

# Bridges and Tunnels Committee Meeting

## November 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  
New York, NY 10004**

**Monday, 11/14/2016  
12:00 - 12:30 PM ET**

## **1. Public Comments Period**

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

*BT Committee Minutes - October 2016 - Page 4*

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

*BT Committee Work Plan - Page 12*

## **4. Review of B&T Committee Charter**

*BT Review of B&T Committee Charter - Page 19*

## **5. Report on Operations - September 2016**

*BT Report on Operations - September 2016 - Page 23*

## **6. Safety Report - September 2016**

*BT Safety Report - September 2016 - Page 36*

## **7. Customer Environment Survey - 3rd Quarter 2016**

*BT Customer Environment Survey - 3rd Quarter 2016 - Page 38*

## **8. E-ZPass Performance Report - September 2016**

*BT E-ZPass Performance Report - September 2016 - Page 48*

## **9. Financial Report - September 2016**

*BT Financial Report - September 2016 - Page 54*

## **10. 2017 Preliminary Budget - Materials Previously Submitted**

## **11. Capital Program Project Status Report - October 2016**

*BT Capital Program Project Status Report - October 2016 - Page 68*

## **12. Procurements**

*BT Procurements - Page 85*

### **Competitive**

Date of Next Meeting: Monday, December 12, 2016 at 11:30 a.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting October 2016

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

**October 26, 2016**

**11:30 a.m.**

In attendance were the Honorable:

Charles G. Moerdler, Chairman  
Mitchell H. Pally  
Polly Trottenberg  
Veronica Vanterpool  
Neal Zuckerman

Also in Attendance:  
Andrew Albert  
James E. Vitiello

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  
Daniel Decrescenzo, Acting Vice President and Chief of Operations  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development  
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, Maintenance and Operations Support  
M. Margaret Terry, Senior Vice President and General Counsel

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

**October 26, 2016**

Minutes of TBTA Committee held October 26, 2016 at 11:30 a.m. A list of those in attendance is attached.

**Public Speakers**

There was one public speaker. Murray Bodin thanked Bridges and Tunnels staff for their work in moving Governor Cuomo's Open Road Tolling transportation initiative forward to make its facilities more convenient for drivers.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 26, 2016 were approved.

**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 August 2016, Mr. Fortunato stated the following:

In August 2016, there were 27.6 million crossings as compared to 27.2 million crossings in August 2015, which is an increase of 1.5%; gas prices averaged \$2.22 per gallon in August 2016, which was \$0.46 lower than August 2015; rainfall amounts totaled 1.1 inches over 10 days in August 2016 versus rainfall amounts of 1.9 inches over 4 days in August 2015; E-ZPass volume increased in August 2016 by 3.1% as compared to August 2015, while crossings using cash and other payment methods decreased by 6.3%; passenger car travel was up by 1.3% and other vehicle travel was up 4.4%. Compared to the same periods last year, preliminary traffic figures for September 2016 are 3.4% higher and, as mentioned at last month's Committee Meeting, Labor Day holiday weekend traffic was 2.4% lower than the holiday weekend traffic last year due to the precautions taken for possible extreme weather conditions from Tropical Storm Hermine.

**Safety Report**

With regard to the Report on Safety for August 2016, Mr. Camaj referred the Committee to the charts on page 32 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. Compared to the previous reporting period, the total customer collision rate increased from 5.74 to 6.89; the total customer injury collision rate increased from 0.91 to 1.02; the number of employee accident reports increased from 258 to 261 or 1.2%; the rate for employee lost time injuries increased from 5.2 to 6.5; and the contractor lost time injury rate decreased from 2.90 to 1.81 or -37.6%. Mr. Camaj mentioned that we continue to meet our leading indicator goals.

Commissioner Zuckerman asked why there has been a dramatic increase in the accident rates for customer collisions, customer injury collisions and employee lost time injuries when neither the leading indicators nor the slight 2% uptick in traffic indicate a reason for the increase. Mr. Camaj responded that the employee accident rate is trending up due to low level trips, slips and falls on the plazas. Mr. Fortunato mentioned that the customer collision and customer injury collision rates are primarily due to driver inattention, following too closely and sideswipes because of increases in traffic. Chairman Moerdler suggested using solid rather than broken white lines in and around the plaza to reduce accidents from motorists changing lanes. Mr. Fortunato responded that while solid white lines, cones and delineators are utilized at the facilities yet motorists still cross over lanes to find the shortest line and our law enforcement officers have issued summonses.

Commissioner Pally discussed his experiences on the approaches to the Throgs Neck Bridge and at the plaza and expressed a concern that when ORT is in place and motorists are traveling at higher speeds under the toll gantries that after the gantry there may be more lane changing and crossing over at higher speeds. Mr. Fortunato explained that the roadway is going to be reconfigured and realigned so that there will be seamless through traffic under and beyond the gantry. Mr. Parisi mentioned that motorists are also distracted by the work being done in and around the facilities. Mr. Spero responded that while the Safety Report data is based on a 12-month rolling average, the data will be also analyzed month to month and the findings will be reported to the Committee.

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

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

With regard to the E-ZPass Performance Report for August 2016, Mr. Spero stated that the E-ZPass market share was 85.1% or 1.3 percentage points higher than the prior August. A total of 27,494 E-ZPass accounts were opened in August 2016, of that 47% were On-the-Go accounts. Since the On-the-Go program began in February 2008, approximately 872,000 tags have been sold in the lanes.

### **Financial Report**

Ms. Chua stated that compared to the July mid-year plan, traffic was 1.5% higher on a year-to-year basis; through August traffic was 0.6% higher; and preliminary traffic figures for September indicate a 1.1% increase (approximately 0.3 million crossings). Through August toll revenue was \$1.246 billion, which is \$3.7 million or 0.3% better than plan. Preliminary September revenue is approximately \$1.9 million or 1.2% against the budget. Total expenses through August were \$301.2 million, which is \$15.2 million or 4.8% lower than plan. Non-Labor spending was 5.1% lower than plan (\$6.9 million) due to timing of expenses. Labor expenses were approximately \$8.2 million lower or 4.6% as a result of payroll vacancies. Overtime was down 6.2% against plan or \$1.1 million. Total support to mass transit was \$777.4 million, which is \$34.6 million or 4.7% better than plan. Chairman Moerdler asked about Derivative Hedge Liabilities and Mr. Cerbone responded that MTA Finance provides all of the investing for TBTA and hedges some of the investments.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for September 2016, Mr. Keane stated that five commitments were made with a total value of \$5.6 million. Year-to-date, 61 commitments were made with a total value of \$98.4 million, which represents approximately 65% of the planned \$151.8 million 2016 commitments. There was one project completion in both August and September. The most notable project completion was a miscellaneous structural repair contract at the Robert F. Kennedy Bridge for \$11.2 million. Year-to-date there have been eight project completions in the amount of \$90.5 million, which represents 62% of TBTA's annual completion plan of \$146.4 million. There were nine task level closeouts in September with a value of \$49.0 million and there have been 91 task level closeouts year-to-date with a value of \$180.0 million. Chairman Moerdler asked how frequently the bridges are painted. Mr. Keane responded that major painting cycles, with full replacement of the entire paint system, occur between 20 and 30 years depending on the environmental conditions. Between the major painting cycles, maintenance over-coating and touch-up cycles occur routinely based on exposure conditions at the facility and the severity of the environment.

### **Open Road Tolling (ORT) Action Items**

Ms. Terry introduced two ORT action items asking the Committee to recommend that the Board adopt two resolutions related to changing the method of toll collection to cashless, gantry-based Open Road Tolling (ORT) at eight TBTA facilities with the subsequent demolition of the existing toll booths and reconfiguration of the plazas and approaches.

The first item concerns a resolution for the Environmental Assessment and Negative Declaration,

prepared in accordance with the State Environmental Quality Review Act (SEQRA), that determines that the proposed change in the method of toll collection to ORT at these facilities will have no significant adverse environmental effects, adopts the Negative Declaration, and authorizes the President to execute it. Ms. Terry asked the Committee to vote on the first resolution before considering the second.

Commissioner Vitiello congratulated the Governor and TBTA on aggressively pushing ORT forward, however, he expressed concerns over the expedited process; the financial impacts of ORT and the effect on bond ratings; the risks of projecting revenue loss from toll evasion based on the Henry Hudson Bridge (HHB) that already has a high E-ZPass market share and no commercial traffic; and the need for the State to assist in securing multi-state agreements to suspend out-of-state registrations. Chairman Moerdler commented that when the HHB became an AET facility he was concerned about revenue loss but since more motorists paid their violation fees there were no losses. Commissioner Albert commented that ORT will have a positive impact on the environment. Commissioner Pally expressed his support and indicated that the increased penalties at certain facilities should probably be higher. Commissioner Trottenberg asked why the penalties are only being raised at some facilities, whether TBTA can provide the Committee with HHB data on collection and toll evasion, and since ORT will have a \$500 million impact on the Capital Plan, more information is needed for the Committee to make an informed decision. Mr. Spero responded that the penalties are being raised at the higher tolled major facilities to mitigate revenue loss, he would provide the HHB data but stated that 68% of the Tolls by Mail customers pay the toll and the percentage of those that pay the violation fee has allowed TBTA to stay more than whole, and that he understands that a Capital Plan amendment will be presented to the December Board. Commissioner Vanterpool stated that over the years she has always expressed her support for ORT but since it is being expedited at a cost of \$500 million, with procurements today of \$141 million, that more information is needed. Commissioner Zuckerman recommended that the Committee discuss SEQRA, the overall approval of ORT and violation enforcement recognizing that the Committee appears to be in favor of ORT but needs additional information. Ms. Terry again asked the Committee to vote on the first resolution before considering the second one. Upon a motion duly made and seconded, the Committee approved and moved to the Board the action item.

The second item was a resolution authorizing TBTA to change the method of toll collection at the eight TBTA facilities to ORT and delegate to the President the authority to take the necessary steps.

Commissioner Albert asked whether the capital costs include the lighting and, if so, how much it will cost. Mr. Spero responded that the lighting project is being led by the New York Power Authority (NYPA) who is estimating the cost, which is not currently part of the capital costs. Commissioner Trottenberg asked whether there is any itemized cost for the \$500 million expenditure and how the Capital Plan funding will be rearranged. Mr. Spero responded that it will be detailed in the Capital Plan amendment. Commissioners Albert and Trottenberg expressed concern about the impact on revenue and surplus to support mass transit. Mr. Spero stated that, while he could not predict what impact ORT will have on revenue, the enforcement initiatives are being strengthened - DMV suspension of in-state registrations with the State working to obtain multi-state agreements to suspend out-of-state registrations, police presence at all facilities, and increasing the violation fee from \$50 to \$100 at the major facilities to mitigate the revenue loss. Ms. Terry also stated that Exclusion Notices will be issued to bar out-of-state scofflaw violators from TBTA facilities. Commissioner Vanterpool asked whether there is any negative impact to postponing Committee action, aside from this being a Governor initiative, until the Committee receives the additional information. Mr. Spero responded that approval of the Transcore contract for ORT toll system integration work is needed for the go-live at the two tunnels and the other facilities in 2017. Commissioner Vitiello asked TBTA to provide the information requested to the Committee as soon as possible so as not to delay ORT. Chairman Moerdler asked that the information be provided to the Committee and the Board prior to the Board meeting. Mr. Spero agreed to provide more information to the Committee and Board. Commissioner Pally mentioned that the resolution today will not bind the Committee to any particular contractor going forward, while recognizing that the two tunnels already have existing contracts for this work. Upon a motion duly made and seconded, the Committee approved and moved



to the Board the action item by a vote of four (4) in favor and Commissioner Trottenberg abstained.

The third action item authorizes TBTA to begin the legal process to revise its toll violation enforcement regulations. Specifically, the revised regulations would raise the violation fee to \$100.00 at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels, while continuing to impose a \$50.00 fee for toll violations at the Henry Hudson, Cross Bay and Marine Parkway Bridges. The revised regulations would also add procedural protections for alleged toll violators which were first presented to the Committee and adopted by the Board in December 2015. The regulatory process was not completed because TBTA realized it needed to raise the violation fees for the purpose of protecting revenue at the major facilities with higher tolls and significant truck traffic.

Commissioner Pally stated that the Committee should review the imposition of the \$100 per toll violation fee again after a certain period of time to determine the impact it is having and possibly raise the amount if need be. Ms. Terry responded that motorist behavior will be monitored since the purpose of the fee is to encourage motorists to pay their tolls. Commissioner Vanterpool asked why the New York Code of Rules and Regulations (NYCRR) section is being repealed, if the regulation is consistent with the DMV registration suspension rule and whether there will be a warning period prior to the increase in the violation fee. Ms. Terry responded that repealing and replacing the applicable section makes it easier to understand what is being changed and the regulation is consistent with the DMV registration suspension rule that went into effect on January 20, 2016; she also explained the State Administrative Procedure Act (SAPA) process, including that the regulation will not become effective for four or five months and the increased fee, applicable to the major facilities, will not go into effect until ORT is operational at the tunnels. Commissioner Zuckerman asked what the process is for DMV suspension. Ms. Terry responded that the DMV regulation identifies a scofflaw or habitual violator eligible for suspension as someone who incurs five or more unpaid violations on separate days within an 18 month period. Commissioner Pally stated that appropriate signage needs to be erected to warn motorists. Commissioner Albert asked about the Tolls by Mail process. Mr. Spero responded that a motorist has 30 days to pay the first bill; non-payment results in an additional 30 days to pay the second bill, which includes a \$5 late fee; and non-payment results in an additional 30 days to pay the third and final Notice of Violation that includes the toll and a \$50 violation fee. Commissioner Zuckerman commented on the \$100 violation fee and recommended that over time the Authority should look at similar facilities to see the trends on scofflaw non-payment to see if the violation fee should be adjusted. Chairman Moerdler asked whether out-of-state motorists are automatically entitled to drive in New York even if they violate New York law. Commissioner Trottenberg answered that they are allowed to drive in any state.

Upon a motion duly made and seconded, the Committee approved and moved to the Board the action item.

### **Procurements**

Mr. Masterson stated that there are five procurements totaling \$142.8 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Masterson stated that there are five competitive procurements, four of which are procurement modifications to existing contracts which address Open Road Tolling (ORT) and one is a personal service contract for design services, totaling \$142.8 million as follows:

- Two are modifications to public work contracts totaling \$62,552,380 to add funding to accelerate the existing completion dates by nine months each, for tunnel wall tile

modifications to meet New York State branding guidelines and for all civil work associated with the installation of ORT systems at the Queens Midtown Tunnel, with Judlau Contracting, Inc., and at the Hugh L. Carey Tunnel, with Tully Construction Co., Inc.

- Two are modifications to personal service contracts totaling \$78,914,791: one adds funding for Transcore LP to develop, implement and maintain ORT systems at eight remaining TBTA toll facilities in addition to the Henry Hudson Bridge and the other modification is for HNTB New York Engineering and Architecture, PC to add services to provide program management support and expert technical oversight of the overall implementation of ORT at all remaining TBTA facilities.
- Personal service contract for design services for miscellaneous structural repairs and the replacement of the overcoat painting system at the Henry Hudson Bridge, for \$1,374,563.

Chairman Moerdler asked what is an over-coat system. Mr. Keane responded that once localized repairs to rusted metal are made a painting overcoat is applied for uniformity. Commissioner Pally asked for an explanation as to what ORT work Transcore will be performing for \$72 million. Mr. Gore responded that Transcore will do the integration work needed for ORT toll collection at the facilities, which will include testing, putting the equipment on the gantries and design services but not construction. Commissioner Trottenberg stated that equipment purchases for the gantries will eventually require the purchase of the rest of the gantries. Commissioner Vanterpool asked why the Committee is voting on the package for all eight facilities instead of just the two tunnels until more information is obtained since the case for the tunnels has been made. Mr. Spero stated that the Committee is only voting on the equipment and integration but there will be subsequent contracts regarding the civil work and the gantry installation at the other facilities. Commissioner Zuckerman stated that it would be helpful for the Committee to understand how the money is going to be spent, what they are approving and when. Chairman Moerdler suggested that the Committee move the procurements forward but that the information requested by the Committee be provided before the money is released.

### **Personal Service Contracts**

Ammann & Whitney Consulting Engineers, PC	Contract No. PSC-16-2986 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).	\$1,374,563.00
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### **Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

Transcore, LP	Contract No. PSC-13-2949 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	\$72,806,258.00
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Facilities.

HNTB New York  
Engineering and  
Architecture, PC

Contract No. PSC-12-2922  
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.

\$6,108,533.00

**Modifications to Purchase & Public Works Contracts**

Judlau Contracting, Inc.

Contract No. QM-40S  
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).

\$31,895,605.78

Tully Construction Co.,  
Inc.

Contract No. BB-28S  
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).

\$30,656,775.69

Upon a motion duly made and seconded the Committee considered and voted in favor of the competitive procurements by a vote of four (4) in favor and Commissioner Trottenberg abstained.

**Ratifications**

Mr. Masterson stated that there are no ratifications.

**Adjournment**

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

Respectfully submitted,



Julia R. Christ  
Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## 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

### 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

October 2017

2018 Preliminary Budget

Planning & Budget

## **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**

### **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 2017 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.

#### 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.



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

### 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 2018 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.

## **OCTOBER 2017**

### 2018 Preliminary Budget

Public comment will be accepted on the 2018 Preliminary Budget.



# Bridges and Tunnels

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## Review of B&T Committee Charter



**THE METROPOLITAN TRANSPORTATION AUTHORITY**  
**COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL**  
**AUTHORITY**

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), on July 24, 2013.

**I. PURPOSE**

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority (together with its subsidiaries, “B&T”).

**II. COMMITTEE AUTHORITY**

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the B&T. The foregoing is not intended to alter or curtail existing rights of individual board members to access books, records or staff in connection with the performance of their fiduciary duties as board members.

**III. COMMITTEE MEMBERSHIP**

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

**IV. COMMITTEE MEETINGS**

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of the B&T shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

## **V. COMMITTEE REPORTS.**

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

## **VI. KEY RESPONSIBILITIES**

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;

8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues;
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs;
10. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; and
11. review and assess the adequacy of this Charter annually; and report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



# Bridges and Tunnels

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## Report on Operations September 2016

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

### **Summary**

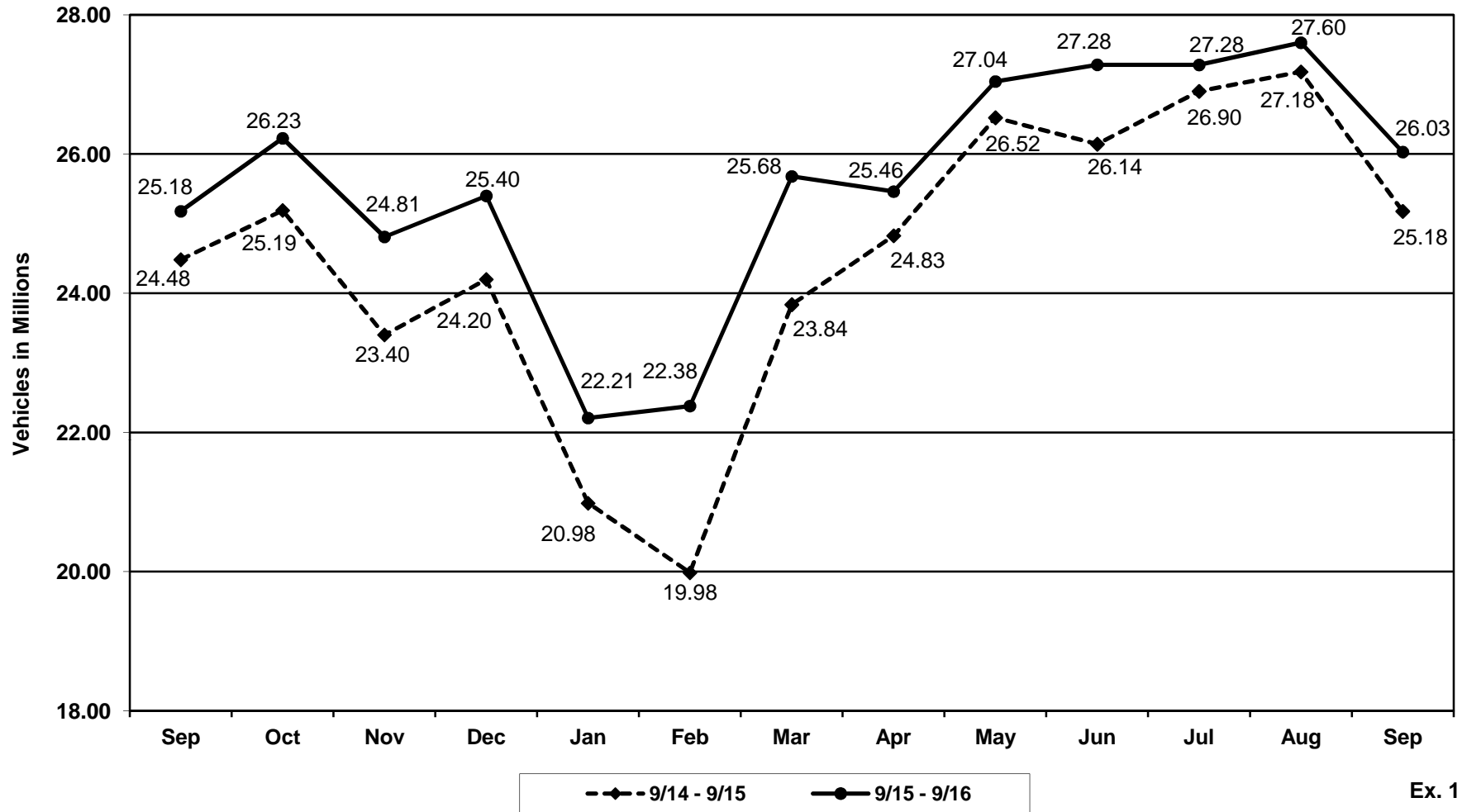
Traffic was higher on a year-to-year basis, with 26.0 million crossings this month vs. 25.2 million crossings in September 2015 (Exhibit 1).

Rainfall this September was comparable to last year, with 2.5 inches falling each month in both years. Gas prices averaged \$2.23 per gallon this September, which was \$0.21 less than last year at this time.

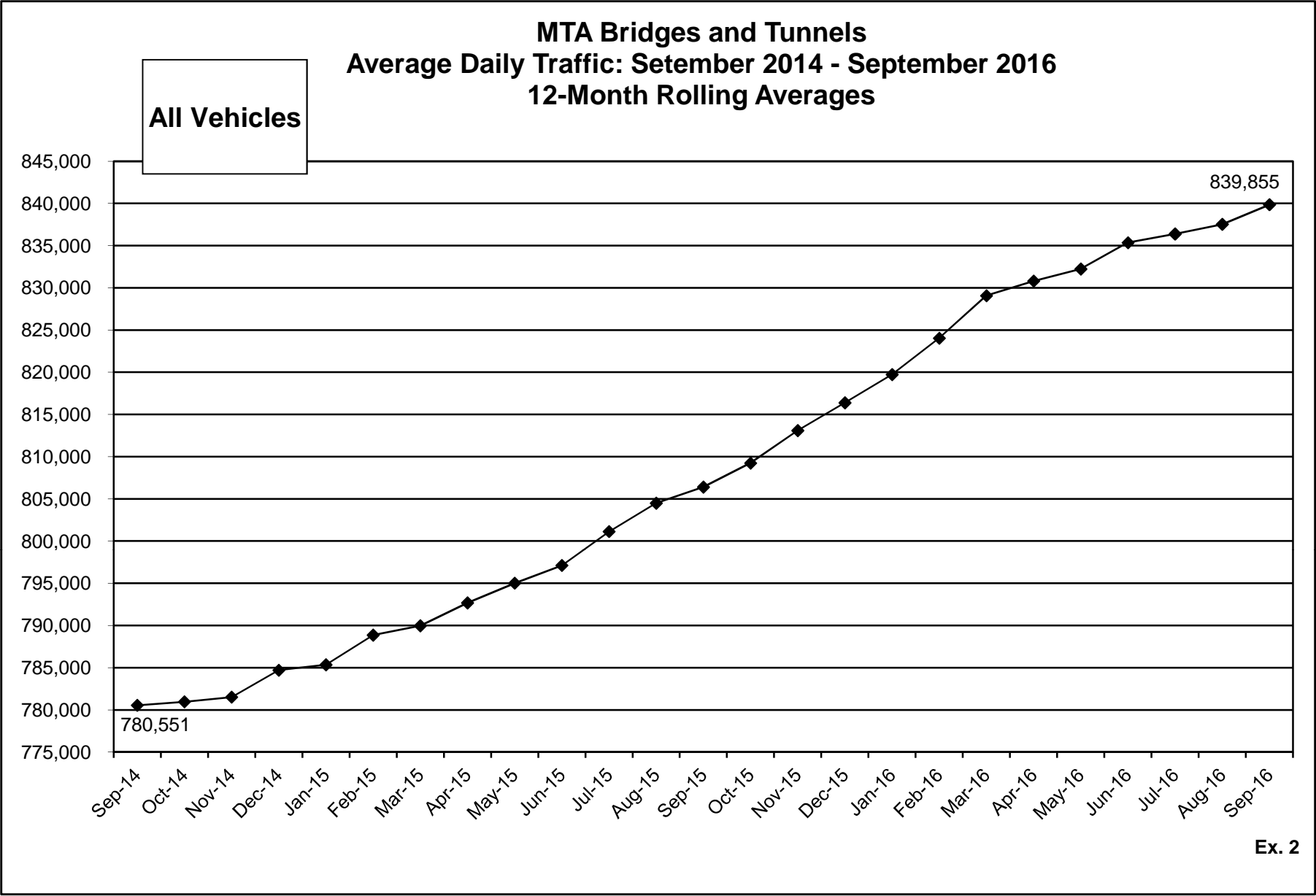
E-ZPass volume increased in September by 4.4% compared to the same month in 2015, while crossings using cash and other payment methods declined 2.8% (Exhibit 7). Passenger car travel was up 3.6% and other vehicle travel was up 0.4% from September of 2015 (Exhibit 8).



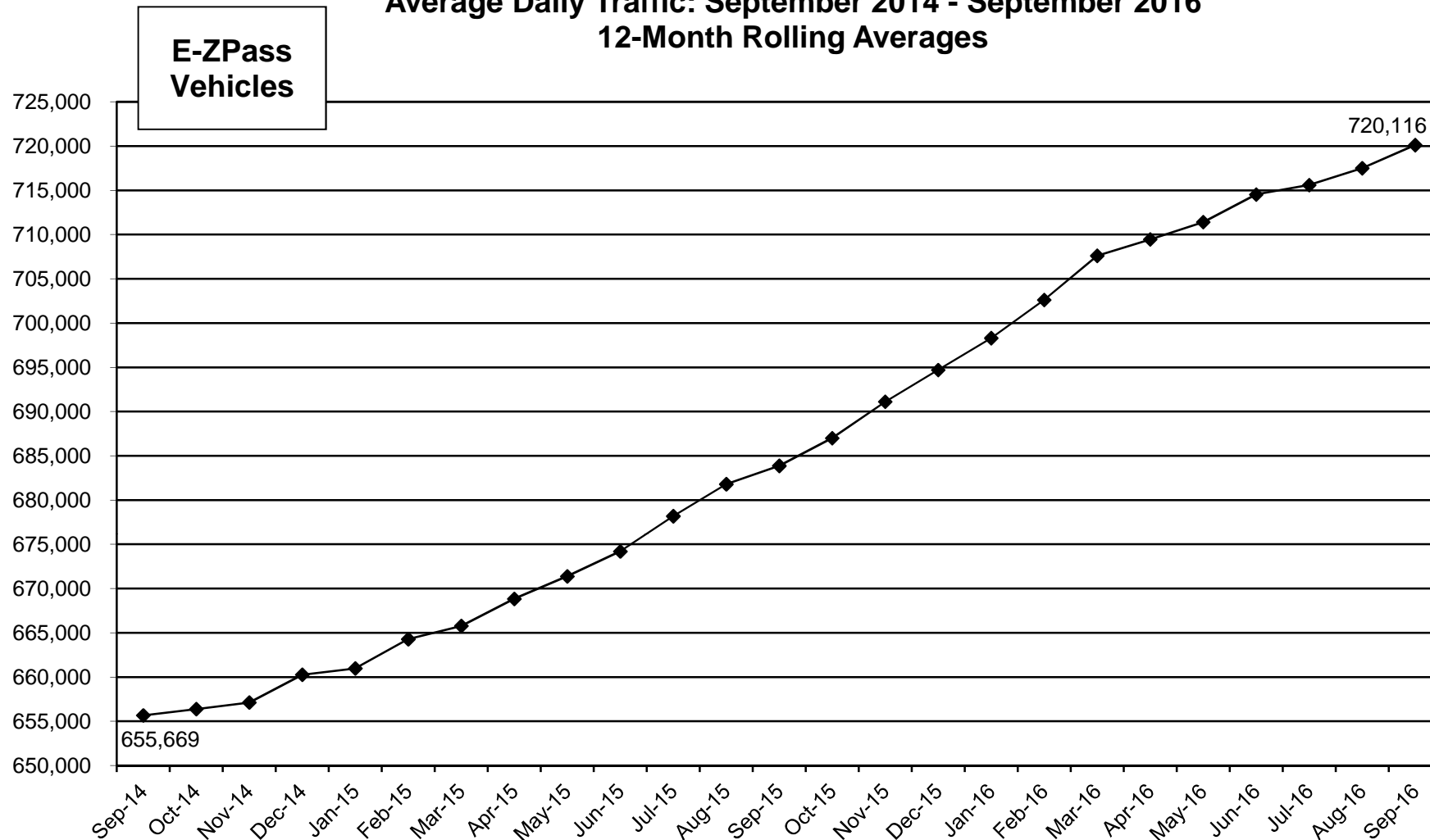
### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2016



Ex. 1

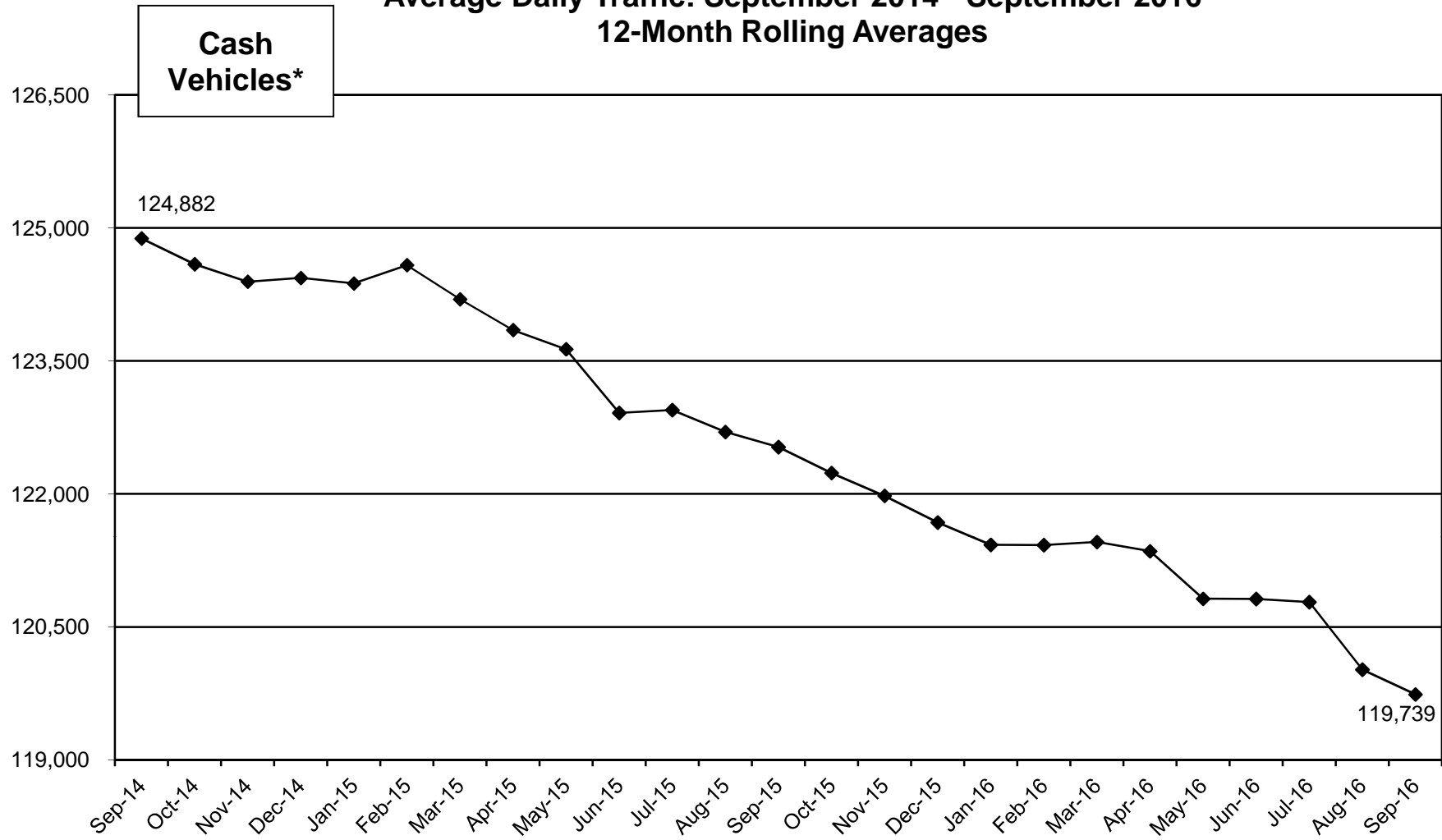


**MTA Bridges and Tunnels**  
**Average Daily Traffic: September 2014 - September 2016**  
**12-Month Rolling Averages**



**Ex. 3**

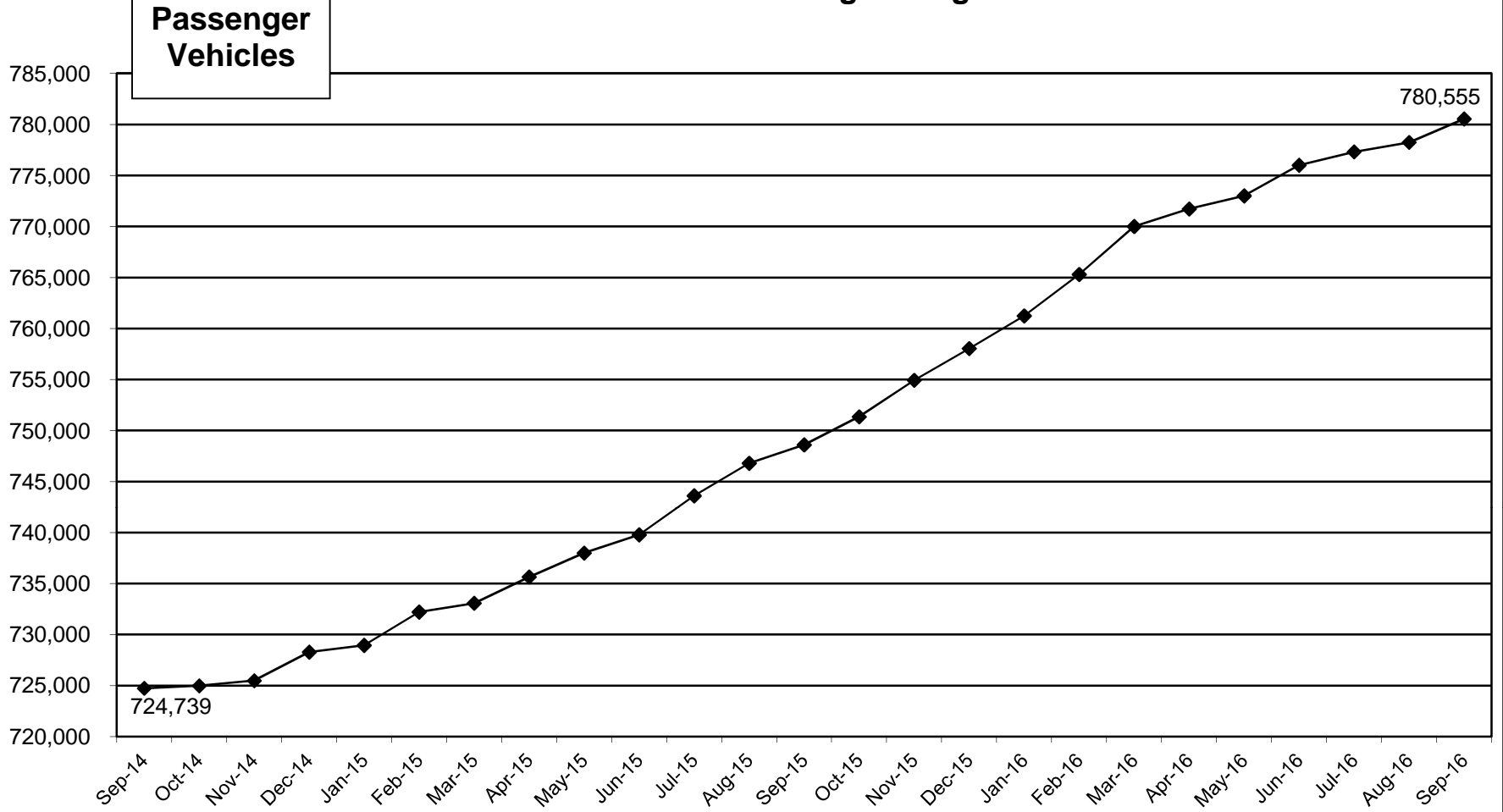
**MTA Bridges and Tunnels**  
**Average Daily Traffic: September 2014 - September 2016**  
**12-Month Rolling Averages**



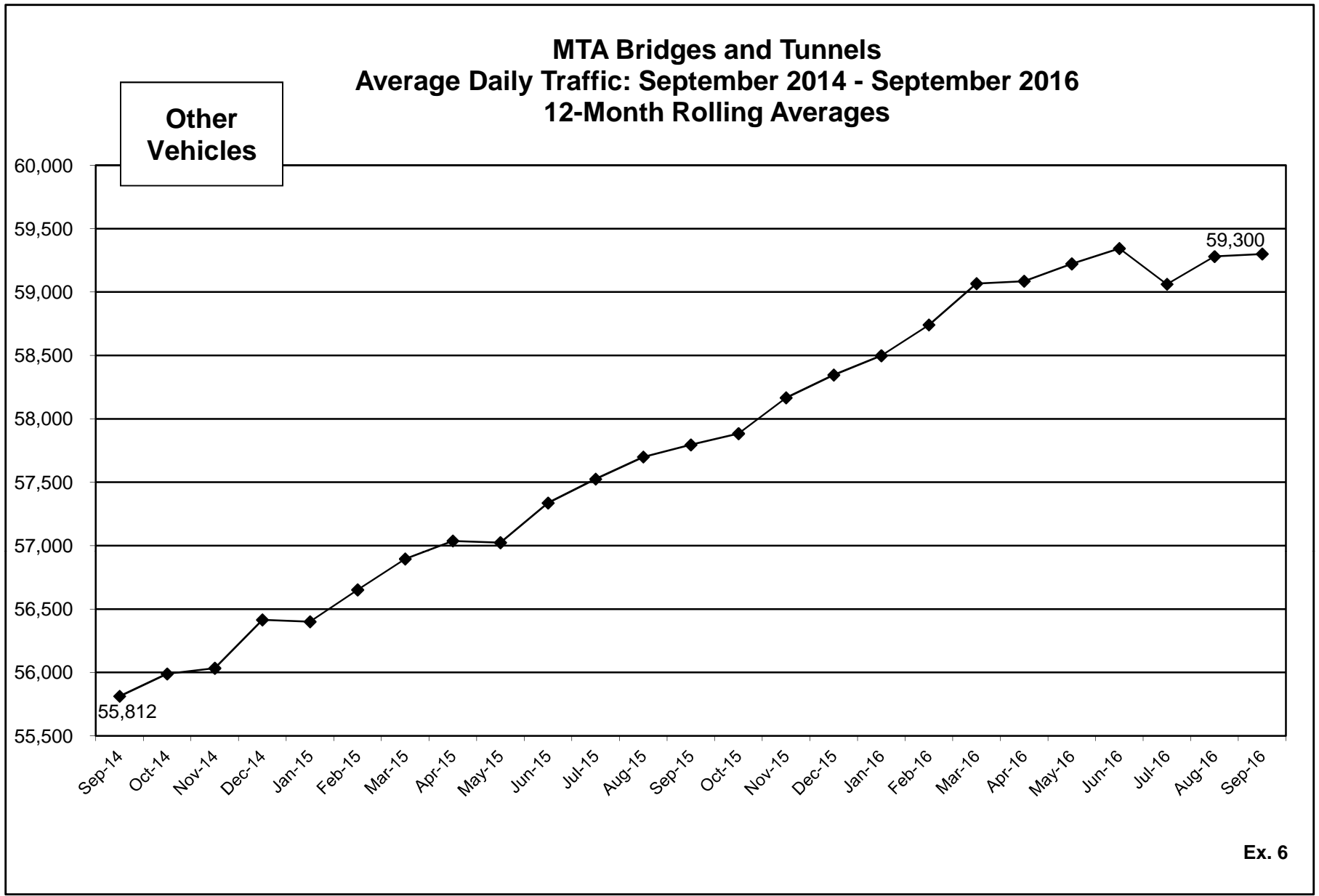
*\*Includes token, ticket and Tolls by Mail transactions.*

**Ex. 4**

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



**Ex. 5**



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

Corridor	Toll Media	Sep <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jul-Sep)	6 Months <sup>(3)</sup> (Apr-Sep)	9 Months <sup>(4)</sup> (Jan-Sep)	12 Months <sup>(5)</sup> (Oct-Sep)
All Facilities	Total Vehicles	3.4%	2.1%	2.5%	3.9%	4.1%
	E-ZPass	4.4%	3.1%	3.4%	4.9%	5.3%
	Cash <sup>(6)</sup>	-2.8%	-3.2%	-2.6%	-2.1%	-2.3%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.5%	2.7%	3.1%	4.7%	5.1%
	E-ZPass	4.8%	3.9%	4.2%	6.0%	6.5%
	Cash <sup>(6)</sup>	-2.2%	-2.0%	-1.4%	-0.8%	-0.9%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.8%	-2.2%	-1.0%	0.4%	1.0%
	E-ZPass	0.1%	-1.3%	-0.1%	1.4%	2.1%
	Cash <sup>(6)</sup>	-7.4%	-7.8%	-6.9%	-6.7%	-6.8%
Verrazano-Narrows Bridge	Total Vehicles	7.1%	5.2%	4.8%	5.6%	5.4%
	E-ZPass	8.2%	6.2%	5.8%	6.7%	6.6%
	Cash <sup>(6)</sup>	0.5%	-0.7%	-1.5%	-1.3%	-1.8%
Henry Hudson Bridge	Total Vehicles	8.2%	4.7%	5.0%	6.9%	6.7%
	E-ZPass	8.5%	5.4%	5.5%	7.2%	6.9%
	Tolls By Mail	4.8%	-4.7%	-1.5%	2.9%	4.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.1%	1.5%	2.7%	3.8%	4.3%
	E-ZPass	2.5%	2.6%	3.5%	4.7%	5.4%
	Cash <sup>(6)</sup>	-7.6%	-4.3%	-1.6%	-2.1%	-2.8%

(1) September 2016 vs. September 2015.

(2) July 2016 to September 2016 vs. July 2015 to September 2015.

(3) April 2016 to September 2016 vs. April 2015 to September 2015.

(4) January 2016 to September 2016 vs. January 2015 to September 2015.

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

(6) Includes tokens and tickets.

**Ex. 7**

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

Corridor	Vehicle Type	Sep <sup>(1)</sup>	3 Months <sup>(2)</sup> (Jul-Sep)	6 Months <sup>(3)</sup> (Apr-Sep)	9 Months <sup>(4)</sup> (Jan-Sep)	12 Months <sup>(5)</sup> (Oct-Sep)
All Facilities	Total Vehicles	3.4%	2.1%	2.5%	3.9%	4.1%
	Passenger	3.6%	2.3%	2.6%	4.0%	4.3%
	Other	0.4%	-0.3%	0.8%	2.2%	2.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.5%	2.7%	3.1%	4.7%	5.1%
	Passenger	3.7%	2.9%	3.2%	4.8%	5.2%
	Other	0.8%	0.8%	1.7%	3.2%	3.7%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.8%	-2.2%	-1.0%	0.4%	1.0%
	Passenger	-0.7%	-2.0%	-0.8%	0.5%	1.1%
	Other	-2.4%	-4.5%	-3.0%	-1.2%	-0.8%
Verrazano-Narrows Bridge	Total Vehicles	7.1%	5.2%	4.8%	5.6%	5.4%
	Passenger	7.5%	5.4%	4.9%	5.7%	5.6%
	Other	2.1%	1.9%	2.6%	3.3%	3.3%
Henry Hudson Bridge	Total Vehicles	8.2%	4.7%	5.0%	6.9%	6.7%
	Passenger	8.1%	4.6%	5.0%	6.8%	6.6%
	Other	20.4%	7.4%	7.2%	11.0%	13.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.1%	1.5%	2.7%	3.8%	4.3%
	Passenger	1.3%	1.7%	2.8%	3.8%	4.4%
	Other	-2.3%	-1.9%	1.1%	3.2%	3.1%

(1) September 2016 vs. September 2015.

(2) July 2016 to September 2016 vs. July 2015 to September 2015.

(3) April 2016 to September 2016 vs. April 2015 to September 2015.

(4) January 2016 to September 2016 vs. January 2015 to September 2015.

(5) October 2015 to September 2016 vs. October 2014 to September 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>
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
Jul-16	27,279,840	\$2.31	81	5.0	-	12
<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>
<b>Sep-16</b>	<b>26,028,046</b>	<b>\$2.23</b>	<b>74</b>	<b>2.5</b>	<b>-</b>	<b>9</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>						
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	378,907	(\$0.54)	2	1.5	-	4
August	419,193	(\$0.46)	3	(0.8)	-	6
September	851,265	(\$0.21)	0	0.0	-	3

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***

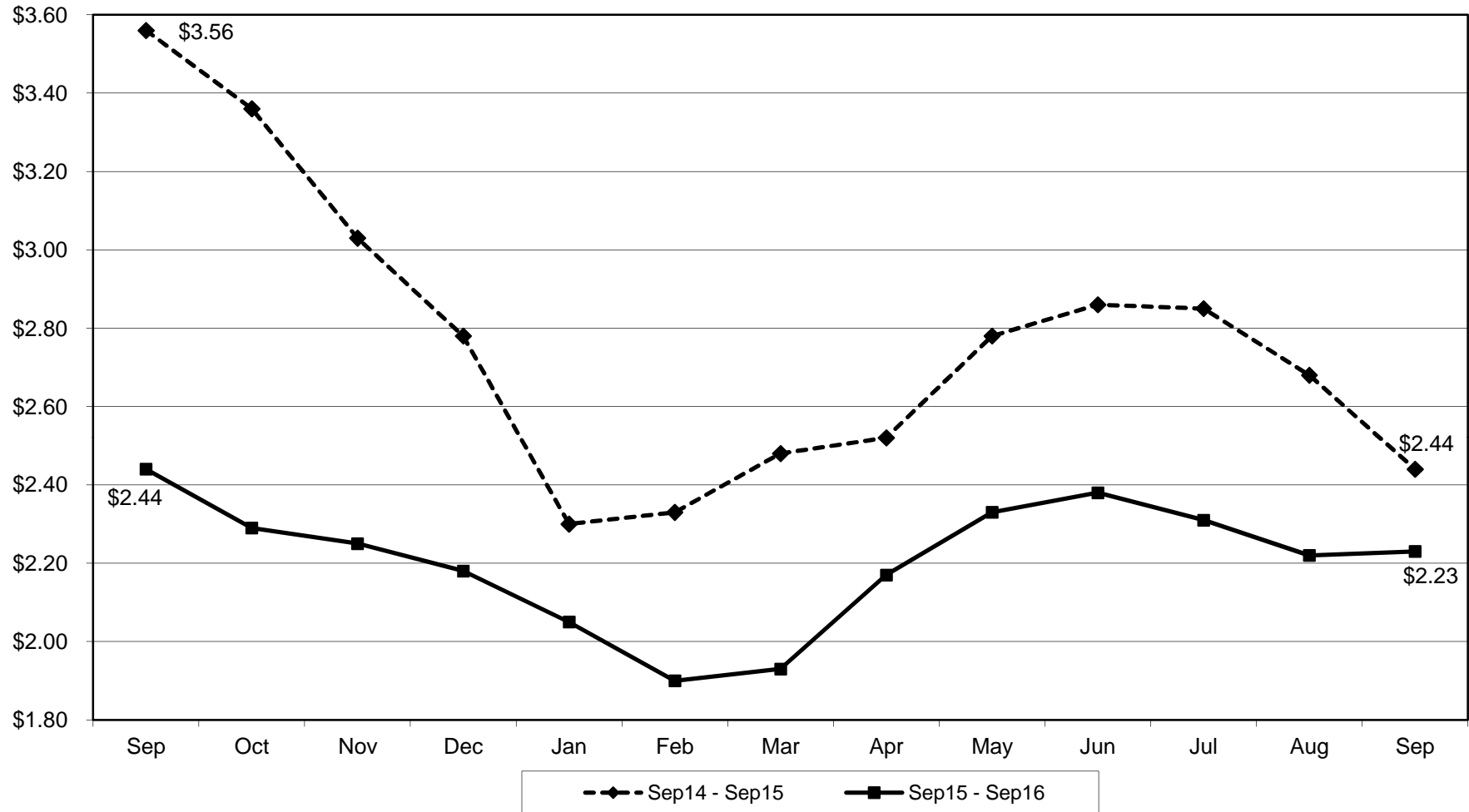
<u><b>Month</b></u>	<u><b>All Vehicles<sup>1</sup></b></u>	<u><b>E-ZPass</b></u>	<u><b>Cash<sup>2</sup></b></u>	<u><b>Passenger</b></u>	<u><b>Other</b></u>
Sep-14	780,551	655,669	124,882	724,739	55,812
Oct-14	780,969	656,378	124,591	724,981	55,989
Nov-14	781,519	657,125	124,394	725,485	56,033
Dec-14	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
Jul-16	836,384	715,603	120,780	777,322	59,062
<b>Aug-16</b>	<b>837,529</b>	<b>717,510</b>	<b>120,019</b>	<b>778,249</b>	<b>59,280</b>
<b>Sep-16</b>	<b>839,855</b>	<b>720,116</b>	<b>119,739</b>	<b>780,555</b>	<b>59,300</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 September 2014 - September 2016





# **Bridges and Tunnels**

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## **Safety Report September 2016**

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## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	October 2014 September 2015	October 2015 -September 2016	% Change
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.75	7.06	22.8%
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.94	1.01	7.4%
Employee Accident Reports	263	258	-1.9%
Employee Lost Time Injuries Rate per 200,000 worker hours	5.2	6.7	28.8%
Construction Injuries per 200,000 worker hours	2.94	1.76	-40.1%

Leading Indicators				
Roadway Safety	2015		2016	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	99	1687	35	568
Fleet Preventative Maintenance Insp.	123	1186	106	929
Safety Taskforce Inspections	2	12	1	6
Construction Safety	September	Year End	September	Year to Date
Construction Safety Inspections	349	3419	381	3184
Fire Safety	September	Year End	September	Year to Date
Fire Code Audits Completed	2	13	2	9
FDNY Liaison Visits	0	23	0	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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## Customer Environment Survey 3<sup>rd</sup> Quarter 2016

**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE  
OPERATIONS  
DEPARTMENT**

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The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 280 million vehicles over its facilities annually.

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

- 137 toll booths
- 183 collection points on 11 toll plazas
- 180 E-ZPass toll lanes
- 138 cash capable collection points
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,550 fixed roadway signs
- 39 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 11 administration buildings
- 431 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

**CRITICAL OBJECTIVES**

- Ensure traffic safety
- Facilitate regional traffic mobility
- Install and maintain traffic control and safety devices including signs, lights, and pavement markings
- Maintain tunnel ventilation fans and pumps
- Ensure the cleanliness and safety of roadways and walkways
- Manage toll plazas, administration buildings, and a central fleet garage

**EXECUTIVE SUMMARY**

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The following is a summary of third quarter 2016 results:

**Customer Environment**

In the third quarter 2016, B&T striped 129,114 linear feet of roadway at the Queens Midtown Tunnel and the Robert F. Kennedy, Bronx-Whitestone, and Verrazano-Narrows Bridges. To enhance the customer environment, B&T repaired 659 potholes and swept 3,158 miles of roadway in the third quarter 2016.

**Customer Safety**

The overall collisions per million vehicles rate was 8.01 in the third quarter 2016, versus 6.46 in the third quarter 2015. The collision with injury rate per million vehicles in the third quarter 2016 was 1.07, versus 1.15 in the third quarter 2015.

**Customer Service**

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the third quarter 2016. In the third quarter 2016, 85.2% of customers traveling through B&T facilities paid their tolls using E-ZPass.

## PERFORMANCE REPORT

### ✓ Enhance the customer environment of bridge and tunnel facilities.

#### Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the third quarter 2016, B&T completed 3,286 work orders, 5 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.3 days.

#### Storm Drains

B&T cleaned 372 storm drains in the third quarter 2016.

#### Roadway Lights in Service (%)

Roadway lights in service were 88.2% in the third quarter 2016. The Queens Midtown and Hugh L. Carey Tunnels are currently under Superstorm Sandy rehabilitation, which includes new lighting to improve B&T performance for this indicator.

#### Roadway Sweeping

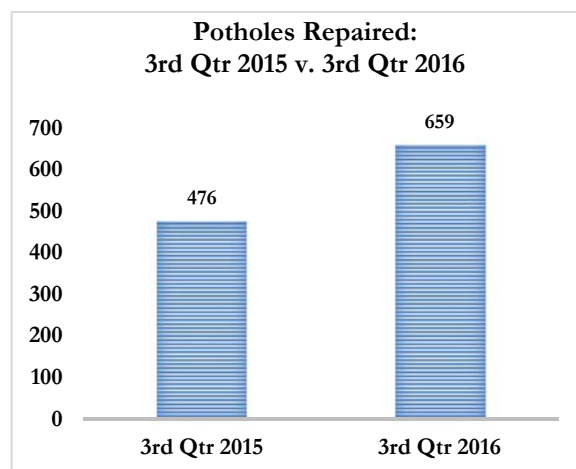
B&T swept 3,158 miles of roadway in the third quarter 2016, 18.0% less than the same period last year. Sweeping schedules have been adjusted to accommodate construction and roadway availability at various facilities, while continuing to maintain roadways clear of debris.

#### Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the third quarter 2016, B&T striped 129,114 linear feet of roadway at the Queens Midtown Tunnel and the Robert F. Kennedy, Bronx-Whitestone, and Verrazano-Narrows Bridges.

#### Potholes Repaired

B&T repaired 659 potholes in the third quarter 2016, 38.4% more than the third quarter 2015.



Performance Statistics	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2013	2014	2015	YTD 2016	2015	2016	B/(W)	2016
Completed Maintenance Work Orders (All)	13,511	9,615	13,317	10,289	3,176	3,286	3.5%	N/A
Maintenance Work Orders (Emergency)	25	20	19	20	4	5	25.0%	N/A
Avg. days to completion for emergency work order	0.5	0.2	0.4	0.4	0.4	0.3	33.3%	N/A
Potholes repaired	3,480	5,088	4,007	3,620	476	659	38.4%	N/A
Roadway sweeping (miles)	13,767	15,563	12,601	9,670	3,851	3,158	(18.0%)	12,500
Roadway lights in service (%)	88.1%	90.2%	90.1%	89.1%	90.1%	88.2%	(2.1%)	95.0%
Storm drains cleaned*	N/A	2,115	2,139	1,594	535	372	-	N/A
Tunnel cleaning -walls and ceilings (linear ft.)**	1,211,564	1,821,638	304,095	113,901	177,189	113,892	(35.7%)	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg	YE
	2013	2014	2015	YTD 2016	2015	2016	B/(W)	2016
Roadway striping replaced (linear ft.)	239,830	430,803	520,007	299,437	140,077	129,114	(7.8%)	N/A
Roadway striping replacement plan (linear ft.)	106,000	150,000	150,000	100,000	37,500	37,500	0.0%	100,000
% Completed versus plan	226.3%	287.2%	346.7%	299.4%	373.5%	344.3%	(7.8%)	N/A

\*Storm drain cleaning metric introduced in 1<sup>st</sup> quarter 2014

\*\*Tunnel Capital Construction projects (BB-28 and QM-40) at the Hugh L. Carey and Queens Midtown Tunnels include wall tile replacement. During this construction, contractors will assume partial tunnel washing responsibility.



- ✓ **Improve customer service and traffic mobility at all facilities.**

## Travel Time

Since the first quarter 2009, the Customer Environment Survey has reported weekday peak period average travel time across each facility. Actual travel times vary by facility, since the travel distance being measured is not identical.

Percentage of Vehicles Traveling Above 30 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2015	3rd Qtr 2016	YE 2015
<b><i>Bridges</i></b>			
Henry Hudson Bridge	90.6%	97.7%	91.2%
Throgs Neck Bridge	93.7%	89.4%	92.6%
Bronx-Whitestone Bridge	91.8%	79.5%	89.9%
Robert F. Kennedy Bridge	60.4%	52.3%	58.7%
Verrazano-Narrows Bridge	82.0%	83.7%	77.7%
Marine Parkway Bridge	99.7%	98.0%	99.2%
Cross Bay Bridge	99.8%	99.9%	99.3%
<b><i>All Bridges Combined</i></b>	<b><i>82.2%</i></b>	<b><i>78.4%</i></b>	<b><i>79.9%</i></b>
Percentage of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods			
	3rd Qtr 2015	3rd Qtr 2016	YE 2015
<b><i>Tunnels</i></b>			
Queens Midtown Tunnel*	36.5%	21.9%	38.8%
Hugh L. Carey Tunnel	92.0%	81.7%	89.6%
<b><i>All Tunnels Combined</i></b>	<b><i>57.7%</i></b>	<b><i>46.2%</i></b>	<b><i>58.3%</i></b>

*\*Due to technical difficulties, data captured for vehicles travelling above 30 MPH during the weekday peak periods, throughout the reporting period was less than 90% available for the following facilities: Queens Midtown Tunnel: 86.0%*

## Third Quarter 2016 Highlights

During the third quarter 2016, 78.4% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 82.2% in the third quarter 2015. At the tunnels, 46.2% of vehicles during weekday peak periods traveled above 25 miles per hour, compared to 57.7% in the third quarter 2015.

Heavy traffic volume in Manhattan (2nd Avenue) continues to negatively affect peak travel time at the Queens Midtown Tunnel.

Travel time at the Robert F. Kennedy Bridge was adversely impacted by heavy volume on the FDR Drive and a change in the configuration on the 125th Street ramp due to construction.

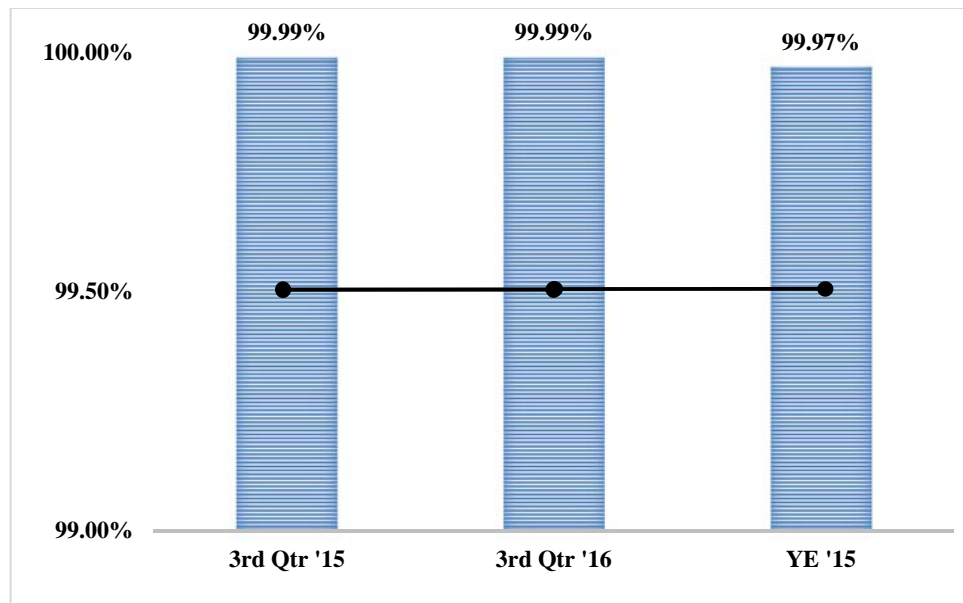
Construction related operations, which require the closing of two toll lanes, have negatively impacted peak travel time at the Hugh L. Carey Tunnel.

## E-ZPass Toll Lane Availability

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 180 E-ZPass toll lanes at B&T facilities.

The following chart shows third quarter 2016 performance against third quarter 2015 and year-end 2015 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

## E-ZPass Toll Lane Availability Performance



Performance Statistics	ACTUAL							GOAL
	Year End				3rd Qtr	3rd Qtr	% Chg B/(W)	YE
	2012	2013	2014	2015	2015	2016		2016
E-ZPass toll lane availability	99.97%	99.97%	99.97%	99.97%	99.99%	99.99%	0.00%	99.50%

*Includes 14 available cashless toll lanes at the Henry Hudson Bridge*



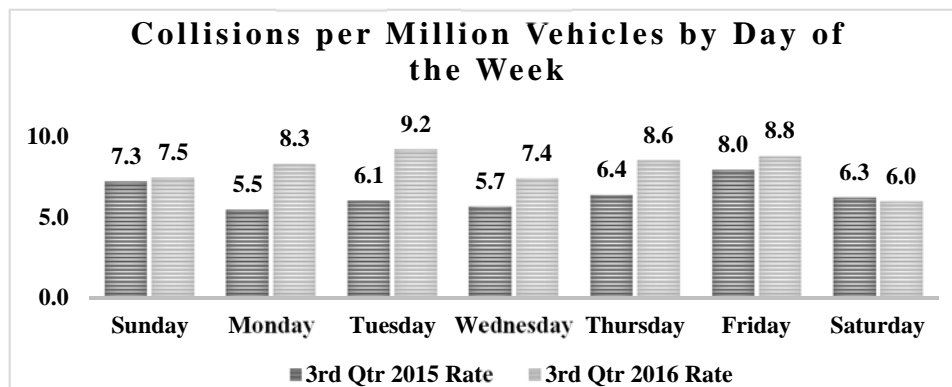
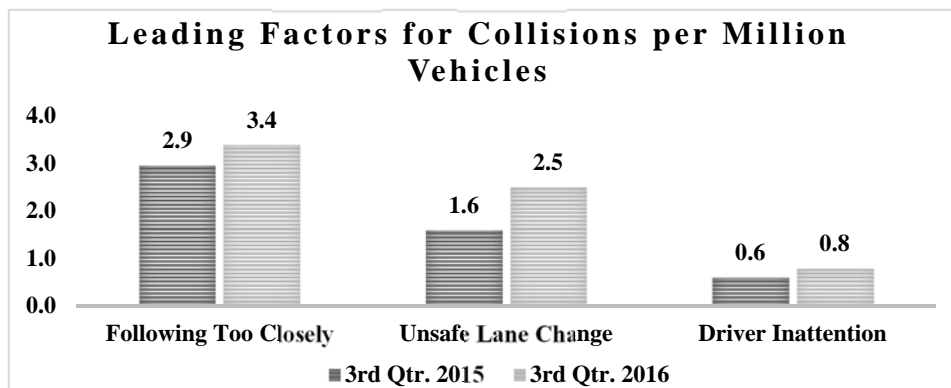
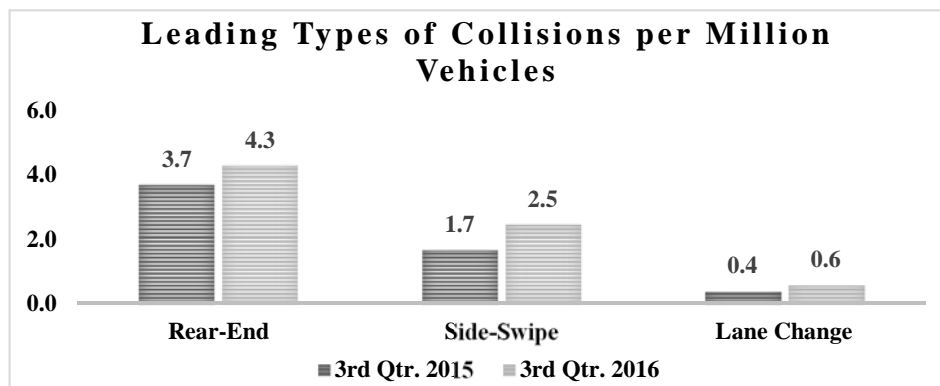
- ✓ **Ensure the safety of customers traveling over bridges and tunnels.**

### Customer Safety

In the third quarter 2016, the collision rate per million vehicles was 8.01 and the collision with injury rate per million vehicles was 1.07, as compared to 6.46 and 1.15 respectively, for the same period in 2015.

Over half of the collisions on B&T facilities during the third quarter 2016 were rear-end collisions. There were 786 speeding summonses issued during the third quarter 2016.

The following charts below compare third quarter 2015 and 2016 by leading collision factor, leading collision type, and day of week.



### *Customer Safety continued*

Performance Statistics							GOAL	
					3rd Q tr	3rd Q tr	% Chg	YE
	2013	2014	2015	YTD 2016	2015	2016	B/(W)	2016
Collision rate per million vehicles	5.55	5.56	5.84	7.29	6.46	8.01	(24.1%)	5.63
Collision with injury rate per million vehicles	1.00	0.92	0.96	1.03	1.15	1.07	7.3%	0.98
Speeding summonses	4,354	7,452	7,094	4,391	2,025	786	(61.2%)	N/A
Truck summonses	2,881	2,173	3,496	1,860	1,017	318	(68.7%)	N/A
Emergency wrecker response time (min:sec)	6:35	7:05	7:45	7:45	7:47	7:59	(2.6%)	N/A

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the third quarter 2016, B&T implemented the following safety improvement measures:

#### Central Operations

- The Highway Unit, in conjunction with the New York State Police, continued Joint Uniformed Patrol Enforcement and expanded it to all facilities. This involved daily deployments of assets from both agencies to the Henry Hudson Bridge and other facilities to focus on mission related violations pertaining to Cashless Tolling and Commercial Vehicle Safety Enforcement.
- The Commercial Vehicle Safety Unit conducted a Joint Commercial Vehicle Safety initiative with New York State Department of Transportation at the Verrazano Narrows Bridge, Robert F. Kennedy Bridge, Throgs Neck Bridge, Queens Midtown Tunnel, and the Hugh L. Carey Tunnel.
- There were 786 Speeding Summons issued in the 3<sup>rd</sup> of quarter 2016.

#### Bronx-Whitestone Bridge

- To better direct motorists and avoid sudden lane changes, speed enforcement was increased, lane striping was thickened, and interstate decals (I-678) were applied to the two right lanes between the end of the span and 14<sup>th</sup> street.

#### Hugh L. Carey Tunnel / Queens-Midtown Tunnel

- Began running new messages at portals “Be Alert for Sudden Stops in Tunnel” to address low speed rear-end collisions from following too closely.

#### Queens-Midtown Tunnel

- Display “Alternate Feed/Merge Ahead” VMS message above B Post North Tube Portal.

#### Verrazano-Narrows Bridge

- Currently running message: “Do Not Tailgate. Maintain Safe Distance.”
- Eastbound Upper Level Belt Parkway split lane markings to be restriped.

#### Robert F. Kennedy Bridge

- An additional concrete barrier was installed on the On-Bound Bronx ramp to prevent dangerous lane crossing.
- New signage has been designed by Traffic Engineering and locations are being assessed.
- Restriping double white lines on the 125<sup>th</sup> Street ramp between Roadways 1 and 2.

**INDICATOR DEFINITIONS**

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**CUSTOMER ENVIRONMENT**

Indicator Name:	Roadway striping replaced % completed versus plan
Description:	Roadway striping is measured in linear feet. Percentage of roadway striping completed versus plan.
Source:	Central Maintenance Contracts – Project Management group and Engineering & Construction Department
Indicator Name:	Potholes repaired
Description:	Number of potholes repaired
Source:	Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
Indicator Name:	Roadway sweeping (miles)
Description:	Length of roadway swept measured in miles (both contracted and in-house)
Source:	Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
Indicator Name:	Completed Maintenance work order
Description:	The completion of a maintenance task that is either scheduled or requested.
Source:	Computerized Maintenance Management System (CMMS)
Indicator Name:	Average days to completion for emergency work orders
Description:	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.
Source:	Central Maintenance North and South through the Computerized Maintenance Management System (CMMS)
Indicator Name:	Storm drains cleaned
Description:	Number of storm drains cleaned
Source:	Reported by facilities on the third weekend of each month
Indicator Name:	Roadway lights in service (%)
Description:	Percent of all roadway lights in service at a monthly point in time
Source:	Reported by facilities on the third weekend of each month
Indicator Name:	Tunnel cleaning (walls and ceilings)
Description:	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.
Source:	Queens Midtown and Hugh L. Carey Tunnel facility management

## INDICATOR DEFINITIONS - (CONTINUED)

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### CUSTOMER SERVICE

Indicator Name:	Travel time
Description:	<p>Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&amp;T bridges, and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.</p> <p>Bronx-Whitestone Bridge (point to point distance-6,978 feet)</p> <p>Queens: Plaza to Queens anchorage</p> <p>Bronx: Queens anchorage to plaza</p> <p>Throgs Neck Bridge (point to point distance-10,300 feet)</p> <p>Queens: Plaza to sign gantry 7S</p> <p>Bronx: Sign gantry 7S to plaza</p> <p>Henry Hudson Bridge (point to point distance-2,340 feet)</p> <p>Manhattan: Kappock Street to Plaza</p> <p>Bronx: Plaza to Kappock Street</p> <p>Hugh L. Carey Tunnel (point to point distance-9,722 feet)</p> <p>Brooklyn: Manhattan Portal to Plaza</p> <p>Manhattan: Plaza to Manhattan Portal</p> <p>Queens Midtown Tunnel (point to point distance-6,714 feet)</p> <p>Queens: Manhattan Gantry to Plaza</p> <p>Manhattan: Plaza to Manhattan Gantry</p> <p>Verrazano-Narrows Bridge (point to point distance-13,464 feet)</p> <p>Brooklyn: Fingerboard to 93rd Street or Fingerboard to Belt Parkway</p> <p>Staten Island: 93rd Street to Fingerboard or Belt Parkway to Fingerboard</p> <p>Marine Parkway Bridge (point to point distance - 4,850 feet)</p> <p>Brooklyn: Signal Gantry 1 to Plaza</p> <p>Queens: Plaza to Signal Gantry 1</p> <p>Robert F. Kennedy Bridge</p> <p>Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)</p> <p>Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)</p> <p>Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)</p> <p>Cross Bay Bridge</p> <p>Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)</p> <p>Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)</p>
Source:	TRANSMIT (through the B&T Technology Department)
Indicator Name:	E-ZPass toll lane availability (%)
Description:	Percent of E-ZPass toll lanes available for customer use
Source:	Toll system maintenance

## INDICATOR DEFINITIONS - (CONTINUED)

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### CUSTOMER SAFETY

Indicator Name:	Collision rate per million vehicles
Description:	The rate of vehicular collisions for every one million vehicles
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data.
Indicator Name:	Collision with injury rate per million vehicles
Description:	The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data.
Indicator Name:	Speeding summonses
Description:	The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities
Source:	Facility database
Indicator Name:	Truck summonses
Description:	The number of truck enforcement summonses written at facilities including CFR and overweight violations
Source:	Facility database
Indicator Name:	Emergency wrecker response time
Description:	The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.
Source:	Facility database
Indicator Name:	Collisions by Type per Million Vehicles
Description:	The total number of collisions associated with each type of accident per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.
Indicator Name:	Collisions by Day of Week per Million Vehicles
Description:	The total number of collisions that occurred by day of week per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.
Indicator Name:	Collisions by Factor per Million Vehicles
Description:	The total number of collisions attributed to each of the causal factors per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.



# Bridges and Tunnels

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





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

<b>E-ZPass Performance at All B&amp;T Facilities</b>			
	September 2016	Year to Date	September 2015
Total E-ZPass Traffic <sup>1</sup>	22,416,600	197,956,490	21,462,974
E-ZPass Market Share: Total	86.1%	85.7%	85.2%
Cars	85.6%	85.1%	84.7%
Trucks	93.2%	93.3%	92.7%

<b>Weekday E-ZPass Performance by Facility<sup>2</sup></b>			
Facility	September Average E-Zpass Weekday Traffic and Market Share		
	2016 Average Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	108,371	83.3%	82.3%
Cross Bay Veterans Memorial Bridge	21,060	87.6%	86.7%
Henry Hudson Bridge	69,205	94.3%	94.2%
Hugh L. Carey Tunnel	51,376	91.8%	91.1%
Marine Parkway-Gil Hodges Memorial Bridge	21,529	90.2%	89.4%
Queens Midtown Tunnel	68,849	91.4%	90.7%
Robert F. Kennedy Bridge - Bronx Plaza	69,140	81.4%	79.6%
Robert F. Kennedy Bridge - Manhattan Plaza	86,586	87.7%	87.1%
Throgs Neck Bridge	105,784	86.7%	86.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>178,517</u>	<u>88.7%</u>	<u>88.0%</u>
All Facilities <sup>1</sup>	780,417	87.7%	86.9%

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

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>3</sup></b>				
Facility	September E-ZPass Market Share			
	2016 AM Peak	2015 AM Peak	2016 PM Peak	2015 PM Peak
Bronx-Whitestone Bridge	87.8%	87.1%	84.3%	83.4%
Cross Bay Veterans Memorial Bridge	91.3%	90.8%	87.9%	86.7%
Henry Hudson Bridge	96.3%	95.8%	94.8%	94.9%
Hugh L. Carey Tunnel	94.0%	94.3%	91.4%	91.0%
Marine Parkway-Gil Hodges Memorial Bridge	92.4%	92.1%	90.3%	89.4%
Queens Midtown Tunnel	93.3%	92.7%	91.4%	90.8%
Robert F. Kennedy Bridge - Bronx Plaza	85.4%	84.8%	81.5%	80.4%
Robert F. Kennedy Bridge - Manhattan Plaza	90.1%	89.9%	88.0%	87.3%
Throgs Neck Bridge	91.1%	90.4%	87.4%	86.7%
Verrazano-Narrows Bridge <sup>4</sup>	N/A	N/A	91.1%	90.6%
All Facilities	90.8%	90.2%	88.5%	87.9%

<b>Weekend E-ZPass Performance by Facility</b>			
Facility	September Average E-ZPass Weekend Traffic and Market Share		
	2016 Avg. Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	103,467	77.0%	75.9%
Cross Bay Veterans Memorial Bridge	17,517	82.4%	81.2%
Henry Hudson Bridge	58,610	91.6%	91.1%
Hugh L. Carey Tunnel	33,250	87.4%	86.2%
Marine Parkway-Gil Hodges Memorial Bridge	18,480	86.2%	84.8%
Queens Midtown Tunnel	53,403	87.5%	86.1%
Robert F. Kennedy Bridge - Bronx Plaza	63,895	74.2%	73.0%
Robert F. Kennedy Bridge - Manhattan Plaza	76,650	83.5%	81.8%
Throgs Neck Bridge	99,369	80.9%	80.0%
Verrazano-Narrows Bridge <sup>1</sup>	<u>158,641</u>	82.9%	81.9%
All Facilities <sup>1</sup>	683,282	82.1%	81.2%

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**  
**September 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	September 2016 Total B&T E-ZPass Transactions	September 2016 Percentage of B&T Total Transactions	September 2015 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>6</sup>	1,942,783	8.42%	8.20%
Port Authority of NY and NJ	1,245,355	5.40%	5.25%
New Jersey Toll Agencies <sup>7</sup>	1,288,579	5.58%	5.46%
Massachusetts Turnpike Authority <sup>8</sup>	136,756	0.59%	0.62%
Pennsylvania Turnpike Commission	110,576	0.48%	0.45%
Maryland Transportation Authority	46,481	0.20%	0.21%
Virginia Department of Transportation <sup>9</sup>	40,440	0.18%	0.16%
New Hampshire Department of Transportation	17,783	0.08%	0.07%
Delaware Department of Transportation	16,204	0.07%	0.08%
Other <sup>10</sup>	<u>55,804</u>	<u>0.24%</u>	<u>0.22%</u>
Total	4,900,761	21.24%	20.71%

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	September 2016	YTD 2016	September 2015
New York State Thruway Authority <sup>6</sup>	2,968,967	25,632,527	2,905,322
Port Authority of NY and NJ	3,650,429	31,953,359	3,454,422
New Jersey Toll Agencies <sup>7</sup>	6,766,971	55,793,862	6,006,015
New York State Bridge Authority	304,394	2,535,411	296,408
Massachusetts Turnpike Authority <sup>8</sup>	625,063	5,468,023	664,608
Pennsylvania Turnpike Commission	331,671	2,957,484	279,811
Maryland Transportation Authority	352,046	3,522,553	472,187
Virginia Department of Transportation <sup>9</sup>	206,258	1,874,747	200,549
New Hampshire Department of Transportation	163,522	1,185,886	146,857
Delaware Department of Transportation	301,067	2,613,809	295,401
Other <sup>10</sup>	<u>458,033</u>	<u>3,917,208</u>	<u>496,224</u>
Total	16,128,421	137,454,869	15,217,804

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

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>				
	September 2016	YTD 2016	YTD 2015	
Accounts Opened:				
Internet	8,845	77,106	76,468	
Walk-In	2,995	25,104	25,094	
Mail	262	2,474	2,535	
On-The-Go	<u>10,529</u>	<u>95,243</u>	<u>94,419</u>	
Total Accounts Opened	22,631	199,927	198,516	
Total Active Accounts		3,082,388	2,939,346	
Number of E-ZPass Tags Issued <sup>11</sup>	51,455	488,583	528,295	
Total Active Tags <sup>12</sup>		4,874,259	4,642,484	
Total Reload Cards Distributed	1,981	168,818	139,963	
Reload Card % of Cash Replenishments	17.9%	17.2%	16.0%	

<b>Customer Service Indicators</b>				
	September 2016	YTD 2016	YTD 2015	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	315,388	2,629,819	2,410,669	
Automated System	<u>669,967</u>	<u>5,643,374</u>	<u>4,986,186</u>	
Total Phone Calls Answered	985,355	8,273,193	7,396,855	
Average Phone Call Waiting Time (in min.):				
General Call Unit	1.05	0.35	0.34	
Commercial Call Unit	0.46	0.39	0.60	
Avg. Monthly B&T E-ZPass Trips Per Account	5.71	5.79	5.82	
Average Number of Active Tags Per Account	1.58	1.59	1.59	

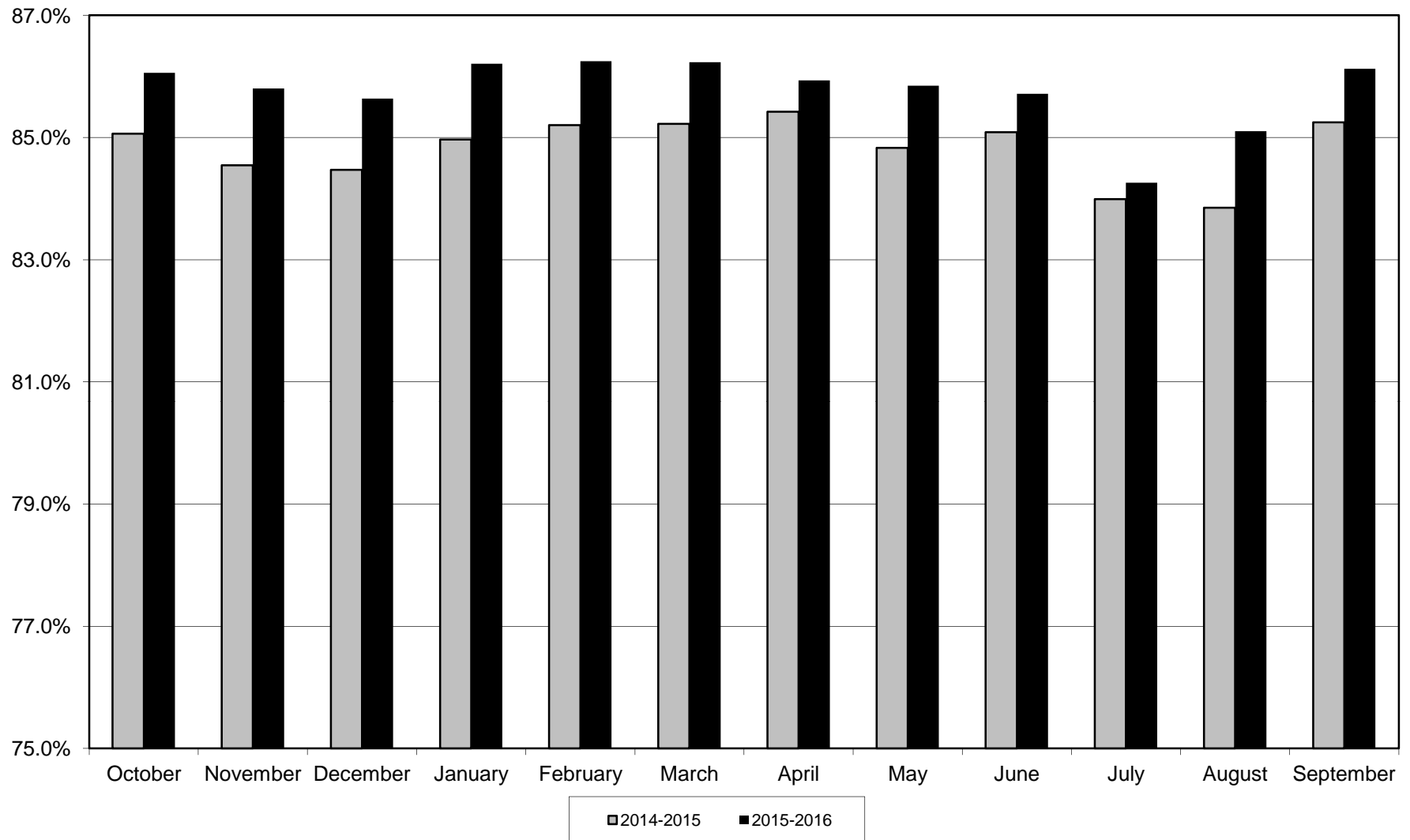
<b>E-ZPass Tag Replacement Program</b>				
	September 2016	YTD 2016	2011-2016	
Number of Replacement Tags Mailed	2,495	83,029	1,919,161	
Number of Tags Returned <sup>13</sup>	2,594	96,470	1,895,237	
Number of Tags Pending Return	N/A	N/A	23,924	

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  
October 2014 through September 2016**





# **Bridges and Tunnels**

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## **Financial Report September 2016**



**MTA BRIDGES & TUNNELS****STATEMENT OF NET POSITION****As of September 30, 2016**

(in thousands)

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

Cash-Unrestricted	14,312
Investments:	
Unrestricted	189,761
Restricted	930,575
Accrued interest receivable	1,196
Accounts receivable	9,787
Tolls due from other agencies	33,129
Prepaid expenses	5,350
	<hr/>
Total current assets	1,184,109

**NONCURRENT ASSETS:**

Investments:	
Restricted	5
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,292,984	5,030,839
Capital lease 2 Broadway net acc. dep.	40,249
Derivative Hedge Assets	3,580
Security Deposits	0
	<hr/>
Total noncurrent assets	5,200,998

**TOTAL ASSETS:** 

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6,385,107**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	157,869
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**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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382,655**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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6,767,763

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of September 30, 2016**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	210,350
Interest Payable	130,599
Accounts Payable	160,780
Accrued Pension Payable	10,887
Payable to MTA-CAP	100,163
Due to MTA-Operating Expenses	6,629
Due to NYCTA-Operating Expenses	706
Accrued salaries	15,743
Accrued Vac & Sick Benefits	17,840
Current portion of estimated liability arising from injury	5,978
Current portion of capital lease obligation	6,117
Pollution remediation projects	1,829
Due to New York City Transit Authority	44,560
Due to Metropolitan Transportation Authority	62,996
Unredeemed Tolls	161,279
Tolls due to other agencies	62,191
E-ZPass Airport Toll Liability	4,889
	<hr/>
Total current liabilities	1,003,535

**NONCURRENT LIABILITIES:**

Long term debt	9,023,584
Post Employment Benefits Other than Pensions	624,076
Estimated liability arising from injury	36,433
Capital lease obligations	32,281
Derivative Hedge Liabilities	165,166
Net Pension Liability	243,901
Security deposits-Contra	0
	<hr/>
Total noncurrent liabilities	10,125,441

**DEFERRED INFLOW OF RESOURCES**

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

11,176,982

**NET POSITION**

-4,409,219 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF  
RESOURCES & NET POSITION**

6,767,763

\*The negative Net Position of \$4,409,219 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**  
**SEPTEMBER 2016**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<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	157.647	159.646	1.999	1.3	0.000	0.000	0.000	-	157.647	159.646	1.999	1.3
Other Operating Revenue	1.912	2.461	0.550	28.8	0.000	0.000	0.000	-	1.912	2.461	0.550	28.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.149	1.294	(0.855)	(39.8)	2.149	1.294	(0.855)	(39.8)
Investment Income	0.037	0.074	0.036	97.8	0.000	0.000	0.000	-	0.037	0.074	0.036	97.8
<b>Total Revenue</b>	<b>\$159.596</b>	<b>\$162.181</b>	<b>\$2.585</b>	<b>1.6</b>	<b>\$2.149</b>	<b>\$1.294</b>	<b>(\$0.855)</b>	<b>(39.8)</b>	<b>\$161.745</b>	<b>\$163.475</b>	<b>\$1.730</b>	<b>1.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.125	\$9.693	\$1.432	12.9	\$0.950	\$0.492	\$0.458	48.2	\$12.074	\$10.185	\$1.890	15.6
Overtime	2.303	2.102	0.201	8.7	0.172	0.113	0.059	34.4	2.475	2.215	0.260	10.5
Health and Welfare	2.466	1.792	0.674	27.3	0.244	0.112	0.132	54.0	2.709	1.904	0.805	29.7
OPEB Current Payment	1.473	1.652	(0.178)	(12.1)	0.000	0.000	0.000	-	1.473	1.652	(0.178)	(12.1)
Pensions	3.350	3.505	(0.155)	(4.6)	0.286	0.131	0.155	54.2	3.635	3.636	(0.000)	(0.0)
Other Fringe Benefits	2.348	2.258	0.090	3.8	0.138	0.063	0.075	54.3	2.486	2.321	0.165	6.6
Reimbursable Overhead	(0.360)	(0.383)	0.023	6.3	0.360	0.383	(0.023)	(6.3)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.704</b>	<b>\$20.618</b>	<b>\$2.086</b>	<b>9.2</b>	<b>\$2.149</b>	<b>\$1.294</b>	<b>\$0.855</b>	<b>39.8</b>	<b>\$24.854</b>	<b>\$21.912</b>	<b>\$2.942</b>	<b>11.8</b>
<i>Non-Labor:</i>												
Electric Power	\$0.382	\$0.943	(\$0.560)	*	\$0.000	\$0.000	\$0.000	-	\$0.382	\$0.943	(\$0.560)	*
Fuel	0.160	0.059	0.102	63.4	0.000	0.000	0.000	-	0.160	0.059	0.102	63.4
Insurance	1.221	0.774	0.447	36.6	0.000	0.000	0.000	-	1.221	0.774	0.447	36.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.542	18.627	(3.085)	(19.9)	0.000	0.000	0.000	-	15.542	18.627	(3.085)	(19.9)
Professional Service Contracts	3.362	3.637	(0.274)	(8.2)	0.000	0.000	0.000	-	3.362	3.637	(0.274)	(8.2)
Materials & Supplies	0.396	0.532	(0.135)	(34.2)	0.000	0.000	0.000	-	0.396	0.532	(0.135)	(34.2)
Other Business Expenses	2.221	2.452	(0.231)	(10.4)	0.000	0.000	0.000	-	2.221	2.452	(0.231)	(10.4)
<b>Total Non-Labor Expenses</b>	<b>\$23.285</b>	<b>\$27.022</b>	<b>(\$3.737)</b>	<b>(16.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$23.285</b>	<b>\$27.022</b>	<b>(\$3.737)</b>	<b>(16.0)</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>\$45.990</b>	<b>\$47.640</b>	<b>(\$1.651)</b>	<b>(3.6)</b>	<b>\$2.149</b>	<b>\$1.294</b>	<b>\$0.855</b>	<b>39.8</b>	<b>\$48.139</b>	<b>\$48.934</b>	<b>(\$0.796)</b>	<b>(1.7)</b>
Depreciation	\$10.092	\$8.456	\$1.637	16.2	\$0.000	\$0.000	\$0.000	-	\$10.092	\$8.456	\$1.637	16.2
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>\$61.640</b>	<b>\$61.654</b>	<b>(\$0.014)</b>	<b>(0.0)</b>	<b>\$2.149</b>	<b>\$1.294</b>	<b>\$0.855</b>	<b>39.8</b>	<b>\$63.790</b>	<b>\$62.948</b>	<b>\$0.842</b>	<b>1.3</b>
Less: Depreciation	\$10.092	\$8.456	\$1.637	16.2	\$0.000	\$0.000	\$0.000	-	\$10.092	\$8.456	\$1.637	16.2
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>\$45.990</b>	<b>\$47.640</b>	<b>(\$1.651)</b>	<b>(3.6)</b>	<b>\$2.149</b>	<b>\$1.294</b>	<b>\$0.855</b>	<b>39.8</b>	<b>\$48.139</b>	<b>\$48.934</b>	<b>(\$0.796)</b>	<b>(1.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$113.606</b>	<b>\$114.541</b>	<b>\$0.935</b>	<b>0.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$113.606</b>	<b>\$114.541</b>	<b>\$0.935</b>	<b>0.8</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**  
**SEPTEMBER 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>\$113.606</b>	<b>\$114.541</b>	<b>\$0.935</b>	<b>0.8</b>
Less: Capitalized Assets									3.094	2.946	0.148	4.8
Reserves									2.240	2.240	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$108.272</b>	<b>\$109.355</b>	<b>\$1.083</b>	<b>1.0</b>
Less: Debt Service									54.530	54.238	0.291	0.5
<b>Income Available for Distribution</b>									<b>\$53.742</b>	<b>\$55.116</b>	<b>\$1.374</b>	<b>2.6</b>
Distributable To:												
MTA - Investment Income									0.037	0.074	0.036	97.8
MTA - Distributable Income									31.074	32.541	1.467	4.7
NYCTR - Distributable Income									22.631	22.502	(0.129)	(0.6)
<b>Total Distributable Income</b>									<b>\$53.742</b>	<b>\$55.116</b>	<b>\$1.374</b>	<b>2.6</b>
<b><u>Support to Mass Transit:</u></b>												
Total Revenues									161.745	163.475	1.730	1.1
Less: Total Operating Expenses									<u>48.139</u>	<u>48.934</u>	<u>(0.796)</u>	(1.7)
<b>Net Operating Income/(Deficit)</b>									<b>\$113.606</b>	<b>\$114.541</b>	<b>\$0.935</b>	<b>0.8</b>
Deductions from Net Operating Income:												
Capitalized Assets									3.094	2.946	0.148	4.8
Reserves									2.240	2.240	0.000	0.0
B&T Debt Service									25.881	22.085	3.796	14.7
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$31.215</b>	<b>\$27.271</b>	<b>\$3.944</b>	<b>12.6</b>
<b>Total Support to Mass Transit</b>									<b>\$82.391</b>	<b>\$87.269</b>	<b>\$4.879</b>	<b>5.9</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**  
**SEPTEMBER 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	1,399.889	1,405.590	5.701	0.4	0.000	0.000	0.000	-	1,399.889	1,405.590	5.701	0.4
Other Operating Revenue	20.839	22.995	2.155	10.3	0.000	0.000	0.000	-	20.839	22.995	2.155	10.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.704	14.428	(2.276)	(13.6)	16.704	14.428	(2.276)	(13.6)
Investment Income	0.315	0.409	0.094	29.8	0.000	0.000	0.000	-	0.315	0.409	0.094	29.8
<b>Total Revenue</b>	<b>\$1,421.043</b>	<b>\$1,428.994</b>	<b>\$7.951</b>	<b>0.6</b>	<b>\$16.704</b>	<b>\$14.428</b>	<b>(\$2.276)</b>	<b>(13.6)</b>	<b>\$1,437.747</b>	<b>\$1,443.422</b>	<b>\$5.675</b>	<b>0.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$94.253	\$88.136	\$6.117	6.5	\$6.974	\$5.632	\$1.342	19.2	\$101.228	\$93.768	\$7.460	7.4
Overtime	18.686	17.673	1.013	5.4	1.041	0.725	0.316	30.4	19.728	18.398	1.329	6.7
Health and Welfare	20.151	18.398	1.753	8.7	1.696	1.279	0.417	24.6	21.847	19.677	2.170	9.9
OPEB Current Payment	13.377	13.771	(0.394)	(2.9)	0.000	0.000	0.000	-	13.377	13.771	(0.394)	(2.9)
Pensions	31.792	32.284	(0.492)	(1.5)	1.990	1.501	0.489	24.6	33.782	33.785	(0.004)	(0.0)
Other Fringe Benefits	13.385	13.015	0.371	2.8	0.960	0.724	0.236	24.5	14.345	13.739	0.606	4.2
Reimbursable Overhead	(4.042)	(4.567)	0.525	13.0	4.042	4.567	(0.525)	(13.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$187.603</b>	<b>\$178.710</b>	<b>\$8.892</b>	<b>4.7</b>	<b>\$16.704</b>	<b>\$14.428</b>	<b>\$2.276</b>	<b>13.6</b>	<b>\$204.306</b>	<b>\$193.138</b>	<b>\$11.168</b>	<b>5.5</b>
<i>Non-Labor:</i>												
Electric Power	\$3.887	\$4.547	(\$0.660)	(17.0)	\$0.000	\$0.000	\$0.000	-	\$3.887	\$4.547	(\$0.660)	(17.0)
Fuel	1.218	0.863	0.356	29.2	0.000	0.000	0.000	-	1.218	0.863	0.356	29.2
Insurance	10.627	10.627	(0.000)	(0.0)	0.000	0.000	0.000	-	10.627	10.627	(0.000)	(0.0)
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	92.292	88.883	3.409	3.7	0.000	0.000	0.000	-	92.292	88.883	3.409	3.7
Professional Service Contracts	26.935	25.013	1.922	7.1	0.000	0.000	0.000	-	26.935	25.013	1.922	7.1
Materials & Supplies	2.992	2.806	0.186	6.2	0.000	0.000	0.000	-	2.992	2.806	0.186	6.2
Other Business Expenses	22.248	24.230	(1.982)	(8.9)	0.000	0.000	0.000	-	22.248	24.230	(1.982)	(8.9)
<b>Total Non-Labor Expenses</b>	<b>\$160.206</b>	<b>\$157.014</b>	<b>\$3.192</b>	<b>2.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$160.206</b>	<b>\$157.014</b>	<b>\$3.192</b>	<b>2.0</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>\$347.809</b>	<b>\$335.724</b>	<b>\$12.084</b>	<b>3.5</b>	<b>\$16.704</b>	<b>\$14.428</b>	<b>\$2.276</b>	<b>13.6</b>	<b>\$364.512</b>	<b>\$350.152</b>	<b>\$14.360</b>	<b>3.9</b>
Depreciation	\$89.244	\$83.909	\$5.334	6.0	\$0.000	\$0.000	\$0.000	-	\$89.244	\$83.909	\$5.334	6.0
OPEB Obligation	50.616	50.615	0.001	0.0	0.000	0.000	0.000	-	\$50.616	50.615	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>\$487.668</b>	<b>\$470.249</b>	<b>\$17.419</b>	<b>3.6</b>	<b>\$16.704</b>	<b>\$14.428</b>	<b>\$2.276</b>	<b>13.6</b>	<b>\$504.372</b>	<b>\$484.677</b>	<b>\$19.695</b>	<b>3.9</b>
Less: Depreciation	\$89.244	\$83.909	\$5.334	6.0	\$0.000	\$0.000	\$0.000	-	\$89.244	\$83.909	\$5.334	6.0
Less: OPEB Obligation	50.616	50.615	0.001	0.0	0.000	0.000	0.000	-	50.616	50.615	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>\$347.809</b>	<b>\$335.724</b>	<b>\$12.084</b>	<b>3.5</b>	<b>\$16.704</b>	<b>\$14.428</b>	<b>\$2.276</b>	<b>13.6</b>	<b>\$364.512</b>	<b>\$350.152</b>	<b>\$14.360</b>	<b>3.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,073.235</b>	<b>\$1,093.269</b>	<b>\$20.035</b>	<b>1.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,073.235</b>	<b>\$1,093.269</b>	<b>\$20.035</b>	<b>1.9</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**  
**SEPTEMBER 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>\$1,073.235</b>	<b>\$1,093.269</b>	<b>\$20.035</b>	<b>1.9</b>
Less: Capitalized Assets									17.882	13.693	\$4.190	23.4
Reserves									20.161	20.161	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$1,035.192</b>	<b>\$1,059.416</b>	<b>\$24.225</b>	<b>2.3</b>
Less: Debt Service									483.518	489.423	(5.905)	(1.2)
<b>Income Available for Distribution</b>									<b>\$551.673</b>	<b>\$569.993</b>	<b>\$18.320</b>	<b>3.3</b>
Distributable To:												
MTA - Investment Income									0.315	0.409	0.094	29.8
MTA - Distributable Income									317.303	332.994	15.691	4.9
NYCTR - Distributable Income									234.055	243.080	9.025	3.9
<b>Total Distributable Income</b>									<b>\$551.673</b>	<b>\$576.483</b>	<b>\$24.809</b>	<b>4.5</b>
<b><u>Support to Mass Transit:</u></b>												
Total Revenues									1,437.747	1,443.422	5.675	0.4
Less: Total Operating Expenses									<u>364.512</u>	<u>350.152</u>	<u>14.360</u>	3.9
<b>Net Operating Income/(Deficit)</b>									<b>\$1,073.235</b>	<b>\$1,093.269</b>	<b>\$20.035</b>	<b>1.9</b>
Deductions from Net Operating Income:												
Capitalized Assets									17.882	13.693	4.190	23.4
Reserves									20.161	20.161	0.000	0.0
B&T Debt Service									210.022	194.785	15.237	7.3
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$248.065</b>	<b>\$228.638</b>	<b>\$19.426</b>	<b>7.8</b>
<b>Total Support to Mass Transit</b>									<b>\$825.170</b>	<b>\$864.631</b>	<b>\$39.461</b>	<b>4.8</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)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		September 2016  Reason for Variance	Favorable/ (Unfavorable) Variance		Year-to-Date  Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	1.999	1.3%	Higher toll revenue primarily due to 1.1% higher traffic than forecasted.	5.701	0.4%	Higher toll revenue due to 0.6% higher traffic than forecasted.
Other Operating Revenue	0.550	28.8%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative and other toll collection fees	2.155	10.3%	Higher Other Operating Revenue primarily due to higher E-ZPass administrative and other toll collection fees
Investment Income	0.036	97.8%	Minor variance	0.094	29.8%	Minor variance
Payroll	1.432	12.9%	Lower payroll expenses against the monthly forecast allocation primarily due to vacancies	6.117	6.5%	Lower payroll expenses against the YTD forecast allocation primarily due to vacancies
Overtime	0.201	8.7%	See overtime tables	1.013	5.4%	See overtime tables
Health and Welfare	0.674	27.3%	Lower expenses primarily due to vacancies and the timing of expenses against the monthly forecast allocation	1.753	8.7%	Lower expenses primarily due to vacancies and the timing of expenses against the YTD forecast allocation
OPEB Current Payment	(0.178)	-12.1%	Higher expenses due to higher than estimated retiree participation in defined medical plans	(0.394)	-2.9%	Higher expenses due to higher than estimated retiree participation in defined medical plans
Pensions	(0.155)	-4.6%	Higher non-reimbursable expenses due to lower capital reimbursement offsets. Total variance is minor for combined non-reimbursable and reimbursable expenses	(0.492)	-1.5%	Higher non-reimbursable expenses due to lower capital reimbursement offsets. Total variance is minor for combined non-reimbursable and reimbursable expenses
Other Fringe Benefits	0.090	3.8%	Lower expenses primarily due to vacancies.	0.371	2.8%	Lower expenses primarily due to vacancies.
Electric Power	(0.560)	-146.4%	Higher electricity expenses primarily due to the timing of expenses against the monthly forecast allocation	(0.660)	-17.0%	Higher electricity expenses primarily due to the timing of expenses against the monthly forecast allocation
Fuel	0.102	63.4%	Lower fuel expenses primarily due to timing against the monthly forecast allocation	0.356	29.2%	Lower fuel expenses primarily due to timing against the YTD forecast allocation
Insurance	0.447	36.6%	Lower general liability insurance expenses primarily due to timing against the monthly forecast allocation	(0.000)	0.0%	No variance.
Maintenance and Other Operating Contracts	(3.085)	-19.9%	Higher expenses primarily due to the timing of expenses for major maintenance projects against the monthly forecast allocation	3.409	3.7%	Lower expenses primarily due to the timing of EZ Pass Customer Service Center expenses (\$1.689M), Security & Surveillance equipment (\$1.333M)
Professional Service Contracts	(0.274)	-8.2%	Higher expenses primarily due to the timing of expenses for Engineering Services and Planning Study Consultant against the monthly forecast allocation	1.922	7.1%	Lower expenses primarily due to the timing of and Bond Issuance Costs.
Materials & Supplies	(0.135)	-34.2%	Minor variance.	0.186	6.2%	Minor variance.
Other Business Expense	(0.231)	-10.4%	Higher expenses primarily due to the timing of Credit Card Fees against the monthly forecast allocation	(1.982)	-8.9%	Higher expenses primarily due to the timing of Credit Card Fees against the YTD forecast allocation
Depreciation	1.637	16.2%	Variance primarily due to the timing of accounting entries	5.334	6.0%	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	(0.855)	-39.8%	Lower capital reimbursements against the monthly forecast allocation	(2.276)	-13.6%	Lower capital reimbursements against the YTD forecast allocation
Payroll	0.458	48.2%	Lower than planned reimbursable expenses against the monthly forecast allocation	1.342	19.2%	Lower than planned reimbursable expenses against the YTD forecast allocation
Overtime	0.059	34.4%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.316	30.4%	Lower than planned reimbursable expenses against the YTD forecast allocation
Health and Welfare	0.132	54.0%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.417	24.6%	Lower than planned reimbursable expenses against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.155	54.2%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.489	24.6%	Lower than planned reimbursable expenses against the YTD forecast allocation
Other Fringe Benefits	0.075	54.3%	Lower than planned reimbursable expenses against the monthly forecast allocation	0.236	24.5%	Lower than planned reimbursable expenses against the YTD forecast allocation
Reimbursable Overhead	(0.023)	-6.3%	Higher than planned reimbursable expenses against the monthly forecast allocation	(0.525)	-13.0%	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)

	September						September 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>	7,967	\$0.578	5,531	\$0.401	2,437 30.6%	\$0.177 30.7%	54,562	\$ 3.929	44,667	\$3.216	9,895 18.1%	\$0.713 18.1%
<u>Unscheduled Service</u>	129	\$0.011	41	\$0.004	88 68.2%	\$0.007 64.4%	715	\$ 0.130	396	\$0.072	320 44.7%	\$0.058 44.5%
<u>Programmatic/Routine Maintenance</u>	1,663	\$0.156	2,643	\$0.249	(980) -58.9%	(\$0.093) -59.2%	14,631	\$ 1.435	17,202	\$1.687	(2,571) -17.6%	(\$0.252) -17.6%
<u>Unscheduled Maintenance</u>	763	\$0.072	810	\$0.076	(47) -6.2%	(\$0.004) -5.9%	6,798	\$ 0.628	7,780	\$0.719	(983) -14.5%	(\$0.091) -14.5%
<u>Vacancy/Absentee Coverage</u>	12,410	\$0.960	17,508	\$1.354	(5,098) -41.1%	(\$0.394) -41.1%	133,644	\$ 9.974	157,748	\$11.773	(24,104) -18.0%	(\$1.799) -18.0%
<u>Weather Emergencies</u>	6	\$0.001	1,541	\$0.147	(1,535) **	(\$0.146) **	9,647	\$ 0.761	11,242	\$0.887	(1,595) -16.5%	(\$0.126) -16.5%
<u>Safety/Security/Law Enforcement</u>	3,216	\$0.241	1,851	\$0.139	1,366 42.5%	\$0.102 42.4%	19,237	\$ 1.437	12,927	\$0.966	6,310 32.8%	\$0.471 32.8%
<u>Other</u>	188	\$0.018	25	\$0.002	164 87.0%	\$0.016 88.7%	1,259	\$ 0.120	237	\$0.023	1,023 81.2%	\$0.097 80.9%
<u>*All Other Departments and Accruals</u>		\$0.266		(\$0.270)		\$0.536 **		\$0.271		(\$1.670)		\$1.941 **
Subtotal	26,342	\$2.303	29,947	\$2.102	(3,605) -13.7%	\$0.201 8.7%	240,492	\$18.686	252,198	\$17.673	(11,706) -4.9%	\$1.013 5.4%
<b>REIMBURSABLE OVERTIME</b>	2,617	\$0.172	1,694	\$0.113	923 35.3%	\$0.059 34.1%	16,076	\$1.041	11,319	\$0.725	4,757 29.6%	\$0.316 30.3%
<b>TOTAL OVERTIME</b>	<b>28,959</b>	<b>\$2.475</b>	<b>31,641</b>	<b>\$2.215</b>	<b>(2,682)</b> -9.3%	<b>\$0.260</b> 10.5%	<b>256,568</b>	<b>\$19.728</b>	<b>263,517</b>	<b>\$18.398</b>	<b>(6,949)</b> -2.7%	<b>\$1.329</b> 6.7%

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	2,437 30.6%	\$0.177 30.7%	Lower than planned expenses	9,895 18.1%	\$0.713 18.1%	Lower than planned expenses
Unscheduled Service	88 68.2%	\$0.007 64.4%	Minor variance	320 44.7%	\$0.058 44.5%	Lower than planned expenses
Programmatic/Routine Maintenance	(980) -58.9%	(\$0.093) -59.2%	Higher than planned expenses	(2,571) -17.6%	(\$0.252) -17.6%	Higher than planned expenses
Unscheduled Maintenance	(47) -6.2%	(\$0.004) -5.9%	Minor variance	(983) -14.5%	(\$0.091) -14.5%	Higher than planned expenses
Vacancy/Absentee Coverage	(5,098) -41.1%	(\$0.394) -41.1%	Higher than planned expenses	(24,104) -18.0%	(\$1.799) -18.0%	Higher than planned expenses
Weather Emergencies	(1,535) **	(\$0.146) **	Higher than planned expenses due to Tropical Storm Hermine	(1,595) -16.5%	(\$0.126) -16.5%	Higher than planned expenses primarily due to Tropical Storm Hermine
Safety/Security/Law Enforcement	1,366 42.5%	\$0.102 42.4%	Lower than planned expenses	6,310 32.8%	\$0.471 32.8%	Lower than planned expenses
Other	164 87.0%	\$0.016 88.7%	Lower than planned expenses	1,023 81.2%	\$0.097 80.9%	Lower than planned expenses
*All Other Departments and Accruals		\$0.536 **	Primarily due to adjustments for the 28-day OT payroll lag		\$1.941 **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	(3,605) -13.7%	\$0.201 8.7%		(11,706) -4.9%	\$1.013 5.4%	
REIMBURSABLE OVERTIME	923 35.3%	\$0.059 34.1%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program	4,757 29.6%	\$0.316 30.3%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program
TOTAL OVERTIME	(2,682)	\$0.260		(6,949)	\$1.329	

Figures are preliminary.

Totals may not add due to rounding

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

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

\*\*Variance exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**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)

Month of SeptemberYear to date ending September 2016

## 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
3.7	\$25.8	3.9	\$27.5	6.7%	6.4%	Bronx-Whitestone	31.1	\$216.8	34.3	\$240.1	10.3%	10.7%
0.7	1.5	0.7	1.5	0.9%	0.0%	Cross Bay	6.0	13.3	6.3	14.1	5.0%	6.3%
1.9	6.1	2.1	6.6	8.2%	8.7%	Henry Hudson	17.0	52.3	18.3	56.7	7.3%	8.4%
1.4	8.5	1.5	9.2	9.0%	8.9%	Hugh L. Carey	13.0	78.9	13.6	82.9	4.3%	5.0%
0.7	1.5	0.7	1.5	1.3%	-0.3%	Marine Parkway	5.9	12.9	6.1	13.3	3.3%	3.8%
2.4	15.4	2.1	13.8	-11.0%	-10.3%	Queens Midtown	21.4	135.4	20.9	133.3	-2.2%	-1.5%
2.5	18.4	2.5	18.9	2.6%	2.6%	RFK - Bronx	22.2	162.8	22.3	165.0	0.7%	1.3%
2.8	17.7	2.9	18.2	3.0%	2.5%	RFK - Manhattan	24.3	151.9	24.6	155.0	1.5%	2.0%
3.6	27.9	3.6	28.6	0.7%	2.4%	Throgs Neck	31.4	241.3	32.4	251.3	2.9%	4.1%
5.5	31.2	5.9	33.8	7.1%	8.4%	Verrazano-Narrows	49.2	277.0	52.1	293.8	6.0%	6.0%
<b>25.2</b>	<b>\$154.1</b>	<b>26.0</b>	<b>\$159.6</b>	<b>3.4%</b>	<b>3.6%</b>	<b>Total</b>	<b>221.5</b>	<b>\$1,342.7</b>	<b>231.0</b>	<b>\$1,405.6</b>	<b>4.2%</b>	<b>4.7%</b>
	<b>\$6.120</b>		<b>\$6.134</b>		<b>0.2%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.060</b>		<b>\$6.086</b>		<b>0.4%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented March 22, 2015

## Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Sep Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
25.7	157.6	26.0	159.6	1.1%	1.3%	Total All	229.5	\$1,399.9	231.0	\$1,405.6	0.6%	0.4%
	<b>\$6.124</b>		<b>\$6.134</b>		<b>0.2%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.100</b>		<b>\$6.086</b>		<b>-0.2%</b>

**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**  
**September 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	24	1	4 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>83</b>	<b>2</b>	
<b>Operations</b>				
Revenue Management	43	39	4	2 Managerial vacancies, 1 Professional and 1 BTO vacancy
Operations (Non-Security)	716	488	228	176 BTO vacancies, 50 Managerial vacancies and 2 Professional vacancy
<b>Total Operations</b>	<b>759</b>	<b>527</b>	<b>232</b>	
<b>Maintenance</b>				
Maintenance	197	193	4	1 Managerial and 3 Professional vacancies
Operations - Maintainers	181	169	12	12 Maintainer vacancies
<b>Total Maintenance</b>	<b>378</b>	<b>362</b>	<b>16</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	190	161	29	14 Managerial and 15 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>206</b>	<b>47</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	43	36	7	2 Managerial and 5 Professional vacancies
<b>Total Public Safety</b>	<b>275</b>	<b>268</b>	<b>7</b>	
<b>Total Positions</b>	<b>1,750</b>	<b>1,446</b>	<b>304</b>	
Non-Reimbursable	<b>1,663</b>	<b>1,359</b>	<b>304</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,750</b>	<b>1,446</b>	<b>304</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**  
September 2016

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	31	29	2	4 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>83</b>	<b>2</b>	
<b>Operations</b>				
Managers/Supervisors	215	163	52	50 vacancies in Operations and 2 in Revenue Management
Professional, Technical, Clerical	35	32	3	2 vacancies in Operations and 1 vacancy in Revenue Management
Operational Hourlies <sup>(1)</sup>	509	332	177	176 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management
<b>Total Operations</b>	<b>759</b>	<b>527</b>	<b>232</b>	
<b>Maintenance</b>				
Managers/Supervisors	18	17	1	1 vacancy 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>362</b>	<b>16</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	60	40	20	14 vacancies in Engineering, 3 in CFO, 2 in Law, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	193	166	27	15 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>206</b>	<b>47</b>	
<b>Public Safety</b>				
Managers/Supervisors	46	44	2	2 vacancies in Internal Security
Professional, Technical, Clerical	33	28	5	5 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>275</b>	<b>268</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	370	293	77	
Professional, Technical, Clerical	334	296	38	
Operational Hourlies	1,046	857	189	
<b>Total Positions</b>	<b>1,750</b>	<b>1,446</b>	<b>304</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 October 2016**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
OCTOBER 31, 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 October, seven commitments with a total value of \$4.7 million were awarded from the 2016 plan (*See Attachment 1, 2016 Commitment Chart; Attachment 7 – 2016 Commitment Plan*).

Year to date, 58 commitments have been made with a total value of \$60.1 million compared to the plan calling for 64 commitments with a total value of \$70.8 million from the 2016 plan. All ten commitments totaling \$43.0 million have been made from the 2015 plan as previously reported.

Additionally, to implement the New York Crossings Project, on November 1<sup>st</sup>, two unplanned commitments were awarded, under the following projects, with a total value of \$71.1 million as follows:

- **Agency-Wide:**
  - AW63 - New Tolling Initiatives, ORT Integration \$64.7M
  - AW65 - ORT Program Manager \$6.4M

Completions

There were no project completions in October. (*See Attachment 3 - 2016 Completion Chart; Attachment 4 – 2016 Major Project Completions; Attachment 5 - 2016 Project Completion Plan; Attachment 10 – 2015 Completion Plan*).

Year to date, eight completions have been made with a total value of \$90.5 million against a plan for nine completions with a total value of \$94.0 million. One completion totaling \$3.3 million was made from the 2015 plan as previously reported.

Closeouts

There were no task level closeouts in October. (*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

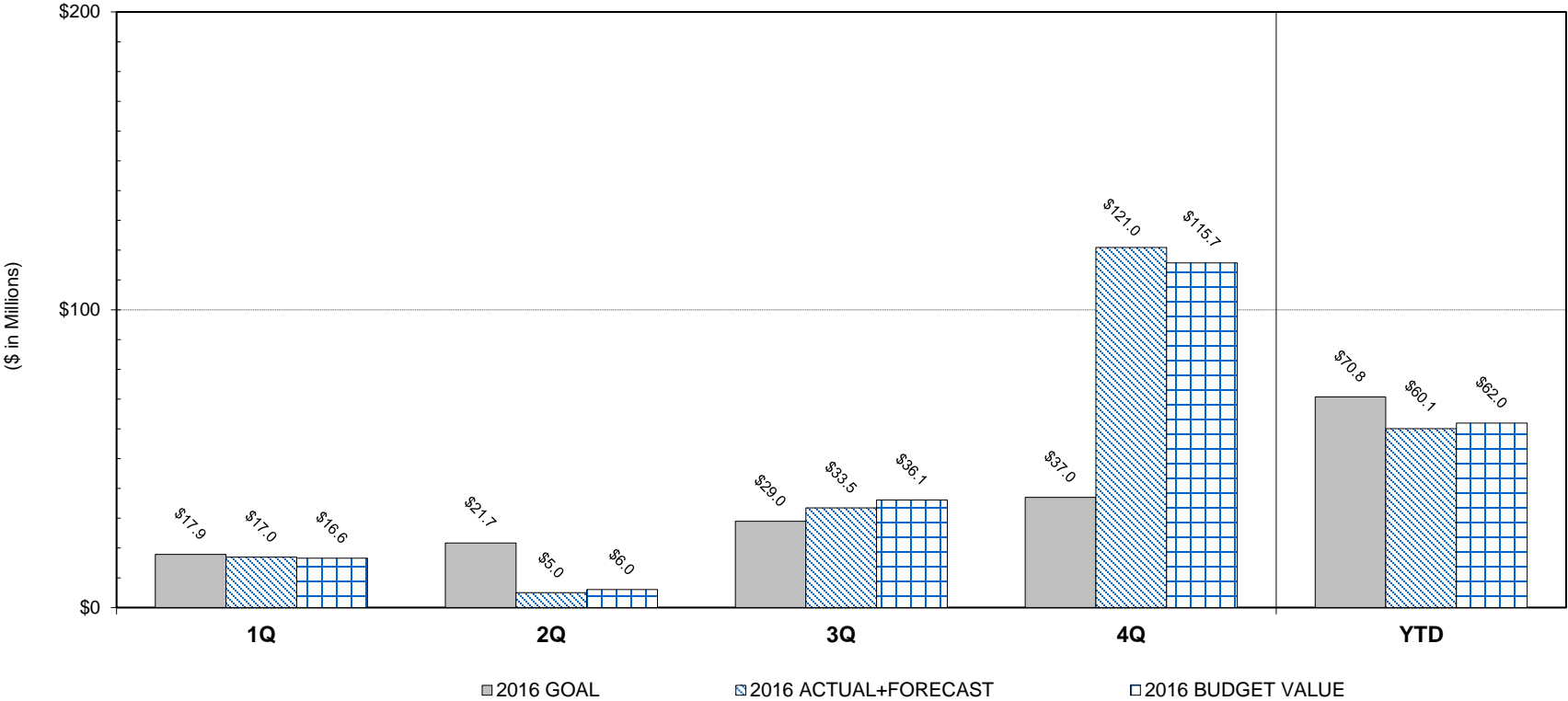
There are no significant date changes this month.

Completion Date Changes for Remaining Projects

There were no completion date changes this month.

MTA Bridges and Tunnels  
Commitments as of November 01, 2016

2016 Budget Goal:	\$105.5	
2016 Annual Forecast	\$176.4	
YTD Goal:	\$70.8	
YTD Actual:	\$131.2	(185.4% of YTD Goal)
YTD Budgeted Value:	\$133.1	(188.0% of YTD Goal)
Left to Commit:	\$45.1	

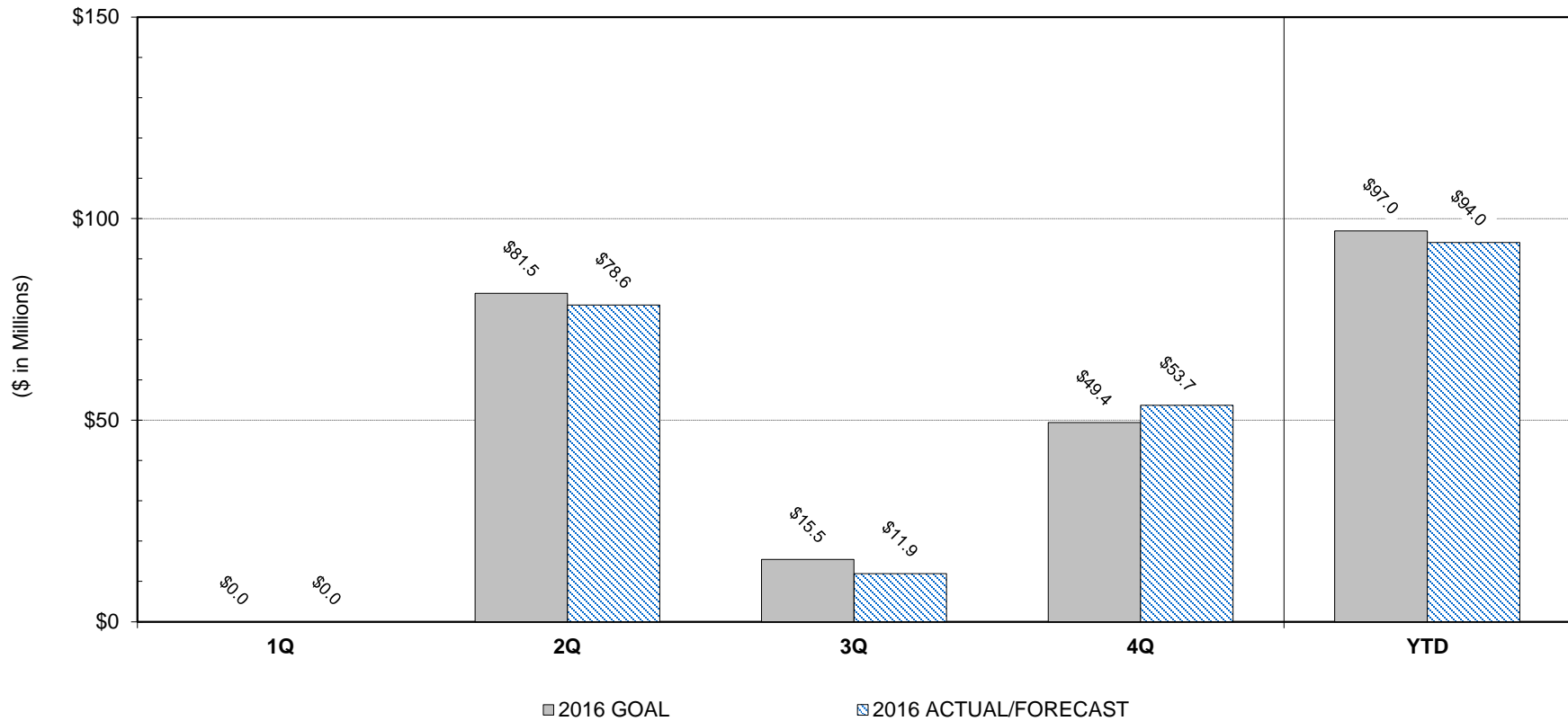


MTA Bridges and Tunnels: Status of Major Commitments as of November 01, 2016

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 November 01, 2016

2016 Budget Goal:	\$146.4
2016 Annual Forecast:	\$144.2
YTD Goal:	\$97.0
YTD Actual:	\$94.0 (97.0% of YTD Goal)
Left to Complete:	\$53.7





## MTA Bridges and Tunnels: Status of Major Completions as of November 01, 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	97%	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	98%	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%	57%	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

### Unplanned Completions

\* 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

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE	
					DATE	CERTIFICATE AMOUNT
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02036	Constr.Adm. 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
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

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE	
					DATE	CERTIFICATE AMOUNT
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
				<b>Total</b>	<b>91</b>	<b>\$179,940,514.57</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
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			Dec-16	\$400,000
D701BW07	Fender Protection around Tower Piers (Const)	D03807	PM Design F/A	Jun-16	\$100,000	\$100,000			Nov-16	\$100,000
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	\$200,000	\$200,000			Dec-16	\$200,000
D704BW32	Installation of Fire Standpipe Connections	D03544	PM Design F/A	Jun-16	\$100,000	\$100,000			Nov-16	\$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			Nov-16	\$254,000
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	D03591	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Nov-16	\$1,000,000
D701RK70	Miscellaneous Structural Rehabilitation	D03661	PM Design F/A	Jun-16	\$1,000,000	\$1,000,000			Nov-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			Nov-16	\$800,000
D707RK70	Miscellaneous Structural Rehabilitation	D03669	PM Design F/A	Jun-16	\$150,000	\$150,000			Nov-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 Dsign & 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			Nov-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			Nov-16	\$1,000,000
D704RK60	Installation of Facility-wide Electronic Monitoring and Detection System	D03647	PM Construction F/A	Aug-16	\$1,000,000	\$1,000,000			Nov-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			Nov-16	\$200,000
D704HC64	Brooklyn Service Building Electrical Rehab.	D03735	PM Design F/A & D/B RFP Dev.	Sep-16	\$224,973	\$224,973			Nov-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 (PSC-16-2986)	Sep-16	\$1,200,000	\$1,200,000	Oct-16	\$1,310,535		
D707HH30	Replacement of HHB Overcoat System	D03786	Design (PSC-16-2986)	Sep-16	\$750,863	\$750,863	Oct-16	\$132,756		
D701QM18	Manhattan/Queens Plaza Structural Rehab	D03534	Design Ph. 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			Nov-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			Nov-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			Nov-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			Nov-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 Independent 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		



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
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03850	ORT Design BBT PSC-12-2891L, WO# 91			\$1,711,403	Aug-16	\$1,711,403		
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		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03863	ORT -BBT Design PSC-13-2941A			\$308,673	Oct-16	\$308,673		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03864	ORT -QMT Design PSC-13-2941A			\$317,975	Oct-16	\$317,975		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03868	ORT -BBT Kapsch-07-IAG-2782A			\$130,371	Oct-16	\$130,371		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03869	ORT -QMT Kapsch-07-IAG-2782A			\$182,927	Oct-16	\$182,927		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03888	ORT-Transcore			\$64,711,314	Nov-16	\$64,711,314		
D703AW65	Toll Collection System Rehabilitation/ Upgrade	D03874	ORT- Program Manager (PSC-12-2922)			\$6,413,771	Nov-16	\$6,413,771		
Grand Total					\$105,526,103	\$190,761,638	YTD Total	\$131,217,479	Remaining	\$45,137,368
									Grand Total	\$176,354,847

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		Forecast	
		Task	Task Description					Start 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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## Procurements November 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>M. Margaret Terry</i>
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Various

<b>Date</b>	11/02/2016
<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	11/02/16			
2	MTA B&T Committee	11/14/16			
3	MTA Board	11/16/16			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>DJ</i>		VP Operations
	Executive Vice President <i>GMB</i>		VP & Chief Engineer
	SVP & General Counsel		VP & Chief Procurement Officer <i>DM</i>
	VP Administration		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer <i>DM</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	2	\$2.400M

SUBTOTAL \$2.400M

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

TOTAL \$2.400M

## 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**  
**NOVEMBER 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)

1. **Gannett Fleming Engineers and Architects** **\$2,115,341.30** **Staff Summary Attached**  
**Contract No. PSC-16-2987**

2yr Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a personal service contract for the Initial Tunnel Inspection at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel.

2. **Hoguet Newman Regal & Kenney, LLP** **\$285,800.00**  
**Contract No. PSC-16-2989**

5yr Contract- Competitive RFP- 3 proposals

B&T requires a consultant to provide wage and hour compliance services in order to assist B&T in meeting its compliance obligations under FLSA. The FLSA is the federal statute that sets minimum wage, overtime pay, equal pay, record keeping and child labor standards for workers covered by its provisions. As a public employer, B&T is required to comply with the applicable minimum wage and overtime provisions of FLSA and to ensure that employees are appropriately classified. The consultant shall ensure B&T's legal compliance with FLSA and conduct a job classification review for all positions to determine exempt or non-exempt status with FLSA.

The service requirements were publicly advertised. On June 15, 2016 three firms: Hoguet Newman Regal & Kenney, LLP (Hoguet Newman), Sibson Consultant and Wong Fleming PC submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including qualifications of work for specific personnel proposed, depth of understanding of project and related problems, level of expertise, record of performance of firm and cost. Based on the committee's review of all the proposals, it unanimously selected Hoguet Newman, a NYS certified WBE, based on its: (i) highly qualified personnel; (ii) extensive experience related to FLSA; (iii) complete and responsive proposal addressing all the relevant criteria in the scope of services and (iv) detailed description of the resources that will be brought to the assignment. Sibson Consultant and Wong Fleming each failed to adequately address the scope of services or demonstrate the level of experience necessary to provide these services. The committee unanimously waived oral presentations and recommended that negotiations be conducted with Hoguet Newman, the highest rated firm.

Hoguet Newman submitted a cost proposal of \$365,500. Negotiations with Hoguet Newman resulted in a fixed cost of \$285,800 for a five year term, which compares favorably with B&T's estimate of \$301,500. Based on the above, the negotiated amount of \$285,800 is considered fair and reasonable. Hoguet Newman is deemed to be a responsible consultant.



# Staff Summary

Page 1 of 3

<b>Item Number: 1 (Final)</b>						<b>SUMMARY INFORMATION</b>																									
<b>Dept. &amp; Dept. Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>						<b>Vendor Name</b> Gannett Fleming Engineers and Architects																									
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Philip Swanton, P.E. <i>Philip Swanton</i>						<b>Contract No.</b> PSC-16-2987																									
<b>Board Reviews</b>						<b>Description</b> Initial Tunnel Inspection at the Queens-Midtown Tunnel and the Hugh L. Carey Tunnel																									
<table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>President</td> <td>11/2/16</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA B&amp;T Committee</td> <td>11/14/16</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td>MTA Board</td> <td>11/16/16</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	President	11/2/16				2	MTA B&T Committee	11/14/16				3	MTA Board	11/16/16				<b>Total Amount</b> \$2,115,341.30	
Order	To	Date	Approval	Info	Other																										
1	President	11/2/16																													
2	MTA B&T Committee	11/14/16																													
3	MTA Board	11/16/16																													
<b>Internal Approvals</b>						<b>Contract Term (including Options, if any)</b> Two years																									
<table border="1"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Chief Financial Officer <i>Joe Keane</i></td> <td>4</td> <td>Executive Vice President <i>Gannett</i></td> </tr> <tr> <td>2</td> <td>General Counsel <i>Matt</i></td> <td>5</td> <td>President <i>Joe Keane</i></td> </tr> <tr> <td>3</td> <td>Chief Procurement Officer <i>Joe Keane</i></td> <td></td> <td></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Chief Financial Officer <i>Joe Keane</i>	4	Executive Vice President <i>Gannett</i>	2	General Counsel <i>Matt</i>	5	President <i>Joe Keane</i>	3	Chief Procurement Officer <i>Joe Keane</i>			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No									
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						<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																									
						<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input 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 Guidelines for Procurement of Services to award a personal service contract for Initial Tunnel Inspection at the Queens-Midtown Tunnel and the Hugh L. Carey Tunnel to Gannett Fleming Engineers & Architects, P.C. (Gannett), in the negotiated contract amount of \$2,115,341.30. This contract will be for a duration of approximately two years through December 31, 2018.

### II DISCUSSION

B&T requires the services of the consultant firm to provide Initial Tunnel Inspection at the Queens-Midtown Tunnel and the Hugh L. Carey Tunnel. These inspections assist in our mission to keep B&T's assets in a state of good repair, and are a new requirement of the Federal Highway Administration (FHWA).

The requirements were publicly advertised. Five firms submitted qualification information for review and evaluation by the selection committee. Five firms were chosen to receive the RFP based on a review of those qualifications and all five submitted proposals: AECOM; Gannett Fleming Engineers and Architects, P.C. (Gannett); Jenny Engineering and Consulting, P.C. (Jenny); Mott MacDonald NY, Inc. (Mott) and WSP-Parsons Brinckerhoff (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 review of all submittals and its consideration of proposed costs, the Authority Selection Committee recommended Gannett.

The Committee's recommendation is based on the following:

## Staff Summary

Page 2 of 3

- Gannett offered the most qualified team among the firms proposing for this work with team member(s) that authored the inspection manuals which form the basis of this inspection effort and who also provide the certification training which is required for this tunnel inspection.
- Gannett demonstrated ample qualified staff to complete the work within the schedule as well as previous experience providing tunnel inspection services under the new FHWA requirements for other Authorities in various states.
- Gannett demonstrated a comprehensive understanding of all technical aspects of the project including, structural, civil, electrical, and mechanical.
- Gannett's proposed level of effort is in line with Authority expectations and Gannett proposed the most advantageous cost.

Gannett submitted a cost proposal in the amount of \$1,882,160. The negotiated amount of \$1,815,341 is 4.7% below the Engineer's Estimate of \$1,900,000 and is deemed to be fair and reasonable. The total contract amount includes an allowance of \$300,000, and, based on the results of the inspection, services provided under the allowance may include: (i) damage, in-depth or special inspections; (ii) auxiliary design services for the repair of defective conditions; (iii) preliminary design investigations toward alternative solutions; (iv) auxiliary testing services for elements such as concrete cores and ventilation systems; (v) auxiliary scoping services; and (vi) development of computerized data collection and asset management system. These services will be provided via work orders on an as-needed basis. The allowance is based on historical costs and will permit B&T to quickly respond to the needs of each facility.

In connection with previous contracts awarded to the Consultant, Gannett was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman and CEO in consultation with the MTA General Counsel on November 23, 2010. No new SAI has been found related to the Consultant and Gannett has been found to be responsible.

### **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. Gannett Fleming has achieved their M/WBE goals on previous MTA Contracts.

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

Funding in the amount of \$2,115,341.30 is available in the Operating Budget under GFM-519, General Ledger #711101.

### **V. ALTERNATIVES**

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