>1 Managerial vacancy and 2 Professional overages</td>
</tr>
<tr>
<td>EEO</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1 Professional vacancy</td>
</tr>
<tr>
<td><strong>Total Administration</strong></td>
<td>92</td>
<td>84</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Management</td>
<td>43</td>
<td>36</td>
<td>7</td>
<td>4 Managerial and 3 Professional vacancies</td>
</tr>
<tr>
<td>Operations (Non-Security)</td>
<td>543</td>
<td>447</td>
<td>96</td>
<td>29 Managerial vacancies, 2 Professional vacancies, and 65 BTO vacancies</td>
</tr>
<tr>
<td><strong>Total Operations</strong></td>
<td>586</td>
<td>483</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td><strong>Maintenance</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance</td>
<td>207</td>
<td>204</td>
<td>3</td>
<td>5 Professional vacancies and 2 Maintainer overages</td>
</tr>
<tr>
<td>Operations - Maintainers</td>
<td>175</td>
<td>175</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Total Maintenance</strong></td>
<td>382</td>
<td>379</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td><strong>Engineering/Capital</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engineering &amp; Construction</td>
<td>192</td>
<td>157</td>
<td>35</td>
<td>4 Managerial and 31 Professional vacancies</td>
</tr>
<tr>
<td>Safety &amp; Health</td>
<td>10</td>
<td>8</td>
<td>2</td>
<td>1 Managerial and 1 Professional vacancy</td>
</tr>
<tr>
<td>Law (1)</td>
<td>22</td>
<td>18</td>
<td>4</td>
<td>4 Professional vacancies</td>
</tr>
<tr>
<td>CFO-Planning &amp; Budget Capital</td>
<td>29</td>
<td>20</td>
<td>9</td>
<td>4 Managerial and 5 Professional vacancies</td>
</tr>
<tr>
<td><strong>Total Engineering/Capital</strong></td>
<td>253</td>
<td>203</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td><strong>Public Safety</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations (Security)</td>
<td>232</td>
<td>232</td>
<td>-</td>
<td>4 Managerial and 4 Professional vacancies</td>
</tr>
<tr>
<td>Internal Security - Operations</td>
<td>44</td>
<td>36</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>Total Public Safety</strong></td>
<td>276</td>
<td>268</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td>1,589</td>
<td>1,417</td>
<td>172</td>
<td></td>
</tr>
<tr>
<td>Non-Reimbursable</td>
<td>1,502</td>
<td>1,330</td>
<td>172</td>
<td></td>
</tr>
<tr>
<td>Reimbursable</td>
<td>87</td>
<td>87</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Total Full-Time</strong></td>
<td>1,589</td>
<td>1,417</td>
<td>172</td>
<td></td>
</tr>
</tbody>
</table>

(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 - 2017 MID-YEAR FORECAST  
TOTAL POSITIONS BY FUNCTION AND OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
October 2017

<table>
<thead>
<tr>
<th>Function</th>
<th>Mid-Year Forecast</th>
<th>Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
</tr>
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<tbody>
<tr>
<td><strong>Administration</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>28</td>
<td>23</td>
<td>5</td>
<td>4 vacancies in CFO and 1 vacancy in Administration</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
<td>64</td>
<td>61</td>
<td>3</td>
<td>6 vacancies in Executive, 1 vacancy in EEO and 1 in Law, 3 overages in CFO and 2 in Admin</td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>-</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Administration</strong></td>
<td>92</td>
<td>84</td>
<td>8</td>
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</tr>
<tr>
<td><strong>Operations</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>207</td>
<td>174</td>
<td>33</td>
<td>29 vacancies in Operations and 4 in Revenue Management</td>
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<tr>
<td>Professional, Technical, Clerical</td>
<td>43</td>
<td>38</td>
<td>5</td>
<td>3 vacancies in Revenue Management and 2 in Operations</td>
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<tr>
<td>Operational Hourlies(^1)</td>
<td>336</td>
<td>271</td>
<td>65</td>
<td>65 BTO vacancies in Operations</td>
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<td><strong>Total Operations</strong></td>
<td>586</td>
<td>483</td>
<td>103</td>
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<tr>
<td><strong>Maintenance</strong></td>
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<tr>
<td>Managers/Supervisors</td>
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<tr>
<td>Professional, Technical, Clerical</td>
<td>20</td>
<td>15</td>
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<td>5 vacancies in Maintenance</td>
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<td>Operational Hourlies(^2)</td>
<td>343</td>
<td>345</td>
<td>(2)</td>
<td>2 Maintainer overages in Maintenance</td>
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<td>379</td>
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<td><strong>Engineering/Capital</strong></td>
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<td>Managers/Supervisors</td>
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<td>49</td>
<td>9</td>
<td>4 vacancies in Engineering, 4 in CFO, and 1 in Safety and Health</td>
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<td>Professional, Technical, Clerical</td>
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<td>154</td>
<td>41</td>
<td>31 vacancies in Engineering, 5 in CFO, 4 in Law, and 1 in Safety and Health</td>
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<tr>
<td>Operational Hourlies</td>
<td>-</td>
<td>-</td>
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<td><strong>Total Engineering/Capital</strong></td>
<td>253</td>
<td>203</td>
<td>50</td>
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<td><strong>Public Safety</strong></td>
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<tr>
<td>Managers/Supervisors</td>
<td>46</td>
<td>42</td>
<td>4</td>
<td>4 vacancies in Internal Security</td>
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<tr>
<td>Professional, Technical, Clerical</td>
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<td>30</td>
<td>4</td>
<td>4 vacancies in Internal Security</td>
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<td>Operational Hourlies(^3)</td>
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<td>196</td>
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<td><strong>Total Public Safety</strong></td>
<td>276</td>
<td>268</td>
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<td><strong>Total Positions</strong></td>
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<tr>
<td>Managers/Supervisors</td>
<td>358</td>
<td>307</td>
<td>51</td>
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<tr>
<td>Professional, Technical, Clerical</td>
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<td>298</td>
<td>58</td>
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<tr>
<td>Operational Hourlies</td>
<td>875</td>
<td>812</td>
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<td><strong>Total Positions</strong></td>
<td>1,589</td>
<td>1,417</td>
<td>172</td>
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</tr>
</tbody>
</table>

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

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

\(^3\) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.
## MTA BRIDGES AND TUNNELS
### MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
#### OCTOBER 2017 YEAR-TO-DATE
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>October Year-to-Date</th>
<th>Favorable(U unfavora ble) Variance</th>
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<tr>
<td></td>
<td>Mid-Year Forecast</td>
<td>November Forecast</td>
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<td>$</td>
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<tr>
<td>Total Revenue</td>
<td>1,613.770</td>
<td>1,609.515</td>
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<td>Investment Income</td>
<td>0.825</td>
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<td>Total Revenue without Investment Income</td>
<td>1,612.946</td>
<td>1,608.647</td>
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<tr>
<td>Total Expenses before Non-Cash Liability Adjs</td>
<td>417.465</td>
<td>401.504</td>
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<tr>
<td>Depreciation</td>
<td>111.364</td>
<td>128.967</td>
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<tr>
<td>Other Post-Employment Benefits</td>
<td>59.860</td>
<td>59.860</td>
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<tr>
<td>Environmental Remediation</td>
<td>0.000</td>
<td>0.000</td>
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<tr>
<td>Total Expenses after Non-Cash Liability Adjs</td>
<td>588.688</td>
<td>590.331</td>
</tr>
<tr>
<td>Less: Depreciation</td>
<td>111.364</td>
<td>128.967</td>
</tr>
<tr>
<td>Less: Other Post-Employment Benefits</td>
<td>59.860</td>
<td>59.860</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>417.465</td>
<td>401.504</td>
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<tr>
<td>Net Income/(Deficit)</td>
<td>1,196.306</td>
<td>1,208.011</td>
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<tr>
<td>Net Income without Investment Income</td>
<td>1,195.481</td>
<td>1,207.143</td>
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</table>

Note: Totals may not add due to rounding
MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2017 YEAR-TO-DATE
($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Favorable/(Unfavorable)</th>
<th>Variance Explanation</th>
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<td>Percent</td>
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<td>Total Expenses</td>
<td>$12.843</td>
<td>3.2</td>
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</table>

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee
# Staff Summary

**Subject**
B&T 2018 Budget and 2018-2021 Financial Plan Adoption

**Department**
Office of the Chief Financial Officer

**Department Head Name**
Mildred Chua

**Department Head Signature**

**Project Manager Name**
Dore Abrams

## Board Action

<table>
<thead>
<tr>
<th>Order</th>
<th>To</th>
<th>Date</th>
<th>Approval</th>
<th>Info</th>
<th>Other</th>
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<td>1</td>
<td>B&amp;T Committee</td>
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<tr>
<td>2</td>
<td>Finance Committee</td>
<td>12/11/17</td>
<td>X</td>
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<tr>
<td>3</td>
<td>MTA Board</td>
<td>12/13/17</td>
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## Internal Approvals

<table>
<thead>
<tr>
<th>Order</th>
<th>Approval</th>
<th>Order</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>President</td>
<td>1</td>
<td>VP &amp; Chief Financial Officer</td>
</tr>
<tr>
<td></td>
<td>Executive Vice President</td>
<td></td>
<td>VP Procurement &amp; Materials</td>
</tr>
<tr>
<td></td>
<td>General Counsel</td>
<td></td>
<td>VP Labor Relations</td>
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<tr>
<td></td>
<td>VP Operations</td>
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<td>VP &amp; Chief Engineer</td>
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</tbody>
</table>

### Internal Approvals (cont.)

<table>
<thead>
<tr>
<th>Approval</th>
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</thead>
<tbody>
<tr>
<td>VP Safety &amp; Health</td>
<td></td>
<td>VP &amp; Chief of Staff</td>
</tr>
<tr>
<td>VP &amp; Chief Security Officer</td>
<td></td>
<td>VP Maintenance &amp; Operations Support</td>
</tr>
</tbody>
</table>

**Date**
December 4, 2017

**Vendor Name**

**Contract Number**

**Contract Manager Name**

**Table of Contents Ref #**

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**PURPOSE:**
To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2017 November Forecast, 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021.

**DISCUSSION:**
The 2018 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to the metropolitan New York region. The baseline projections exclude the estimated impacts from projected toll increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

B&T estimates that for 2017 and 2018 combined, $2,727.7 million will be provided in baseline net operating income.

**2017 NOVEMBER FORECAST-BASELINE**
The 2017 November Forecast projects $1,926.3 million in non-reimbursable revenues, of which $1,906.4 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be $545.6 million, consisting of $255.2 million in labor expenses and $290.4 million in non-labor expenses. Total Support to Mass Transit is projected to be over $1.039 billion. Reimbursable revenue and expenses are both forecast at $23.9 million. Total end-of-year positions are projected at 1,589, including 1,502 non-reimbursable positions and 87 reimbursable positions.
2018 FINAL PROPOSED BUDGET-BASELINE

The 2018 Final Proposed Budget projects $1,943.4 million in non-reimbursable revenues, of which $1,923.2 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be $596.4 million, consisting of $278.3 million in labor expenses and $318.1 million in non-labor expenses. Total Support to Mass Transit is projected to be nearly $1.020 billion. Reimbursable revenue and expenses are both forecast at $23.6 million. Total end-of-year positions are projected at 1,589, including 1,502 non-reimbursable positions and 87 reimbursable positions.

MAJOR PROGRAMMATIC INITIATIVES

- **New York Crossings Project (NYCP)** - Major components of this initiative include:
  - Open Road Tolling (ORT): ORT significantly enhances traffic flow, reduces congestion and decreases commute times, making it easier for New Yorkers to get where they need to go. Sensors and cameras are suspended over the highway on structures called gantries and vehicles are not required to stop. ORT began rolling out in November 2016 at the Henry Hudson Bridge, continued throughout 2017 with implementation at the Hugh L. Carey Tunnel, the Queens Midtown Tunnel, the RFK Bridge and the Verrazano-Narrows Bridge, and was completed on September 30th when both the Throgs Neck Bridge and the Bronx-Whitestone Bridge went live. ORT is now fully functional at all B&T facilities and this was achieved three months ahead of the original implementation schedule.
  - The implementation of Open Road Tolling (ORT) has resulted in the need for a more structured approach in capturing MTA B&T’s Total Cost of Ownership (TCO) for the new assets, systems and equipment that are now operational across the facilities. Best practice asset management principles aligned with operational goals and the overall strategic vision for MTA B&T’s new business model for cashless toll collection provides a consistent approach and roadmap to ensuring sustainability of the agency across all aspects of the business and integrating the various departmental perspectives including safety, security, operations, engineering, maintenance, finance, law, procurement and administration.
  - Collaborative initiatives with New York State agencies that significantly enhance B&T’s safety and security efforts. Security teams have been combined with traffic enforcement at crossings and new operating protocols have been developed across agencies.

- **Programs to Increase E-ZPass Usage**
  - **Marketing** efforts promoting the savings and convenience of E-ZPass include a major media campaign on TV, radio and print supported by an informational campaign on MTA.info, social media and travel-related mobile sites, as well as direct marketing in facility specific communities through handouts, door hangers, and pop-ups at community events.
  - **MTA Reload Card** has made it significantly easier for customers to replenish their E-ZPass account with cash. To date, more than 171,000 cards have been issued to customers and approximately 20% of total cash replenishments are currently made using the reload cards.
  - **E-ZPass Pay Per Trip** enables customers to set up an E-ZPass account without a pre-paid balance by debiting their checking account through an Automated Clearinghouse (ACH) deduction on days when tolls are posted. To date, over 107,000 account holders have signed up for this program.
IMPACT ON FUNDING
The 2017 November Forecast, the 2018 Final Proposed Budget, and the Four-Year Financial Plan 2018-2021, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

RECOMMENDATION
It is recommended that the MTA Board adopt the 2017 November Forecast, the 2018 Final Proposed Budget, and the Four-Year Financial Plan for 2018-2021 for MTA Bridges and Tunnels.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.
# Accrual Statement of Operations By Category

($ in millions)

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Reimbursable</strong></td>
<td></td>
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<tr>
<td>Operating Revenue</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Toll Revenue</td>
<td>$1,869.693</td>
<td>$1,906.354</td>
<td>$1,923.208</td>
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<td>18.936</td>
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<td>Investment Income</td>
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<td>Electric Power</td>
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<td>Maintenance and Other Operating Contracts</td>
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<td>$0.000</td>
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<td><strong>Total Expenses Before Depreciation and GASB Adj.</strong></td>
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<td>Total Expenses After Depreciation and GASB Adj.</td>
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**Accrual Statement of Operations By Category**

($ in millions)

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MTA BRIDGES AND TUNNELS  
November Financial Plan 2018 - 2021  
Accrual Statement of Operations By Category ($ in millions)

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<td>$1,916.749</td>
<td>$1,950.175</td>
<td>$1,966.960</td>
<td>$1,981.168</td>
<td>$1,990.593</td>
<td>$1,998.330</td>
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</table>

| **Operating Expense**    |             |                        |                           |      |      |      |
| **Labor:**               |             |                        |                           |      |      |      |
| Payroll                  | $128.259    | $136.799               | $154.650                  | $160.664 | $160.686 | $163.384 |
| Overtime                 | 25.030      | 30.745                 | 28.806                    | 29.386       | 29.975       | 30.576       |
| Pension                  | 44.692      | 41.360                 | 39.648                    | 39.707       | 38.992       | 39.744       |
| Other Fringe Benefits    | 21.483      | 19.349                 | 20.748                    | 22.710       | 23.503       | 23.721       |
| Reimbursable Overhead    | 0.000       | 0.000                  | 0.000                     | 0.000        | 0.000        | 0.000        |
| **Total Labor Expenses** | $264.505    | $279.078               | $301.910                  | $311.785     | $315.114     | $322.162     |

| **Non-Labor:**           |             |                        |                           |      |      |      |
| Electric Power           | $5.803      | $5.184                 | $7.027                    | $7.134        | $7.559        | $7.966        |
| Fuel                    | 1.362       | 1.762                  | 1.882                     | 1.897        | 2.411        | 2.573        |
| Claims                  | 0.046       | 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        |
| Maintenance and Other Operating Contracts | 132.537  | 183.797               | 216.103                   | 218.577     | 222.753      | 235.250      |
| Professional Services Contracts | 32.250  | 47.544                 | 40.177                    | 39.745       | 41.042       | 40.326       |
| Other Business Expenses  | 31.299      | 35.651                 | 36.743                    | 37.541       | 38.634       | 39.546       |
| **Total Non-Labor Expenses** | $221.418  | $290.422               | $318.069                  | $322.414     | $330.845     | $343.095     |

| **Other Expense Adjustments:** |             |                        |                           |      |      |      |
| Other Expense Adjustments | $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       |

| **Total Expenses Before Depreciation and GASB Adj.** | $485.923 | $569.499 | $619.979 | $634.199 | $645.959 | $665.257 |
| **Depreciation** | $135.035 | $150.000 | $136.766 | $146.300 | $156.499 | $167.409 |
| **OPEB Liability Adjustment** | 67.289 | 71.832 | 75.424 | 79.195 | 83.155 | 87.321 |
| **Environmental Remediation** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| **Total Expenses After Depreciation and GASB Adj.** | $681.399 | $803.159 | $847.411 | $876.878 | $905.613 | $941.429 |
| **Less: Depreciation** | 135.035 | 150.000 | 136.766 | 146.300 | 156.499 | 167.409 |
| **Less: OPEB Liability Adjustment** | 67.289 | 71.832 | 75.424 | 79.195 | 83.155 | 87.321 |
| **Less: GASB 68 Pension Exp Adjustment** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| **Total Expenses** | $485.923 | $569.499 | $619.979 | $634.199 | $645.959 | $665.257 |

| **Net Surplus/(Deficit)** | $1,430.826 | $1,380.675 | $1,346.980 | $1,346.969 | $1,344.634 | $1,333.074 |
## Accrual Statement of Operations by Category

($ in millions)

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<tr>
<th></th>
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<th></th>
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<td><strong>Non-Reimbursable / Reimbursable</strong></td>
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<tr>
<td>Net Surplus/(Deficit)</td>
<td>$1,430.826</td>
<td>$1,380.675</td>
<td>$1,346.980</td>
<td>$1,346.969</td>
<td>$1,344.634</td>
<td>$1,333.074</td>
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<tr>
<td><strong>Deductions from Income:</strong></td>
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<td>B&amp;T Capital Reserves</td>
<td>27.505</td>
<td>27.515</td>
<td>27.961</td>
<td>28.573</td>
<td>29.370</td>
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<td>$502.213</td>
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<td>Total Revenue</td>
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<td>$1,990.593</td>
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<td><strong>Net Operating Income:</strong></td>
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### 2017 Budget Reduction Plan Summary

($ in millions)

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**MTA BRIDGES AND TUNNELS**

November Financial Plan 2018-2021

2017 Budget Reduction Plan Summary

Favorable/(Unfavorable)
## MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021

### Ridership (Utilization)
(in millions)

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<th>November Forecast</th>
<th>Final Proposed Budget</th>
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### TRAFFIC VOLUME

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### TOLL REVENUE

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</table>

(1) Includes Legal and Procurement staff.
(2) Includes Controller and Operating Budget staff.
(3) Includes Human Resources and Administration staff.
## MTA BRIDGES AND TUNNELS

November Financial Plan 2018 - 2021

Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

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<td>1,591</td>
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</tr>
</tbody>
</table>

(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.
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 November, 7 commitments were made with a total value of $1.5 million compared to the plan calling for 9 commitments with a total value of $58.9 million from the 2017 Plan (See Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan).

No commitment was made against the 2016 Commitment Plan in November (See Attachment 9, 2016 Commitment Plan).

Year-to-date, 158 commitments have been made with a total value of $503.7 million against a plan calling for 80 commitments with a total value of $485.9 million from the 2017 plan. Additionally, 15 commitments have been made with a total value of $33.4 million from the 2016 plan against a plan calling for 19 commitments with a value of $36.9 million from the 2016 plan.

In aggregate, 173 commitments totaling $537.1 million have been made to date, against a plan of 99 commitments with a total value of $522.8 million.

Completions
Project D602BB54, Replacement of Brooklyn Plaza Structural slab was completed in November for $18.6 million.

Year-to-date 11 projects have been completed for $545.0 million against a plan of 9 projects totaling $510.1 million accomplishing 106.8% of the year to date goal (See Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan).

Close-outs
There were 11 task level closeouts for $5.1 million in November. Year-to-date there were 93 task level closeouts for $173.1 million. (See Attachment 6 – 2017 Task Level Closeouts).

Award Date Changes for Remaining Commitments
D704RK07, Electrical / Mechanical Rehabilitation Design/Build of Harlem River Lift Span planned for award in November for $17.0 million is now forecast for January 2018. Design/Build team selection is in progress.

D701VN34, Main Cable and Senser Rope Testing-Phase 1 Design/Build planned for award in November for $33.7 million is now forecast for December. Design/Build proposals are under review.
MTA Bridges and Tunnels
Commitments as of November 30, 2017

2017 Budget Goal: $490.8
2017 Annual Forecast: $646.9
YTD Goal: $485.9
YTD Actual: $503.7 (103.7% of YTD Goal)
YTD Budgeted Value: $441.4 (90.8% of YTD Goal)
Left to Commit: $143.1
### MTA Bridges and Tunnels: Status of Major Commitments as of November 30, 2017

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<th>Project</th>
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<th>Actual / Forecast</th>
<th>Budgeted Value</th>
<th>2017 Goal</th>
<th>Advertisement Date</th>
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<td>$66.0</td>
<td>Apr-17</td>
<td>Feb-16</td>
<td>May-17</td>
<td>A  1</td>
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<tr>
<td>D704BW39 Install Electronic Monitoring &amp; Detection Systems</td>
<td>$23.0</td>
<td>$23.0</td>
<td>$23.0</td>
<td>Jul-17</td>
<td>Apr-16</td>
<td>Dec-17</td>
<td>F  2</td>
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<tr>
<td>D704RK60 Install Electronic Monitoring &amp; Detection Systems</td>
<td>$34.3</td>
<td>$34.3</td>
<td>$34.3</td>
<td>Jul-17</td>
<td>Apr-16</td>
<td>Dec-17</td>
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<tr>
<td>D701RK22 Interim Repairs - FDR Ramp</td>
<td>$20.0</td>
<td>$20.0</td>
<td>$20.0</td>
<td>Sep-17</td>
<td>Aug-17</td>
<td>Dec-17</td>
<td>F  3</td>
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<td>D704RK07 Electrical/Mechanical Rehab of HR Lift Span</td>
<td>$17.0</td>
<td>$17.0</td>
<td>$17.0</td>
<td>Nov-17</td>
<td>Jan-17</td>
<td>Jan-18</td>
<td>F  5</td>
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<tr>
<td>D701VN34 Main Cable &amp; Suspender Rope Testing - Phase 1</td>
<td>$33.7</td>
<td>$33.7</td>
<td>$33.7</td>
<td>Nov-17</td>
<td>Mar-17</td>
<td>Dec-17</td>
<td>F  4</td>
</tr>
</tbody>
</table>

1. Construction task will be procured through on-call construction contracts or change orders to existing capital projects.
2. Additional time is required to respond to questions from interested Design/Build teams.
3. The design package took longer than anticipated, hence pushing the construction forecast start date out by two months. Actual advertisement date for D701RK22 was August.
4. Actual advertisement date for D701VN34 was March.
5. Design/Build teams requested additional time to review RFP documents.
2017 Budget Goal: $527.9
2017 Annual Forecast: $552.6
YTD Goal: $510.2
YTD Actual: $545.0 (106.8% of YTD Goal)
Left to Complete: $7.7

MTA Bridges and Tunnels
Completions as of November 30, 2017

2017 GOAL

2017 ACTUAL/FORECAST
### MTA Bridges and Tunnels: Status of Major Completions as of November 30, 2017

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget ($ in Millions)</th>
<th>Actual / Forecast*</th>
<th>Physical % Complete</th>
<th>% Contingency Spent</th>
<th>Completion Date</th>
<th>Notes</th>
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<tbody>
<tr>
<td>D601VN35</td>
<td>Steel Repair &amp; Concrete Rehab. &amp; Drainage Systems</td>
<td>$11,064,339</td>
<td>$11,064,339</td>
<td>99%</td>
<td>0%</td>
<td>Jun-17</td>
</tr>
<tr>
<td>D602VN80</td>
<td>Replace Upper Level Suspended Span; VN80C: Bus/HOV Access Improvement</td>
<td>$84,780,020</td>
<td>$84,780,020</td>
<td>99%</td>
<td>80%</td>
<td>Jun-17</td>
</tr>
<tr>
<td>D607VN35</td>
<td>Paint - Brooklyn &amp; Staten Island Lower Level Ramps</td>
<td>$15,893,313</td>
<td>$15,893,313</td>
<td>99%</td>
<td>0%</td>
<td>Jun-17</td>
</tr>
<tr>
<td>D601RK23</td>
<td>Miscellaneous Rehab - Manhattan Approach Ramps</td>
<td>$102,947,301</td>
<td>$102,947,301</td>
<td>95%</td>
<td>57%</td>
<td>Oct-17</td>
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<tr>
<td>D602VN80</td>
<td>VN80B Replace Upper Level Suspended Span</td>
<td>$243,929,977</td>
<td>$243,929,977</td>
<td>96%</td>
<td>95%</td>
<td>Nov-17</td>
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<tr>
<td>D607VN80</td>
<td>Paint - Upper Level Superstructure</td>
<td>$32,908,184</td>
<td>$32,908,184</td>
<td>96%</td>
<td>0%</td>
<td>Nov-17</td>
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<tr>
<td>ED010324</td>
<td>MPB / CBB Master Plan &amp; Resiliency Needs (CB-24)</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
<td>90%</td>
<td>0%</td>
<td>Dec-17</td>
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* Forecast is equal to the project's most recently validated estimate at completion (EAC).

Note: 1: Additional time required for structural data collection and traffic analysis
<table>
<thead>
<tr>
<th>Project ID (ACEP)</th>
<th>Project Description</th>
<th>Type</th>
<th>Goal End Date</th>
<th>Goal Value</th>
<th>Budgeted Value</th>
<th>Actual End Date</th>
<th>Actual Value</th>
<th>Forecast End Date</th>
<th>Forecast Value</th>
<th>Actual Value</th>
<th>Goal Value</th>
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<tr>
<td>ED050301</td>
<td>Flood Mitigation-Relocate Rev Equip -VN</td>
<td>Construction</td>
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<td>ED040303</td>
<td>Flood Mitigation-Generator at GIVB</td>
<td>Construction</td>
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<td>$4,964,711</td>
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<td>D601VN35</td>
<td>Steel Repair &amp; Concrete Rehab. &amp; Drainage Systems</td>
<td>Construction</td>
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<td>$11,064,339</td>
<td>$11,064,339</td>
<td>May-17</td>
<td>$11,064,339</td>
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<td>D602VN80</td>
<td>Replace Upper Level Suspended Span; VN80C: Bus HOV Access Improvements</td>
<td>Construction - Sub-Project VN80C</td>
<td>Jun-17</td>
<td>$84,780,020</td>
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<td>May-17</td>
<td>$84,780,020</td>
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<td>D607VN35</td>
<td>Paint - Brooklyn &amp; Staten Island Lower Level Ramps</td>
<td>Construction</td>
<td>Jun-17</td>
<td>$15,893,313</td>
<td>$15,893,313</td>
<td>May-17</td>
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<td>D607RK65</td>
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<td>Construction - Sub-Project RK44</td>
<td>Sep-17</td>
<td>$6,082,621</td>
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<tr>
<td>D601RK23</td>
<td>Miscellaneous Rehab - Manhattan Approach Ramps</td>
<td>Construction</td>
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<td>$102,947,301</td>
<td>$102,947,301</td>
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<tr>
<td>D602VN80</td>
<td>VN80B Replace Upper Level Suspended Span</td>
<td>Construction - Sub-Project VN80B</td>
<td>Nov-17</td>
<td>$243,929,977</td>
<td>$243,929,977</td>
<td>May-17</td>
<td>$243,929,977</td>
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<tr>
<td>D607VN80</td>
<td>Paint - Upper Level Superstructure</td>
<td>Construction</td>
<td>Nov-17</td>
<td>$32,908,184</td>
<td>$32,908,184</td>
<td>May-17</td>
<td>$32,908,184</td>
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<td>D602VN84</td>
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<td>Design</td>
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<td>MPB / CBB Master Plan &amp; Resiliency Needs (CB-24)</td>
<td>Design</td>
<td>Dec-17</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
<td>Mar-18</td>
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**Unplanned Completions**

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<th>Goal Value</th>
<th>Budgeted Value</th>
<th>Actual End Date</th>
<th>Actual Value</th>
<th>Forecast End Date</th>
<th>Forecast Value</th>
<th>Actual Value</th>
<th>Goal Value</th>
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<tr>
<td>D601QM18</td>
<td>Entrance and Exit Plazas Structural Rehabilitation</td>
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<td>D602BB54</td>
<td>Replacement Brooklyn Plaza Structural Slab</td>
<td>Construction</td>
<td>Nov-17</td>
<td>$16,638,132</td>
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**Grand Total:**

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<tr>
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<th>Budgeted Value</th>
<th>Actual Value</th>
<th>Forecast Value</th>
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<td>$562,978,890</td>
<td>$544,956,105</td>
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<td>TASK DESCRIPTION</td>
<td>CLOSEOUT WAR</td>
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<td>D701RK19</td>
<td>Seismic/ Wind Retrofit &amp; Structural Rehabilitation Phase I</td>
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<td>Substructure &amp; Underwater Scour Protection</td>
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<td>SBMP-MP06-B-Construction South Abutment</td>
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<td>D502TB64</td>
<td>Replace Deck-Randalls Island Viaduct</td>
<td>D02935</td>
<td>RK75 CM Repairs Queens-Manhattan (GFM474 #69)</td>
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<td>CM-Safety Flag Repairs (PSC-06-2849C)</td>
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<td>Crs.- Suspendor Rope Shielding</td>
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<td>2017 Program Adm F/A(TBTA-D1842)</td>
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<td>D704HH13</td>
<td>Replacement of Facility Lighting System</td>
<td>D03361</td>
<td>Replacement of Facility Lighting System</td>
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<tr>
<td>D606AW22</td>
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<td>Independent Design-Build Review BW397RK60</td>
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<tr>
<td>D602BW89</td>
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<td>D02600</td>
<td>Construction Support Services (PSC-06-2810)</td>
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<td>D602TN82</td>
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<td>TNB2B-Construction Administration (PSC-10-2888)</td>
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<td>D607TN82</td>
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<td>D402BW89</td>
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<td>D01169</td>
<td>BW98C-Design Phase II- Queens Approach (PSC-06-2810)</td>
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<td>D603AW36</td>
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<td>D701RK20</td>
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Unplanned Commitments

| D706AW28 | Scope Development | D03862 | Scope Dev-HH14 (PSC-12-2891L/WO #92) | Jan-17 | $195,828 |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03920 | ORT-RFK Kapsch 07-IAG-2782A | Feb-17 | $193,344 |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03929 | ORT-CBB Kapsch 07-IAG-2782A | Jan-17 | $95,333  |
| D706AW28 | Scope Development | D03922 | RKbx Trss Span Fire Vul (PSC-12-2891L/WO90) | Jan-17 | $102,263 |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03944 | TEB Protection - Design QA | Feb-17 | $4,070  |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03945 | TEB Protection - Construction QA | Feb-17 | $11,510 |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03867 | ORT BBT Transitt | Feb-17 | $83,173  |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03928 | ORT-MPB Kapsch 07-IAG-2782A | Feb-17 | $97,267  |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03931 | ORT-BWB Kapsch 07-IAG-2782A | Feb-17 | $111,938 |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03932 | ORT-TNB Kapsch 07-IAG-2782A | Feb-17 | $121,154 |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03933 | ORT-VNB Kapsch 07-IAG-2782A | Feb-17 | $153,236 |
| D703HM88 | Toll Plaza & Southbound Approach Reconstruction | D03941 | Dsgn for OHVD Syst-BBT(PSC15-2980B/WO#3) | Mar-17 | $208,837 |
| D703HM88 | Toll Plaza & Southbound Approach Reconstruction | D03943 | ORT-PM Const F/A | Mar-17 | $680,000 |

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<td>Operations Command Center Rehab/Replacement</td>
<td>D04153</td>
<td>Furniture Purchase - Exemplisco</td>
<td>Nov-17</td>
<td>$20,010</td>
<td>$20,010</td>
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# MTA Bridges and Tunnels: Status of 2016 Major Commitments as of November 30, 2017

<table>
<thead>
<tr>
<th>Project</th>
<th>Budget ($ in Millions)</th>
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<tr>
<td></td>
<td>2016 Goal</td>
<td>Actual / Forecast*</td>
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<tr>
<td>D704RK21</td>
<td>Installation of Fire Standpipe &amp; Upgrade of Fire Protection System</td>
<td>$17.0</td>
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## 2016 Capital Milestone Back-Up - Project Awards

<table>
<thead>
<tr>
<th>ACCEP</th>
<th>Project Description</th>
<th>IMPACT Task</th>
<th>Task Description</th>
<th>Original Start Date</th>
<th>Goal Start Date</th>
<th>Goal Value</th>
<th>Budget Value</th>
<th>Actual Start Date</th>
<th>Actual Value</th>
<th>Forecast Start Date</th>
<th>Forecast Value</th>
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<tbody>
<tr>
<td>D701HH89</td>
<td>Skewback Retrofit</td>
<td>D03522</td>
<td>Constr. Quality Oversite PSC-15-2973 wo4</td>
<td>Dec-16</td>
<td>Jan-17</td>
<td>$2,328,548</td>
<td>$2,328,548</td>
<td>Jan-17</td>
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<tr>
<td>D703HH88</td>
<td>Reconstruction of Toll Plazas and Southbound Approach</td>
<td>D03793</td>
<td>Construction Adm.(PSC-16-2986)</td>
<td>Nov-16</td>
<td>Jan-17</td>
<td>$7,095,465</td>
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<td>D704HH13</td>
<td>Replacement of Facility Lighting System</td>
<td>D03780</td>
<td>Construction Adm.(PSC-16-2986)</td>
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<td>D704RK21</td>
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<td>D03396</td>
<td>Constr. QC and Admin. (PSC-15-2973)</td>
<td>Nov-16</td>
<td>Jan-17</td>
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**Jan-17 Total** | **$10,869,355** | **$10,110,226**

| D701BW07 | Fender protection around Tower Piers (Const) | D03608 | 10% Design & D/B RFP Development | Jun-16 | Feb-17 | $1,500,000 | $1,500,000 | May-17 | $73,270 |
| D704BW32 | Installation of Fire Standpipe Connections | D03545 | 10% Design & RFP Dev. | Jun-16 | Feb-17 | $200,000 | $200,000 | May-17 | $210,000 |
| D704RK21 | Installation of Fire Standpipe & Upgrade of Fire Protection System | D03397 | Design/Build | Dec-16 | Feb-17 | $17,043,254 | $17,043,254 | Mar-17 | $19,425,000 |

**Feb-17 Total** | **$18,743,254** | **$18,743,254**

| D701CB18 | CB scour protect/repair/pri/CB/Pir Fender Sys | D03569 | PM Design F/A & D/B RFP Dev. | Jul-16 | Mar-17 | $609,901 | $609,901 | Jul-17 | $609,901 |
| D704BW39 | Install Electronic Monitoring & Detection Systems | D03558 | PM Const/F/A | Aug-16 | Mar-17 | $1,000,000 | $1,000,000 | May-17 | $250,000 |
| D704RK60 | Install Facility-wide Electronic Monitoring & Detection Systems | D03647 | PM Construction F/A | Aug-16 | Mar-17 | $1,000,000 | $1,000,000 | May-17 | $250,000 |
| D701RK20 | Main Bridge Cable Inspection and Rehabilitation | D03607 | PM Design F/A | Sep-16 | Mar-17 | $865,929 | $865,929 | Mar-17 | $750,243 |

**Mar-17 Total** | **$3,475,830** | **$3,475,830**

| D704HC30 | Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs. | D03705 | PM Design F/A & D/B RFP Dev. | Sep-16 | Apr-17 | $200,000 | $200,000 | Aug-17 | $210,881 |
| D704HC64 | Brooklyn Service Building Electrical Rehab. | D03735 | PM Design F/A & D/B RFP Dev. | Sep-16 | Apr-17 | $224,973 | $224,973 | Jul-17 | $224,973 |
| D704QM91 | Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs. | D03571 | PM Design F/A & D/B RFP Dev. | Sep-16 | Apr-17 | $200,000 | $200,000 | Aug-17 | $251,492 |
| D707VN49 | Painting of Suspended Span Upper & Lower Level Steel & Truss | D03827 | In-House Design F/A | Oct-16 | Apr-17 | $285,000 | $285,000 | Oct-17 | $247,073 |

**Apr-17 Total** | **$909,973** | **$909,973**

| D603AW35 | Replacement of Weather Information Systems | D02480 | 3rd Pty-Furnish/install | Jun-17 | Dec-17 | $1,871,967 | $1,871,967 | Dec-17 | $1,871,967 |
| D603AW35 | Replacement of Weather Information Systems | D03326 | Capital Materials Purchase | Jun-17 | | $25,000 | $25,000 | | Dec-17 | $25,000 |

**Jun-17 Total** | **$1,896,967** | **$1,896,967**

| D705RK58 | Rehabilitation of the Robert Moses Bldg and Ancillary Facilities | D03639 | PM Design F/A | Sep-17 | Dec-17 | $800,000 | $800,000 | Dec-17 | $800,000 |
| D704RK21 | Installation of Fire Standpipe & Upgrade of Fire Protection System | D03398 | Operations F/A | Sep-17 | Dec-17 | $243,331 | $243,331 | Dec-17 | $243,331 |

**Sep-17 Total** | **$1,043,331** | **$1,043,331**

| D701CB18 | CB scour protect/repair/pri/CB/Pir Fender Sys | D03569 | PM Design F/A & D/B RFP Dev. | Jul-16 | Dec-17 | $1,871,967 | $1,871,967 | Dec-17 | $1,871,967 |

**Grand Total** | **$36,938,710** | **$36,179,581**

**YTD Total** | **$33,372,188** | **Remaining $2,940,298**

**Grand Total** | **$36,312,486**
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<th>Type</th>
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<th>Goal End Date</th>
<th>Goal Value</th>
<th>Budgeted Value</th>
<th>Actual End Date</th>
<th>Actual Value</th>
<th>Forecast End Date</th>
<th>Forecast Value</th>
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<tr>
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<td>2nd Generation E-Zpass In-Lane</td>
<td>Study</td>
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<td>Mar-17</td>
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<td>Mar-17 Total</td>
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<td>$3,533,142</td>
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<td>$3,533,142</td>
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*Forecast is equal to the project's most recently validated estimate at completion (EAC).*
Procurements
December 2017
Staff Summary

Subject: Request for Authorization to Award Various Procurements

Department: Procurement

Department Head Name: M. Margaret Terry

Department Head Signature

Project Manager Name: Various

Date: 12/01/2017

Vendor Name

Contract Number

Contract Manager Name

Table of Contents Ref #

<table>
<thead>
<tr>
<th>Board Action</th>
<th>Order</th>
<th>To</th>
<th>Date</th>
<th>Approval</th>
<th>Info</th>
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<td>1</td>
<td>President</td>
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PURPOSE:
To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA B&T Committee of these procurement actions.

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

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

**Schedules Requiring Majority Vote:**

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Description</th>
<th># of Actions</th>
<th>$ Amount</th>
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<tbody>
<tr>
<td>Schedule C</td>
<td>Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)</td>
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<td>$89,048M</td>
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<tr>
<td>Schedule I</td>
<td>Modifications to Purchase &amp; Public Works Contracts</td>
<td>1</td>
<td>$6,031M</td>
</tr>
</tbody>
</table>

**SUBTOTAL** | 3 | **$95,080M**

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

**TOTAL** | 3 | **$95,080M**

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

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

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.
MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

(Revised 1/28/10)
PROCUREMENTS REQUIRING TWO-THIRDS VOTE:

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

(Staff Summaries required for items requiring Board approval)

1. Hellman Electric Corp. $71,797,700.00
   Contract No. BW-39/RK-60
   3 yr. Contract- 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 Installation of Facility Wide Monitoring and Detection Systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities.

2. American Bridge Company $17,250,000.00
   Contract No. VN-34
   2 yr. Contract- 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 Main Cable and Suspender Rope Inspection & Testing at the Verrazano-Narrows Bridge.

PROCUREMENTS REQUIRING MAJORITY VOTE:

I: Modifications to Purchase & Public Works Contracts

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

3. Kiska Construction, Inc. $6,031,460.00
   Contract No. MP-03/MP-16
   3 yr. Contract- Competitive Bid

   B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract MP-03/MP-16 for the following: (i) removal and replacement of the riser cables, conduits, rehabilitation of the motor control centers (MCC) and other electrical rehabilitations at the north and south towers of Marine Parkway-Gil Hodges Memorial Bridge (MPB) and (ii) increase the unit price quantities for five (5) unit price items.
### Staff Summary

**SUMMARY INFORMATION**

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<tr>
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<th>Contract Number</th>
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<td>Hellman Electric Corp.</td>
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<td>Design-Build Services for the Installation of Facility Wide Monitoring and Detection Systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge Facilities</td>
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<tr>
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**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 the Installation of Facility Wide Monitoring and Detection Systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities for a period of 36 Months at a cost of $71,797,700. In accordance with the MTA Design-Build Best Practice Guidance, and in order to enhance competition and defray proposal costs, this solicitation included stipends to be paid to each unsuccessful proposer in the amount of $160,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling $480,000.

**II. DISCUSSION**

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build services for the installation of facility wide monitoring and detection systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities. The work requires the design, construction and construction quality control services to install security equipment, fire/smoke detection and alarm systems at anchorages, towers, perimeter doors/hatches, undersides, fenders, tower pedestals and electrical substations along with other critical infrastructure locations at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities.
Staff Summary

The service requirements were publicly advertised; seven firms submitted qualification information and based on a review of their qualifications, four firms were deemed qualified to receive the RFP. All four firms submitted proposals: Hellman Electric Corp. (Hellman) [$73,795,200], Mass Electric Construction Company (Mass Electric) [$65,198,000], E-J Electric Installation Co. (E-J Electric) [$76,805,700] and Parsons Transportation Group of New York, Inc. (Parsons) [$79,663,021.36].

The proposals were evaluated against established criteria set forth in the RFP, including design-build technical approach, key personnel and management approach, oral presentations and proposed price. The Selection Committee unanimously recommended Hellman, the highest rated firm based on several factors. Hellman's technical proposal was considered the most thorough in determining the methodologies and choices for the digital video management system (DVMS), intelligent video analytics system (IVAS), and network systems. Hellman demonstrated the best understanding of B&T’s security concepts and incorporated a lessons learned component into their approach from a recently completed similar project for B&T. Also, they presented a thorough and innovative approach, demonstrated a strong understanding of the specification requirements and proposed a realistic schedule to work concurrently at both bridges to complete the Project on time. Hellman proposed a highly qualified team with extensive experience working together on similar work.

Hellman's price proposal was the second lowest. They demonstrated prior experience and a sound understanding for the anticipated successful completion of the Project as compared to the other competing firms. Mass Electric's technical proposal did not include sufficient details for critical project components and their proposed team did not demonstrate the same level of experience as compared to Hellman. The Parsons and E-J Electric technical proposals did not exhibit the same level of technical detail and submitted higher priced proposals as compared to Hellman. Accordingly, Hellman’s proposal is the best overall value and is deemed most advantageous to B&T as compared to the other proposers.

Hellman submitted a proposal of $73,795,200. Negotiations were conducted and the parties agreed to $71,797,700 which is 3% above the Engineer’s estimate of $69,701,796 and is considered fair and reasonable. Hellman has been determined to be a responsible design-build contractor.

III. D/M/WBE INFORMATION

MTA Department of Diversity and Civil Rights have assigned goals of 15% MBE and 15% WBE to this contract. Award will not be made until the Department of Diversity and Civil Rights’ approval is obtained. Hellman has achieved its previous MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015–2019 Capital Program under Projects BW-39/D03566 ($28,481,500) and RK-60/D03650 ($43,316,200). Funding for stipends available under D706AW22.

V. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.
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 Main Cable and Suspender Rope Inspection & Testing at the Verrazano-Narrows Bridge to American Bridge Company (ABC) for a period of twenty-four (24) months at a price of $17,250,000.

II. DISCUSSION
In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build services for Main Cable and Suspender Rope Inspection & Testing at the Verrazano-Narrows Bridge (VNB). The Work requires design, construction, construction inspection, non-destructive testing (NDT), and materials testing of the main cables and suspender ropes at the VNB to determine main cable and suspender rope factors of safety and rate of deterioration. Also, provide long term recommendations for future maintenance and monitoring of the main cables and suspender ropes.

The service requirements were publicly advertised, four firms submitted qualification information and based on a review of their qualifications, all four firms were deemed qualified to receive the RFP. All four firms submitted proposals. The design-build proposers are: ABC; Halmar International, LLC; Kiewit Infrastructure Co.; and Tutor Perini Corporation / IHI Inc., a Joint Venture. The proposals were evaluated against established criteria set forth in the RFP, including proposed
price, schedule, design-build technical approach, management approach and organizational structure. Evaluations were based on the selection criteria and oral presentations. The committee recommended ABC as the highest rated firm. The committee’s basis for the selection included: (i) proposed technical design for retrofitting suspender rope socket bearing areas, which will benefit the Authority with a better and more structurally sound design, thereby mitigating future maintenance cleaning and costs; (ii) ABC’s designer, Thornton Tomasetti has extensive experience in similar cable inspection and suspender ropes removal projects; (iii) ABC offered the most aggressive schedule, committing to achieve substantial completion within the first year; and (iv) the Committee’s consensus is that ABC’s proposal is the best overall value and is deemed most advantageous to B&T as compared to the other proposers.

ABC submitted the lowest proposal in the amount of $17,250,000. The Engineer’s estimate is $18,346,797. The other proposed prices are as follows: Kiewit Infrastructure Co. ($28,929,000); Tutor Perini Corporation / IHI Inc., a Joint Venture ($29,200,000); and Halmar International LLC ($43,550,000). During negotiations, B&T and ABC reviewed the proposal and clarified the scope. These discussions resulted in B&T accepting ABC’s proposal in the amount totaling $17,250,000, which is approximately 6% lower than the estimate and is considered fair and reasonable.

III. D/M/WBE INFORMATION
The MTA DDCR has established goals of 0% MBE and 0% WBE for the Contract.

IV. IMPACT ON FUNDING
Funding is available in the 2015-2019 Capital Program under Project D701/VN34, Task D03759.

V. ALTERNATIVES
There are no recommended alternatives. B&T does not possess the resources required to perform these services.
## Schedule I: Modifications to Purchase and Public Works Contracts

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Vendor Name (&amp; Location)</th>
<th>Contract Number</th>
<th>AWO/Modification #</th>
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<tr>
<td></td>
<td>Kiska Construction, Inc., Long Island City, New York</td>
<td>MP-03/MP-16</td>
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<table>
<thead>
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<th>Description</th>
<th>Original Amount</th>
<th>Prior Modifications</th>
<th>Prior Budgetary Increases</th>
<th>Current Amount</th>
<th>This Request</th>
<th>% of This Request to Current Amount</th>
<th>% of Modifications (including This Request) to Original Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Parkway-Gil Hodges Memorial Bridge</td>
<td>$98,500,000.00</td>
<td>$24,191,873.38</td>
<td>$0.00</td>
<td>$122,691,873.38</td>
<td>$6,031,460.00</td>
<td>4.9%</td>
<td>30.7%</td>
</tr>
</tbody>
</table>

### Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract MP-03/MP-16 with Kiska Construction, Inc. (Kiska) for the following: (i) removal and replacement of the riser cables, conduits, rehabilitation of the motor control centers (MCC) and other electrical rehabilitations at the north and south towers of Marine Parkway-Gil Hodges Memorial Bridge (MPB) and (ii) increase the unit price quantities for five (5) unit price items. The amendment is in the negotiated amount totaling $6,031,460, which includes verbal authorization to proceed in an amount not to exceed $1,000,000 to commence procurement of long lead items and the riser cable replacement work.

The Contract was awarded to Kiska in December 2015 in the amount of $98,500,000 subsequent to competitive bidding with a duration of three (3) years. The Scope of Work requires the following: replacement of lift span motors and drives, PLCs, droop cables and barrier gates; other lift span electrical upgrades; mechanical replacements and upgrades for the machinery room; installation of new auxiliary counterweight ropes; installation of new fire line system and hydrants; architectural upgrades and repairs; various structural steel and grid deck repairs; furnish and install structural health monitoring system; rope socket enhancements; abatement of asbestos and lead containing materials; painting; and maintenance and protection of traffic. To date, eight (8) amendments totaling $24,191,873.38 have been issued, inclusive of $22,217,719.67 for ORT and related initiatives at the MPB and Cross Bay Bridge facilities.

(i) The riser cable system for the north and south towers of the MPB is deteriorated and the riser cable conduits are no longer water tight. As the MPB is a vertical lift bridge, this condition could potentially result in loss of power and communications to the bridge’s most critical safety and mechanical systems that are necessary to operate the bridge. This concealed condition was not apparent during the design and could only be discovered during the course of connecting the new droop cables to the riser cable system. These riser cables feed electrical power and communication from the control desk for: lighting; safety barriers and gates; lane use signals; and other safety and security systems necessary for operating the lift span safely. The work includes but is not limited to: providing temporary connections to ensure the bridge electrical systems remain operational during riser cable replacement; removal and replacement of conduits and cable in north and south towers of the MPB; rehabilitation of the MCCs and other electrical rehabilitations.

Kiska submitted proposals totaling $5,404,647.42. The Engineer’s estimates total $2,889,054.62. Negotiations resulted in Kiska and B&T agreeing to the negotiated lump sum amount totaling $3,780,000. During negotiations it was determined that the estimate did not adequately account for the following: temporary electrical connections for existing systems; and labor production required to perform the riser cable replacement in winter weather conditions. The negotiated amount is considered fair and reasonable. B&T deems it prudent to include an allowance in the amount of $200,000 to address unforeseen conditions that may arise during the riser cable replacement work.
(ii) Four (4) unit price item quantities are anticipated to overrun. These structural steel rehabilitation related item quantity increases are primarily due to additional steel repairs being identified after sand blast cleaning of the structural steel prior to painting. B&T deems it prudent to increase these item quantities at the contract unit price. The items are as follows: 586.05-Removal of Rivets-Replacement with High Strength Bolts; 586.10-Field Drill Holes in Existing Structural Steel; 589.01-Removal of Existing Steel; and 801.564.01-Structural Steel. These unit price item increases total $2,051,460, which is considered fair and reasonable given that the pricing is in accordance the contract unit price for these items.

Funding in the amount of $6,031,460 is available in the 2015-2019 Capital Program under Project MP03, Task D03310 in the amount of $3,633,000, Project MP16, Task D03315 in the amount of $2,051,460 and the 2017 Major Maintenance Budget under Project MPM-344 in the amount of $347,000.
Metropolitan Transportation Authority

MTA BRIDGES AND TUNNELS

December 11, 2017
MTA Bridges and Tunnels’ (B&T’s) overall workforce is currently comprised of 1,441 employees; of which 327 (23%) are Females,* 793 (55%) are Minorities and 86 (6%) are Veterans.*

The percentage of Females in the workforce remained constant as compared to the representation of Females in the 3rd quarter 2016.

The overall composition of B&T’s workforce remained constant as it relates to Race and Ethnicity as compared to 3rd quarter 2016.

The percentage of Veterans employed has remained constant compared to the 3rd quarter of 2016.

B&T hired 161 employees, of which 81 (50%) were Females*, 118 (73%) were Minorities; and 3 (2%) were Veterans.

B&T handled a total of 15 EEO complaints; of which 8 were internal and 7 were external.

B&T handled a total of 0 Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.
The table below is a snapshot as of September 30, 2017 of B&T's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

<table>
<thead>
<tr>
<th>JOB CATEGORY</th>
<th>TOTAL1</th>
<th>FEMALES2 #</th>
<th>%</th>
<th>Non-Minorities #</th>
<th>%</th>
<th>Minorities #</th>
<th>%</th>
<th>BLACKS #</th>
<th>%</th>
<th>HISPANICS #</th>
<th>%</th>
<th>ASIANS #</th>
<th>%</th>
<th>AI/AN #</th>
<th>%</th>
<th>NHAPI #</th>
<th>%</th>
<th>2+ Races #</th>
<th>%</th>
<th>VETERANS #</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officials &amp; Administrators</td>
<td>242</td>
<td>69</td>
<td>29%</td>
<td>127</td>
<td>52%</td>
<td>115</td>
<td>48%</td>
<td>51</td>
<td>21%</td>
<td>20</td>
<td>8%</td>
<td>31</td>
<td>13%</td>
<td>1</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>12</td>
<td>5%</td>
<td>7</td>
<td>3%</td>
</tr>
<tr>
<td>Professionals</td>
<td>216</td>
<td>94</td>
<td>44%</td>
<td>88</td>
<td>41%</td>
<td>128</td>
<td>59%</td>
<td>42</td>
<td>20%</td>
<td>39</td>
<td>18%</td>
<td>30</td>
<td>14%</td>
<td>0</td>
<td>0%</td>
<td>1</td>
<td>1%</td>
<td>16</td>
<td>8%</td>
<td>11</td>
<td>5%</td>
</tr>
<tr>
<td>Technicians</td>
<td>119</td>
<td>23</td>
<td>19%</td>
<td>59</td>
<td>50%</td>
<td>60</td>
<td>50%</td>
<td>20</td>
<td>17%</td>
<td>32</td>
<td>27%</td>
<td>6</td>
<td>5%</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>2</td>
<td>2%</td>
<td>10</td>
<td>8%</td>
</tr>
<tr>
<td>Protective Services</td>
<td>469</td>
<td>97</td>
<td>21%</td>
<td>171</td>
<td>36%</td>
<td>298</td>
<td>64%</td>
<td>156</td>
<td>33%</td>
<td>110</td>
<td>24%</td>
<td>18</td>
<td>4%</td>
<td>1</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>13</td>
<td>3%</td>
<td>44</td>
<td>9%</td>
</tr>
<tr>
<td>Paraprofessionals</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
<td>0</td>
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<td>0%</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Administrative Support</td>
<td>46</td>
<td>33</td>
<td>72%</td>
<td>5</td>
<td>11%</td>
<td>41</td>
<td>89%</td>
<td>30</td>
<td>65%</td>
<td>7</td>
<td>15%</td>
<td>4</td>
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<td>0</td>
<td>0%</td>
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<td>0%</td>
<td>0</td>
<td>0%</td>
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<td>0%</td>
</tr>
<tr>
<td>Skilled Craft</td>
<td>0</td>
<td>0</td>
<td>0%</td>
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<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Service Maintenance</td>
<td>349</td>
<td>11</td>
<td>3%</td>
<td>198</td>
<td>57%</td>
<td>151</td>
<td>43%</td>
<td>72</td>
<td>21%</td>
<td>51</td>
<td>15%</td>
<td>11</td>
<td>3%</td>
<td>1</td>
<td>1%</td>
<td>0</td>
<td>0%</td>
<td>14</td>
<td>4%</td>
<td>14</td>
<td>4%</td>
</tr>
<tr>
<td>Total</td>
<td>1441</td>
<td>327</td>
<td>23%</td>
<td>648</td>
<td>45%</td>
<td>793</td>
<td>55%</td>
<td>371</td>
<td>26%</td>
<td>259</td>
<td>18%</td>
<td>100</td>
<td>7%</td>
<td>5</td>
<td>0%</td>
<td>1</td>
<td>0%</td>
<td>57</td>
<td>4%</td>
<td>86</td>
<td>6%</td>
</tr>
</tbody>
</table>

1. Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).
2. Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

Note: All percentages have been rounded up to the nearest whole number.
MTA BRIDGES AND TUNNELS

Workforce
As of September 30, 2017
MTA Bridges and Tunnels workforce consist of 1,441 employees.

- **23%** Females, **55%** Minorities, and **6%** Veterans.
- The percentage of Females employed **decreased by 2%** since the prior quarter.
- The percentage of Minorities **decreased by 2%** as it relates to Race and Ethnicity since the prior quarter.
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
Underutilization Analysis

B&T conducted an availability analysis of females and minorities in its workforce. The availability analysis compares B&T’s September 30, 2017, workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

<table>
<thead>
<tr>
<th>JOB CATEGORY</th>
<th>FEMALES</th>
<th></th>
<th></th>
<th></th>
<th>HISPANICS</th>
<th></th>
<th></th>
<th></th>
<th>AI/AN</th>
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<th></th>
<th></th>
<th>2+ Races</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Est</td>
<td>Actual</td>
<td>Est</td>
<td>Actual</td>
<td>Est</td>
<td>Avail</td>
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<td>Avail</td>
<td>%</td>
<td>Est</td>
<td>Avail</td>
<td>%</td>
<td>Est</td>
</tr>
<tr>
<td>Officials &amp; Administrators</td>
<td>25%</td>
<td>29%</td>
<td>8%</td>
<td>21%</td>
<td>6%</td>
<td>8%</td>
<td>6%</td>
<td>13%</td>
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<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Professionals</td>
<td>39%</td>
<td>44%</td>
<td>14%</td>
<td>20%</td>
<td>10%</td>
<td>18%</td>
<td>12%</td>
<td>14%</td>
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<td>0%</td>
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<td>2%</td>
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<tr>
<td>Technicians</td>
<td>15%</td>
<td>19%</td>
<td>14%</td>
<td>17%</td>
<td>11%</td>
<td>27%</td>
<td>4%</td>
<td>5%</td>
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<td>0%</td>
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<td>2%</td>
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<tr>
<td>Protective Services</td>
<td>26%</td>
<td>21%</td>
<td>19%</td>
<td>33%</td>
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<td>Paraprofessionals</td>
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<tr>
<td>Administrative Support</td>
<td>63%</td>
<td>72%</td>
<td>16%</td>
<td>65%</td>
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<td>15%</td>
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<tr>
<td>Service Maintenance</td>
<td>25%</td>
<td>3%</td>
<td>14%</td>
<td>21%</td>
<td>9%</td>
<td>15%</td>
<td>5%</td>
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<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>1%</td>
<td>4%</td>
</tr>
</tbody>
</table>

Note: The shaded areas represent underutilization.
MTA BRIDGES AND TUNNELS

New Hires and Veterans

December 11, 2017
MTA Bridges and Tunnels hired 161 Employees, including 3 Veterans.

- **50%** Females of which **33%** were Female Veterans.
- **73%** Minorities in which **33%** were Minority Veterans.
- Approximately **2%** Veterans overall were hired.
B&T handled 15 EEO complaints, citing 26 separate allegations, and 0 Lawsuits.
- 8 filed Internal complaints.
- 7 filed External complaints.
- The most frequently cited bases Internally was Gender and Externally was Race/Color.

These charts includes 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 specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)
MTA Bridges and Tunnels
EEO Complaints and Lawsuits Dispositions
January 1, 2017 to September 30, 2017

B&T disposed 11 EEO complaints and 0 EEO Lawsuits.
- 82% 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/Settlement.
MTA Bridges and Tunnels
Title VI Discrimination Complaints and Dispositions
January 1, 2017 to September 30, 2017

There are no B&T Title VI Discrimination Complaints, Lawsuits, or Dispositions for Reporting Period
(January 1 – September 30, 2017)