



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## October 2016

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### Committee Members

C Moerdler, Chair

M. Pally

J. Samuels

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor Board Room  
New York, NY 10004**

**Wednesday, 10/26/2016  
11:30 AM - 12:00 PM ET**

## **1. Public Comments Period**

## **2. Approval of Minutes - September 2016**

*BT Committee Minutes - September 2016 - Page 4*

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

*BT Committee Work Plan - Page 11*

## **4. Report on Operations - August 2016**

*BT Report on Operations - August 2016 - Page 18*

## **5. Safety Report - August 2016**

*BT Safety Report - August 2016 - Page 31*

## **6. E-ZPass Performance Report - August 2016**

*BT E-ZPass Performance Report - August 2016 - Page 33*

## **7. Financial Report - August 2016**

*BT Financial Report - August 2016 - Page 39*

## **8. 2017 Preliminary Budget - Materials Previously Submitted**

## **9. Capital Program Project Status Report - September 2016**

*BT Capital Program Project Status Report - September 2016 - Page 53*

## **10. Open Road Tolling - Environmental Determination (Action Item)**

*BT Open Road Tolling - Environmental Determination - Page 70*

## **11. Toll Collection at Eight Facilities of MTA Bridges and Tunnels (Action item)**

*BT Toll Collection at Eight Facilities of MTA Bridges and Tunnels - Page 74*

## **12. Procurements**

*BT Procurement - Page 79*

### **Competitive**

*BT Competitive - Page 82*

Date of next meeting: Monday, November 14, 2016 at 12:00 p.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting September 2016

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

**September 26, 2016**

**12:00 p.m.**

In attendance were the Honorable:

Charles G. Moerdler, Chairman  
Mitchell H. Pally  
Veronica Vanterpool

Donald Spero, President  
Pashko Camaj, Acting Vice President of Safety and Health Initiatives  
Angelo Cerbone, Assistant Vice President and Controller  
Mildred Chua, Vice President and Chief Financial Officer  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President Administration  
Joseph Keane, Vice President and Chief Engineer  
Gavin Masterson, Vice President and Chief Procurement Officer  
Shawn Moore, Chief Equal Employment Opportunity Officer  
Patrick J. Parisi, Vice President Operations  
Albert Rivera, Vice President and Chief of Staff  
M. Margaret Terry, Senior Vice President and General Counsel

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

**September 26, 2016**

Minutes of TBTA Committee held September 26, 2016 at 12:00 p.m. A list of those in attendance is attached.

## **Public Speakers**

There was one public speaker. Murray Bodin discussed alleviating traffic with better roadway lines and signage. He also thanked Bridges and Tunnels staff for their work in making the roadways safer.

## **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 July 25, 2016, although a Committee Quorum was not present.

## **Committee Work Plan**

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

## **Report on Operations**

With regard to the Report on Operations for June and July 2016, Mr. Fortunato stated the following:

- In June 2016 there were 27.3 million crossings compared to 26.1 million crossings in June 2015, which is an increase of 4.3%; rainfall amounts totaled 2.2 inches over nine days in June 2016 versus 4.8 inches over 12 days in June 2015; E-ZPass volume increased in June 2016 by 5.2% as compared to June 2015, while crossings using cash and other payment methods decreased by 0.8%; passenger car travel was up by 4.6%; and other vehicle travel was up 0.5%.
- In July 2016 there were 27.3 million crossings compared to 26.9 million crossings in July 2015, which is an increase of 1.3%; rainfall amounts totaled 5.0 inches over 12 days in July 2016 versus 3.5 inches over eight days in July 2015; E-ZPass volume increased in July 2016 by 1.8% as compared to July 2015, while crossings using cash and other payment methods decreased by 1.3%; passenger car travel was up by 1.9%; and other vehicle travel was down 7.0%.

Compared to the same periods last year, preliminary traffic figures for August 2016 are 1.2% higher. Labor Day holiday weekend traffic was 2.4% lower than the holiday weekend traffic last year due to the precautions taken from possible extreme weather conditions from Tropical Storm Hermine.

## **Customer Environment Survey – Second Quarter 2016**

During the Second Quarter of 2016, Mr. Parisi reported the following:

- TBTA striped 164,577 linear feet of roadway.
- TBTA repaired 892 potholes.
- TBTA swept 3,225 miles of roadway, which is an increase of 21.0% over the same period in 2015.
- Approximately 89.9% of the more than 7,500 roadway/aviation/navigation and necklace lights were operational, which was nearly identical to the same period in 2015.
- TBTA maintained and cleaned 871 storm drains.
- E-ZPass toll lane availability remained high at 99.9%.

Commissioner Moerdler asked why collisions have increased between 20% and 25%. Mr. Parisi responded that following too closely and sideswipe collisions are primarily due to increases in traffic. Commissioner Moerdler mentioned that keeping up with appropriate line striping may help to reduce sideswipe collisions because some vehicles are equipped with new technology that alerts the driver or slows the vehicle down if it is too close to a roadway line. Mr. Parisi commented that line striping is kept up through the roadway striping program.

### **Safety Report**

With regard to the Report on Safety for June and July 2016, Mr. Camaj referred the Committee to the charts on pages 54 and 56 of the Committee materials that include 12-month rolling averages and highlight performance indicators in the categories of customer collisions, customer collisions with injuries, employee accident reports, lost time injuries and contractor injuries. Mr. Camaj presented the report for July 2016 and stated that compared to the previous reporting period, the total customer collision rate increased from 5.74 to 6.80; the total customer injury collision rate increased from 0.91 to 1.04; the number of employee accident reports increased from 249 to 266; the rate for employee lost time injuries increased from 5.0 to 6.3; and the contractor lost time injury rate decreased from 3.47 to 1.75 or 49.6%. With regard to the leading indicator metrics, Mr. Camaj stated that TBTA continues to meet its goals.

Commissioner Moerdler asked what is being done to minimize collisions and whether they occur predominantly at a particular facility. Mr. Fortunato responded that sideswipes, following too closely and driver inattention accidents occur mainly on the suspended spans at the major facilities; the highest amount of collisions occurs at the Verrazano-Narrows Bridge and the Robert F. Kennedy Bridge because they have the highest volume of traffic; law enforcement officers are deployed to address aggressive drivers and for speed and truck enforcement; and TBTA reviews accident data every six months and after every serious accident so that law enforcement officers can then be redeployed to accident prone areas.

### **E-ZPass Performance Report**

Mr. Spero referred the Committee to the E-ZPass Performance Report for June 2016 contained in the Committee materials.

With regard to the E-ZPass Performance Report for July 2016, Mr. Spero stated that the E-ZPass market share was 84.4% or 0.4% higher than the prior July. A total of 27,819 E-ZPass accounts were opened in July 2016, including 13,557 from E-ZPass On-the-Go sales, which is 49% of the accounts opened for the month. Since the On-the-Go program began in February 2008, approximately 850,000 tags have been sold in the lanes. Commissioner Moerdler asked if TBTA has any control over the E-ZPass Customer Service Center because it is hard to get assistance over the phone or using the Internet when there is an E-ZPass problem. Mr. Spero stated that Xerox runs the Customer Service Center but TBTA oversees the contract, tracks telephone waiting times and gets detailed monthly performance statistics. Commissioner Vanterpool asked whether TBTA collects data regarding E-ZPass utilization and why E-ZPass is used more at some facilities. Mr. Spero responded that TBTA has done market research and focus groups but that it is primarily based on population characteristics in the vicinity of the facilities and, for example, the Robert F. Kennedy Bridge - Bronx and Bronx-Whitestone Bridge have a more transient population that may not have credit cards and are reluctant to sign up for E-ZPass but TBTA has taken steps to help its customers through such initiatives as enabling them to replenish their accounts with cash to increase the market share.

### **Financial Report**

Ms. Chua referred the Committee to the Financial Report for June 2016 contained in the Committee materials. She stated that her report compares the results against the July mid-year forecast that was presented to the Finance Committee during the last Board cycle. Through July 2016, toll revenue was \$1.078 billion, which is \$1.0 million or 0.1% better than plan. Traffic is up 0.3% against the budget year-to-date. Preliminary August toll revenue is up \$2.4 million or 1.4% against the July Plan, and traffic is up 1.9%. Year-to-year traffic is up

1.3% in July and for the month of June it was up 4.3%. Preliminary August traffic figures indicate a year-to-year increase of 1.2%. Total expenses through July were \$264.3 million, which is \$10.9 million or 3.9% lower than plan. Non-labor spending was lower than plan by \$5.0 million or 4.2% due to timing of expenses. Labor expenses were lower than plan by \$5.8 million or 3.8% due primarily to lower payroll expenses as a result of vacancies. Overtime was \$839,000 or 5.7% below plan. Total support to mass transit through July was \$666.3 million, which is \$21.7 million or 3.4% better than plan. For the mid-year forecast, it is projected that in 2016 support to mass transit will reach \$1.0 billion, which is \$41.9 million higher than what was projected in the adopted budget. Commissioner Moerdler asked how much the support to mass transit was last year. Mr. Spero responded that it was over \$1 billion.

### **2016 Mid-Year Forecast Monthly Allocation**

Mr. Spero referred the Committee to the 2016 Mid-Year Forecast Monthly Allocation that allocates the July Financial Plan revenue and expenses and it also includes the 2017 preliminary budget.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for July and August 2016, Mr. Keane stated that there were 12 commitments made with a total value of \$22.2 million. Through August, 56 commitments have been made with a total value of \$92.8 million against a plan for 60 commitments with a total value of \$92.2 million. The \$92.8 million in commitments made represents 61% of the 2016 annual commitment plan of \$151.8 million. The major commitments made in July and August were both design awards for the reconstruction of the Verrazano Narrows Bridge approach ramps and the structural rehabilitation of the Throgs Neck Bridge approach viaducts. There were no project completions in July or August. Year-to-date, six completions have been made with a total value of \$78.6 million, which is 53.4% of the 2016 annual completion plan calling for 10 project completions in the amount of \$146.4 million. There were 15 task level closeouts in July and August with a total of \$46.2 million, bringing the year-to-date closeouts to 82 with a total value of \$130.9 million. Commissioner Moerdler asked to what extent does TBTA control contractors who park their vehicles alongside the roadway at times when they are not actively working. Mr. Keane responded that if a lane is closed 24/7, the contractor has access and is entitled to park work, not private, vehicles there. Commissioner Moerdler stated that there are private vehicles parked there as well and asked Mr. Keane to look into this further.

### **Procurements**

Mr. Masterson stated that there is one (1) procurement totaling \$12.0 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Masterson stated that there is one (1) competitive procurement totaling \$12.0 million. It is a procurement modification to increase the ceiling amount for personal service contracts under as-needed consultant contracts for miscellaneous inspection and design, expert engineering, and engineering support services in a not to exceed aggregate amount of \$12.0 million for all firms, until such time as a new competitive procurement is awarded. With regard to Parsons Brinckerhoff and STV, Commissioner Moerdler inquired as to whether the underlying events that constituted significant adverse information (SAI) involved criminality, morality and/or ethics issues and emphasized that, to the extent that information is public, the Board is entitled to it and has received it at prior Committees. Mr. Masterson responded that none of those issues were involved and that he has looked at the historical information, nothing new has occurred, the consultants are performing satisfactorily, they have been deemed responsible, and the Chairman has signed off on them.

**Modifications to Personal/Miscellaneous Service Contracts Awarded  
as Contracts for Services**

AECOM USA, Inc.	Contract No.: PSC-12-2891A /A-F	\$12,000,000.00
Dewberry Engineers, Inc.	Contract No.: PSC-12-2891B /B-F	(aggregate not to exceed)
Gannett Fleming Engineers and Architects, P.C.	Contract No.: PSC-12-2891C /C-F	
Haks Engineers, Architects and Land Surveyors, P.C.	Contract No.: PSC-12-2891D /D-F	
Henningson, Durham and Richardson, P.C.	Contract No.: PSC-12-2891E /E-F	
HNTB NY Engineering and Architecture, P.C.	Contract No.: PSC-12-2891F /F-F	
Jacobs Civil Consultants, Inc.	Contract No.: PSC-12-2891G /G-F	
Parsons Brinckerhoff, Inc.	Contract No.: PSC-12-2891H /H-F	
Parsons Transportation Group of New York, Inc.	Contract No.: PSC-12-2891I /I-F	
STV, Incorporated	Contract No.: PSC-12-2891J /J-F	
URS Corporation - New York	Contract No.: PSC-12-2891K /K-F	
WSP USA Corp.	Contract No.: PSC-12-2891L /L-F	
Ysrael A. Seinuk, P.C.	Contract No.: PSC-12-2891M /M-F	
Gandhi Engineering, Inc.	Contract No.: PSC-12-2891N /N-F	

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to increase funding under fourteen (14) personal service contracts for inspection and design, expert engineering, and engineering support services on as-needed basis.

The Committee members who were present at the Committee Meeting considered and voted in favor of the competitive procurements by a vote of three (3) in favor and none against, although a Committee Quorum was not present.

**Ratifications**

Mr. Masterson stated that there are no ratifications.

**Diversity Report Second Quarter 2016**

Ms. Moore stated that for the Second Quarter 2016, TBTA increased the number of new hires from 36 to 58 in comparison to the Second Quarter 2015: 21% were Females and 53% were Minorities. The new hires had a favorable impact on the Service Maintenance job category, which increased the number of Hispanics to 23% and Blacks to 27%. Compared to the Second Quarter 2015, TBTA hired 5% Hispanics and 14% Blacks. With regard to EEO and Title VI complaints, Ms. Moore stated that TBTA's EEO caseload included a total of 22 EEO complaints – 17 active internal complaints and five (5) active external complaints. TBTA closed out three (3) internal complaints and one (1) external complaint. There were no reported Title VI complaints. Commissioner Moerdler congratulated Ms. Moore on her detailed report.

**Adjournment**

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

Respectfully submitted,

A handwritten signature in blue ink that reads "Julia R. Christ". The signature is written in a cursive style with a large, stylized "J" and "C".

Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations/Safety  
  
Financial Report  
E-ZPass Performance Report  
Capital Program Project Status Report  
  
Procurements  
Action Items (if any)

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### October 2016

2017 Preliminary Budget

Planning & Budget

### November 2016

Customer Environment Survey – 3rd Quarter 2016  
2017 Preliminary Budget  
B&T Committee Charter – Review

Operations  
Planning & Budget  
MTA Board

### December 2016

2017 Proposed Committee Work Plan  
2017 Proposed Final Budget  
Diversity Report – 3<sup>rd</sup> Quarter 2016

Committee Chair & Members  
Planning & Budget  
EEO

### January 2017

Approval of 2017 Work Plan

Committee Chair & Members

### February 2017

Preliminary Review of 2016 Operating Budget Results  
2017 Adopted Budget/Financial Plan 2017-2020  
2016 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2016  
Diversity Report – 4<sup>th</sup> Quarter 2016

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

### March 2017

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2017

Final Review of 2016 Year-End Operating Results

Planning & Budget

May 2017

Customer Environment Survey – 1<sup>st</sup> Quarter 2017  
Diversity Report – 1<sup>st</sup> Quarter 2017

Operations  
EEO

June 2017

No items scheduled.

August 2017

No meeting scheduled.

September 2017

Customer Environment Survey – 2nd Quarter 2017  
2018 Preliminary Budget  
Diversity Report – 2<sup>nd</sup> Quarter 2017

Operations  
Planning & Budget  
EEO

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

### **Detailed Summary**

#### **I. RECURRING**

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

Approval of the official proceedings of the Committee Meeting.

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

### **OCTOBER 2016**

#### 2017 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

### **NOVEMBER 2016**

#### Customer Environment Survey – 3rd Quarter 2016

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.

#### 2017 Preliminary Budget

Public comment will be accepted on the 2016 Preliminary Budget.

#### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

### **DECEMBER 2016**

#### 2017 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

#### 2017 Proposed Final Budget

The Committee will recommend action to the Board.

#### Diversity Report – 3<sup>rd</sup> Quarter 2016

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

### **JANUARY 2017**

#### Approval of Work Plan for 2017

The committee will have already received a draft work plan for 2017 at the December 2016 meeting. The committee will be requested to approve the amended work plan for the year.

### **FEBRUARY 2017**

#### Preliminary Review of 2016 Operating Budget Results

The agency will present a brief review of its 2016 Operating Budget results.

#### 2017 Adopted Budget and February Financial Plan 2017-2020

The Agency will present its revised 2017 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2016 meeting and any Agency technical adjustments.

#### 2016 B&T Operating Surplus

The Committee will recommend action to the Board.

## **FEBRUARY 2017 (cont'd)**

### Customer Environment Survey – 4th Quarter 2016

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

### Diversity Report – 4<sup>th</sup> Quarter 2016

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

## **MARCH 2017**

### 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 2017**

### Final Review of 2016 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 2017**

### Customer Environment Survey – 1st 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 – 1<sup>st</sup> Quarter 2017

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

## **JUNE 2017**

No items scheduled.

## **JULY 2017**

No items scheduled.

## **AUGUST 2017**

No meeting scheduled.

## **SEPTEMBER 2017**

### Customer Environment Survey – 2nd 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.

### 2018 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2017 Preliminary Budget.

### Diversity Report – 2<sup>nd</sup> Quarter 2017

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



# **Bridges and Tunnels**

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## **Report on Operations August 2016**



## **MTA Bridges and Tunnels August 2016 Traffic Trends**

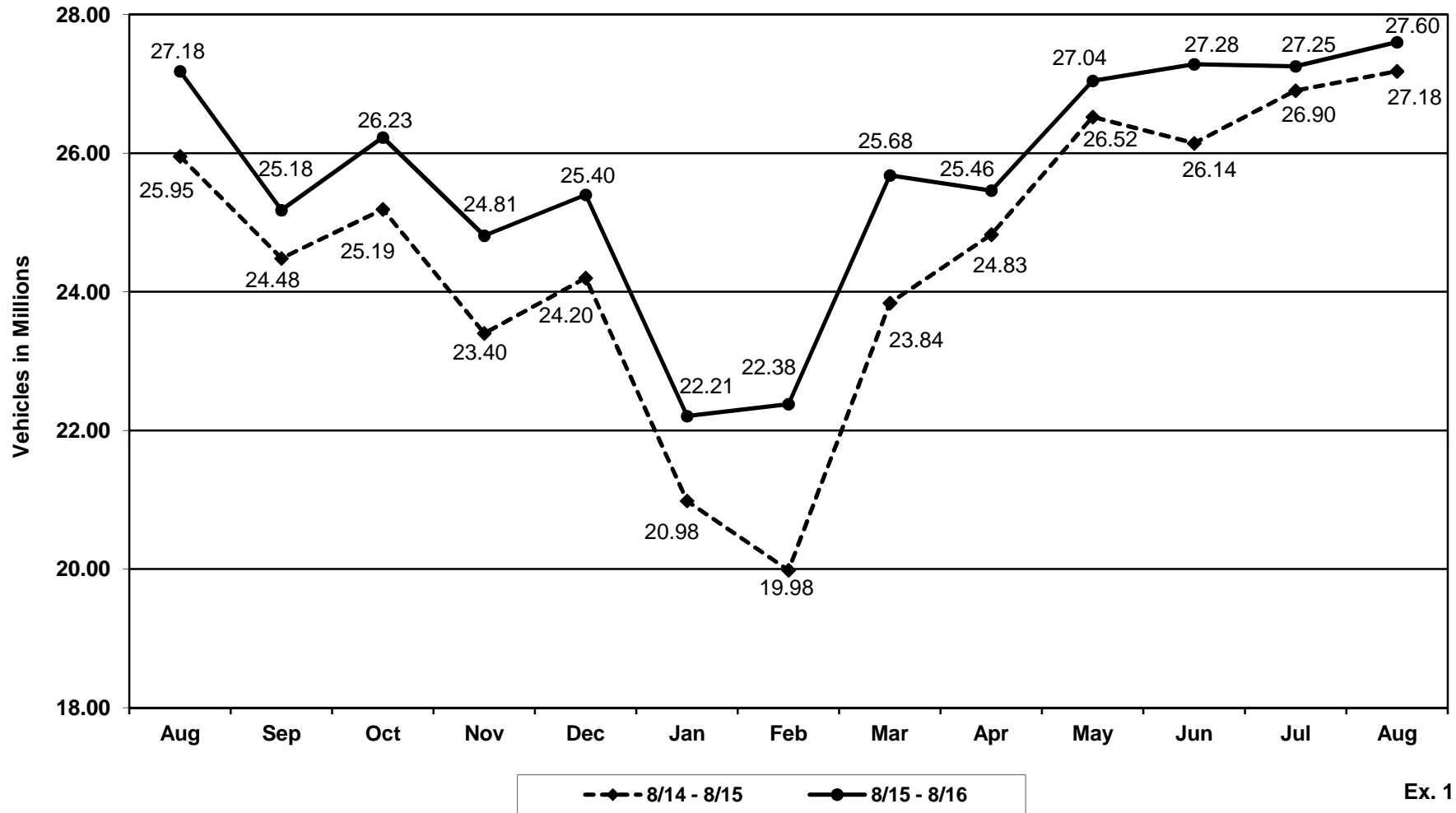
### **Summary**

Traffic was higher on a year-to-year basis, with 27.6 million crossings this month vs. 27.2 million crossings in August 2015 (Exhibit 1).

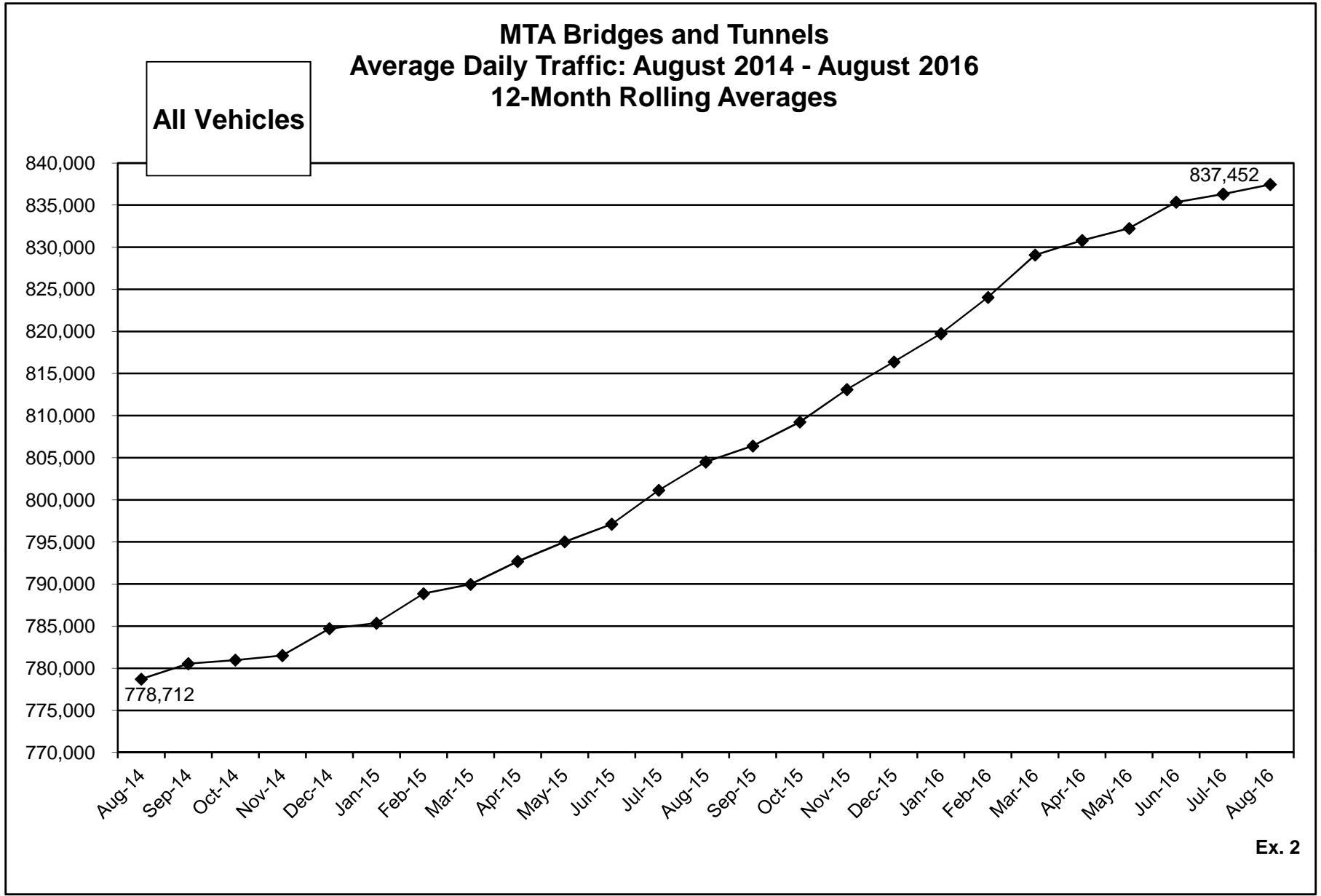
Rainfall this August was 1.1 inches over 10 days compared to 1.9 inches over 4 days in 2015. Gas prices averaged \$2.22 per gallon this August, which was \$0.46 less than last year at this time.

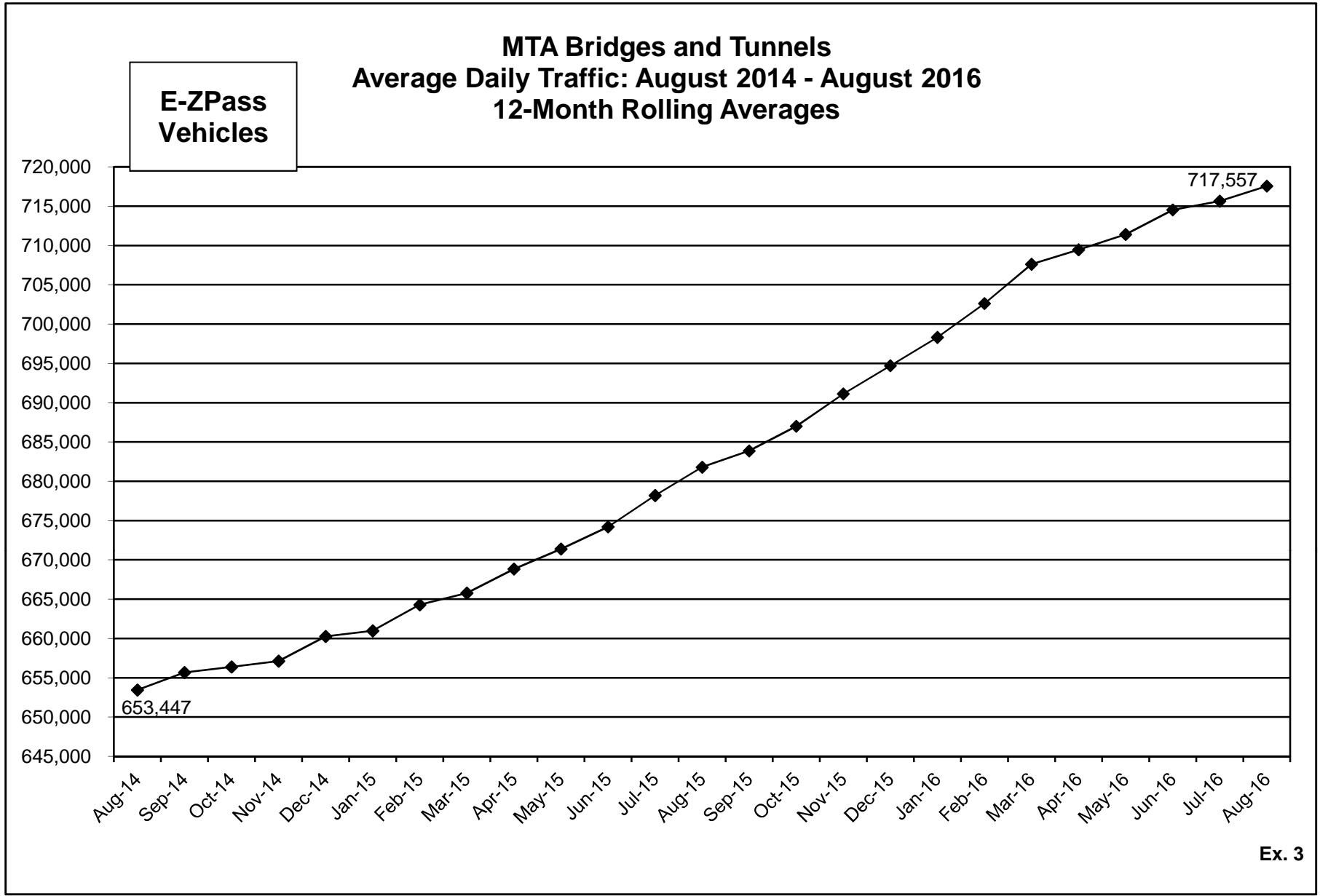
E-ZPass volume increased in August by 3.1% compared to the same month in 2015, while crossings using cash and other payment methods declined 6.3% (Exhibit 7). Passenger car travel was up 1.3% and other vehicle travel was up 4.4% from August of 2015 (Exhibit 8).

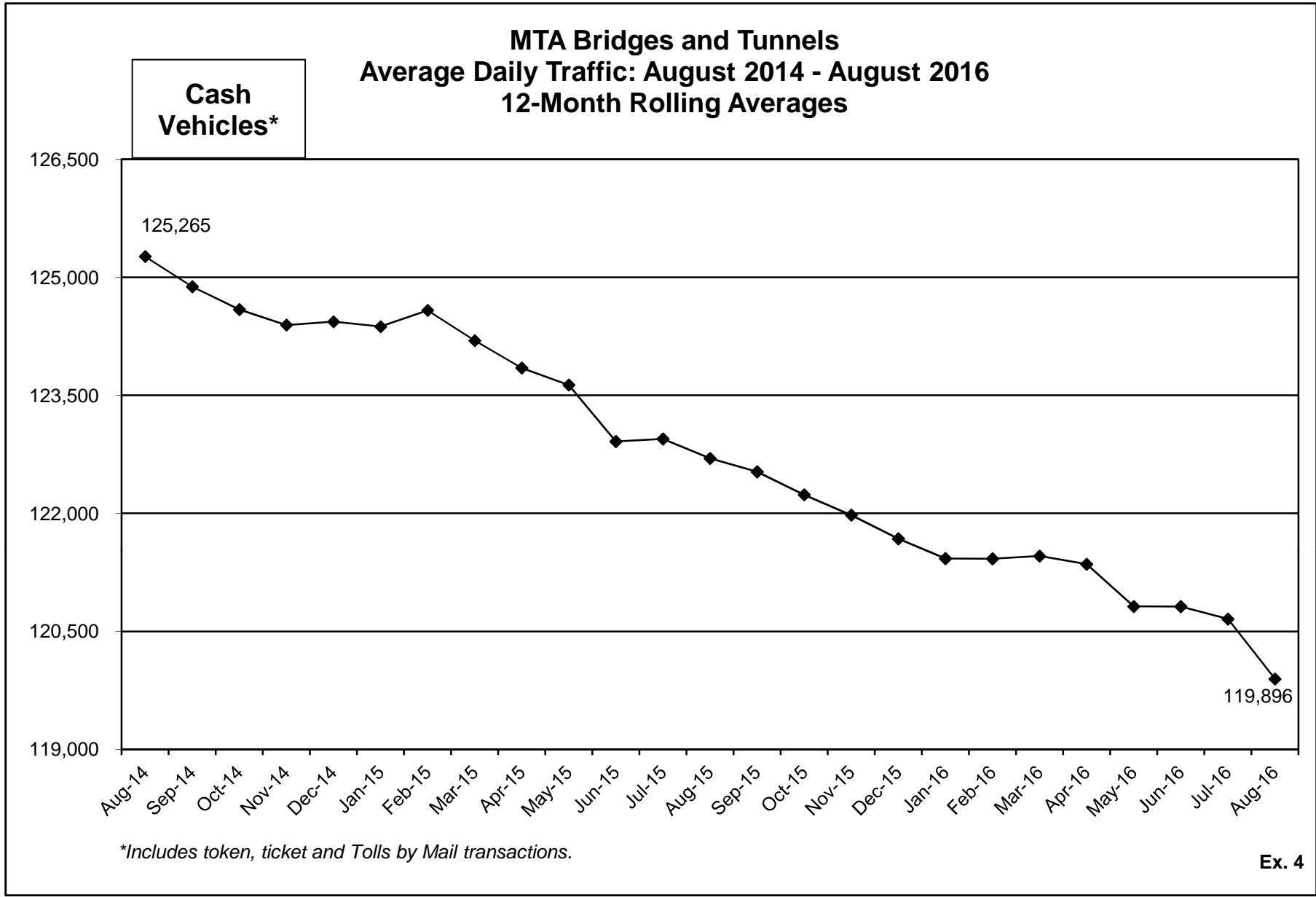
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending August 2016



Ex. 1

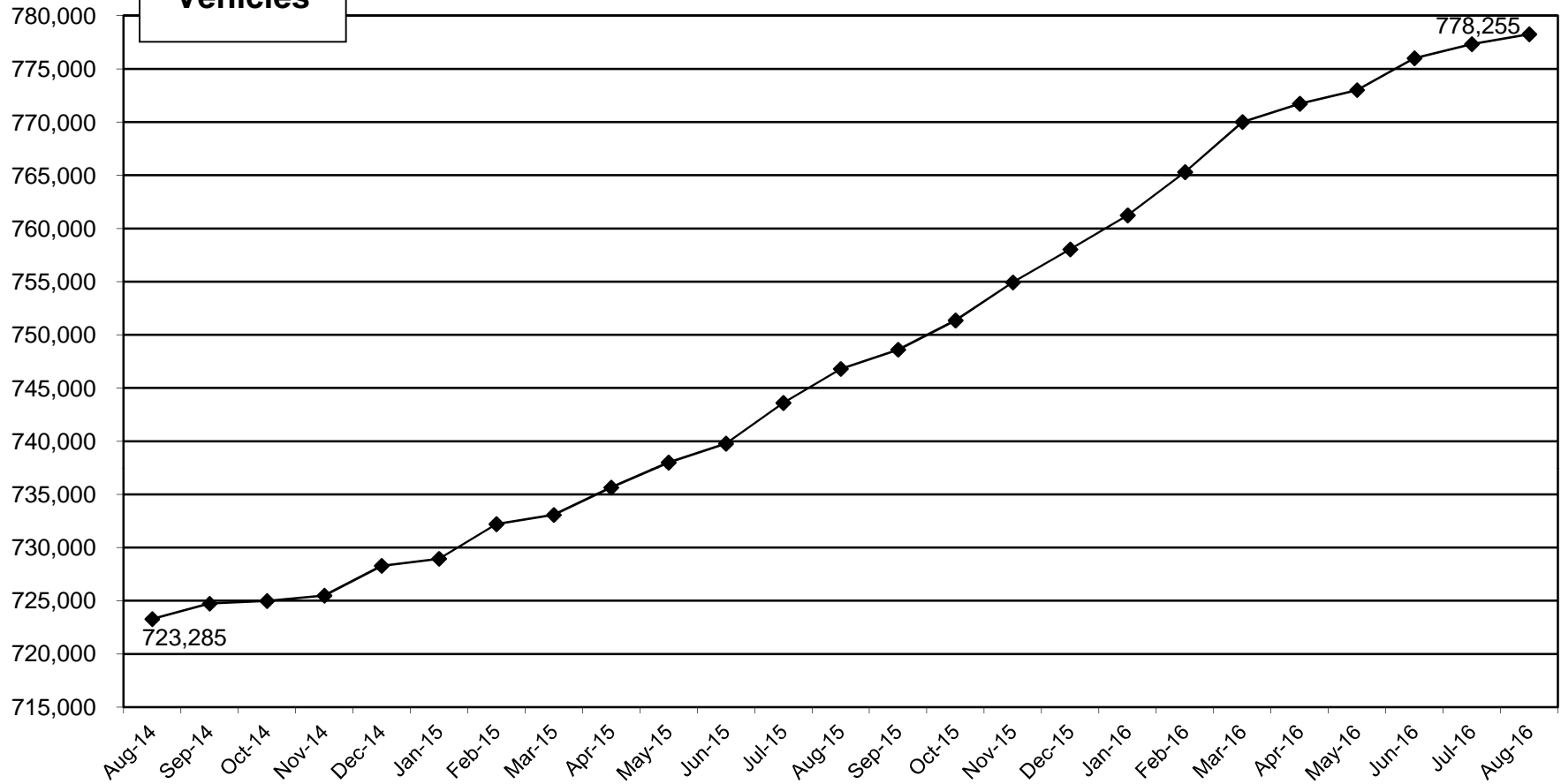




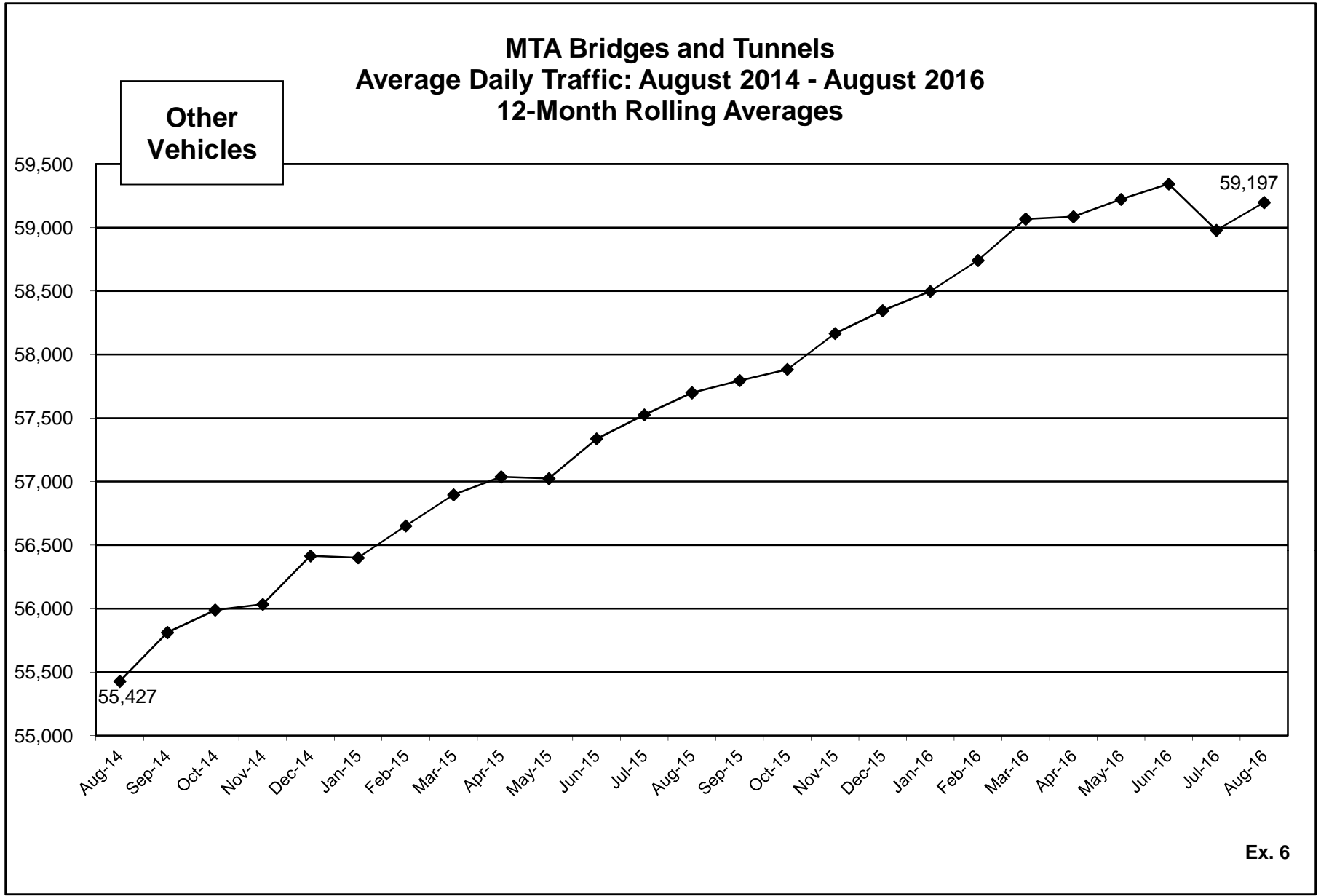


**MTA Bridges and Tunnels  
Average Daily Traffic: August 2014 - August 2016  
12-Month Rolling Averages**

**Passenger  
Vehicles**



**Ex. 5**



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

Corridor	Toll Media	Aug <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jun-Aug)	6 Months <sup>(3)</sup> (Mar-Aug)	9 Months <sup>(4)</sup> (Dec-Aug)	12 Months <sup>(5)</sup> (Sep-Aug)
All Facilities	Total Vehicles	1.5%	2.4%	3.2%	4.0%	4.1%
	E-ZPass	3.1%	3.3%	4.2%	5.2%	5.2%
	Cash <sup>(6)</sup>	-6.3%	-2.7%	-2.4%	-2.3%	-2.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.2%	2.9%	3.9%	4.9%	5.2%
	E-ZPass	4.0%	4.0%	5.1%	6.3%	6.7%
	Cash <sup>(6)</sup>	-4.5%	-1.3%	-0.9%	-0.7%	-0.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-3.0%	-1.2%	-0.4%	0.7%	1.0%
	E-ZPass	-1.8%	-0.4%	0.5%	1.8%	2.1%
	Cash <sup>(6)</sup>	-11.1%	-6.8%	-6.9%	-6.8%	-6.9%
Verrazano-Narrows Bridge	Total Vehicles	4.9%	4.6%	5.1%	5.4%	5.0%
	E-ZPass	6.3%	5.6%	6.2%	6.5%	6.2%
	Cash <sup>(6)</sup>	-3.3%	-1.0%	-1.4%	-1.7%	-2.1%
Henry Hudson Bridge	Total Vehicles	4.5%	4.3%	5.6%	6.7%	6.1%
	E-ZPass	6.5%	5.6%	6.3%	7.1%	6.3%
	Tolls By Mail	-19.2%	-11.3%	-3.7%	0.7%	2.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	3.7%	3.7%	4.4%	4.8%
	E-ZPass	2.5%	4.4%	4.5%	5.4%	5.8%
	Cash <sup>(6)</sup>	-7.7%	0.3%	-0.6%	-1.7%	-2.1%

(1) August 2016 vs. August 2015.

(2) June 2016 to August 2016 vs. June 2015 to August 2015.

(3) March 2015 to August 2016 vs. March 2014 to August 2015.

(4) December 2015 to August 2016 vs. December 2014 to August 2015.

(5) September 2015 to August 2016 vs. September 2014 to August 2015.

(6) Includes tokens and tickets.

**Ex. 7**

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

Corridor	Vehicle Type	Aug <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jun-Aug)	6 Months <sup>(3)</sup> (Mar-Aug)	9 Months <sup>(4)</sup> (Dec-Aug)	12 Months <sup>(5)</sup> (Sep-Aug)
All Facilities	Total Vehicles	1.5%	2.4%	3.2%	4.0%	4.1%
	Passenger	1.3%	2.6%	3.3%	4.2%	4.2%
	Other	4.4%	-0.2%	1.5%	2.4%	2.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.2%	2.9%	3.9%	4.9%	5.2%
	Passenger	1.9%	3.1%	4.1%	5.1%	5.4%
	Other	6.0%	1.2%	2.6%	3.5%	4.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-3.0%	-1.2%	-0.4%	0.7%	1.0%
	Passenger	-3.2%	-1.0%	-0.3%	0.9%	1.1%
	Other	0.2%	-4.0%	-2.2%	-1.0%	-0.9%
Verrazano-Narrows Bridge	Total Vehicles	4.9%	4.6%	5.1%	5.4%	5.0%
	Passenger	4.8%	4.9%	5.3%	5.5%	5.2%
	Other	6.0%	1.1%	3.0%	3.1%	3.1%
Henry Hudson Bridge	Total Vehicles	4.5%	4.3%	5.6%	6.7%	6.1%
	Passenger	4.5%	4.4%	5.6%	6.7%	6.1%
	Other	8.9%	1.5%	6.2%	9.4%	11.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	3.7%	3.7%	4.4%	4.8%
	Passenger	0.8%	4.0%	3.8%	4.4%	4.9%
	Other	0.2%	-1.0%	1.9%	3.4%	2.5%

(1) August 2016 vs. August 2015.

(2) June 2016 to August 2016 vs. June 2015 to August 2015.

(3) March 2015 to August 2016 vs. March 2014 to August 2015.

(4) December 2015 to August 2016 vs. December 2014 to August 2015.

(5) September 2015 to August 2016 vs. September 2014 to August 2015.

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>1</sup>			Weather <sup>2</sup>			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Aug-14	25,951,945	\$3.67	76	3.5	-	8
Sep-14	24,481,160	\$3.56	71	1.2	-	6
Oct-14	25,189,827	\$3.36	61	3.9	-	9
Nov-14	23,400,720	\$3.03	51	3.9	0.4	8
Dec-14	24,198,616	\$2.78	41	6.1	1.3	16
Jan-15	20,983,289	\$2.30	30	4.8	15.5	11
Feb-15	19,983,679	\$2.33	24	2.0	15.2	8
Mar-15 <sup>3</sup>	23,836,645	\$2.48	38	4.5	17.3	14
Apr-15	24,825,057	\$2.52	54	1.8	-	8
May-15	26,520,622	\$2.78	67	1.6	-	6
Jun-15	26,140,659	\$2.86	71	4.8	-	12
Jul-15	26,900,933	\$2.85	79	3.5	-	8
Aug-15	27,179,957	\$2.68	79	1.9	-	4
Sep-15	25,176,781	\$2.44	74	2.5	-	6
Oct-15	26,225,167	\$2.29	59	3.4	-	7
Nov-15	24,808,987	\$2.25	54	1.7	-	5
Dec-15	25,398,337	\$2.18	51	4.3	-	17
Jan-16	22,206,860	\$2.05	36	4.2	28.8	7
Feb-16	22,379,445	\$1.90	39	4.4	5.6	13
Mar-16	25,678,007	\$1.93	49	1.3	1.8	11
Apr-16	25,460,062	\$2.17	53	1.7	-	11
May-16	27,041,559	\$2.33	64	3.9	-	11
Jun-16	27,281,473	\$2.38	74	2.2	-	9
<b>Jul-16</b>	<b>27,251,693</b>	<b>\$2.31</b>	<b>81</b>	<b>5.0</b>	<b>-</b>	<b>12</b>
<b>Aug-16</b>	<b>27,599,150</b>	<b>\$2.22</b>	<b>82</b>	<b>1.1</b>	<b>-</b>	<b>10</b>

Note: Bold numbers are preliminary.

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

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2015 vs. 2014</b>						
August	1,228,012	(\$0.99)	3	(1.6)	-	(4)
September	695,621	(\$1.12)	3	1.3	-	0
October	1,035,340	(\$1.07)	(2)	(0.5)	-	(2)
November	1,408,267	(\$0.78)	3	(2.2)	(0)	(3)
December	1,199,721	(\$0.60)	10	(1.8)	(1)	1
<b>2016 vs. 2015</b>						
January	1,223,571	(\$0.25)	6	(0.6)	13	(4)
February	2,395,766	(\$0.43)	15	2.4	(10)	5
March	1,841,362	(\$0.55)	11	(3.2)	(16)	(3)
April	635,005	(\$0.35)	(1)	(0.1)	-	3
May	520,937	(\$0.45)	(3)	2.3	-	5
June	1,140,814	(\$0.48)	3	(2.6)	-	(3)
July	350,760	(\$0.54)	2	1.5	-	4
August	419,193	(\$0.46)	3	(0.8)	-	6

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.
2. Local weather data are from the National Weather Service, LaGuardia Airport Station.
3. Toll Increase, March 22, 2015

## **Supplemental Data Page for Exhibits 2 through 6**

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

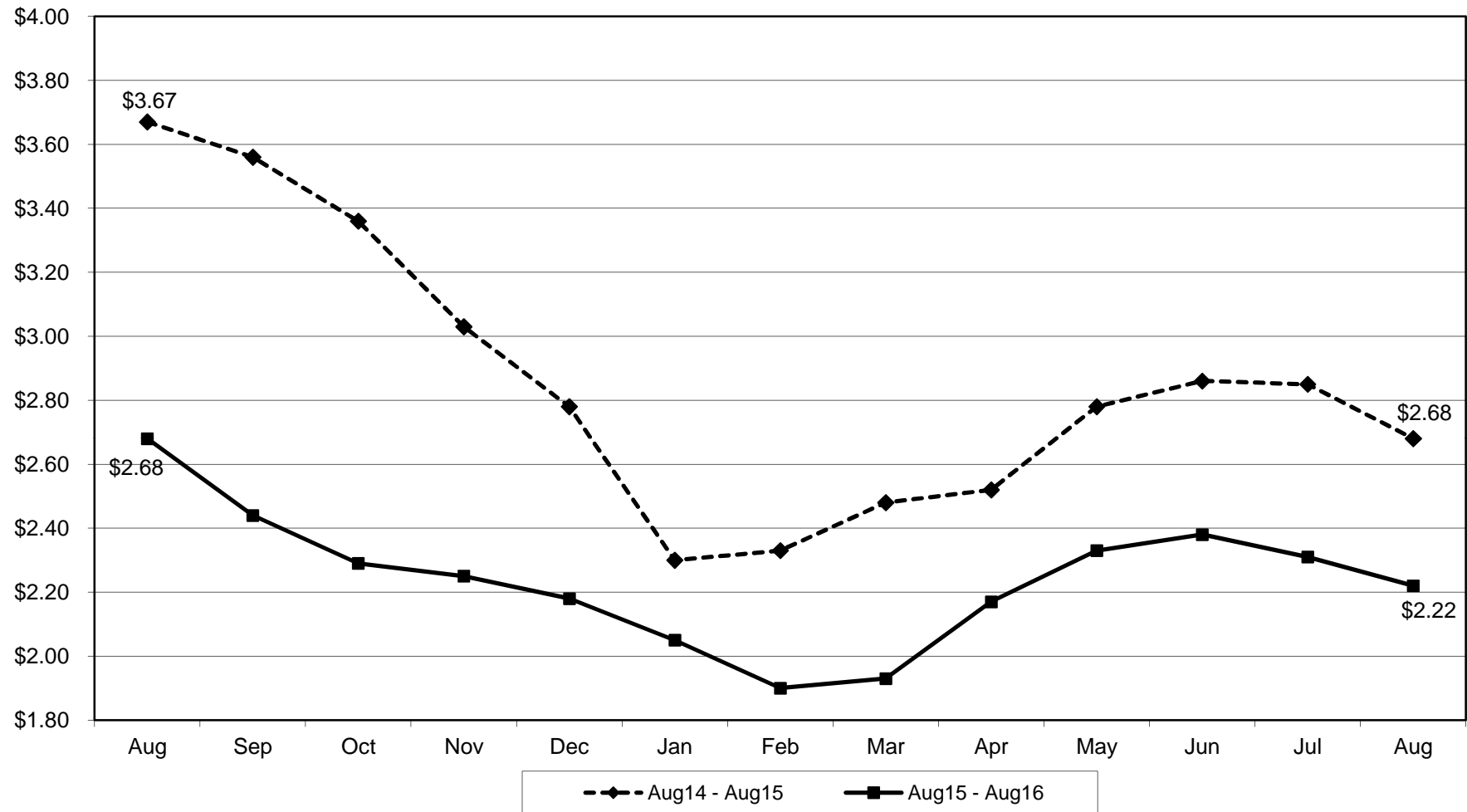
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Aug-14	778,712	653,447	125,265	723,285	55,427
Sep-14	780,551	655,669	124,882	724,739	55,812
Oct-14	780,969	656,378	124,591	724,981	55,989
Nov-14	781,519	657,125	124,394	725,485	56,033
Dec-14	784,704	660,268	124,436	728,289	56,415
Jan-15	785,350	660,977	124,373	728,950	56,400
Feb-15	788,863	664,283	124,580	732,211	56,651
Mar-15	789,972	665,777	124,196	733,077	56,896
Apr-15	792,686	668,837	123,848	735,648	57,037
May-15	795,019	671,387	123,632	737,995	57,024
Jun-15	797,117	674,203	122,914	739,780	57,336
Jul-15	801,132	678,186	122,946	743,606	57,526
Aug-15	804,496	681,797	122,700	746,797	57,699
Sep-15	806,402	683,874	122,529	748,607	57,795
Oct-15	809,239	687,002	122,236	751,355	57,883
Nov-15	813,097	691,118	121,979	754,931	58,166
Dec-15	816,384	694,706	121,678	758,038	58,346
Jan-16	819,736	698,310	121,426	761,238	58,498
Feb-16	824,042	702,619	121,423	765,302	58,741
Mar-16	829,073	707,615	121,458	770,006	59,067
Apr-16	830,808	709,454	121,354	771,723	59,086
May-16	832,232	711,414	120,817	773,009	59,222
Jun-16	835,349	714,533	120,816	776,005	59,343
<b>Jul-16</b>	<b>836,307</b>	<b>715,650</b>	<b>120,657</b>	<b>777,328</b>	<b>58,979</b>
<b>Aug-16</b>	<b>837,452</b>	<b>717,557</b>	<b>119,896</b>	<b>778,255</b>	<b>59,197</b>

*Note: Bold numbers are preliminary.*

1. Numbers may not add due to rounding.

2. Cash transactions include: tokens, tickets and beginning November 11, 2012, Tolls by Mail at the Henry Hudson Bridge

### Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area August 2014 - August 2016





# Bridges and Tunnels

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## **Safety Report August 2016**

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	Sept 2014 - August 2015	Sept 2015 - August 2016	% Change
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.74	6.89	20.0%
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.91	1.02	12.1%
Employee Accident Reports	258	261	1.2%
Employee Lost Time Injuries Rate per 200,000 worker hours	5.2	6.5	25.0%
Construction Injuries per 200,000 worker hours	2.90	1.81	-37.6%

Leading Indicators				
Roadway Safety	2015		2016	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	249	1687	70	533
Fleet Preventative Maintenance Insp.	122	1186	145	823
Safety Taskforce Inspections	0	12	0	5
Construction Safety	August	Year End	August	Year to Date
Construction Safety Inspections	381	3419	416	2803
Fire Safety	August	Year End	August	Year to Date
Fire Code Audits Completed	1	13	1	7
FDNY Liaison Visits	3	23	1	14

### Definitions:

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

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

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

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

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

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



# Bridges and Tunnels

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## **E-ZPass Performance Report August 2016**



**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**August 2016**  
Preliminary data subject to final audit

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	August 2016	Year to Date	August 2015
Total E-ZPass Traffic <sup>1</sup>	23,487,974	175,556,821	22,790,066
E-ZPass Market Share: Total	85.1%	85.7%	83.8%
Cars	84.5%	85.1%	83.2%
Trucks	93.1%	93.3%	92.3%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	August Average E-Zpass Weekday Traffic and Market Share		
	2016 Average Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	110,158	81.9%	80.8%
Cross Bay Veterans Memorial Bridge	21,523	85.1%	84.2%
Henry Hudson Bridge	66,928	94.4%	93.2%
Hugh L. Carey Tunnel	49,232	91.0%	90.4%
Marine Parkway-Gil Hodges Memorial Bridge	22,963	88.8%	88.4%
Queens Midtown Tunnel	70,972	90.7%	89.7%
Robert F. Kennedy Bridge - Bronx Plaza	69,597	79.9%	78.6%
Robert F. Kennedy Bridge - Manhattan Plaza	83,279	86.6%	86.1%
Throgs Neck Bridge	107,203	85.4%	84.5%
Verrazano-Narrows Bridge <sup>1</sup>	<u>177,417</u>	<u>87.5%</u>	<u>86.8%</u>
All Facilities <sup>1</sup>	779,272	86.5%	85.7%

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

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**August 2016**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	August E-ZPass Market Share			
	2016 AM Peak	2015 AM Peak	2016 PM Peak	2015 PM Peak
Bronx-Whitestone Bridge	86.0%	85.7%	82.6%	82.0%
Cross Bay Veterans Memorial Bridge	90.1%	89.0%	84.3%	82.9%
Henry Hudson Bridge	95.7%	95.2%	94.8%	93.5%
Hugh L. Carey Tunnel	93.8%	93.7%	90.9%	90.8%
Marine Parkway-Gil Hodges Memorial Bridge	90.7%	90.1%	89.1%	88.3%
Queens Midtown Tunnel	92.9%	92.0%	90.8%	90.0%
Robert F. Kennedy Bridge - Bronx Plaza	83.5%	83.4%	79.8%	79.8%
Robert F. Kennedy Bridge - Manhattan Plaza	89.5%	89.0%	87.1%	86.3%
Throgs Neck Bridge	89.3%	88.7%	86.0%	85.0%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	90.4%	89.7%
All Facilities	89.4%	89.0%	87.4%	86.7%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	August Average E-ZPass Weekend Traffic and Market Share		
	2016 Avg. Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	104,966	75.6%	75.1%
Cross Bay Veterans Memorial Bridge	20,603	77.2%	76.1%
Henry Hudson Bridge	60,265	92.7%	90.3%
Hugh L. Carey Tunnel	33,402	86.2%	85.3%
Marine Parkway-Gil Hodges Memorial Bridge	23,314	82.6%	81.3%
Queens Midtown Tunnel	56,592	86.6%	85.3%
Robert F. Kennedy Bridge - Bronx Plaza	63,249	72.6%	71.8%
Robert F. Kennedy Bridge - Manhattan Plaza	71,964	81.5%	80.6%
Throgs Neck Bridge	101,353	79.8%	79.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>159,887</u>	81.6%	80.6%
All Facilities <sup>1</sup>	695,595	80.8%	79.9%

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.

**MTA Bridges and Tunnels**  
**E-ZPASS Performance Report**  
**August 2016**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies <sup>5</sup></b>			
Customer's E-ZPass Agency	August 2016 Total B&T E-ZPass Transactions	August 2016 Percentage of B&T Total Transactions	August 2015 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	2,065,839	8.44%	8.25%
Port Authority of NY and NJ	1,287,099	5.26%	5.18%
New Jersey Toll Agencies <sup>7</sup>	1,228,475	5.02%	5.68%
Massachusetts Turnpike Authority <sup>8</sup>	161,129	0.66%	0.70%
Pennsylvania Turnpike Commission	129,128	0.53%	0.50%
Maryland Transportation Authority	55,762	0.23%	0.22%
Virginia Department of Transportation <sup>9</sup>	52,844	0.22%	0.20%
New Hampshire Department of Transportation	19,221	0.08%	0.08%
Delaware Department of Transportation	21,477	0.09%	0.09%
Other <sup>10</sup>	<u>64,117</u>	<u>0.26%</u>	<u>0.25%</u>
Total	5,085,091	20.77%	21.15%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	August 2016	YTD 2016	August 2015
New York State Thruway Authority <sup>6</sup>	3,373,638	22,663,560	3,373,857
Port Authority of NY and NJ	3,946,000	28,302,930	3,802,648
New Jersey Toll Agencies <sup>7</sup>	7,039,293	49,026,891	7,389,178
New York State Bridge Authority	342,528	2,231,017	320,961
Massachusetts Turnpike Authority <sup>8</sup>	738,934	4,842,960	771,359
Pennsylvania Turnpike Commission	410,156	2,625,813	333,376
Maryland Transportation Authority	495,467	3,170,507	398,778
Virginia Department of Transportation <sup>9</sup>	258,513	1,668,489	255,867
New Hampshire Department of Transportation	193,855	1,022,364	208,698
Delaware Department of Transportation	399,309	2,312,742	401,700
Other <sup>10</sup>	<u>630,782</u>	<u>3,459,175</u>	<u>612,819</u>
Total	17,828,475	121,326,448	17,869,241

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**  
**August 2016**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	August 2016	YTD 2016	YTD 2015	
Accounts Opened:				
Internet	10,740	68,261	67,852	
Walk-In	3,360	22,109	22,293	
Mail	273	2,212	2,284	
On-The-Go	<u>13,121</u>	<u>84,714</u>	<u>84,182</u>	
Total Accounts Opened	27,494	177,296	176,611	
Total Active Accounts		3,051,551	2,910,170	
Number of E-ZPass Tags Issued <sup>11</sup>	67,289	437,128	475,416	
Total Active Tags <sup>12</sup>		4,842,910	4,609,561	
Total Reload Cards Distributed	2,531	166,689	137,059	
Reload Card % of Cash Replenishments	17.4%	17.2%	15.8%	

<b>Customer Service Indicators</b>				
	August 2016	YTD 2016	YTD 2015	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	371,709	2,314,431	2,112,406	
Automated System	<u>790,229</u>	<u>4,973,407</u>	<u>4,423,053</u>	
Total Phone Calls Answered	1,161,938	7,287,838	6,535,459	
Average Phone Call Waiting Time (in min.):				
General Call Unit	0.60	0.26	0.33	
Commercial Call Unit	0.60	0.39	0.60	
Avg. Monthly B&T E-ZPass Trips Per Account	6.05	5.80	5.83	
Average Number of Active Tags Per Account	1.59	1.59	1.59	

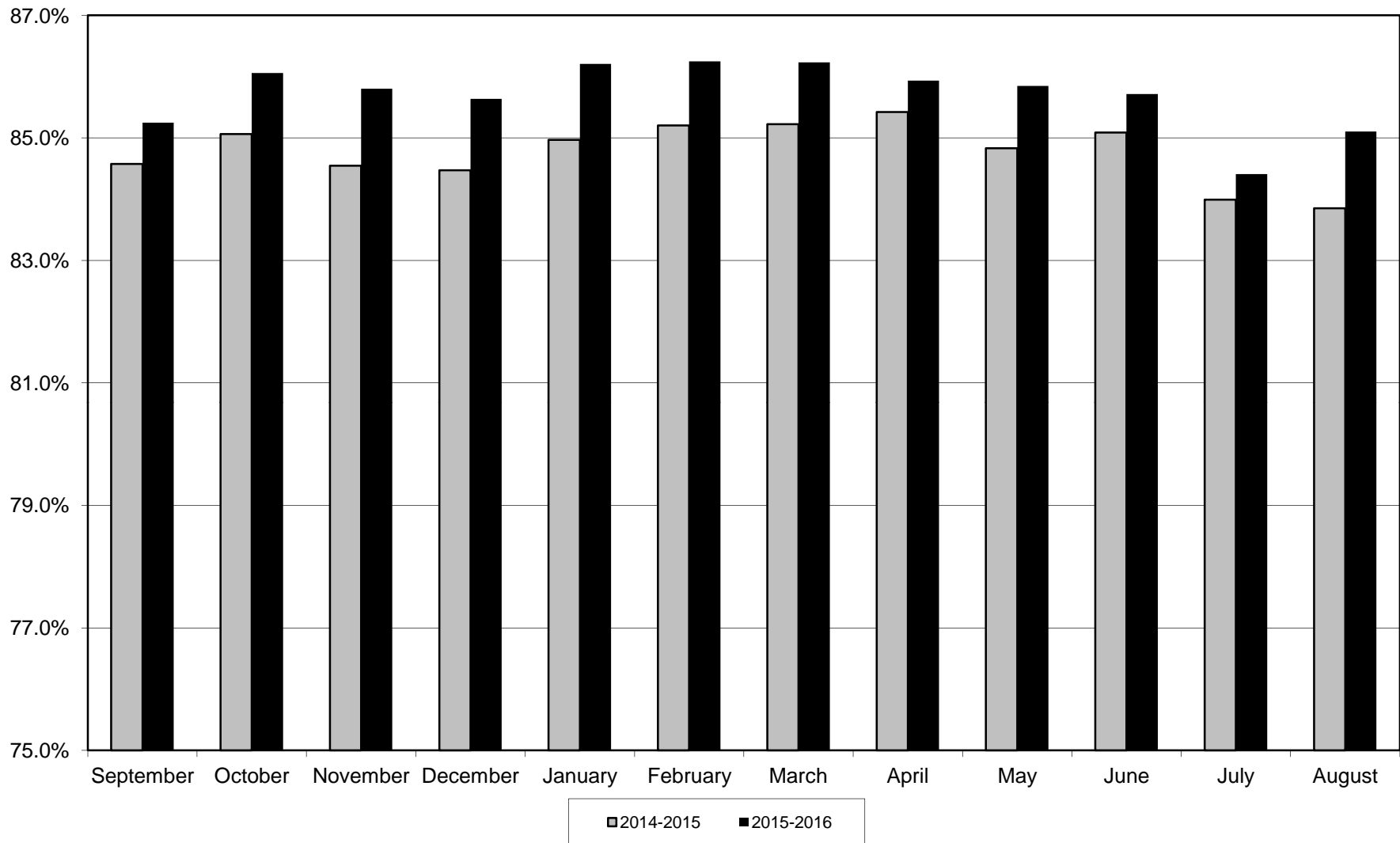
<b>E-ZPass Tag Replacement Program</b>				
	August 2016	YTD 2016	2011-2016	
Number of Replacement Tags Mailed	4,990	80,534	1,916,666	
Number of Tags Returned <sup>13</sup>	4,489	94,647	1,893,414	
Number of Tags Pending Return	N/A	N/A	23,252	

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  
September 2014 through August 2016**





# Bridges and Tunnels

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## Financial Report August 2016

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**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of August 31, 2016**

(in thousands)

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

Cash-Unrestricted	14,493
Investments:	
Unrestricted	180,579
Restricted	907,677
Accrued interest receivable	1,204
Accounts receivable	12,277
Tolls due from other agencies	31,370
Prepaid expenses	4,015
	<hr/>
Total current assets	1,151,615

**NONCURRENT ASSETS:**

Investments:	
Restricted	4
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,292,984	4,914,475
Capital lease 2 Broadway net acc. dep.	40,337
Derivative Hedge Assets	3,580
Security Deposits	13,105
	<hr/>
Total noncurrent assets	5,097,825

**TOTAL ASSETS:** 

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6,249,440**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	63,832
Accumulated decreases in fair value of derivative instruments	160,954
Defeasance costs	160,628
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**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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385,414**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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6,634,855

**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of August 31, 2016**

(in thousands)

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

Current portion-long term debt	210,350
Interest Payable	102,001
Accounts Payable	76,364
Accrued Pension Payable	7,258
Payable to MTA-CAP	86,256
Due to MTA-Operating Expenses	6,748
Due to NYCTA-Operating Expenses	785
Accrued salaries	14,290
Accrued Vac & Sick Benefits	17,840
Current portion of estimated liability arising from injury	8,617
Current portion of capital lease obligation	6,117
Pollution remediation projects	1,829
Due to New York City Transit Authority	53,164
Due to Metropolitan Transportation Authority	70,443
Unredeemed Tolls	165,466
Tolls due to other agencies	55,074
E-ZPass Airport Toll Liability	<u>5,435</u>
Total current liabilities	<u>888,037</u>

**NONCURRENT LIABILITIES:**

Long term debt	9,034,176
Post Employment Benefits Other than Pensions	618,518
Estimated liability arising from injury	33,338
Capital lease obligations	32,281
Derivative Hedge Liabilities	165,166
Net Pension Liability	243,901
Security deposits-Contra	<u>13,105</u>
Total noncurrent liabilities	<u>10,140,486</u>

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	48,006
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF  
RESOURCES**

11,076,529

**NET POSITION**-4,441,674 \***TOTAL LIABILITIES, DEFERRED INFLOWS OF  
RESOURCES & NET POSITION**6,634,855

0

\*The negative Net Position of \$4,493,844 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST 2016**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	165.483	168.138	2.655	1.6	0.000	0.000	0.000	-	165.483	168.138	2.655	1.6
Other Operating Revenue	1.912	2.410	0.498	26.1	0.000	0.000	0.000	-	1.912	2.410	0.498	26.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.149	2.036	(0.113)	(5.3)	2.149	2.036	(0.113)	(5.3)
Investment Income	0.037	0.075	0.038	*	0.000	0.000	0.000	-	0.037	0.075	0.038	*
<b>Total Revenue</b>	<b>\$167.432</b>	<b>\$170.623</b>	<b>\$3.191</b>	<b>1.9</b>	<b>\$2.149</b>	<b>\$2.036</b>	<b>(\$0.113)</b>	<b>(5.3)</b>	<b>\$169.581</b>	<b>\$172.659</b>	<b>\$3.078</b>	<b>1.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.470	\$10.059	\$1.411	12.3	\$0.950	\$0.793	\$0.157	16.5	\$12.419	\$10.852	\$1.567	12.6
Overtime	2.304	2.127	0.177	7.7	0.172	0.119	0.053	30.9	2.476	2.246	0.230	9.3
Health and Welfare	2.466	2.005	0.461	18.7	0.244	0.180	0.064	26.1	2.709	2.185	0.524	19.3
OPEB Current Payment	1.473	1.530	(0.057)	(3.8)	0.000	0.000	0.000	-	1.473	1.530	(0.057)	(3.8)
Pensions	3.350	3.428	(0.078)	(2.3)	0.286	0.211	0.075	26.2	3.635	3.639	(0.003)	(0.1)
Other Fringe Benefits	0.955	0.867	0.087	9.2	0.138	0.102	0.036	26.0	1.092	0.969	0.123	11.3
Reimbursable Overhead	(0.360)	(0.631)	0.271	75.2	0.360	0.631	(0.271)	(75.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21.657</b>	<b>\$19.385</b>	<b>\$2.272</b>	<b>10.5</b>	<b>\$2.149</b>	<b>\$2.036</b>	<b>\$0.113</b>	<b>5.3</b>	<b>\$23.806</b>	<b>\$21.421</b>	<b>\$2.385</b>	<b>10.0</b>
<i>Non-Labor:</i>												
Electric Power	\$0.382	\$0.459	(\$0.077)	(20.1)	\$0.000	\$0.000	\$0.000	-	\$0.382	\$0.459	(\$0.077)	(20.1)
Fuel	0.160	0.050	0.110	68.6	0.000	0.000	0.000	-	0.160	0.050	0.110	68.6
Insurance	1.221	1.683	(0.462)	(37.9)	0.000	0.000	0.000	-	1.221	1.683	(0.462)	(37.9)
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.964	7.828	2.136	21.4	0.000	0.000	0.000	-	9.964	7.828	2.136	21.4
Professional Service Contracts	2.950	2.184	0.766	26.0	0.000	0.000	0.000	-	2.950	2.184	0.766	26.0
Materials & Supplies	0.407	0.199	0.209	51.2	0.000	0.000	0.000	-	0.407	0.199	0.209	51.2
Other Business Expenses	2.297	3.065	(0.768)	(33.4)	0.000	0.000	0.000	-	2.297	3.065	(0.768)	(33.4)
<b>Total Non-Labor Expenses</b>	<b>\$17.381</b>	<b>\$15.468</b>	<b>\$1.914</b>	<b>11.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$17.381</b>	<b>\$15.468</b>	<b>\$1.914</b>	<b>11.0</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$39.038</b>	<b>\$34.853</b>	<b>\$4.185</b>	<b>10.7</b>	<b>\$2.149</b>	<b>\$2.036</b>	<b>\$0.113</b>	<b>5.3</b>	<b>\$41.187</b>	<b>\$36.889</b>	<b>\$4.298</b>	<b>10.4</b>
Depreciation	\$10.092	\$8.387	\$1.706	16.9	\$0.000	\$0.000	\$0.000	-	\$10.092	\$8.387	\$1.706	16.9
OPEB Obligation	5.558	5.558	0.000	0.0	0.000	0.000	0.000	-	5.558	5.558	0.000	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$54.689</b>	<b>\$48.797</b>	<b>\$5.891</b>	<b>10.8</b>	<b>\$2.149</b>	<b>\$2.036</b>	<b>\$0.113</b>	<b>5.3</b>	<b>\$56.838</b>	<b>\$50.833</b>	<b>\$6.005</b>	<b>10.6</b>
Less: Depreciation	\$10.092	\$8.387	\$1.706	16.9	\$0.000	\$0.000	\$0.000	-	\$10.092	\$8.387	\$1.706	16.9
Less: OPEB Obligation	5.558	5.558	0.000	0.0	0.000	0.000	0.000	-	5.558	5.558	0.000	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$39.038</b>	<b>\$34.853</b>	<b>\$4.185</b>	<b>10.7</b>	<b>\$2.149</b>	<b>\$2.036</b>	<b>\$0.113</b>	<b>5.3</b>	<b>\$41.187</b>	<b>\$36.889</b>	<b>\$4.298</b>	<b>10.4</b>
<b>Net Surplus/(Deficit)</b>	<b>\$128.394</b>	<b>\$135.770</b>	<b>\$7.376</b>	<b>5.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$128.394</b>	<b>\$135.770</b>	<b>\$7.376</b>	<b>5.7</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST 2016**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$128.394</b>	<b>\$135.770</b>	<b>\$7.376</b>	<b>5.7</b>
Less: Capitalized Assets									2.094	0.512	1.582	75.6
Reserves									2.240	2.240	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$124.060</b>	<b>\$133.018</b>	<b>\$8.959</b>	<b>7.2</b>
Less: Debt Service									54.530	53.866	0.664	1.2
<b>Income Available for Distribution</b>									<b>\$69.530</b>	<b>\$79.152</b>	<b>\$9.623</b>	<b>13.8</b>
Distributable To:												
MTA - Investment Income									0.037	0.051	0.014	37.1
MTA - Distributable Income									38.968	44.526	5.558	14.3
NYCTR - Distributable Income									30.525	34.575	4.050	13.3
<b>Total Distributable Income</b>									<b>\$69.530</b>	<b>\$79.152</b>	<b>\$9.623</b>	<b>13.8</b>
<b><u>Support to Mass Transit:</u></b>												
Total Revenues									169.581	172.659	3.078	1.8
Less: Total Operating Expenses									<u>41.187</u>	<u>36.889</u>	<u>4.298</u>	10.4
<b>Net Operating Income/(Deficit)</b>									<b>\$128.394</b>	<b>\$135.770</b>	<b>\$7.376</b>	<b>5.7</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.094	0.512	1.582	75.6
Reserves									2.240	2.240	0.000	0.0
B&T Debt Service									25.881	21.940	3.941	15.2
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$30.215</b>	<b>\$24.692</b>	<b>\$5.523</b>	<b>18.3</b>
<b>Total Support to Mass Transit</b>									<b>\$98.178</b>	<b>\$111.078</b>	<b>\$12.900</b>	<b>13.1</b>

**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 - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,242.242	1,245.944	3.702	0.3	0.000	0.000	0.000	-	1,242.242	1,245.944	3.702	0.3
Other Operating Revenue	18.928	20.533	1.606	8.5	0.000	0.000	0.000	-	18.928	20.533	1.606	8.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	14.554	13.132	(1.422)	(9.8)	14.554	13.132	(1.422)	(9.8)
Investment Income	0.278	0.335	0.058	20.7	0.000	0.000	0.000	-	0.278	0.335	0.058	20.7
<b>Total Revenue</b>	<b>\$1,261.448</b>	<b>\$1,266.813</b>	<b>\$5.365</b>	<b>0.4</b>	<b>\$14.554</b>	<b>\$13.132</b>	<b>(\$1.422)</b>	<b>(9.8)</b>	<b>\$1,276.002</b>	<b>\$1,279.945</b>	<b>\$3.943</b>	<b>0.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$83.128	\$78.444	\$4.684	5.6	\$6.025	\$5.139	\$0.886	14.7	\$89.153	\$83.583	\$5.570	6.2
Overtime	16.383	15.571	0.812	5.0	0.869	0.612	0.257	29.6	17.252	16.183	1.069	6.2
Health and Welfare	17.686	16.606	1.080	6.1	1.452	1.167	0.285	19.6	19.138	17.773	1.365	7.1
OPEB Current Payment	11.904	12.119	(0.216)	(1.8)	0.000	0.000	0.000	-	11.904	12.119	(0.216)	(1.8)
Pensions	28.443	28.781	(0.338)	(1.2)	1.704	1.369	0.335	19.7	30.147	30.150	(0.003)	(0.0)
Other Fringe Benefits	11.037	10.758	0.279	2.5	0.822	0.660	0.162	19.7	11.859	11.418	0.441	3.7
Reimbursable Overhead	(3.682)	(4.185)	0.503	13.7	3.682	4.185	(0.503)	(13.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$164.898</b>	<b>\$158.094</b>	<b>\$6.804</b>	<b>4.1</b>	<b>\$14.554</b>	<b>\$13.132</b>	<b>\$1.422</b>	<b>9.8</b>	<b>\$179.452</b>	<b>\$171.226</b>	<b>\$8.226</b>	<b>4.6</b>
<i>Non-Labor:</i>												
Electric Power	\$3.505	\$3.604	(\$0.100)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$3.505	\$3.604	(\$0.100)	(2.8)
Fuel	1.058	0.804	0.254	24.0	0.000	0.000	0.000	-	1.058	0.804	0.254	24.0
Insurance	9.406	9.853	(0.447)	(4.8)	0.000	0.000	0.000	-	9.406	9.853	(0.447)	(4.8)
Claims	0.006	0.046	(0.040)	*	0.000	0.000	0.000	-	0.006	0.046	(0.040)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	76.750	70.256	6.495	8.5	0.000	0.000	0.000	-	76.750	70.256	6.495	8.5
Professional Service Contracts	23.573	21.377	2.196	9.3	0.000	0.000	0.000	-	23.573	21.377	2.196	9.3
Materials & Supplies	2.596	2.274	0.322	12.4	0.000	0.000	0.000	-	2.596	2.274	0.322	12.4
Other Business Expenses	20.027	21.778	(1.751)	(8.7)	0.000	0.000	0.000	-	20.027	21.778	(1.751)	(8.7)
<b>Total Non-Labor Expenses</b>	<b>\$136.921</b>	<b>\$129.992</b>	<b>\$6.929</b>	<b>5.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$136.921</b>	<b>\$129.992</b>	<b>\$6.929</b>	<b>5.1</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$301.819</b>	<b>\$288.086</b>	<b>\$13.733</b>	<b>4.6</b>	<b>\$14.554</b>	<b>\$13.132</b>	<b>\$1.422</b>	<b>9.8</b>	<b>\$316.373</b>	<b>\$301.218</b>	<b>\$15.155</b>	<b>4.8</b>
Depreciation	\$79.151	\$75.454	\$3.697	4.7	\$0.000	\$0.000	\$0.000	-	\$79.151	\$75.454	\$3.697	4.7
OPEB Obligation	45.058	45.057	0.001	0.0	0.000	0.000	0.000	-	\$45.058	45.057	0.001	0.0
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$426.028</b>	<b>\$408.597</b>	<b>\$17.431</b>	<b>4.1</b>	<b>\$14.554</b>	<b>\$13.132</b>	<b>\$1.422</b>	<b>9.8</b>	<b>\$440.582</b>	<b>\$421.729</b>	<b>\$18.853</b>	<b>4.3</b>
Less: Depreciation	\$79.151	\$75.454	\$3.697	4.7	\$0.000	\$0.000	\$0.000	-	\$79.151	\$75.454	\$3.697	4.7
Less: OPEB Obligation	45.058	45.057	0.001	0.0	0.000	0.000	0.000	-	45.058	45.057	0.001	0.0
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$301.819</b>	<b>\$288.086</b>	<b>\$13.733</b>	<b>4.6</b>	<b>\$14.554</b>	<b>\$13.132</b>	<b>\$1.422</b>	<b>9.8</b>	<b>\$316.373</b>	<b>\$301.218</b>	<b>\$15.155</b>	<b>4.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$959.628</b>	<b>\$978.727</b>	<b>\$19.099</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$959.628</b>	<b>\$978.727</b>	<b>\$19.098</b>	<b>2.0</b>

Differences are due to rounding.

\*Variance exceeds 100%

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**AUGUST Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$959.628</b>	<b>\$978.727</b>	<b>\$19.098</b>	<b>2.0</b>
Less: Capitalized Assets									14.788	10.747	\$4.042	27.3
Reserves									17.921	17.921	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$926.920</b>	<b>\$950.060</b>	<b>\$23.140</b>	<b>2.5</b>
Less: Debt Service									428.989	434.430	(5.441)	(1.3)
<b>Income Available for Distribution</b>									<b>\$497.931</b>	<b>\$515.630</b>	<b>\$17.699</b>	<b>3.6</b>
Distributable To:												
MTA - Investment Income									0.278	0.335	0.058	20.7
MTA - Distributable Income									286.229	300.452	14.223	5.0
NYCTR - Distributable Income									211.424	220.577	9.153	4.3
<b>Total Distributable Income</b>									<b>\$497.931</b>	<b>\$521.364</b>	<b>\$23.433</b>	<b>4.7</b>
<b>Support to Mass Transit:</b>												
Total Revenues									1,276.002	1,279.945	3.943	0.3
Less: Total Operating Expenses									<u>316.373</u>	<u>301.218</u>	<u>15.155</u>	4.8
<b>Net Operating Income/(Deficit)</b>									<b>\$959.628</b>	<b>\$978.727</b>	<b>\$19.098</b>	<b>2.0</b>
Deductions from Net Operating Income:												
Capitalized Assets									14.788	10.747	4.042	27.3
Reserves									17.921	17.921	0.000	0.0
B&T Debt Service									184.140	172.700	11.441	6.2
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$216.849</b>	<b>\$201.367</b>	<b>\$15.482</b>	<b>7.1</b>
<b>Total Support to Mass Transit</b>									<b>\$742.779</b>	<b>\$777.360</b>	<b>\$34.581</b>	<b>4.7</b>

**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 - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

			August 2016		Year-to-Date	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	2.655	1.6%	Higher toll revenue due to 2.2% higher traffic than forecasted.	3.702	0.3%	Higher toll revenue due to 0.6% higher traffic than forecasted.
Other Operating Revenue	0.498	26.1%	Higher Other Operating Revenue primarily due to higher E-ZPass and other toll collection fees	1.606	8.5%	Higher Other Operating Revenue primarily due to higher E-ZPass and other toll collection fees
Investment Income	0.038	101.7%	Minor variance	0.058	20.7%	Minor variance
Payroll	1.411	12.3%	Lower payroll expenses against the YTD forecast allocation primarily due to vacancies	4.684	5.6%	Lower payroll expenses against the YTD forecast allocation primarily due to vacancies
Overtime	0.177	7.7%	See overtime tables	0.812	5.0%	See overtime tables
Health and Welfare	0.461	18.7%	Lower expenses primarily due to vacancies and the timing of expenses against the monthly forecast allocation	1.080	6.1%	Lower expenses primarily due to vacancies and the timing of expenses against the YTD forecast allocation
OPEB Current Payment	(0.057)	-3.8%	Minor variance	(0.216)	-1.8%	Minor variance
Pensions	(0.078)	-2.3%	Higher non-reimbursable expenses due to lower capital reimbursement offsets. Total variance is minor for combined non-reimbursable and reimbursable expenses	(0.338)	-1.2%	Higher non-reimbursable expenses due to lower capital reimbursement offsets. Total variance is minor for combined non-reimbursable and reimbursable expenses
Other Fringe Benefits	0.087	9.2%	Lower expenses primarily due to vacancies	0.279	2.5%	Lower expenses primarily due to vacancies
Electric Power	(0.077)	-20.1%	Higher electricity expenses primarily due to timing against the monthly forecast allocation	(0.100)	-2.8%	Higher electricity expenses primarily due to timing against the YTD forecast allocation
Fuel	0.110	68.6%	Lower fuel expenses primarily due to timing against the monthly forecast allocation	0.254	24.0%	Lower fuel expenses primarily due to timing against the YTD forecast allocation
Insurance	(0.462)	-37.9%	Higher general liability insurance expenses primarily due to timing against the monthly forecast allocation	(0.447)	-4.8%	Higher general liability insurance expenses primarily due to timing against the monthly forecast allocation
Maintenance and Other Operating Contracts	2.136	21.4%	Lower expenses primarily due to the timing of E-ZPass Customer Service Center expenses (\$0.584M), Security Surveillance Equipment (\$.335M) and various smaller miscellaneous maintenance contracts (\$0.663M)	6.495	8.5%	Lower expenses primarily due to the timing of E-ZPass Customer Service Center expenses (\$1.203M), Security Surveillance Equipment (\$1.002M) and various smaller miscellaneous maintenance contracts (\$1.980M)
Professional Service Contracts	0.766	26.0%	Lower expenses primarily due to the timing of Engineering Services (\$0.522M) and Bond Issuance Costs (\$0.256M).	2.196	9.3%	Lower expenses primarily due to the timing of Planning Studies Consultants (\$0.627M) and Bond Issuance Costs (\$1.231M).
Materials & Supplies	0.209	51.2%	Lower expenses primarily due to the timing of expenses across several miscellaneous areas against the monthly forecast allocation.	0.322	12.4%	Lower expenses primarily due to the timing of expenses across several miscellaneous areas against the monthly forecast allocation.
Other Business Expense	(0.768)	-33.4%	Higher expenses primarily due to the timing of Credit Card Fees against the monthly forecast allocation	(1.751)	-8.7%	Higher expenses primarily due to the timing of Credit Card Fees against the YTD forecast allocation
Depreciation	1.706	16.9%	Variance primarily due to the timing of accounting entries	3.697	4.7%	Variance primarily due to the timing of accounting entries
Other Post Employment Benefits	0.000	0.0%	No variance	0.001	0.0%	Minor variance
Reimbursable						
Capital and Other Reimbursements	(0.113)	-5.3%	Lower capital reimbursements against the monthly forecast allocation	(1.422)	-9.8%	Lower capital reimbursements against the YTD forecast allocation
Payroll	0.157	16.5%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.886	14.7%	Lower than planned reimbursable expenses against the YTD forecast allocation
Overtime	0.053	30.9%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.257	29.6%	Lower than planned reimbursable expenses against the YTD forecast allocation
Health and Welfare	0.064	26.1%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.285	19.6%	Lower than planned reimbursable expenses against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.075	26.2%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.335	19.7%	Lower than planned reimbursable expenses against the YTD forecast allocation
Other Fringe Benefits	0.036	26.0%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.162	19.7%	Lower than planned reimbursable expenses against the YTD forecast allocation
Reimbursable Overhead	(0.271)	-75.2%	Higher than planned reimbursable expenses against the monthly forecast allocation	(0.503)	-13.7%	Higher than planned reimbursable expenses against the YTD forecast allocation

**MTA Bridges and Tunnels**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	August						August Year-to-Date					
	MidYear Forecast		Actuals		Var. - Fav./(Unfav)		MidYear Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	7,962	\$0.578	5,065	\$0.368	2,897 36.4%	\$0.210 36.3%	46,595	\$ 3.351	39,141	\$2.815	7,454 16.0%	\$0.536 16.0%
<u>Unscheduled Service</u>	130	\$0.011	37	\$0.003	94 71.9%	\$0.008 73.5%	586	\$ 0.119	355	\$0.072	232 39.5%	\$0.047 39.2%
<u>Programmatic/Routine Maintenance</u>	1,666	\$0.157	1,752	\$0.165	(86) -5.1%	(\$0.008) -5.3%	12,968	\$ 1.278	14,678	\$1.447	(1,710) -13.2%	(\$0.169) -13.2%
<u>Unscheduled Maintenance</u>	762	\$0.072	1,509	\$0.142	(747) -98.0%	(\$0.070) -98.1%	6,035	\$ 0.556	6,972	\$0.643	(938) -15.5%	(\$0.087) -15.6%
<u>Vacancy/Absentee Coverage</u>	12,411	\$0.960	20,058	\$1.551	(7,647) -61.6%	(\$0.591) -61.6%	121,234	\$ 9.015	140,239	\$10.428	(19,005) -15.7%	(\$1.413) -15.7%
<u>Weather Emergencies</u>	6	\$0.001	17	\$0.002	(11) **	(\$0.001) **	9,641	\$ 0.761	9,701	\$0.765	(61) -0.6%	(\$0.004) -0.6%
<u>Safety/Security/Law Enforcement</u>	3,224	\$0.242	1,673	\$0.126	1,552 48.1%	\$0.116 48.0%	16,021	\$ 1.196	11,073	\$0.827	4,949 30.9%	\$0.369 30.8%
<u>Other</u>	188	\$0.018	(329)	(\$0.031)	517 **	\$0.049 **	1,071	\$ 0.102	212	\$0.020	859 80.2%	\$0.082 80.5%
<u>*All Other Departments and Accruals</u>		\$0.266		(\$0.198)		\$0.464 **		\$0.005		(\$1.445)		\$1.451 **
Subtotal	26,349	\$2.304	29,780	\$2.127	(3,431) -13.0%	\$0.177 7.7%	214,150	\$16.383	222,369	\$15.571	(8,219) -3.8%	\$0.812 4.9%
<b>REIMBURSABLE OVERTIME</b>	2,621	\$0.173	1,852	\$0.119	769 29.3%	\$0.053 30.7%	13,459	\$0.869	9,625	\$0.612	3,834 28.5%	\$0.257 29.6%
<b>TOTAL OVERTIME</b>	<b>28,970</b>	<b>\$2.476</b>	<b>31,632</b>	<b>\$2.246</b>	<b>(2,662)</b> -9.2%	<b>\$0.230</b> 9.3%	<b>227,609</b>	<b>\$17.252</b>	<b>231,994</b>	<b>\$16.183</b>	<b>(4,385)</b> -1.9%	<b>\$1.069</b> 6.2%

Figures are preliminary.

Totals may not add due to rounding

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

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

**MTA Bridges and Tunnels**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Monthly				Year-to-Date	
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
Scheduled Service	2,897 36.4%	\$0.210 36.3%	Lower than planned expenses	7,454 16.0%	\$0.536 16.0%	Lower than planned expenses
Unscheduled Service	94 71.9%	\$0.008 73.5%	Minor variance	232 39.5%	\$0.047 39.2%	Lower than planned expenses
Programmatic/Routine Maintenance	(86) -5.1%	(\$0.008) -5.3%	Minor variance	(1,710) -13.2%	(\$0.169) -13.2%	Higher than planned expenses
Unscheduled Maintenance	(747) -98.0%	(\$0.070) -98.1%	Higher than planned expenses	(938) -15.5%	(\$0.087) -15.6%	Higher than planned expenses
Vacancy/Absentee Coverage	(7,647) -61.6%	(\$0.591) -61.6%	Higher than planned expenses	(19,005) -15.7%	(\$1.413) -15.7%	Higher than planned expenses
Weather Emergencies	(11) **	(\$0.001) **	Minor variance	(61) -0.6%	(\$0.004) -0.6%	Minor variance
Safety/Security/Law Enforcement	1,552 48.1%	\$0.116 48.0%	Lower than planned expenses	4,949 30.9%	\$0.369 30.8%	Lower than planned expenses
Other	517 **	\$0.049 **	Lower than planned expenses	859 80.2%	\$0.082 80.5%	Lower than planned expenses
*All Other Departments and Accruals		\$0.464 **	Primarily due to adjustments for the 28-day OT payroll lag		\$1.451 **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	(3,431) -13.0%	\$0.177 7.7%		(8,219) -3.8%	\$0.812 4.9%	
REIMBURSABLE OVERTIME	769 29.3%	\$0.053 30.7%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program	3,834 28.5%	\$0.257 29.6%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program
TOTAL OVERTIME	(2,662)	\$0.230		(4,385)	\$1.069	

Figures are preliminary.

Totals may not add due to rounding

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

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2016 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

<u>Month of August</u>						<u>Year to date ending August 2016</u>							
Comparison Current Year vs. Prior Year:													
Prior Year		Current Year		Percentage Change			Prior Year*		Current Year		Percentage Change		
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	
4.0	\$28.0	4.2	\$29.3	5.1%	4.5%	Bronx-Whitestone	27.4	\$191.0	30.4	\$212.7	10.8%	11.3%	
0.8	1.8	0.8	1.8	1.0%	-0.2%	Cross Bay	5.3	11.8	5.6	12.6	5.5%	7.1%	
2.1	6.6	2.2	6.8	4.5%	2.1%	Henry Hudson	15.1	46.2	16.2	50.1	7.1%	8.4%	
1.5	9.4	1.6	9.4	1.4%	0.1%	Hugh L. Carey	11.7	70.4	12.1	73.6	3.8%	4.5%	
0.8	1.9	0.8	1.9	0.6%	-0.8%	Marine Parkway	5.2	11.3	5.4	11.8	3.5%	4.3%	
2.5	16.1	2.3	14.9	-7.4%	-7.5%	Queens Midtown	19.0	120.1	18.7	119.6	-1.1%	-0.4%	
2.7	19.8	2.7	19.9	1.0%	0.4%	RFK - Bronx	19.7	144.4	19.8	146.1	0.5%	1.2%	
3.0	18.9	2.9	18.4	-1.6%	-2.4%	RFK - Manhattan	21.5	134.2	21.7	136.8	1.3%	2.0%	
3.9	30.1	3.9	30.3	0.1%	0.4%	Throgs Neck	27.8	213.3	28.7	222.7	3.1%	4.4%	
5.9	34.4	6.2	35.5	4.9%	3.3%	Verrazano-Narrows	43.7	245.8	46.2	260.0	5.8%	5.7%	
27.2	\$167.1	27.6	\$168.1	1.5%	0.6%	Total	196.4	\$1,188.6	204.9	\$1,245.9	4.3%	4.8%	
\$6.147		\$6.092		-0.9%		Revenue Per Vehicle	\$6.053		\$6.081		0.5%		

Note: Numbers may not add due to rounding.

\*Toll increase implemented March 22, 2015

**Comparison Actual vs. Mid-Year Forecast:**

Mid-Year Forecast		Aug Actual		Percentage Change				Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue			Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.0	165.5	27.6	168.1	2.2%	1.6%	Total All		203.7	\$1,242.2	204.9	\$1,245.9	0.6%	0.3%
	<u>\$6.130</u>		<u>\$6.092</u>		<u>-0.6%</u>	Revenue Per Vehicle			<u>\$6.097</u>		<u>\$6.081</u>		<u>-0.3%</u>

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**August 2016**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	8	5	3	4 Professional vacancies and 1 Managerial overage
Law <sup>(1)</sup>	13	14	(1)	1 Professional overage
CFO <sup>(2)</sup>	25	23	2	5 Managerial vacancies and 3 Professional overages
Administration <sup>(3)</sup>	37	39	(2)	2 Managerial overages
EEO	2	1	1	1 Managerial vacancy
<b>Total Administration</b>	<b>85</b>	<b>82</b>	<b>3</b>	
<b>Operations</b>				
Revenue Management	43	39	4	2 Managerial vacancies, 1 Professional and 1 BTO vacancy
Operations (Non-Security)	716	490	226	175 BTO vacancies, 50 Managerial vacancies and 1 Professional vacancy
<b>Total Operations</b>	<b>759</b>	<b>529</b>	<b>230</b>	
<b>Maintenance</b>				
Maintenance	197	192	5	2 Managerial and 3 Professional vacancies
Operations - Maintainers	181	169	12	12 Maintainer vacancies
<b>Total Maintenance</b>	<b>378</b>	<b>361</b>	<b>17</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	190	158	32	13 Managerial and 19 Professional vacancies
Safety & Health	10	8	2	1 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	24	19	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	18	11	3 Managerial and 8 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	43	34	9	2 Managerial and 7 Professional vacancies
<b>Total Public Safety</b>	<b>275</b>	<b>266</b>	<b>9</b>	
<b>Total Positions</b>	<b>1,750</b>	<b>1,441</b>	<b>309</b>	
Non-Reimbursable	<b>1,663</b>	<b>1,354</b>	<b>309</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,750</b>	<b>1,441</b>	<b>309</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
August 2016

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	31	28	3	5 vacancies in CFO, 1 vacancy in EEO, 2 overages in Administration and 1 in Executive
Professional, Technical, Clerical	54	54	-	4 vacancies in Executive, 3 overages in CFO, and 1 overage in Law
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>85</b>	<b>82</b>	<b>3</b>	
<b>Operations</b>				
Managers/Supervisors	215	163	52	50 vacancies in Operations and 2 in Revenue Management
Professional, Technical, Clerical	35	33	2	1 vacancy in Revenue Management and 1 in Operations
Operational Hourlies <sup>(1)</sup>	509	333	176	175 BTO vacancies in Operations, and 1 BTO vacancy in Revenue Management
<b>Total Operations</b>	<b>759</b>	<b>529</b>	<b>230</b>	
<b>Maintenance</b>				
Managers/Supervisors	18	16	2	2 vacancies in Maintenance
Professional, Technical, Clerical	19	16	3	3 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	341	329	12	12 Maintainer vacancies in Operations
<b>Total Maintenance</b>	<b>378</b>	<b>361</b>	<b>17</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	60	41	19	13 vacancies in Engineering, 3 in CFO, 2 in Law, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	193	162	31	19 vacancies in Engineering, 8 in CFO, 3 in Law, and 1 vacancy in Safety and Health
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>203</b>	<b>50</b>	
<b>Public Safety</b>				
Managers/Supervisors	46	44	2	2 vacancies in Internal Security
Professional, Technical, Clerical	33	26	7	7 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>275</b>	<b>266</b>	<b>9</b>	
<b>Total Positions</b>				
Managers/Supervisors	370	292	78	
Professional, Technical, Clerical	334	291	43	
Operational Hourlies	1,046	858	188	
<b>Total Positions</b>	<b>1,750</b>	<b>1,441</b>	<b>309</b>	

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

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

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



# **Bridges and Tunnels**

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## **Capital Program Project Status Report September 2016**

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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
SEPTEMBER 30, 2016

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 September, five commitments with a total value of \$5.6 million were awarded from the 2016 plan (*See Attachment 1, 2016 Commitment Chart; Attachment 7 – 2016 Commitment Plan*).

Year to date, 51 commitments have been made with a total value of \$55.4 million compared to the plan calling for 62 commitments with a total value of \$68.5 million from the 2016 plan. All ten commitments totaling \$43.0 million have been made from the 2015 plan as previously reported.

Completions

There was one project completion in September and one in August for a total value of \$11.9 million. (*See Attachment 3 - 2016 Completion Chart; Attachment 4 – 2016 Major Project Completions; Attachment 5 - 2016 Project Completion Plan; Attachment 10 – 2015 Completion Plan*). The major project completed in August but not reported before was:

- RK76, Miscellaneous Structural Repair at RFK Bridge for \$11.2 million

Closeouts

There were nine task level closeouts in September for \$49 million. (*See Attachment 6 – 2016 Task Level Closeouts*). Year to date there are 91 task level closeouts totaling \$180 million.

Award Date Changes for Remaining Commitments

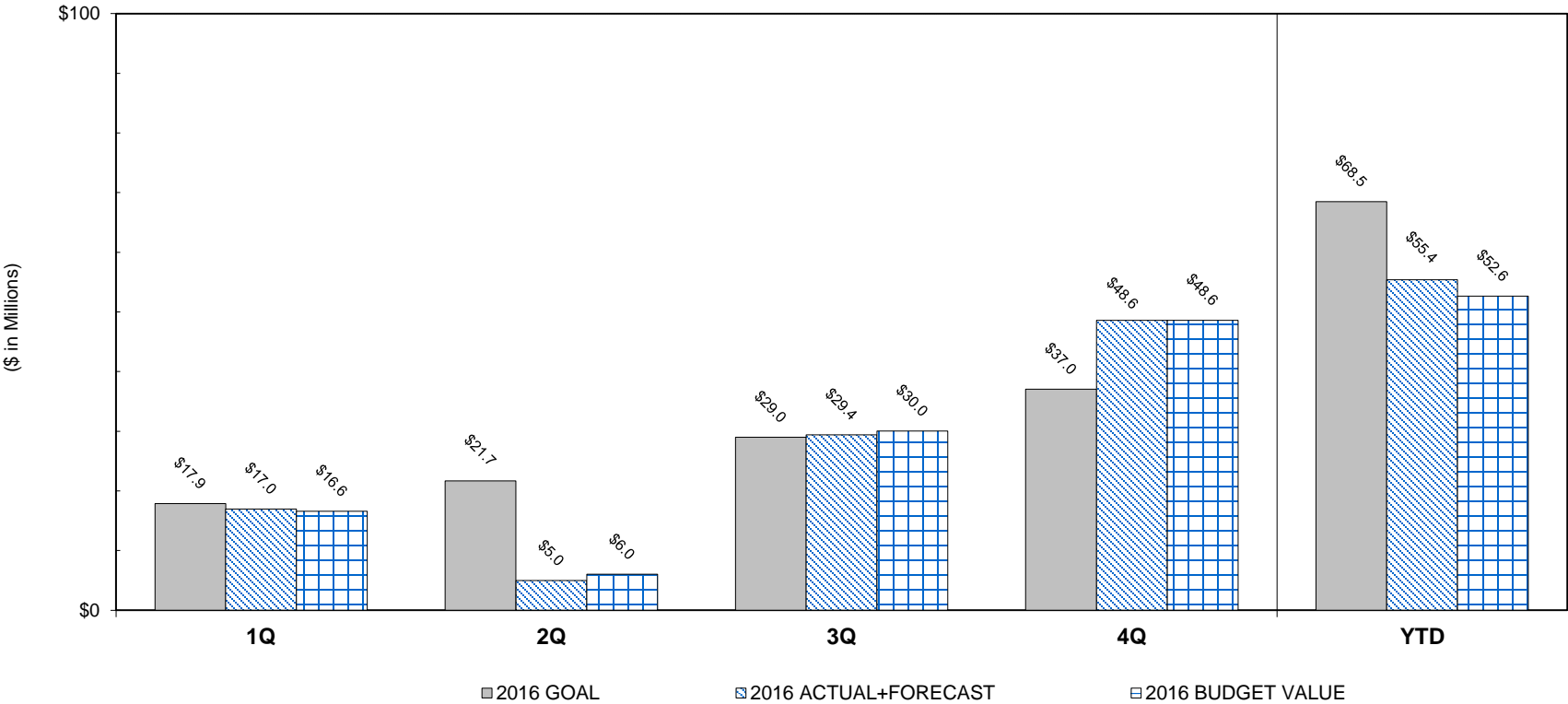
There are no significant date changes this month.

Completion Date Changes for Remaining Projects

There were no completion date changes this month.

**MTA Bridges and Tunnels**  
**Commitments as of September 30, 2016**

2016 Budget Goal:	\$105.5	
2016 Annual Forecast	\$99.9	
YTD Goal:	\$68.5	
YTD Actual:	\$55.4	(80.9% of YTD Goal)
YTD Budgeted Value:	\$52.6	(76.9% of YTD Goal)
Left to Commit:	\$48.6	

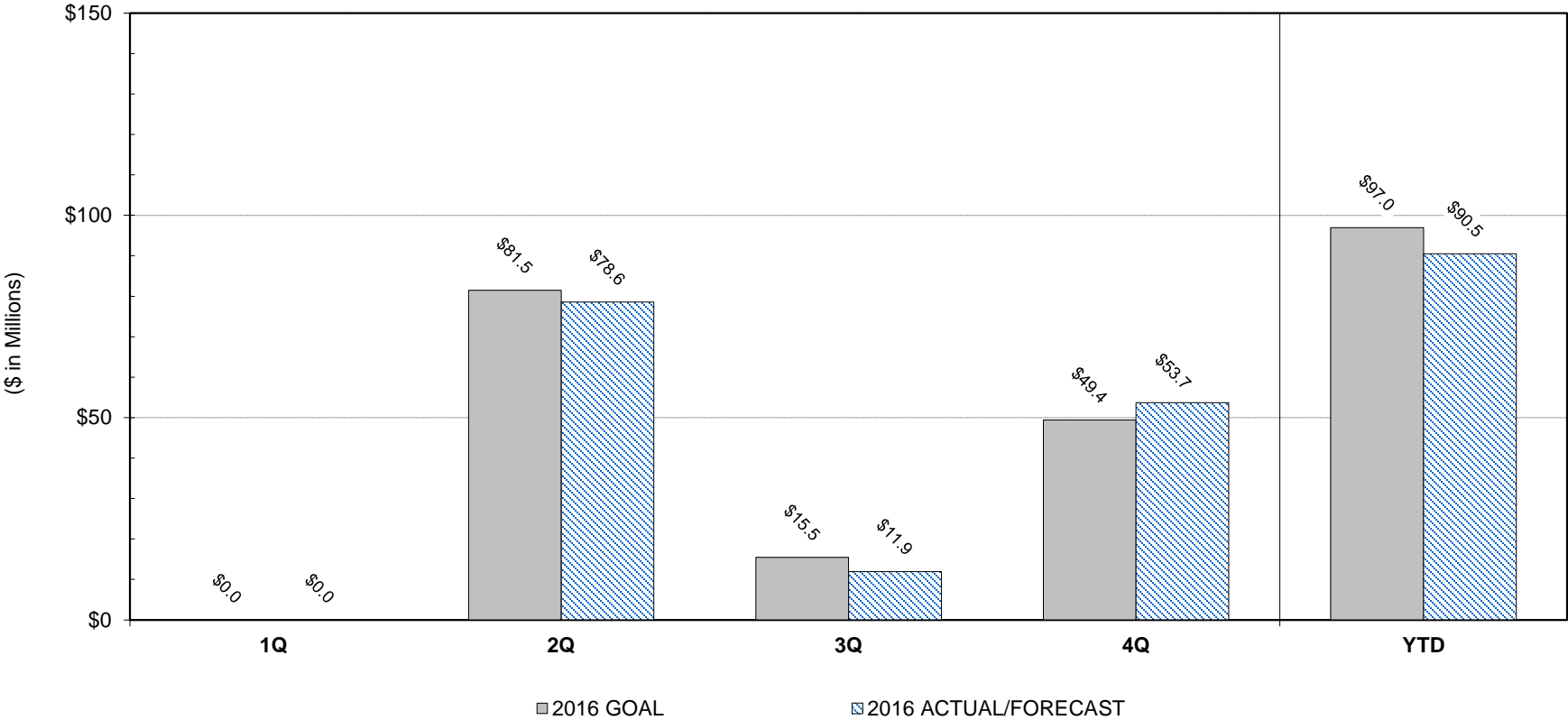


### MTA Bridges and Tunnels: Status of Major Commitments as of September 30, 2016

Project		Budget (\$ in Millions)			Award Date				Notes
		2016 Goal	Actual / Forecast*	Budgeted Value	2016 Goal	Advertisement Date	Actual / Forecast		
D702VN84	Reconstruction of VN Approach Ramps - Ph1	\$12.5	\$12.3	\$12.5	Sep-16	Jan-16	Aug-16	A	
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	\$17.0	\$17.0	\$17.0	Dec-16	Mar-16	Dec-16	F	

**MTA Bridges and Tunnels**  
**Completions as of September 30, 2016**

2016 Budget Goal:	\$146.4
2016 Annual Forecast:	\$144.2
YTD Goal:	\$97.0
YTD Actual:	\$90.5 (93.3% of YTD Goal)
Left to Complete:	\$53.7



## MTA Bridges and Tunnels: Status of Major Completions as of September 30, 2016

Project		Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2016 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2016 Goal	Actual / Forecast		
<b>D602MP21</b>	Rehabilitate Rockaway Point Blvd Overpass	\$11.1	\$11.1	96%	8%	May-16	Jun-16	A	1
<b>G5140108</b>	ThrogsNeck Integrated Electronic Security	\$20.4	\$20.4	96%	76%	May-16	May-16	A	
<b>D601TN52</b>	Miscellaneous Structural Rehabilitation	\$22.0	\$19.1	99%	68%	May-16	May-16	A	2
<b>D604VN87</b>	Substation #1 Rehabilitation	\$16.6	\$16.6	97%	0%	Jun-16	Jun-16	A	
<b>D601RK76</b>	Miscellaneous Structural Repair	\$11.2	\$11.2	99%	51%	Sep-16	Aug-16	A	
<b>D602HH88</b>	HH88A: Replace Upper & Lower Level Plza & Southbnd. Appr.	\$49.4	\$50.2	90%	43%	Dec-16	Dec-16	F	3

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

Note 1: May 2016 was a preliminary date. The official contracted completion date is June 2016

Note 2: Phase TN52 and TN52A are complete

Note 3 :Added funds for unforeseen work

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	Project	May-16	\$11,052,001	\$11,052,001	Jun-16	\$11,052,001		
G5140108	ThrogsNeck Integrated Electronic Security	Project	May-16	\$20,374,391	\$20,374,391	May-16	\$20,374,391		
D601TN52	Miscellaneous Structural Rehabilitation (Phased)	Project	May-16	\$22,043,388	\$22,043,388	May-16	\$19,113,227		
			<b>May-16 Total</b>	<b>\$53,469,780</b>	<b>\$53,469,780</b>				
ED040301	Flood Mitigation-Equip.Relocations-BBT Service Building	Project	Jun-16	\$2,917,066	\$2,917,066	Jun-16	\$2,917,066		
D605BB21	Service Building Rehabilitation	Project	Jun-16	\$8,480,358	\$8,480,358	Jun-16	\$8,480,358		
D604VN87	Substation #1 Rehabilitation	Project	Jun-16	\$16,634,699	\$16,634,699	Jun-16	\$16,634,699		
			<b>Jun-16 Total</b>	<b>\$28,032,123</b>	<b>\$28,032,123</b>				
D603AW48	2nd Generation E-Zpass In-Lane	Study	Aug-16	\$3,533,142	\$3,533,142			Nov-16	\$3,533,142
			<b>Aug-16 Total</b>	<b>\$3,533,142</b>	<b>\$3,533,142</b>				
D601RK76	Miscellaneous Structural Repair	Project	Sep-16	\$11,171,357	\$11,171,357	Aug-16	\$11,171,357		
ED010304	Queens Midtown Tunnel Mitigation-Flood Gates&Other	Construction	Sep-16	\$771,677	\$771,677	Sep-16	\$771,677		
			<b>Sep-16 Total</b>	<b>\$11,943,034</b>	<b>\$11,943,034</b>				
D602HH88	HH88A: Replace Upper & Lower Level Plza & Southbnd. Appr.	Phase A - Project	Dec-16	\$49,437,562	\$49,437,562			Dec-16	\$50,182,781
			<b>Dec-16 Total</b>	<b>\$49,437,562</b>	<b>\$49,437,562</b>				
			<b>Grand Total</b>	<b>\$146,415,640</b>	<b>\$146,415,640</b>				
	<b>Unplanned Completions</b>								
			<b>Grand Total:</b>	<b>\$146,415,640</b>	<b>\$146,415,640</b>		<b>\$90,514,776</b>	<b>Remaining</b>	<b>\$53,715,923</b>

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D602RK73	Deck Replacement- RFK MQ Ramp	D02973	PM Dsgn/Buld F/A(MQ RampTBTA-D1483)	D00001483C	Jan-16	\$815,871.91
D405BB43	Rehab Battery Parking Garage	D01493	BB43 II-Const.(BPG-01)	D00000723B	Jan-16	\$30,564,268.91
D405BB43	Rehab Battery Parking Garage	D02952	BB43 IVA -Elevator Const.Adm.	D00001502A	Jan-16	\$260,667.86
ED010240	Restore Queens Midtown Tunnel - Structural	E02990	SBMP-QM40X2-Remove Ceiling Tiles	E00002061A	Jan-16	\$1,741,997.40
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02666	CM PrototypePhl(PSC-08-2849B),WO#27	E00001483A	Feb-16	\$42,332.98
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02155	PM Design/Build RFP F/A(TBTA-E1514)	E00001514B	Feb-16	\$165,393.00
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02035	PM Construction F/A (TBTA-E1751)	E00001751A	Feb-16	\$87,093.40
D706AW21	Program Administration	D03400	2015 Program Adm F/A(TBTA-D1768)	D00001768A	Feb-16	\$356,088.58
D706AW21	Program Administration	D03401	2015 Indirect Program Adm F/A(TBTA-D1769)	D00001769A	Feb-16	\$1,838,493.85
D604BB45	Replace Electrical Switchgear 7 Equipment	D02568	Operations F/A Maintenance (TBTA-D1360)	D00001360A	Mar-16	\$97,237.21
D602BW89	Deck Replacement-Elevated and On Grade Approach	D02602	Operations F/A (TBTA-D1546)	D00001546A	Mar-16	\$168,835.82
ED010240	Restore Queens Midtown Tunnel - Structural	E02990	SBMP-QM40X2-Remove Ceiling Tiles (See Jan.- Funding)	E00002061B	Mar-16	\$0.00
D505QM01	Service & FE Building Rehab	D03189	SBMP-C-Post Garage & Workshop Rehab	D00001614B	Mar-16	\$1,079,122.13
D607HH10	Paint -Curb Stringers	D02622	Paint Construction Admin.(PSC-10-2864)	D00001321A	Apr-16	\$43,780.34
D602HH10	Upper Level Sidewalk/Curb Stringers	D02617	Construction Admin. (PSC-10-2864)	D00001319A	Apr-16	\$2,875,977.72
D602RK73	Deck Replacement-RFK MQ Ramp	D02974	Construction Admin. MQ Ramp (PSC-11-2894)	D00001486A	Apr-16	\$3,613,729.65
D502TN82	Rehabilitation of Orthotropic Deck	D02417	Prototype Subfloorbeam Repair (TN50)	D00001238B	Apr-16	\$138,020.00
G5140104	B&T Triborough Hardening	G01818	B&T Force Account Support	G00001453A	May-16	\$899,503.44
D601TN60	Anchorage Dehumidification	D02739	PM Design F/A(TBTA-D1539)	D00001539A	May-16	\$686,891.06
D601MP16	Miscellaneous Steel Repairs DES	D02650	PM Design F/A(TBTA-D1510)	D00001510B	May-16	\$781,284.26
D601BW97	Concrete Anchorage Repairs	D02605	Construction (Bronx Anchorage)	D00001513B	May-16	\$5,040,681.74
D601BW14	Miscellaneous Structural Rehabilitation DES	D02579	PM Design F/A(TBTA-D1573)	D00001573A	May-16	\$659,783.71
D601HH07	Structural Rehabilitation - Phase I	D02901	Design during cns(CSS) PSC-06-2807A	D00001430A	May-16	\$264,740.31
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	D02771	Design(PSC-06-2807A #40)	D00001468A	May-16	\$436,944.33
D506AW28	Scope Development	D02360	ScopeDev-MP21(PSC-06-2807B #9)	D00001191B	May-16	\$304,926.99
D606AW22	Miscellaneous	D03243	VE/CR/RA-QM40/S-VE/RA-QM18-2891E 10	D00001657A	May-16	\$564,992.60
D606AW22	Miscellaneous	D03251	Risk Assess, Est.RK23A-PSC-12-2891E	D00001649A	May-16	\$249,260.82
D606AW28	Scope Development	D02956	ScopeDev-HH07Phll-Skewback	D00001403C	May-16	\$746,804.74
D606AW28	Scope Development	D02995	Inv./ScopeDev-TN Dehum(PSC-06-2807A	D00001425A	May-16	\$136,033.79
D606AW28	Scope Development	D03089	Scope Dev-Staff St.Brdg(PSC06-2807A	D00001473A	May-16	\$157,499.84
D606AW28	Scope Development	D03231	Scope Dev-HH13(PSC-12-2891A,wo14)	D00001662A	May-16	\$297,714.07
D604VN87	Substation #1 Rehabilitation	D02802	PM Dsgn/Bld RFP F/A(TBTA-D1479)	D00001479A	May-16	\$794,702.88
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02694	RK65D-PM Const F/A-Util Reloc&Upgra(TBTA-D1276)	D00001276B	May-16	\$1,478,280.45
D601TN52	Miscellaneous Structural Rehabilitation	D03021	PM Const F/A (TN-52A-TBTA-D1563)	D00001563A	May-16	\$299,430.76
D702VN84	Reconstruction of VN Approach Ramps - Phase1	D03402	BC Development F/A(TBTA-D1782)	D00001782A	May-16	\$0.00
D702VN11	Brooklyn Approach Reconstruction	D03427	BC Development F/A(TBTA-D1781)	D00001781A	May-16	\$0.00
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03350	BC Development F/A(TBTA-D1770)	D00001770A	May-16	\$2,905.52
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02693	RK65D-CM-Util Reloc&Upg-PSC-10-2858	D00001292B	May-16	\$2,732,153.65
ED050201	Restore CBB Service Bldg	E03174	SBMP Cns-Demo of femaleBTO trailer	E00001974A	May-16	\$131,327.04
ED040208	Replace MPB Navigation & Security Lighting Systems	E02165	Const. Admin. PSC-08-2849A Task #35	E00001615A	May-16	\$94,962.54
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02036	Constr.Admin. PSC-08-2849A, Task#34	E00001523C	May-16	\$170,016.17
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02198	ConstrPrototypePhl(GFM-495F,WO#63)	E00001452A	May-16	\$844,604.80
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02206	Constr PrototypePhl GFM-495F, WO#72	E00001470A	May-16	\$1,302,000.00
ED060201	Sandy Program Administration	E03218	Grants Management (TBTA-E1993)	E00001993A	May-16	\$1,052,703.01
ED060201	Sandy Program Administration	E03219	E & C Support (TBTA_E1994)	E00001994A	May-16	\$1,256,884.45
D605AW12	Hazardous Materials Abatement	D02437	PM Construction F/A (TBTA-D1267)	D00001267E	May-16	\$1,584,512.82

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D606AW22	Miscellaneous	D02465	Project management F/A (TBTA-D1336)	D00001336B	May-16	\$510,393.89
D503AW37	Operation Centers TS Systems	D02387	Capital Material Purchase -Video Wall (TBTA-D1241)	D00001241A	May-16	\$207,249.14
D603AW48	2nd Generation E-Zpass In- Lane	D02839	AET-Phase 1 Capital Material Purchases (TBTA-1287)	D00001287A	May-16	\$85,105.05
D503AW52	Advance Automated Traffic Detection	D02305	Capital Material Purchase(CMP-AW52A-TBTA-D1125)	D00001125A	May-16	\$32,179.60
D403AW80	VMS & Gantry Installation	D02161	Capital Material Purchase VMS Installation (TBTA-D1047)	D00001047B	May-16	\$111,044.59
ED05BB28	BBT Vent Building Abatement	E00315	Design & Test -Cleanup (PSC00-2570)(TBTA-E97)	E00000097A	May-16	\$103,284.51
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02563	Operations -F/A (Maintenance Crews TBTA-D1725)	D00001725A	May-16	\$142,936.50
D502BW89	Elevated & On Grade (Bronx) Approach	D01992	PM Construction F/A (TBTA-D1115)	D00001115A	May-16	\$2,441,510.38
D704RK21	Install Fire Standpipe/ Upgrade Protection System	D03393	BC Development F/A (TBTA-D1784)	D00001784A	May-16	\$26,938.41
D602RK75	Interim Repairs- Toll Plaza Deck	D03185	Construction Phase 1 (GFM-495 WO #35)	D00001596C	May-16	\$6,112,573.35
D602VN03	Toll Plaza- East & West Bound Ramps Improvements	D02962	Utility/ Conduit Installation GFM-495F	D00001412B	May-16	\$171,980.00
D701VN10	Anchorage & Piers Rehabilitation and Sealing	D03389	BC Development F/A (TBTA-D1780)	D00001780A	May-16	\$0.00
D701VN89	Tower Pier Rehab/Construct Mooring Platform	D03386	BC Development F/A(TBTA-D1785)	D00001785A	May-16	\$1,594.96
D604MP03	Programmable Logic Controller & Mechanical Rehabilitation	D02638	PM Design F/A (TBTA-1428)	D00001428A	Jun-16	\$1,166,320.16
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehabilitation	D03376	BC Development F/A (TBTA-D1779)	D00001779A	Jun-16	\$41,299.12
D602RK75	Interim Repairs-Toll Plaza Deck	D03130	Construction Phase I (GFM-508 WO#1)	D00001559B	Jun-16	\$1,707,097.75
D602TN49	Suspended Span Replacement- Phase A	D03098	Construction-Overlay Installation-Southbound	D00001538A	Jun-16	\$1,958,646.40
D601QM18	Entrance and Exit Plaza Structural Rehabilitation	D03172	Prototype Construction-Manhattan Exit	D00001592A	Jun-16	\$665,415.09
D505QM01	Service & FE Building Rehabilitation	D02922	Borden Avenue Remediation GFM-495 WO#25	D00001477C	Jun-16	\$1,167,472.00
D501TB23	Harlem River Drive Ramp	D03043	Construction-Traffic Signals 127th Street and 2nd Avenue	D00001472B	Jun-16	\$265,239.26
G5140105	B&T BBT Emergency Generator	G01356	Emergency Generators(TBTA-G902)	G00000902A	Jun-16	\$953,510.90
D402TB65	Deck Replacement Manahattan Plaza & Ramps	D01697	Appraisal Services Building 104 (PO5-01-981660	D00000891A	Jul-16	\$8,000.00
G5140104	B&T Triborough Hardening	G01819	I/H Constr Admin (MTACC)	G00001447B	Jul-16	\$237,434.77
D502TB64	Replace Deck-RI Viaduct	D02409	TB64C CM Srvices (PSC-05-2749B)	D00001218D	Jul-16	\$292,869.87
D606AW22	Miscellaneous	D03237	VE-BCOR-BB28/BB54 (PSC-12-2891E WO#5)	D00001629B	Aug-16	\$418,623.14
D601RK23	Miscellaneous Rehabilitation-Manhattan Approach Ramps	D03274	MOU-Tree Mitigation (MOU14-67)	D00001701A	Aug-16	\$320,000.00
D601RK23	Miscellaneous Rehabilitation-Manhattan Approach Ramps	D03269	MOU-DPR Relocation (MOU14-66)	D00001700A	Aug-16	\$454,000.00
D607TN85	Steel Repairs-Suspended Span	D02754	Painting-Construction	D00001389B	Aug-16	\$5,046,904.50
D501TN85	Suspended Span Cable Rewrap	D02830	TN85C-Construction	D00001390E	Aug-16	\$18,353,370.70
D601TN52	Miscellaneous Structural Rehabilitation	D02729	Construction (TN85C)	D00001388B	Aug-16	\$4,140,000.00
D601MP06	Substructure and Underwater Scour Protection	D02647	Construction	D00001593B	Aug-16	\$14,019,471.34
D603AW36	Installation of CCTV /Fiber Optic Cable	D03140	Construction-Fiber Installation TN-TN85C	D00001545A	Aug-16	\$952,000.00
D704HH13	Replacement of Facility Lighting Systems	D03360	BC Development F/A (TBTA-D1775)	D00001775A	Aug-16	\$2,450.72
D701HH07	Structural Rehabilitation	D03421	BC Development F/A (TBTA-D1774)	D00001774A	Aug-16	\$55,558.79
D505QM01	Service and FE Building Rehabilitation	D03191	SBMP-Site & Miscellaneous Building Improvements QM01 Ph4	D00001613C	Aug-16	\$1,308,139.44
D601HH89	Skewbacks Retrofit	D03072	PM Design F/A (TBTA-D1579)	D00001579A	Aug-16	\$559,242.71
D506AW28	Scope Development	D02421	Scope Development RK23 PSC-06-2807E#5	D00001240A	Sep-16	\$132,666.38
D606AW22	Miscellaneous	D03235	VE-BCOR-RK23A(PSC-06-2807D WO#23A)	D00001627C	Sep-16	\$119,063.57
D606AW22	Miscellaneous	D03236	Const Rev-QM18 PSC-06-2807D WO#25	D00001632A	Sep-16	\$23,781.79
D606AW22	Miscellaneous	D03143	VE-RK65A-Bx Plz Rehab (PSC-06-2807D)	D00001549C	Sep-16	\$146,930.17
D704RK07	Electrical/Mechanical Rehab of Harlem River Lift Span	D03423	BC Development F/A (TBTA-D1776)	D00001776A	Sep-16	\$18,827.30
D704RK21	Install Fire Standpipe/ Upgrade Protection System	D03394	PM Design F/A & Design/Build Development (TBTA-D1796)	D00001796A	Sep-16	\$190,267.00
D603AW36	Installation of CCTV/Fiber Optic Cable	D03141	Construction Fiber Installation TN- TN82B	D00001544B	Sep-16	\$1,398,439.47
D607TN82	Paint-Bronx and Queens Approach Spans	D02750	Painting-Construction	D00001395A	Sep-16	\$33,593,200.50
D602TN82	Rehabilitate Orthotropic Deck-Phase B	D02744	TN82B-Construction	D00001366B	Sep-16	\$13,417,024.80

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
				Total	91	\$179,940,514.57

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D703AW32	Installation of Rotating Prism Signs	D03412	RPS-PM Constr. F/A	Jan-16	\$350,000	\$350,000	Jan-16	\$350,000		
D704AWX3	Bridge Structural Health Monitoring Initiatives	D03526	BC Development F/A	Jan-16	\$28,122	\$28,122	Jan-16	\$28,122		
D706AW21	Program Administration	D03443	2016 Indirect Program Adm.	Jan-16	\$3,600,000	\$3,600,000	Feb-16	\$3,600,000		
D706AW21	Program Administration	D03444	2016 Program Adm.	Jan-16	\$1,100,000	\$1,100,000	Feb-16	\$1,100,000		
D701BW07	Fender Protection around Tower Piers (Const)	D03806	BC Development F/A	Jan-16	\$20,000	\$20,000	Jan-16	\$20,000		
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03624	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
D704HC64	Brooklyn Service Building Electrical Rehab.	D03734	BC Development F/A	Jan-16	\$61,868	\$61,868	Jan-16	\$61,868		
D704QM91	Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs.	D03570	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
D701TN53	Approach Viaducts Seismic Retrofit & Structural Rehab	D03377	PM Design F/A(TBTA-D1831)	Jan-16	\$2,263,564	\$2,263,564	Jan-16	\$2,263,564		
D701TN87	Anchorage & Tower Protection	D03701	BC Development F/A	Jan-16	\$58,493	\$58,493	Jan-16	\$58,493		
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03826	BC Development F/A	Jan-16	\$56,243	\$56,243	Jan-16	\$56,243		
				<b>Jan-16 Total</b>	<b>\$7,650,776</b>	<b>\$7,650,776</b>				
D706AW22	Miscellaneous	D03451	2015-2019 PM Design F/A	Feb-16	\$100,000	\$100,000	Feb-16	\$100,000		
ED040303	Flood Mitigation-Generator at GIVB	E03721	Const. Adm.	Feb-16	\$221,000	\$221,000	Feb-16	\$233,046		
D701RK04	Queens Anchorage Rehabilitation	D03373	PM Design Study F/A(TBTA-D1832)	Feb-16	\$300,574	\$300,574	Mar-16	\$300,574		
D701RK04	Queens Anchorage Rehabilitation	D03374	Study (PSC-12-2891 WO #59)	Feb-16	\$2,054,626	\$2,054,626	Mar-16	\$2,000,167		
				<b>Feb-16 Total</b>	<b>\$2,676,200</b>	<b>\$2,676,200</b>				
D703AW32	Installation of Rotating Prism Signs	D03413	RPS-Constr. Adm.(PSC-13-2923 wo26)	Mar-16	\$1,044,750	\$1,044,750	Feb-16	\$1,358,422		
D705HC80	Rehabilitation of Ventilation Buildings	D03753	BC Development F/A	Mar-16	\$60,833	\$60,833	Mar-16	\$60,833		
D701HH07	Structural Rehabilitation	D03762	PM Design F/A	Mar-16	\$501,352	\$501,352	Jul-16	\$378,865		
D707HH30	Replacement of HHB Overcoat System	D03785	PM Design F/A	Mar-16	\$158,165	\$158,165	Jul-16	\$178,534		
D604MPXA	Mechanical Systems Rehab	D03332	Ph2 - Operations F/A	Mar-16	\$29,000	\$29,000	Mar-16	\$126,550		
D701QM18	Manhattan/Queens Plaza Structural Rehab	D03533	PM Design F/A Ph. 2	Mar-16	\$1,112,653	\$1,112,653			-	-
D705QM36	Rehabilitation of Ventilation Building	D03543	BC Development F/A	Mar-16	\$58,493	\$58,493	Mar-16	\$58,493		
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03606	BC Development F/A	Mar-16	\$58,493	\$58,493	Mar-16	\$58,493		
D702VN11	Brooklyn Approach Reconstruction	D03715	PM Design F/A	Mar-16	\$500,000	\$500,000	Aug-16	\$506,579		
D702VN84	Reconstruction of VN Approach Ramps - Ph1	D03403	PM Design F/A	Mar-16	\$4,000,000	\$4,000,000	Mar-16	\$4,000,000		
				<b>Mar-16 Total</b>	<b>\$7,523,739</b>	<b>\$7,523,739</b>				
D705AW66	Operations Command Center Rehab/Replacement	D03488	BC Development F/A (TBTA-D1860)	May-16	\$56,243	\$56,243	May-16	\$56,243		
D701TN53	Approach Viaducts Seismic Retrofit & Structural Rehab	D03378	Design and EIS (PSC-15-2977)	May-16	\$8,000,000	\$8,000,000	Jul-16	\$5,655,456		
D702TN55	Replacement of Bronx and Queens Approach Viaducts (Study)	D03693	BC Development F/A(TBTA-D1861)	May-16	\$28,122	\$28,122	May-16	\$28,122		
				<b>May-16 Total</b>	<b>\$8,084,365</b>	<b>\$8,084,365</b>				

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D701BW07	Fender Protection around Tower Piers (Const)	D03808	10% Design & D/B RFP Development	Jun-16	\$1,500,000	\$1,500,000			-	-
D701BW07	Fender Protection around Tower Piers (Const)	D03807	PM Design F/A	Jun-16	\$100,000	\$100,000			-	-
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	\$200,000	\$200,000			-	-
D704BW32	Installation of Fire Standpipe Connections	D03544	PM Design F/A	Jun-16	\$100,000	\$100,000			-	-
D704HC07	Rehabilitation of HCT Ventilation Systems	D03598	BC Development F/A	Jun-16	\$58,493	\$58,493	Jun-16	\$58,493		
D701HH89	Skewback Retrofit	D03521	PM Construction F/A	Jun-16	\$2,105,745	\$2,105,745	Jul-16	\$2,105,745		
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03792	PM Const. F/A	Jun-16	\$2,313,395	\$2,313,395			Oct-16	\$2,313,395
D704HH13	Replacement of Facility Lighting System	D03779	PM Const. F/A	Jun-16	\$254,000	\$254,000			Oct-16	\$254,000
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	D03591	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Oct-16	\$1,000,000
D701RK70	Miscellaneous Structural Rehabilitation	D03661	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Oct-16	\$1,000,000
D702RK65	Reconstruction of Manhattan Toll Plaza Structure and Ramps	D03652	BC Development F/A	Jun-16	\$56,243	\$56,243	Jun-16	\$56,243		
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03419	I/H Design / Build RFP Development	Jun-16	\$250,000	\$250,000	Jun-16	\$286,417		
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03395	PM Construction F/A	Jun-16	\$1,659,983	\$1,659,983	Jul-16	\$1,659,983		
D705RK58	Rehabilitation of the Robert Moses Bldg and Ancillary Facilities	D03639	PM Design F/A	Jun-16	\$800,000	\$800,000			Oct-16	\$800,000
D707RK70	Miscellaneous Structural Rehabilitation	D03669	PM Design F/A	Jun-16	\$150,000	\$150,000			Oct-16	\$150,000
D702VN11	Brooklyn Approach Reconstruction	D03716	Design	Jun-16	\$2,000,000	\$2,000,000	Sep-16	\$1,490,200		
D704VN30	Elevator Rehabilitation	D03729	BC Development F/A	Jun-16	\$31,633	\$31,633	Jun-16	\$31,633		
			<b>Jun-16 Total</b>		<b>\$13,579,492</b>	<b>\$13,579,492</b>				
D706AW18	Protective Liability Insurance	D03439	2016-APPL	Jul-16	\$2,500,000	\$2,500,000	Jun-16	\$1,406,431		
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03575	Conceptual Design & Env. Permits	Jul-16	\$1,000,000	\$1,000,000				
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03569	PM Design F/A & D/B RFP Dev.	Jul-16	\$609,901	\$609,901			Oct-16	\$609,901
			<b>Jul-16 Total</b>		<b>\$4,109,901</b>	<b>\$4,109,901</b>				
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	\$1,000,000	\$1,000,000			Oct-16	\$1,000,000
D704RK60	Installation of Facility-wide Electronic Monitoring and Detection Syste	D03647	PM Construction F/A	Aug-16	\$1,000,000	\$1,000,000			Oct-16	\$1,000,000
			<b>Aug-16 Total</b>		<b>\$2,000,000</b>	<b>\$2,000,000</b>				
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03705	PM Design F/A & D/B RFP Dev.	Sep-16	\$200,000	\$200,000			Oct-16	\$200,000
D704HC64	Brooklyn Service Building Electrical Rehab.	D03735	PM Design F/A & D/B RFP Dev.	Sep-16	\$224,973	\$224,973			Oct-16	\$224,973
D705HC80	Rehabilitation of Ventilation Buildings	D03754	PM Design F/A	Sep-16	\$1,000,000	\$1,000,000				
D701HH07	Structural Rehabilitation	D03767	Design	Sep-16	\$1,200,000	\$1,200,000			Oct-16	\$1,200,000
D707HH30	Replacement of HHB Overcoat System	D03786	Design	Sep-16	\$750,863	\$750,863			Oct-16	\$750,863
D701QM18	Manhattan/Queens Plaza Structural Rehab	D03534	DesignPh. 2	Sep-16	\$5,046,010	\$5,046,010			-	-
D704QM91	Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs.	D03571	PM Design F/A & D/B RFP Dev.	Sep-16	\$200,000	\$200,000			Oct-16	\$200,000

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D705QM36	Rehabilitation of Ventilation Building	D03546	PM Design F/A	Sep-16	\$768,803	\$768,803				
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03607	PM Design F/A	Sep-16	\$865,929	\$865,929			Oct-16	\$865,929
D702RK23	Construction of New Harlem River Drive Ramp	D03630	BC Development F/A	Sep-16	\$56,243	\$56,243				
D702VN84	Reconstruction of VN Approach Ramps - Ph1	D03404	Design	Sep-16	\$12,500,000	\$12,500,000	Aug-16	\$12,322,717		
D702VN86	Widening of Belt Parkway - Design	D03763	BC Development F/A	Sep-16	\$56,243	\$56,243	Sep-16	\$56,243		
			<b>Sep-16 Total</b>		<b>\$22,869,064</b>	<b>\$22,869,064</b>				
D701TN87	Anchorage & Tower Protection	D03702	PM Design F/A	Oct-16	\$2,000,000	\$2,000,000			Oct-16	\$2,000,000
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03827	In-House Design F/A	Oct-16	\$285,000	\$285,000			Oct-16	\$285,000
			<b>Oct-16 Total</b>		<b>\$2,285,000</b>	<b>\$2,285,000</b>				
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03793	Construction Adm.	Nov-16	\$6,000,000	\$6,000,000			Nov-16	\$6,000,000
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.	Nov-16	\$800,000	\$800,000			Nov-16	\$800,000
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03396	Construction Adm. (I/Q)	Nov-16	\$2,000,000	\$2,000,000			Nov-16	\$2,000,000
			<b>Nov-16 Total</b>		<b>\$8,800,000</b>	<b>\$8,800,000</b>				
D603AW35	Replacement of Weather Information Systems	D02480	3rd Pty-Furnish/install	Dec-16	\$1,871,967	\$1,871,967			Dec-16	\$1,871,967
D603AW35	Replacement of Weather Information Systems	D03325	PM Cns.-Maintenance F/A	Dec-16	\$316,252	\$316,252			Dec-16	\$316,252
D603AW35	Replacement of Weather Information Systems	D03326	Capital Materials Purchase	Dec-16	\$25,000	\$25,000			Dec-16	\$25,000
D706AW28	Scope Development	D03454	PM Design-TD F/A	Dec-16	\$200,000	\$200,000			Dec-16	\$200,000
D701HH89	Skewback Retrofit	D03522	Construction Adm.	Dec-16	\$5,184,930	\$5,184,930			Dec-16	\$5,184,930
D704HH19	Replacement and Upgrade of Substations	D03814	PM Design F/A	Dec-16	\$362,432	\$362,432			Dec-16	\$362,432
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03397	Design/Build	Dec-16	\$17,043,254	\$17,043,254			Dec-16	\$17,043,254
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A	Dec-16	\$243,331	\$243,331			Dec-16	\$243,331
D704VN30	Elevator Rehabilitation	D03730	PM Design F/A	Dec-16	\$700,399	\$700,399			Dec-16	\$700,399
			<b>Dec-16 Total</b>		<b>\$25,947,565</b>	<b>\$25,947,565</b>				
			<b>Grand Total</b>		<b>\$105,526,103</b>	<b>\$105,526,103</b>				
<b>Unplanned Commitments</b>										
ED060201	Sandy Program Administration	E04013	2016 E&C Support(TBTA-E2435)			\$400,000	Jan-16	\$400,000		
ED060201	Sandy Program Administration	E04012	2016 Grants Management(TBTA-E2433)			\$612,700	Jan-16	\$612,700		
D706AW15	MTA Independent Engineer	D03436	3/16-3/19 Indepenent Engineering Consultant			\$2,290,589	May-16	\$2,290,589		
D706AW10	Enterprise Asset Management	D03848	EAM_B&T_Software Acquisition			\$634,578	May-16	\$634,578		
D606AW22	Miscellaneous	D03847	Risk Assess-BW39/RK60,HH89			\$124,685	Jun-16	\$124,685		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03851	ORT Design QMT PSC-12-2891L,WO#91			\$1,711,403	Aug-16	\$1,711,403		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03866	ORT Art Design PSC-12-2891E,WO#97			\$1,575,000	Aug-16	\$1,575,000		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03850	ORT Design BBT PSC-12-2891L, WO# 91			\$1,711,403	Aug-16	\$1,711,403		

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2016 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D605AW12	Hazardous Materials Abatement	D03860	QMT-ORT Survey PSC-12-2907C/WO#79			\$15,000	Aug-16	\$15,000		
D606AW22	Miscellaneous	D08362	Independent D/B Review-BW39 & RK60			\$5,400	Aug-16	\$5,400		
D605AW12	Hazardous Materials Abatement	D03859	BBT-ORT Survey PSC-12-2907A/WO#77			\$20,739	Aug-16	\$20,739		
D703AW65	Toll Collection System Rehabilitation/ Upgrade	D03855	ORT Civil BBT- BB28/28S			\$775,437	Sep-16	\$775,437		
D703AW65	Toll Collection System Rehabilitation/ Upgrade	D03865	ORT Design Bridges-PSC-12-2891F WO#96			\$3,068,960	Sep-16	\$3,068,960		
D703AW65	Toll Collection System Rehabilitation/ Upgrade	D03867	ORT BIM-PSC-15-2973D WO#6			\$224,610	Sep-16	\$224,610		
Grand Total					\$105,526,103	\$118,696,607	YTD Total	\$55,395,762	Remaining	\$48,601,626
									Grand Total	\$103,997,388

MTA Bridges and Tunnels: Status of 2015 Major Commitments as of May 31, 2016

Project		Budget (\$ in Millions)			Award Date			Notes
		2015 Goal	Actual / Forecast*	Budgeted Value	2015 Goal	Advertisement Date	Actual / Forecast	
D702RK23	Construction of New Harlem River Drive Ramp - MOU (RK23)	\$15.0	\$22.9	\$26.3	Jun-15	N/A	May-16	A 1

Note 1: Additional time is required to negotiate the terms of contract with New York City DOT and their contractor. Start forecast revised to December 2016 for better coordination with the City and contractor.

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2015 CAPITAL MILESTONE BACK-UP - AWARDS**

ACEP	Project Description	IMPACT		Original Goal Start Date	Goal Start Date	Goal Value	Budget Value	Actual Start		Forecast	
		Task	Task Description					Date	Actual Value	Start Date	Forecast Value
ED040303	Flood Mitigation- Generator at GIVB	E03434	Design during construction	Jun-15	Feb-16	\$58,267.00	\$75,000	May-16	\$58,267		
ED040207	Replace MPB Electrical Equipmt at North Abutment	E03429	CSS	Jun-15	Feb-16	\$53,605.00	\$160,000	Jan-16	\$53,605		
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E03463	CSS - SI	Jun-15	Feb-16	\$21,433.00	\$21,433	Jan-16	\$21,433		
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E03427	CSS	Jun-15	Feb-16	\$85,839.00	\$278,567	Jan-16	\$85,839		
D602RK75	Interim Repairs - Toll Plaza Deck	D02721	Constr. Ph II - Demo Unoccupied Spaces at MPLz	Nov-15	Feb-16	\$14,795,020	\$14,795,020	Apr-16	\$14,795,020		
D602TN49	Suspended Span Replacement - Phase A	D03212	Lab. Testing-Prototype Deck	Sep-15	Feb-16	\$3,526,443	\$3,526,443	Feb-16	\$3,526,443		
D602TN49	Suspended Span Replacement - Phase A	D03330	Prototype Orthotropic Deck	Sep-15	Feb-16	\$1,306,385	\$1,306,385	Feb-16	\$1,422,173		
					<b>Feb-16 Total</b>	<b>\$19,846,992</b>	<b>\$20,162,848</b>				
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03201	Ph1-D/B Stipend #1 - Mass Electric	Sep-15	Mar-16	\$60,000	\$60,000	Mar-16	\$60,000		
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03842	Ph 1-D/B Stipend #2 - T. Moriarty and Sons	Sep-15	Mar-16	\$60,000	\$60,000	Mar-16	\$60,000		
					<b>Mar-16 Total</b>	<b>\$120,000</b>	<b>\$120,000</b>				
D702RK23	Construction of New Harlem River Drive Ramp	D03631	MOU - NYC DOT - Ramp HRD	Jun-15	Dec-16	\$26,318,636	\$26,318,636	May-16	\$22,900,000		
					<b>Dec-16 Total</b>	<b>\$26,318,636</b>	<b>\$26,318,636</b>				
					<b>Grand Total</b>	<b>\$46,285,628</b>	<b>\$46,601,484</b>	<b>YTD Total</b>	<b>\$42,982,780</b>		
										<b>Remaining:</b>	<b>\$0</b>

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2015 PROJECT COMPLETIONS

Project ID (ACEP)	Project Description	Type	Original Goal End Date	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D601BW07	Tower and Pier Fender Protection-Phase 1	Study/Project	Sep-15	Jun-16	\$3,308,868	\$3,308,868	Jun-16	\$3,308,868		
				Jun-16 Total	\$3,308,868	\$3,308,868				
				Grand Total	\$3,308,868	\$3,308,868				\$0

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



# Bridges and Tunnels

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## Open Road Tolling – Environmental Determination (Action item)



# Staff Summary

Subject	Open Road Tolling (Environmental Determination)
Department	Law
Department Head Name	M. Margaret Terry
Department Head Signature	<i>M. Margaret Terry</i>
Project Manager Name	

Date	October 20, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	10/26/16			
2	Board	10/28/16			

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>25</i>		VP Procurement
	General Counsel		VP Operations
2	Executive VP <i>MINT for JF</i>		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer		Chief Security Officer		Chief Maintenance Officer		Other
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

**PURPOSE:** To obtain the Board's approval and adoption of a Resolution which will (i) find and determine that the proposed change in the method of toll collection at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels to cashless, all-electronic Open Road Tolling (ORT) will have no significant adverse effect on the environment within the meaning of the State Environmental Quality Review Act ("SEQRA"), and (ii) adopt and approve the "Negative Declaration" in accordance with SEQRA and authorize and direct the President of the Authority or his designee to execute it.

**DISCUSSION:** In November 2012 MTA Bridges and Tunnels (Authority) implemented a cashless tolling pilot at the Henry Hudson Bridge (HHB), with tolls collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner. Cashless tolling became the permanent method of toll collection at the HHB on January 1, 2015 pursuant to a Board resolution adopted in May 2014. Currently vehicles travel in gateless, channelized lanes and the tolling equipment is mounted on the existing infrastructure at the HHB. By the end of 2016, a gantry-based ORT system will be put into revenue service with demolition of the existing toll plazas including the booths in 2017.

Based on the success of cashless tolling at the HHB, the Authority now seeks Board approval to make cashless, gantry-based ORT the permanent method of toll collection at its remaining facilities, effective at each facility when the ORT system at each facility is put into revenue service. The affected facilities are the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels. It is expected that ORT would be put into revenue service at the tunnels in January 2017, with the remaining facilities converted to ORT by the end of 2017. Following implementation of ORT at each facility, the toll plazas would be demolished beginning with the tunnels in Spring 2017 and the roadways and approaches would be reconfigured as necessary, with completion anticipated in Spring 2018.

Under SEQRA, prior to the Board's adoption of a Resolution approving the change in the method of toll collection at the affected facilities, the Board is required to determine whether there may be a significant adverse environmental impact resulting from that action. If there is none, the Board may then approve a Negative Declaration that the proposed change in the method of toll collection at these facilities to ORT will have no significant adverse environmental impacts. If there may be a significant adverse environmental impact, an environmental impact statement must be prepared and considered by the Board prior to a decision on whether to implement the proposed changes.

An environmental assessment (EA) was performed to analyze the potential environmental impacts of the proposed change in the method of toll collection. The EA, which has been provided separately to the Board, includes a detailed discussion of the analyses that were performed for each of the affected facilities, and sets forth the conclusions of those analyses. The EA employed "reasonable worst case" assumptions and considered each of the relevant areas of environmental concern, focusing particular attention on the potential effects of ORT on traffic and safety in the vicinity of the affected toll plazas and traffic along the toll-free diversion routes. The EA concluded that no significant adverse environmental impacts would result from the implementation of ORT.

A proposed Negative Declaration also has been provided separately to the Board. The Negative Declaration considers the information contained in the EA and: (i) finds that no significant environmental impact would result from the proposed action, (ii) sets forth a reasoned elaboration for that finding, and (iii) determines, on the basis of such finding, that an environmental impact statement need not be prepared.

The Resolution authorizes the President of the Authority or his designee to execute the Negative Declaration.

**IMPACT ON FUNDING:** Full conversion to ORT will result in additional operating costs and capital outlays that are currently being estimated. In addition, toll collection in an ORT environment creates certain operational and administrative challenges which may cause some risks to revenue realization. Various means of mitigating such risks are currently being evaluated.

**RECOMMENDATION:** It is recommended that the Board approve and adopt the attached Resolution finding that the proposed change in the method of toll collection to cashless, gantry-based Open Road Tolling at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels will have no adverse environmental effects, adopting the Negative Declaration, and authorizing the President or his designee to execute the Negative Declaration.

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

## RESOLUTION

**WHEREAS**, MTA Bridges and Tunnels (the Authority) proposes to change the method of toll collection to cashless, gantry-based Open Road Tolling (ORT) at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels. ORT is projected to be put into revenue service at the tunnels in January 2017, with all remaining facilities converted to ORT by the end of 2017. The subsequent demolition of the existing toll plazas including the booths and reconfiguration of the roadways and approaches, as necessary, will be performed beginning in Spring 2017 and continue through Spring 2018. Under ORT, tolls will be collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner; and

**WHEREAS**, there has been distributed to the Board an Environmental Assessment (EA) regarding the effects of the proposed change in the method of toll collection at these facilities; and

**WHEREAS**, the EA analyzed in detail the potential environmental impacts of changing the method of toll collection to ORT at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels and concluded that no significant adverse impacts to the environment would result from the proposed action at the toll plazas of these facilities or along the toll-free diversion routes ; and

**WHEREAS**, the EA thus provides a basis for approving and adopting the Negative Declaration as it applies to the change in the method of toll collection to ORT at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels; and

**WHEREAS**, there has been distributed to the Board a proposed Negative Declaration regarding the change in the method of toll collection to ORT at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels, prepared in accordance with the State Environmental Quality Review Act; and

**WHEREAS**, the Board has considered all of the above.

**NOW, THEREFORE**, upon motion duly made and seconded, the following resolution is adopted by the Board:

**RESOLVED**, that the Authority hereby determines, for the reasons set forth in the Environmental Assessment and the Negative Declaration, that the change in the method of toll collection to cashless Open Road Tolling at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels will not have a significant adverse impact on the environment and, accordingly, that no Environmental Impact Statement is required to be prepared in connection with such actions. A Negative Declaration as it applies to the change in the method of toll collection at the Henry Hudson Bridge is hereby approved and adopted and the President of the Authority or his designee is hereby authorized and directed to execute, file and publish such Negative Declaration, as may be required by law.

New York, New York  
October 28, 2016



# **Bridges and Tunnels**

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## **Toll Collection at Eight Facilities of MTA Bridges and Tunnels (Action item)**



# Staff Summary

Subject	Toll Collection at Eight Facilities of MTA Bridges and Tunnels
Department	Law
Department Head Name	M. Margaret Terry
Department Head Signature	<i>M. Margaret Terry</i>
Project Manager Name	

Date	October 20, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	10/26/16			
2	Board	10/28/16			

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>DS</i>		VP Procurement
	General Counsel		VP Operations
2	Executive VP <i>mmj/jndf</i>		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer		Chief Security Officer		Chief Maintenance Officer		Other
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

**PURPOSE:** To obtain the Board's approval and adoption of a Resolution changing the method of toll collection at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels to cashless all-electronic Open Road Tolling (ORT).

## DISCUSSION:

In January 2011 MTA Bridges and Tunnels (the Authority) initiated a pilot project at the Henry Hudson Bridge (HHB) to assess the feasibility of adopting AET at that facility. In November 2012 the Authority implemented a cashless tolling pilot project at the HHB, with tolls collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle (DMV) data to send toll invoices to the registered owner. Cashless tolling became the permanent method of toll collection at the HHB on January 1, 2015 pursuant to a Board resolution adopted in May 2014. Currently vehicles travel in gateless, channelized lanes and the tolling equipment is mounted on the existing infrastructure at the HHB. By the end of 2016, a gantry-based ORT system will be put into revenue service with demolition of the existing toll plazas including the booths in 2017.

Based on the success of cashless tolling at the HHB, the Authority now seeks Board approval to make cashless, gantry-based ORT the permanent method of toll collection at all eight remaining facilities, effective at each facility when the ORT system at that facility is put into revenue service. It is expected that ORT will be put into revenue service at the tunnels in January 2017, with the remaining facilities converted to ORT by the end of 2017. Following implementation of ORT at each facility, the toll plazas will be demolished beginning with the tunnels in Spring 2017 and the roadways and approaches will be reconfigured as necessary, with completion anticipated in Spring 2018.

The Board has separately adopted a Resolution finding that the proposed change in the method of toll collection at Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert

F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels to ORT will have no significant adverse effects on the environment and has authorized the President of the Authority or his designee to issue a Negative Declaration under the State Environmental Quality Review Act (SEQRA).

Finally, the Board is asked to delegate to the President of the Authority or his designee authority to take such steps as may be necessary or desirable to implement the change in the method of toll collection to ORT at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels

**IMPACT ON FUNDING:** Full conversion to ORT will result in additional operating costs and capital outlays that are currently being estimated. In addition, toll collection in an ORT environment creates certain operational and administrative challenges which may cause some risks to revenue realization. Various means of mitigating such risks are currently being evaluated.

**RECOMMENDATION:** It is recommended that the Board approve and adopt the attached Resolution changing the method of toll collection to Open Road Tolling at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels and to delegate to the President of the Authority or his designee authority to take the necessary and desirable steps to implement this change in the method of toll collection.

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

## **RESOLUTION**

**WHEREAS**, MTA Bridges and Tunnels (the Authority) implemented a cashless tolling pilot project at the HHB in November 2012 with tolls collected using E-ZPass tags and readers and, for vehicles without E-ZPass tags, by matching license plate images with Department of Motor Vehicle data to send toll invoices to the registered owner. Based on the results of the pilot program, the Authority received Board approval in May 2014 to adopt cashless tolling as the permanent method of toll collection at the Henry Hudson Bridge, effective January 1, 2015.

**WHEREAS**, the Authority now proposes to change the method of toll collection to cashless, gantry-based Open Road Tolling (ORT) at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels effective at each facility when the ORT system at that facility is put into revenue service. It is expected that ORT will be put into revenue service at the tunnels in January 2017, with the remaining facilities converted to ORT by the end of 2017. Following implementation of ORT at each facility, the toll plazas will be demolished beginning with the tunnels in Spring 2017 and the roadways and approaches will be reconfigured as necessary, with completion anticipated in Spring 2018.

**WHEREAS**, it is expected that travel experience on these ORT facilities will be improved with the implementation of gantry-based ORT and the demolition of the toll plazas including the booths; and

**WHEREAS**, the Board, by resolution adopted October 28, 2016, found that the proposed change in the method of toll collection to Open Road Tolling at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels will not have a significant adverse effects on the environment and approved a Negative Declaration under the State Environmental Quality Review Act, adopted and authorized and directed the President of the Authority or his designee to execute said Negative Declaration; and

**WHEREAS**, the Board has considered all of the above.

**NOW, THEREFORE**, upon motion duly made and seconded, the following resolution is adopted by the Board:

**RESOLVED**, that provided the Negative Declaration has been duly executed by the President of the Authority, or his designee, the method of toll collection at the Bronx-Whitestone, Cross Bay Veterans Memorial, Marine Parkway-Gil Hodges Memorial, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels is hereby changed to Open Road Tolling, effective at each facility when the ORT system at that facility is put into revenue service. Resolved further that the President of the Authority or his designee is hereby fully authorized and directed to take such steps as may be necessary or desirable to implement this change in the method of toll collection at these facilities.

New York, New York  
October 28, 2016



# Bridges and Tunnels

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## Procurements October 2016



# Staff Summary

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

<b>Date</b>	10/06/2016
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	10/06/2016			
2	MTA B&T Committee	10/26/2016			
3	MTA Board	10/28/2016			

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>[Signature]</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

## PURPOSE:

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

## DISCUSSION:

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$ 1.375M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$ 78.915M
Schedule I: Modifications to Purchase & Public Works Contracts	2	\$ 62.552M
<b>SUBTOTAL</b>	<b>5</b>	<b>\$142.842M</b>

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

**TOTAL** **\$142.842M**

## BUDGET IMPACT:

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

## RECOMMENDATION:

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

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

**MTA BRIDGES & TUNNELS**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

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

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

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

**NOW**, the Board resolves as follows:

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

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**OCTOBER 2016**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

**F: Personal Service Contracts**

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

- |  |                        |                                      |
|--|------------------------|--------------------------------------|
| <b>1. Ammann &amp; Whitney Consulting<br/>Engineers, PC<br/>Contract No. PSC-16-2986<br/>22 Month Contract - Competitive RFP</b> | <b>\$ 1,374,563.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------------|--------------------------------------|

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a personal service contract for the design and design support services during construction for Project HH-07A/HH-30: Miscellaneous Structural Rehabilitation and Repairs/Replacement of Overcoat System at the Henry Hudson Bridge (HHB).

**H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

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

- |  |                         |                                      |
|--|-------------------------|--------------------------------------|
| <b>1. Transcore, LP<br/>Contract No. PSC-13-2949</b> | <b>\$ 72,806,258.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|-------------------------|--------------------------------------|

7yrs, 11months Contract - Competitive RFP

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend a personal service contract for additional work to implement Open Road Tolling (ORT) at eight (8) additional Authority Toll Facilities.

- |  |                        |                                      |
|--|------------------------|--------------------------------------|
| <b>2. HNTB New York Engineering and<br/>Architecture, PC<br/>Contract No. PSC-12-2922<br/>3yrs, 2 month Contract - Competitive RFP</b> | <b>\$ 6,108,533.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------------|--------------------------------------|

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend a personal service contract for additional services to provide support and technical consulting services to implement Open Road Tolling (ORT) at the Authority's facilities.

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**OCTOBER 2016**

**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)

- |           |   |                         |                                      |
|-----------|---|-------------------------|--------------------------------------|
| <b>1.</b> | <b>Judlau Contracting, Inc.</b><br><b>Contract No. QM-40S</b> | <b>\$ 31,895,605.78</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|-------------------------|--------------------------------------|

4yrs Contract - Competitive RFP

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract for accelerated substantial completion, tunnel wall tile modifications and work associated with implementation of Open Road Tolling (ORT).

- |           |   |                        |                                      |
|-----------|---|------------------------|--------------------------------------|
| <b>2.</b> | <b>Tully Construction Co., Inc.</b><br><b>Contract No. BB-28S</b> | <b>\$30,656,775.69</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---|------------------------|--------------------------------------|

4yrs Contract - Competitive RFP

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract for accelerated substantial completion, tunnel wall tile modifications and work associated with implementation of Open Road Tolling (ORT).

# Staff Summary

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<b>Item Number: 1 (Final)</b>					
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Walter Hickey, P.E. <i>Walter Hickey</i>					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	President	10/06/16			
2	MTA B&T Committee	10/26/16			
3	MTA Board	10/28/16			
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
1	Chief Financial Officer <i>Adrian</i>	4	Executive Vice President <i>Joe</i>		
2	General Counsel <i>MM</i>	5	President <i>DS</i>		
3	Chief Procurement Officer <i>BM</i>				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Ammann & Whitney Consulting Engineers, P.C.	<b>Contract No.</b> PSC-16-2986
<b>Description</b> Design and Design Support Services During Construction for Project HH-07A / HH-30: Miscellaneous Structural Rehabilitation and Repairs/Replacement of Overcoat System at the Henry Hudson Bridge	
<b>Total Amount</b> \$1,374,563.00	
<b>Contract Term (including Options, if any)</b> 22 months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a personal service contract for the design and design support services during construction for Project HH-07A/HH-30: Miscellaneous Structural Rehabilitation and Repairs/Replacement of Overcoat System at the Henry Hudson Bridge (HHB) to Ammann & Whitney Consulting Engineers, P.C. (A&W) in the negotiated amount of \$1,374,563.00 for a duration of twenty-two months. This amount is for design services only; at a future date, the cost of construction support services for Project HH-07A/HH-30 will be negotiated and presented to the Board for approval.

### II DISCUSSION

B&T requires the services of a consultant firm to provide design and phased design support services during construction for Project HH-07A/HH-30. The design contract will comprehensively address the repair and/or replacement of all deteriorated steel members such as gusset plates, sway bracing, diaphragms, stiffeners, columns and rivets to bring the entire bridge into a state of good repair. All areas of the upper and lower level bridge, including the approach viaducts and the main span, are included in the scope of design. This project also consists of the design of an overcoat painting system for all structural steel of the Henry Hudson Bridge (overcoat painting is the application of new coatings on top of existing coatings). Miscellaneous Steel Repairs and overcoat painting are combined into one project in an effort to realize significant cost savings and to extend the useful life of the bridge paint system providing corrosion protection to all steel members.

The service requirements were publicly advertised. Seven firms submitted qualification information for review and evaluation by the selection committee and three firms were chosen to receive the Request for Proposals (RFP). The firms are: Ammann & Whitney Consulting Engineers, P.C. (A&W); Hardesty & Hanover, LLC (H&H); and WSP| Parsons

# Staff Summary

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Brinkerhoff (WSP|PB). Proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the committee's review of all submittals and its consideration of proposed costs, the committee recommended that negotiations be conducted with A&W.

The Committee's recommendation is based on the following:

- A&W demonstrated the most comprehensive technical approach to perform design of critical upgrades to the Henry Hudson Bridge to extend the life of the structure by 50 years or more.
- A&W's technical approach relied on providing constructible and cost-effective upgrades to the bridge.
- A&W's team demonstrated expert experience and ability to perform seismic analysis, which is one of the major tasks of the scope of work and expertise in evaluating the condition of the structure's coating system and providing cost effective solutions to maintain those systems in a state of good repair.

A&W's cost proposal of \$1,374,563.00 is 29% below the Engineer's estimate is \$1,936,000. The 29% variance can be attributed to the Engineer's Estimate overstating hours for the paint design effort and savings in efficiencies based on A&W's direct experience at the HHB. Negotiations resulted in B&T accepting A&W's proposal in the amount of \$1,374,563.00 which is considered fair and reasonable. A&W is considered a responsible consultant.

### **III. D/M/WBE INFORMATION**

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE and 15% WBE for this contract. A&W has achieved their MWDBE goals on previous MTA contracts.

### **IV. IMPACT ON FUNDING**

Funding is available in the 2015-2019 Capital Program under projects D701HH07 HH07A, Design Task #D03767 and D707HH30 HH30, Design-Paint Task #D03786.

### **V. ALTERNATIVES**

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

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

Item Number: **1 (Final)**

<b>Vendor Name (&amp; Location)</b> Transcore, LP		<b>Contract Number</b> PSC-13-2949	<b>AWO/Modification</b>
<b>Description</b> All-Electronic Open Road Tolling (ORT)		<b>Original Amount:</b>	\$7,968,282.00
<b>Contract Term (including Options, if any)</b> July 18, 2014 – July 17, 2022		<b>Prior Modifications:</b>	\$745,220.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b>	\$8,713,500.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b>	\$72,806,258.00
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	836%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations/ VP and Chief of Operations, Patrick Parisi		<b>% of Modifications (including This Request) to Original Amount:</b>	914%

### Discussion

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend a personal service Contract No. PSC-13-2949 with Transcore, LP for additional work in the not-to exceed amount of \$72,806,258 to implement Open Road Tolling (ORT) at eight (8) additional Authority Toll Facilities. This contract was awarded to Transcore in July 2014 on a competitive basis in the amount of \$7,968,282 for a duration of eight (8) years to install and maintain an AET/ORT system at the Henry Hudson Bridge (HHB). Amendment No.2 added an additional ORT lane to the scope of work and increased the contract value by \$745,220.

Cashless, All-Electronic Tolling (AET) has been in operation at the Henry Hudson Bridge (HHB) under a pilot program since November 2012 and as the permanent method of toll collection since January 2015. As approved by the Board in May 2014 the HHB will move to gantry-based, all-electronic Open Road Tolling (ORT) by the end of 2016. Under both AET and ORT, tolls continue to be paid using E-ZPass tags and readers, while license plate images are taken of vehicles without E-ZPass tags and matched with information from the applicable Department of Motor Vehicles to send toll bills to registered owners.

In the wake of above noted success at the HHB, as well as the recent announcement on October 5, 2016 made by New York Governor Cuomo on the "New York Crossings Project", B&T intends to implement ORT at all of its toll facilities in an expedited manner. While the original RFP focused primarily on the Henry Hudson Bridge, B&T required an ORT System that was flexible, expandable and adaptable to all the B&T's Toll Facilities. As a result of this, the original solicitation advised all Proposers that the awarded contract may be amended to expand the ORT System to other B&T Toll facilities. Transcore developed and implemented the ORT project at the HHB, has inherent knowledge of the operational and software features required to operate an ORT system at the facilities and can implement ORT tolling at the facilities to meet B&T's expedited schedule. B&T would also be able to maximize returns on its investment in the current ORT system at the HHB. By using Transcore, B&T will eliminate the significant additional time and costs of having another contractor to develop, test and design a new ORT system.

Transcore has proposed a cost of \$72,806,258 (which includes a 12% allowance for change order work and future work at the Henry Hudson Bridge as necessary) to implement ORT at the rest of B&T's Facilities which also includes warranty and interim maintenance costs of \$11,176,436. B&T's estimate is \$64,482,296 for these services, 12.91% less than the proposed cost. The difference between the proposal and the estimate is attributed to additional software requirements and factory testing needed because of the reversible lanes at the Queens-Midtown Tunnel and Hugh L. Carey Tunnel, the expedited schedule requiring extensive testing and installation work in a shorter duration, the additional risk associated with completing the work in an accelerated manner, and the financial risk associated with B&T's mandate to guarantee a reliable revenue collection system in challenging traffic conditions. Negotiations are on-going and may result in a lower negotiated price. Based on the above, the total amount of this amendment will not exceed \$72,806,258. On July 11, 2016, B&T provided verbal authorization of \$250,000 to Transcore to commence the design work required in order to meet B&T's aggressive schedule.

Funding is available in the 2015-2019 Capital Program under D703AW63 (\$61,629,822) and in the Operating Budget under GL 711420 (\$11,176,436). The impact of this proposed procurement action results in reallocation of funds between two projects in the 2015-2019 Capital program. In addition, funding for the proposed ORT infrastructure and civil work at all bridges and tunnels is being requested under separate contracts, which will result in modification of the MTA

B&T's 2015-2019 Capital program to add projects related to the implementation of Open Road Tolling (ORT) at all B&T facilities to implement the "New York Crossings Project". The strategy for funding the ORT initiatives will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.

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

Item Number: **2 (Final)**

<b>Vendor Name (&amp; Location)</b> HNTB New York Engineering and Architecture, PC		<b>Contract Number</b> PSC-12-2922	<b>AWO/Modification</b>
<b>Description</b> Plaza Layouts at Various Authority Facilities		<b>Original Amount:</b>	\$3,364,486
<b>Contract Term (including Options, if any)</b> September 30, 2013 – November 30, 2016		<b>Prior Modifications:</b>	\$0.00
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$3,364,486
<b>Solicitation Type</b>	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$6,108,533
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	181%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering and Construction, Joe Keane		<b>% of Modifications (including This Request) to Original Amount:</b>	181%

### Discussion

B&T is seeking Board Approval in accordance the All-Agency Guidelines for Procurement of Services to amend a personal service Contract No. PSC-12-2922 with HNTB New York Engineering and Architecture, PC (HNTB) for additional services in the amount of \$6,108,533 to provide program support and technical expertise to implement Open Road Tolling (ORT) at the Authority's facilities. This contract was awarded to HNTB in September 2013 on a competitive basis for duration of two (2) years to provide conceptual designs for various tolling options at B&T facilities. Amendments 1 and 2 extended the performance period by fourteen (14) months.

The original scope of services under this project includes: (i) examining various methods of toll collection including in lane all-electronic tolling and open road tolling (ORT) with various cash tolling options and (ii) study and produce toll plaza layouts for multiple toll collection options. Under this amendment, HNTB has been asked to provide oversight and program support services for the entire ORT implementation project at all Authority facilities.

This amendment supports the new current initiative of MTA Bridges and Tunnels to implement cashless all-electronic Open Road Tolling ("ORT") at all MTA Bridges and Tunnels tolled bridge and tunnel facilities, as well as additional capital and operational initiatives as announced by New York Governor Cuomo on October 5, 2016, as the "New York Crossings Project" ("NYCP"). The plan includes implementation of ORT system-wide, with ORT expected to be operational at the Queens Midtown Tunnel and Hugh L. Carey Tunnel early next year, with implementation at the bridges to follow by the end of 2017.

HNTB's primary task will be to provide program management support services and expert technical oversight of the overall implementation of ORT and associated initiatives to ensure successful delivery of the ORT program at all TBTA facilities. Their program support responsibilities will include assisting with the development and tracking of schedules for the overall ORT project, including cost and risk tracking, and providing staffing resources including a program manager, facility coordinators and program control specialists as necessary. The term of this contract will also be extended for an additional twenty-two (22) months.

HNTB has proposed a cost of \$6,108,533 which includes the oversight of the ORT program and providing as-needed resources. The Engineer's estimate is \$6,878,133 which is \$769,600 or 12.5% above HNTB's proposal. Based on the proposal's favorable comparison to the estimate, the total proposed amount of this amendment is considered fair and reasonable. On September 2, 2016, B&T provided verbal authorization of \$500,000 in order that HNTB could commence the oversight/program support work required for the ORT program and related initiatives in order to meet B&T's aggressive schedule. Funding is available in the 2015-2019 Capital Program, Project D703AW65.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: **1 (Final)**

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc, College Point, New York		<b>Contract Number</b> QM-40S	<b>AWO/Modification #</b>
<b>Description</b> Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel		<b>Original Amount:</b> \$236,500,000.00	
<b>Contract Term (including Options, if any)</b> April 23, 2015 – April 22, 2019		<b>Prior Modifications:</b> \$1,898,686.36	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$238,398,686.36	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$31,895,605.78	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 13.4%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 14.3%	

### Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works Contract QM-40S with Judlau Contracting, Inc. (Judlau) for: (i) accelerated substantial completion of the Work; (ii) tunnel wall tile modifications and (iii) performance of all necessary civil, structural and electrical infrastructure for Open Road Tolling (ORT) in the negotiated amounts totaling \$31,895,605.78.

The Contract was awarded to Judlau in April 2015 in the amount of \$236,500,000 (inclusive of incentives totaling \$6,460,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required the contractor to restore the Queens Midtown Tunnel (QMT) to a pre-storm state of good repair including system replacements as follows: tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; tunnel structural and civil repairs; tunnel wall tile; ceiling panels; polymer panels; catwalk, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Additionally Project QM-18 includes the rehabilitation of the Manhattan Exit Plaza.

On October 5, 2016, New York State Governor Cuomo announced the implementation of cashless all-electronic ORT for adoption at all B&T facilities as part of the New York Crossings Project. As a result, B&T is embarking on the project, which includes new initiatives to: (i) accelerate the substantial completion date of the Work by approximately nine months, with a new substantial completion date of July 9, 2018, accelerated from April 22, 2019; (ii) modify the original white tile pattern by installing a unique tile pattern in accordance with the New York State Branding Guidelines that includes bands of blue and gold tile along the top, middle and bottom courses (affecting approximately 40 percent of the wall tiles) and (iii) implementation of ORT, which requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that is to be performed by others.

Attaining Substantial Completion for the Project at least nine months earlier than originally scheduled minimizes the duration of customer delays due to tunnel tube closures, ensures safe passage and restores the tunnel to a state of good repair and normal operations in an expedited manner.

B&T began the cashless All-Electronic Tolling pilot program at the Henry Hudson Bridge (HHB) in November 2012. In May 2014 the Board approved a permanent change in the method of toll collection at the HHB, effective January 1, 2015, initially to cashless AET with toll equipment installed in the existing toll plaza infrastructure and vehicles traveling in channelized lanes, to be followed by cashless ORT by the end of 2016. B&T now intends to implement ORT at all of its toll facilities in an expedited manner with the QMT being one of the first facilities to commence revenue collection via ORT by January 2017. The goals for the ORT implementation are to reduce customer travel time, reduce congestion at B&T's facilities, as well as reduction of vehicular exhaust emissions caused by idling traffic. B&T has determined that the most reliable and expeditious means to accomplish the implementation of ORT at the QMT by January 2017 is to amend Contract QM-40S. Efficiencies realized by amending Contract QM-40S include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule and risk.

Judlau submitted a cost proposal for this acceleration in the amount of \$36,000,000. The Engineer's estimate is \$17,600,000. Negotiations resulted in B&T and Judlau agreeing to \$23,400,000, which is considered fair and reasonable due to considerations for potential schedule impacts, enhanced coordination required and additional risk factors associated with the completing the Work in an accelerated manner. The estimate understated the acceleration costs for the subcontracted electrical work, increases in manpower, premium labor rates and reduced productivity due to long term extended work hours and shifts. With the negotiated acceleration of the Substantial Completion Date, a portion of the original incentive shall be deleted from the Contract, which results in a contract credit of \$1,980,000. B&T shall offer an incentive for early Substantial Completion of the Project in the amount of \$22,000 for each day prior to the new Substantial Completion Date of July 9, 2018, up to 90 days total. Previously, B&T authorized an amendment for the initial acceleration payment in the amount of \$1,063,636.36 to minimize the financial burden to Judlau and its subcontractors due to the extended acceleration efforts ongoing since June 8, 2016 and to ensure continued accelerated progress and commitments. The negotiated acceleration balance for approval is \$22,336,363.64, which is further reduced by \$1,980,000 for deleting a portion of the incentive and totals \$20,356,363.64.

Judlau submitted a proposal for the new tile patterns in a net amount totaling \$2,331,193.59. The Engineer's estimate is in the net amount totaling \$1,596,567.97. Negotiations resulted in B&T and Judlau agreeing to the net increase totaling \$2,085,242.14 or \$9.70/SF for the 215,000/SF of tile in the contract. The negotiated amount is fair and reasonable based on the additional cost and consideration for inefficiencies associated with introducing the new color tile patterns to the tunnel walls. The estimate understated the labor hours and rates for the revised Scope of Work.

The proposal submitted by Judlau for the ORT infrastructure work totals \$13,500,000. The Engineer's estimate is \$7,902,116. Negotiations resulted in B&T and Judlau agreeing the amount of \$8,954,000. The estimate understated the level of effort associated with the electrical work required, the removal of the granite blocks in a controlled manner without damaging them and overtime and premium rates associated with the accelerated concrete pavement work during weekends. Additionally B&T deems it prudent to include an allowance of \$500,000 to be drawn down for unforeseen and unanticipated work due to the expedited design and implementation of the ORT program. The total agreed amount of \$9,454,000 is considered fair and reasonable based on the accelerated completion schedule for the Project and risks associated with performing the Work in an expedited manner.

The funding impacts for the proposed acceleration and tile scopes of the amendment result in an increase to the 2010-2014 Sandy Capital Program of \$24,421,605.78 (Project ED010240) and a credit of \$1,980,000 against the 2010-2014 Core Capital Program (Project D601QM40).

Funding for the proposed ORT infrastructure and civil work at the QMT in the amount of \$9,454,000 is available in the 2015-2019 Capital Program (Project D703AW65). Funds are being reallocated in the 2015-2019 Capital Program to establish Project D703QM63 for the ORT work at the Queens-Midtown Tunnel. Approval for other ORT related costs including system integration and ancillary work will be requested under a separate contract. This action modifies B&T's 2015-2019 Capital Program and the proposed modification seeks to add projects (including this one for the QMT – Project D703QM63) related to the implementation of Open Road Tolling (ORT) at all B&T facilities. The strategy for funding the ORT initiatives will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.

In connection with a previous contract awarded to the Contractor, Judlau was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on December 16, 2013. No new SAI has been found related to the Contractor and Judlau has been found to be responsible.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: **2 (Final)**

<b>Vendor Name (&amp; Location)</b> Tully Construction Co., Inc., Flushing, New York		<b>Contract Number</b> BB-28S	<b>AWO/Modification #</b>
<b>Description</b> Sandy Restoration and Project BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel			
<b>Contract Term (including Options, if any)</b> December 12, 2014 – December 11, 2018		<b>Original Amount:</b>	\$282,454,276.12
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b>	\$1,688,167.93
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b>	\$284,142,444.05
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b>	\$30,656,775.69
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b>	11.2%
		<b>% of Modifications (including This Request) to Original Amount:</b>	11.5%

### Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract BB-28S, with Tully Construction Co., Inc. (Tully) for: (i) accelerated Substantial Completion of the Work; (ii) tunnel wall tile modifications and (iii) perform all necessary civil, structural and electrical infrastructure for Open Road Tolling (ORT) in the Manhattan Plaza in the negotiated amounts totaling \$30,656,775.69.

The Contract was awarded to Tully in December 2014 in the amount of \$282,454,276.12 (inclusive of an incentive totaling \$3,850,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required to restore the Hugh L. Carey Tunnel (HCT) to a pre-storm state of good repair includes system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Also, Capital Program Projects BB-28, Ph. II and BB-54 scopes include fire line replacements and rehabilitation of the Brooklyn Plaza.

On October 5, 2016, New York State Governor Cuomo announced the implementation of cashless all-electronic ORT for adoption at all B&T facilities as part of the New York Crossings Project. As a result, B&T is embarking on the project, which includes new initiatives to: (i) accelerate the substantial completion date of the Work by approximately nine months with a new substantial completion date of March 31, 2018, accelerated from December 11, 2018; (ii) modify the original white tile pattern by installing a unique tile pattern in accordance with the New York State Branding Guidelines that includes bands of blue and gold tile along the top, middle and bottom courses and (iii) implementation of ORT, which requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that is to be performed by others.

Attaining Substantial Completion for the Project at least nine months earlier than originally scheduled minimizes the duration of customer delays due to tunnel tube closures, ensures safe passage and restores the tunnel to a state of good repair and normal operations in an expedited manner.

B&T began the cashless All-Electronic Tolling pilot program at the Henry Hudson Bridge (HHB) in November 2012. In May 2014 the Board approved a permanent change in the method of toll collection at the HHB, effective January 1, 2015, initially to cashless AET with toll equipment installed in the existing toll plaza infrastructure and vehicles traveling in channelized lanes, to be followed by cashless ORT by the end of 2016. B&T now intends to implement ORT at all of its toll facilities in an expedited manner with the HCT being one of the first facilities to commence revenue collection via ORT by January 2017. The goals for the ORT implementation are to reduce customer travel time, reduce congestion at B&T's facilities, as well as reduction of vehicular exhaust emissions caused by idling traffic. B&T has determined that the most reliable and expeditious means to accomplish the implementation of ORT at the HCT by January 2017 is to amend Contract BB-28S. Efficiencies realized by amending Contract BB-28S include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule and risk.

Tully submitted a cost proposal for the acceleration in the amount of \$27,749,674.55. The Engineer's estimate is \$21,599,624. Negotiations resulted in B&T and Tully agreeing to the amount of \$24,818,889.45, which is considered fair and reasonable due to the extensive effort required to coordinate the expedited Work and additional risk factors associated with the accelerated Substantial Completion. The estimate understated the acceleration costs for the subcontracted electrical work. The components understated include increases in manpower, premium labor rates and reduced productivity due to long term extended work hours. With the negotiated acceleration of the Substantial Completion Date, a portion of the incentive shall be deleted from the Contract, which results in a contract credit of \$2,450,000. B&T shall offer an incentive for early Substantial Completion of the Project in the amount of \$14,000 for each day prior to the new Substantial Completion Date of March 31, 2018, up to 100 days total. Previously, B&T authorized an amendment for the initial acceleration payment in the amount of \$1,306,257.31 to minimize the financial burden to Tully and its subcontractors due to the extended acceleration efforts ongoing since June 8, 2016 and to ensure continued accelerated progress and commitments. The negotiated acceleration balance for approval is \$23,512,632.14, which is further reduced by \$2,450,000 for deleting a portion of the incentive and totals \$21,062,632.14.

Tully's proposal for the new tile patterns is in the net amount of \$8,948,416.75. The Engineer's estimate is in the net amount totaling \$4,465,225. Negotiations resulted in B&T and Tully agreeing to the net increase totaling \$5,181,110.55 or \$13.53/SF for the 382,935/SF of tile to be installed. The negotiated amount is fair and reasonable based on the additional cost and labor inefficiencies associated with introducing the new color tile patterns to the tunnel walls during ongoing tile installation. The estimate understated the labor hours and rates for the revised Scope of Work.

The proposal submitted by Tully for the ORT infrastructure work totals \$4,447,717.52. The Engineer's estimate is \$3,481,811. Negotiations resulted in B&T and Tully agreeing to the amount of \$3,913,033. The estimate was developed by utilizing existing and new unit pricing, which does not include premium time labor or the accelerated completion required to commence ORT revenue collection in January 2017. Additionally B&T deems it prudent to include an allowance of \$500,000 to be drawn down for unforeseen and unanticipated work due to the expedited design and implementation of the ORT program. The total agreed amount of \$4,413,033 is considered fair and reasonable based on the accelerated completion schedule for the Project and risks associated with performing the Work in an expedited manner. Previously, B&T authorized Tully to proceed in an amount not to exceed \$250,000 to commence procurement of long lead time items and perform preliminary investigation work.

The funding impacts for the proposed acceleration and tile scopes of the amendment result in an increase to the 2010-2014 Sandy Capital Program of \$28,693,742.69 (Project ED010228) and a credit of \$2,450,000 against the 2010-2014 Core Capital Program (Project D601BB28).

Additionally, funding for the proposed ORT infrastructure and civil work at the HCT in the amount of \$4,413,033 is available in the 2015-2019 Capital Program (Project D703AW65). Funds are being reallocated in the 2015-2019 Capital Program to establish Project D703HC63 for the ORT work at the Hugh L. Carey Tunnel. Approval for other ORT related costs including system integration and ancillary work will be requested under a separate contract. This action modifies B&T's 2015-2019 Capital Program and the proposed modification seeks to add projects (including this one for the HCT – Project D703HC63) related to the implementation of Open Road Tolling (ORT) at all B&T facilities. The strategy for funding the ORT initiatives will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.