

Bridges and Tunnels Committee Meeting

February 2017

Committee Members

C. Moerdler, Chair

I. Greenburg

M. Pally

J. Samuelsen

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Tuesday, 2/21/2017
11:30 AM - 12:00 PM ET**

1. Public Comments Period

2. Approval of Minutes - January 2017

BT Committee Minutes - January 2017 - Page 4

3. Approval of Committee Work Plan

BT Committee Work Plan - Page 11

4. Report on Operations - December 2016

BT Report on Operations - December 2016 - Page 18

5. Safety Report - December 2016

BT Safety Report - December 2016 - Page 31

6. Customer Environment Survey - Fourth Quarter 2016

BT Customer Environment Survey - Fourth Quarter 2016 - Page 33

7. E-ZPass Performance Report - December 2016

BT E-ZPass Performance Report - December 2016 - Page 44

8. Financial Report - December 2016

BT Financial Reports - December 2016 - Page 50

9. 2016 B&T Operating Surplus - Action item

2016 Operating Surplus - Page 64

10. 2017 Adopted Budget/Financial Plan 2017-2020

BT 2017 Adopted Budget and Financial Plan 2017-2020 - Page 76

11. Capital Program Project Status Report - January 2017

BT Capital Program Project Status Report - January 2017 - Page 96

12. Procurements

BT Procurements - Page 111

BT Competitive

BT Competitive - Page 114

13. Diversity Report - Fourth Quarter 2016

BT Diversity Report - Fourth Quarter 2016 - Page 126

14. Morris Street Bridge Transfer - Information Item

Next Meeting: Monday, March 20, 2017 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting January 2017

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

January 23, 2017

12:00 p.m.

In attendance were the Honorable:

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

Also in Attendance:
Andrew B. Albert
James E. Vitiello

Donald Spero, President
Angelo Cerbone, Assistant Vice President and Controller
Mildred Chua, Vice President and Chief Financial Officer
Daniel DeCrescenzo, Acting Vice President and Chief of Operations
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Joseph Keane, Vice President and Chief Engineer
Gavin Masterson, Vice President and Chief Procurement Officer
Shawn Moore, Chief Equal Employment Opportunity Officer
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
M. Margaret Terry, Senior Vice President and General Counsel

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

January 23, 2017

Minutes of TBTA Committee held January 23, 2017 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin stated that it is his understanding that the U.S. Department of Transportation (U.S. DOT) will be updating the Manual of Uniform Traffic Devices (MUTCD). He also thanked TBTA staff for taking steps to make its roadways safer.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 12, 2016 were approved.

Committee Work Plan

Mr. Spero stated that there are no changes to the Committee Work Plan and he asked the Committee to approve the Committee Work Plan for 2017. Upon a motion duly made and seconded, the 2017 Committee Work Plan was approved.

President Spero's Opening Remarks

Mr. Spero stated that Open Road Tolling (ORT) went live at the Hugh L. Carey Tunnel (HCT) on January 4, 2017 and at the Queens Midtown Tunnel (QMT) on January 10, 2017. The toll equipment is working well, the tollbooths have been removed and traffic is moving well. The next implementation will be at the Rockaways at the end of April 2017.

Mr. Spero also announced changes in personnel. Eric Osnes, formerly with MTA Capital Construction, is the Vice President for Safety and Health. Mr. Spero thanked Pashko Camaj for his role in heading the Safety and Health Department on an acting basis. James Fortunato, Executive Vice President and Chief of Operations, is retiring at the end of the month and Daniel DeCrescenzo will be Acting Vice President and Chief of Operations. Based on preliminary December data, TBTA will have record traffic with more than 307 million crossings breaking the record of 304 million crossings in 2007.

Chairman Moerdler commented on James Fortunato's excellent service. Commissioner Pally asked if there have been any changes in traffic entering and exiting ORT facilities. Mr. Spero stated that on the Manhattan side of the QMT, NYPD traffic agents have been very helpful in moving traffic on the City streets. Mr. DeCrescenzo stated that with the tollbooths down at both tunnels, traffic patterns are changing. Commissioner Pally asked that the Committee be kept informed on the effects of traffic not only at the facilities but also on traffic entering and exiting them as well.

Report on Operations

With regard to the Report on Operations for November 2016, Mr. DeCrescenzo stated the following:

In November 2016, there were 25.1 million crossings as compared to 24.8 million crossings in November 2015, which is an increase of 1.2%; E-ZPass volume increased in November 2016 by 2.2% as compared to November 2015, while crossings using cash and other payment methods decreased by 4.9%; passenger car travel was up 1.1% and other vehicle travel was up 1.6%. Preliminary traffic figures for December 2016 are 0.7% lower than in December 2015. Finally, preliminary 2016 traffic data indicate that there was a 3.1% increase in traffic with over 307 million crossings, which makes 2016 the highest number of crossings by year, surpassing 2007 with

304 million crossings. Commissioner Zuckerman referred the Committee to page 20 and asked why the number of vehicles plateaued in September, October and November. Mr. Spero surmised that gas prices increased toward year-end and traffic has been down due to construction at our facilities, especially the tunnels.

Safety Report

With regard to the Report on Safety for November 2016, Mr. Spero stated that customer collision rates continue to be significantly higher than a year ago based on the 12-month rolling average. While the increases are reflective of a national trend they are likely affected by record traffic. TBTA is redoubling its efforts to identify collision-prone areas and stepping up enforcement efforts for infractions like cell phone, texting, speeding and unsafe lane changes. Employee lost time injury year-to-year 12 month rates are also significantly higher and they had spiked over the summer. To counter the trends, TBTA continues to reemphasize the joint labor management safety task force, IOD investigations to determine root cause, classroom and field training and regular safety audits. Over the last three months the rates have been down slightly but not enough to offset the 12 month rolling average. The total lost time days will be lower in 2016 versus 2015 and that is continuing a trend that while injuries are up they are generally less severe than the previous year and are having a decreasing impact on employee availability. Contractor injuries are down relative to the previous year and there are no significant issues in relation to the leading indicators.

Mr. Spero also mentioned that he worked with David Mayer, MTA Chief Safety Officer, to change the format of the Safety Report so that it is more in line with what the other agencies report with regard to their performance indicators.

Commissioner Zuckerman stated that since August there has been a 9% increase in the customer collision rate, which was 6.89% in the August report and is now up to 7.5%, which is 29% greater than the year before but 9% greater than three months ago. He asked that it be looked at as the numbers seem to be escalating dramatically in a relatively short amount of time. Mr. Spero said that he would prepare an updated presentation to the Committee on customer collisions and add employee injuries. Chairman Moerdler asked whether the causal factor of collisions in and around the toll plazas, due to the expanded number of lanes before the toll plaza and the narrowing of lanes after the toll plaza, will be eliminated with ORT implementation and channelized lanes. Mr. Spero agreed.

E-ZPass Performance Report

With regard to the E-ZPass Performance Report for November 2016, Mr. Spero stated that the E-ZPass market share was 86.7% or 0.8 percentage points higher than the prior November and that the E-ZPass market share is the highest ever market share topping last October at 86.4%. The market share at every facility on weekdays was over 80% and four facilities – the Henry Hudson Bridge (HHB), the QMT and HCT and the Marine Parkway Bridge (MPB) -- were over 90%. A total of 20,064 E-ZPass accounts were opened in November 2016.

Commissioner Pally commented that it would likely be February or March before the Committee gets the E-ZPass usage numbers for the two tunnels under ORT. Commissioner Albert mentioned that Tolls by Mail (TBM) payment information would take longer to determine. Mr. Spero stated that TBM would likely take between 60 and 90 days for the payment information. Chairman Moerdler commented and Mr. Spero confirmed that the tolls and violation fees collected at the HHB equal if not exceed the amount owed to TBTA. Commissioner Vanterpool asked how often drivers without E-ZPass are billed. Mr. Spero stated that they are billed after 30 days but if they are more frequent users of our ORT facilities then the bills are sent sooner.

Financial Report

Ms. Chua stated that through November toll revenue was \$1.722 billion, which is \$7.4 million or 0.4% better than plan. With regard to traffic, there was 25.1 million crossings and year-to-date traffic was up 0.4% against the mid-year forecast. Preliminary 2016 year-end traffic indicates that there were 307 million crossings

which surpassed our previous record of 304.3 million crossings in 2007 and preliminary toll revenue is approximately \$1.876 billion which is approximately \$6 million higher than the November Plan forecast. Total expenses were \$418.8 million for the year to date through November, which is \$30.8 million or 6.9% lower than plan. Non-Labor spending was \$14.1 million or 7.1% lower than plan due to timing of expenses. Labor expenses were approximately \$16.7 million or 6.6% lower than plan as a result of payroll vacancies. Overtime was down 8.1% against plan or \$2.0 million. Total support to mass transit was \$1.073 billion, which is \$71.3 million or 7.1% better than plan.

Capital Program Status Report

With regard to the Capital Program Status Report for December 2016, Mr. Keane also gave a summary of the overall 2016 Capital Program. Mr. Keane stated that for 2016, TBTA had \$330.3 million in commitments versus a planned \$152.1 million, which was 117% better than plan. There were 103 commitments made in total versus a planned 86 commitments. The positive variance compared to the plan was largely attributable to several unplanned and accelerated commitments made in connection with ORT implementation and Sandy mitigation projects. The most notable commitment made in December 2016 was a design-build contract for tunnel flood protection at both the HCT and QMT in the amount to \$64.5 million. There were 11 completions totaling \$161.4 million versus a planned 12 completions with a total value of \$167.1 million. Actual completions were 3.4% less than plan. There was one major completion in December in connection with ORT and related building and utility work at the HHB in the amount of \$50.2 million. Overall cost growth on completed projects averaged less than 2%. There were eight (8) task level closeouts in December totaling \$9.8 million and there have been 110 task level closeouts year-to-date totaling \$206.8 million. Chairman Moerdler wanted to know what TBTA is doing about contractors standing in work areas drinking coffee while only a few others are working. Mr. Keane responded that he would look into it.

Action Item: Toll Violation Enforcement

Ms. Terry introduced an action item that is TBTA's contribution to the state-wide crackdown on toll violators, which includes the stricter DMV regulations that Governor Cuomo recently announced. On January 18, 2017, the revised DMV regulation went into effect that allows DMV to suspend the vehicle registrations of owners who fail to pay tolls and fees for three (3) violations on different days within five (5) years. DMV can also suspend commercial vehicle registrations for failure to pay \$200 or more in tolls and fees within five (5) years. Ms. Terry stated that the Committee is being asked to recommend that the Board adopt the revised toll violation enforcement regulations which were submitted to the Committee and the Board in October 2016 and authorize TBTA to complete the legal process for adoption of the regulations. The regulations strengthen TBTA's toll violation enforcement procedures and raise the violation fee to \$100 at the Bronx-Whitestone (BWB), Robert F. Kennedy (RFK), Throgs Neck (TNB) and Verrazano-Narrows (VNB) Bridges and at the HCT and QMT.

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 (5) procurements totaling \$53.3 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Masterson stated that there are four (4) competitive procurements totaling \$52.9 million, the first three of which are for award, as follows:

- Competitively solicited public work contract to Tully Construction Company, Inc. for design-build services for the installation of a fire standpipe and upgrades to the fire protection system at the RFK in the amount of \$18,500,000 with stipends authorized for the two other proposers.
- Personal Service Contract to EnTech Engineering, PC, a certified WBE, for inspection services for Project HH-88B, Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the HHB in the amount of \$7,199,171.
- Personal Service Contract to Haks Engineers, Architects & Land Surveyors, PC for Quality oversight of the design-build contract TUN-MIT-01, Flood Mitigation for the HCT and QMT in the amount of \$2,967,602.
- One Procurement modification to public work contract RK-23A, Reconstruction and Rehabilitation of the 125th Street Manhattan approach ramps to the RFK Bridge. This modification includes constructing and installing ORT gantries, foundations and associated equipment, deck replacement at spans in and around the tollbooth vicinity and tollbooth demolition and removal at the Manhattan plaza in the amount of \$24,200,000.

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

Tully Construction Co. Inc.	Contract No. RK-21 B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design/Build Services for the Installation of Fire Standpipe and Upgrade to the Fire Protection System at the Robert F. Kennedy Bridge (RFK) to Tully Construction Co. Inc.	\$18,500,000.00
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Personal Service Contracts

EnTech Engineering, P.C.	Contract No. PSC-15-2983 B&T is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to award personal service contract, PSC-15-2983 Construction Administration and Inspection Services, for Project HH-88B, Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge.	\$7,199,171.00
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HAKS Engineers, Architects & Land Surveyors, P.C.	Contract No. PSC-16-2992 B&T is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design/Build Quality Oversight for Project TUN-MIT-01, Flood Mitigation for Hugh L. Carey and Queens Midtown Tunnel.	\$2,967,601.87
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Modifications to Purchase & Public Works Contracts

DeFoe Corp.	Contract No. RK-23A B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-23A, for the necessary civil, structural and electrical infrastructure for Open Road Tolling (ORT) at the Manhattan approach to the Robert F. Kennedy Bridge.	\$24,200,000.00
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Ratifications

Mr. Masterson stated that there is one ratification totaling \$469,662 for the purchase of a prototype LED roadway display sign at the Bronx Truss of the RFK Bridge that is being used as part of a pilot study to develop a competitive RFP for future agency needs.

Ratification of Completed Procurement Actions

ANC Sports Enterprises, LLC	Contract No. 16-MNT-2962 B&T is seeking to inform the Board and obtain its ratification for the award of a contract for the purchase and installation of a prototype LED roadway display sign on the Bronx Truss of the Robert F. Kennedy Bridge (RFK) with ANC Sports Enterprises, LLC.	\$469,662.00
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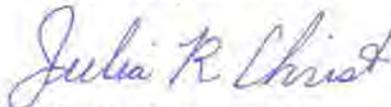
Commissioner Albert asked whether the HHB toll plaza renovations are connected to ORT. Mr. Keane responded that ORT was implemented as a first step in the reconstruction process by moving the tolling point to the gantry. TBTA is able to reconstruct the existing toll plaza site that will have channelized lanes for high speed ORT. With regard to the sign procurement, Commissioner Vitiello stated that it is important that what is put on the sign does not conflict with the Federal mandates for appropriate highway signage. Chairman Moerdler requested that with procurements like the one for Haks that it be noted whether any other bids were received and whether the award was made to the low bidder. Mr. Masterson stated that he would add that information going forward.

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

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>February 2017</u>	
Preliminary Review of 2016 Operating Budget Results	Planning & Budget
2017 Adopted Budget/Financial Plan 2017-2020	Planning & Budget
2016 B&T Operating Surplus	Controller
Customer Environment Survey – 4 th Quarter 2016	Operations
Diversity Report – 4 th Quarter 2016	EEO
<u>March 2017</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2017</u>	
Final Review of 2016 Year-End Operating Results	Planning & Budget
<u>May 2017</u>	
Customer Environment Survey – 1 st Quarter 2017	Operations
Diversity Report – 1 st Quarter 2017	EEO
<u>June 2017</u>	
No items scheduled.	
<u>August 2017</u>	
No meeting scheduled.	
<u>September 2017</u>	
Customer Environment Survey – 2nd Quarter 2017	Operations
2018 Preliminary Budget	Planning & Budget
Diversity Report – 2 nd Quarter 2017	EEO

October 2017

2018 Preliminary Budget

Planning & Budget

November 2017

Customer Environment Survey – 3rd Quarter 2017

2018 Preliminary Budget

B&T Committee Charter – Review

Operations

Planning & Budget

MTA Board

December 2017

2018 Proposed Committee Work Plan

2018 Proposed Final Budget

Diversity Report – 3rd Quarter 2017

Committee Chair & Members

Planning & Budget

EEO

January 2018

Approval of 2018 Work Plan

Committee Chair & Members

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

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.

Diversity Report – 4th 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 – 1st 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 – 2nd 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.

NOVEMBER 2017

Customer Environment Survey – 3rd 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

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 2017

2018 Proposed Committee Work Plan

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

2018 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2017

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

JANUARY 2018

Approval of Work Plan for 2018

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



Bridges and Tunnels

Report on Operations December 2016



MTA Bridges and Tunnels December 2016 Traffic Trends

Summary

Traffic was lower on a year-to-year basis, with 25.2 million crossings this month vs. 25.4 million crossings in December 2015 (Exhibit 1), a decline of 0.7% primarily due to relatively unfavorable weather this year. December snowfall totaled 3 inches in 2016 compared to no snow in 2015.

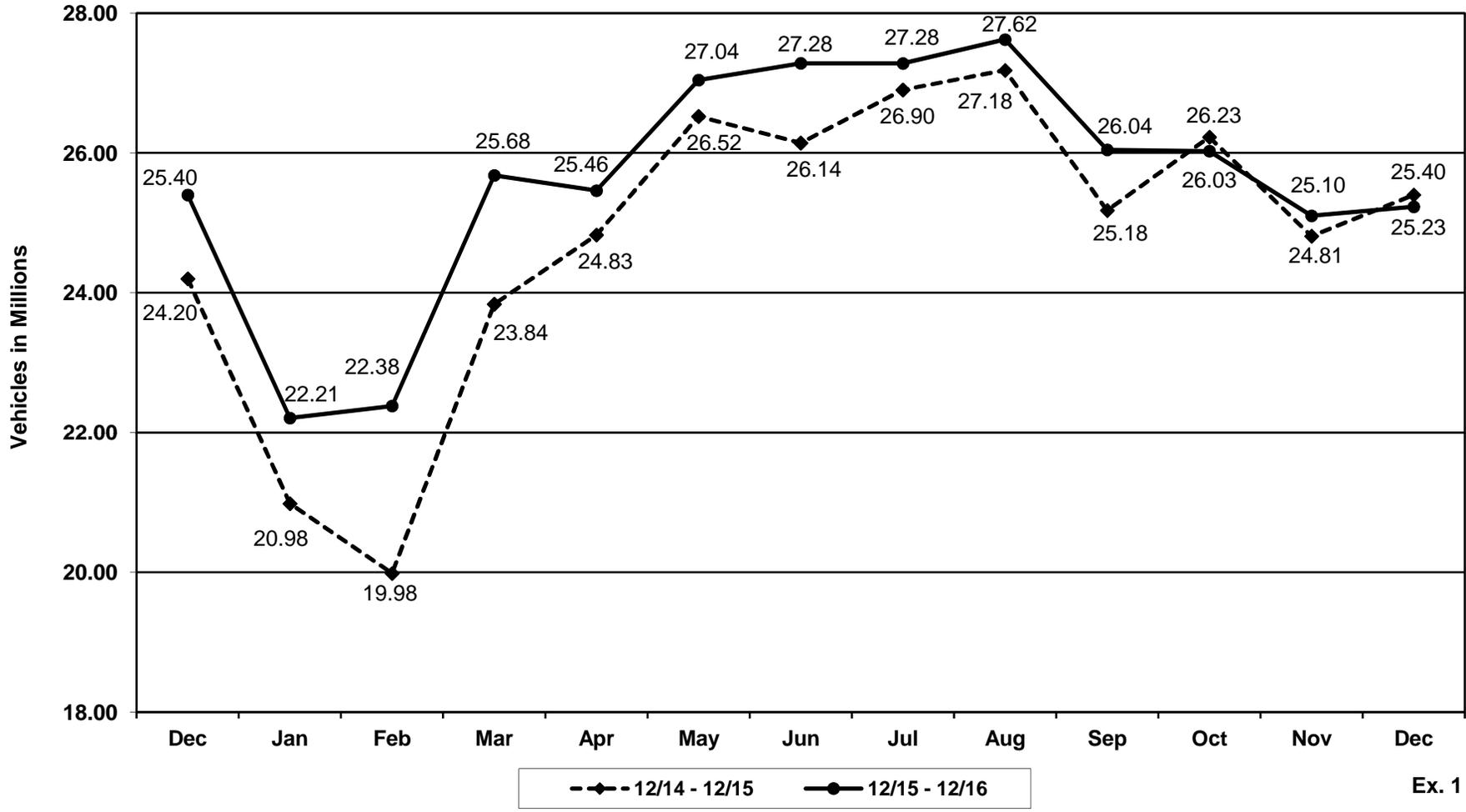
E-ZPass volume increased in December 2016 by 0.1% compared to December 2015, while crossings using cash and other payment methods declined 5.2% for the month (Exhibit 7). Passenger car travel declined 0.4% and other vehicle travel declined 4.0% from December 2015 (Exhibit 8).

2016 vs. 2015

In 2016, total paid traffic reached 307.3 million crossings, which was 9.4 million, or 3.1% above the 2015 level. Traffic in 2016 set a new record, surpassing the previous high of 304.4 million crossings in 2007 by 1.0%. Continued low gas prices appear to be the major driver behind the increased volume. Gas prices averaged \$2.22 in 2016, compared to an average of \$2.50 in 2015. In addition, overall winter weather was relatively less severe in 2016. Snow accumulations were 39.2 inches in 2016 while snowfall in 2015 totaled 48.0 inches.

Total average daily traffic was 839,742 in 2016 compared to 816,384 in 2015 (Exhibit 2). E-ZPass average daily traffic increased from 694,706 in 2015 to 721,111 in 2016 (Exhibit 3) while non-E-ZPass average daily traffic declined from 121,678 in 2015 to 118,631 in 2016 (Exhibit 4). Passenger vehicle average daily traffic was 780,772 in 2016 vs. 758,038 in 2015 (Exhibit 5). Other vehicle average daily traffic, which consists mainly of trucks, was 58,969 in 2016 compared to 58,346 in 2015 (Exhibit 6).

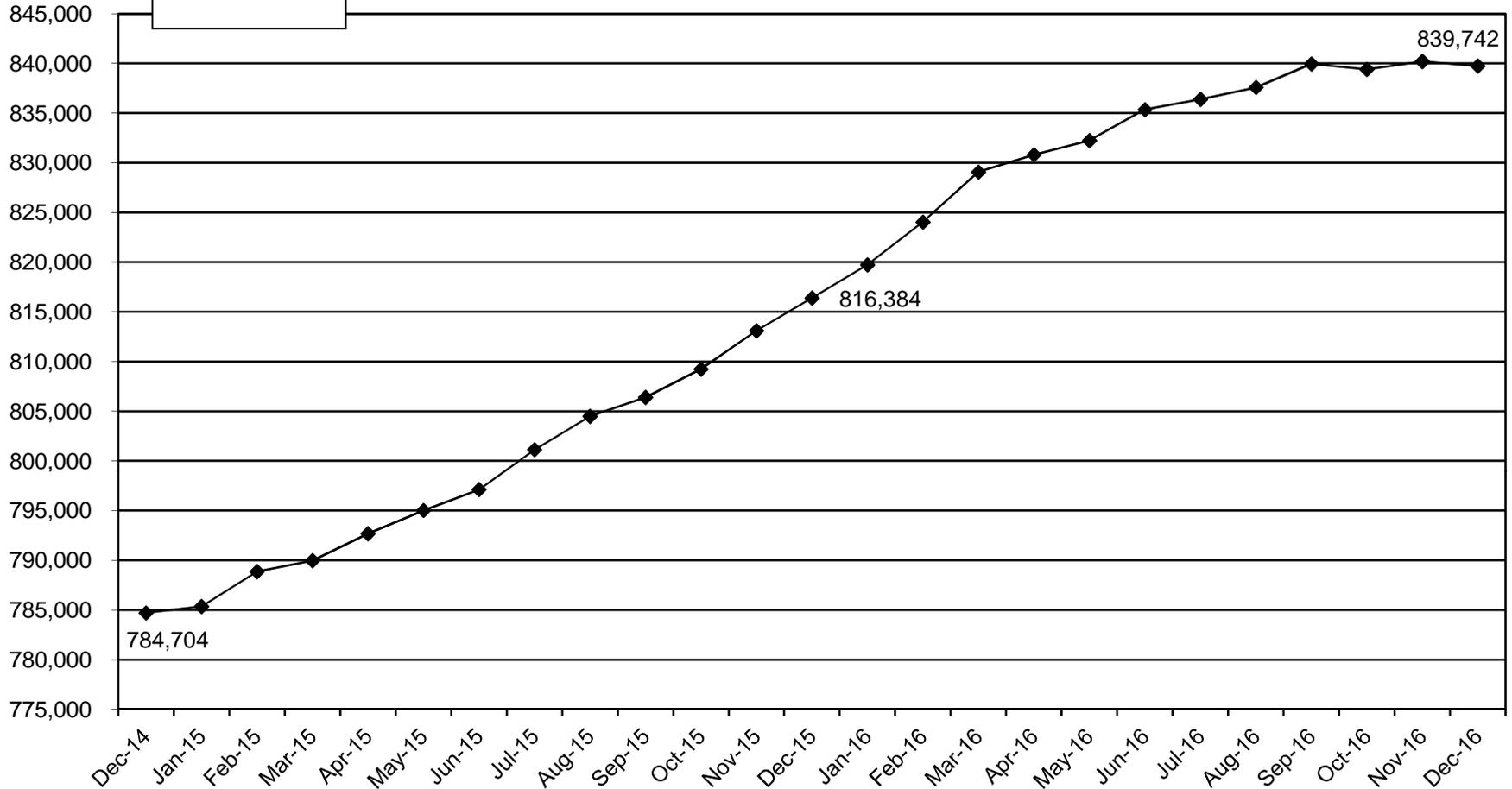
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending December 2016



Ex. 1

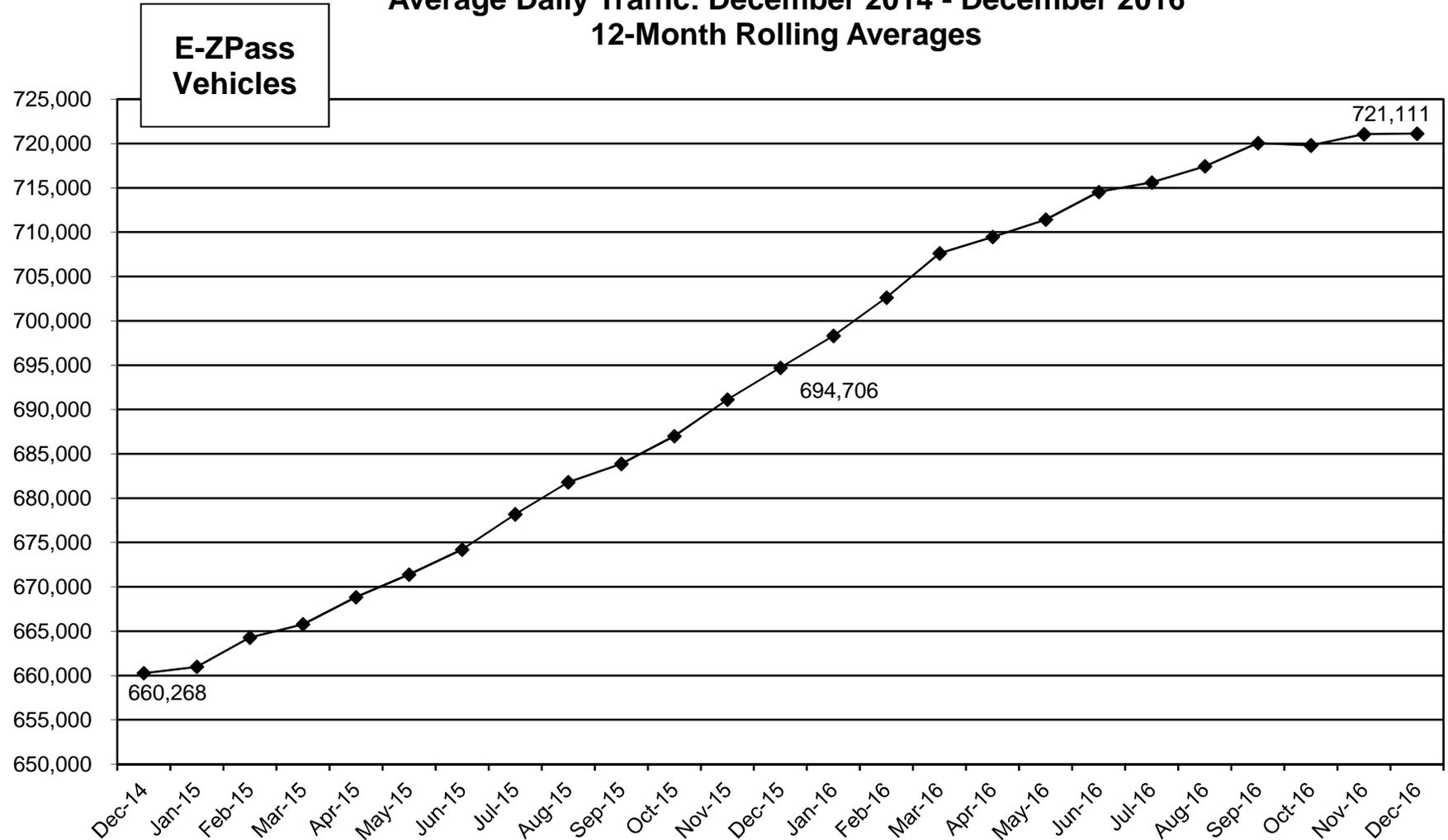
MTA Bridges and Tunnels Average Daily Traffic: December 2014 - December 2016 12-Month Rolling Averages

All Vehicles



Ex. 2

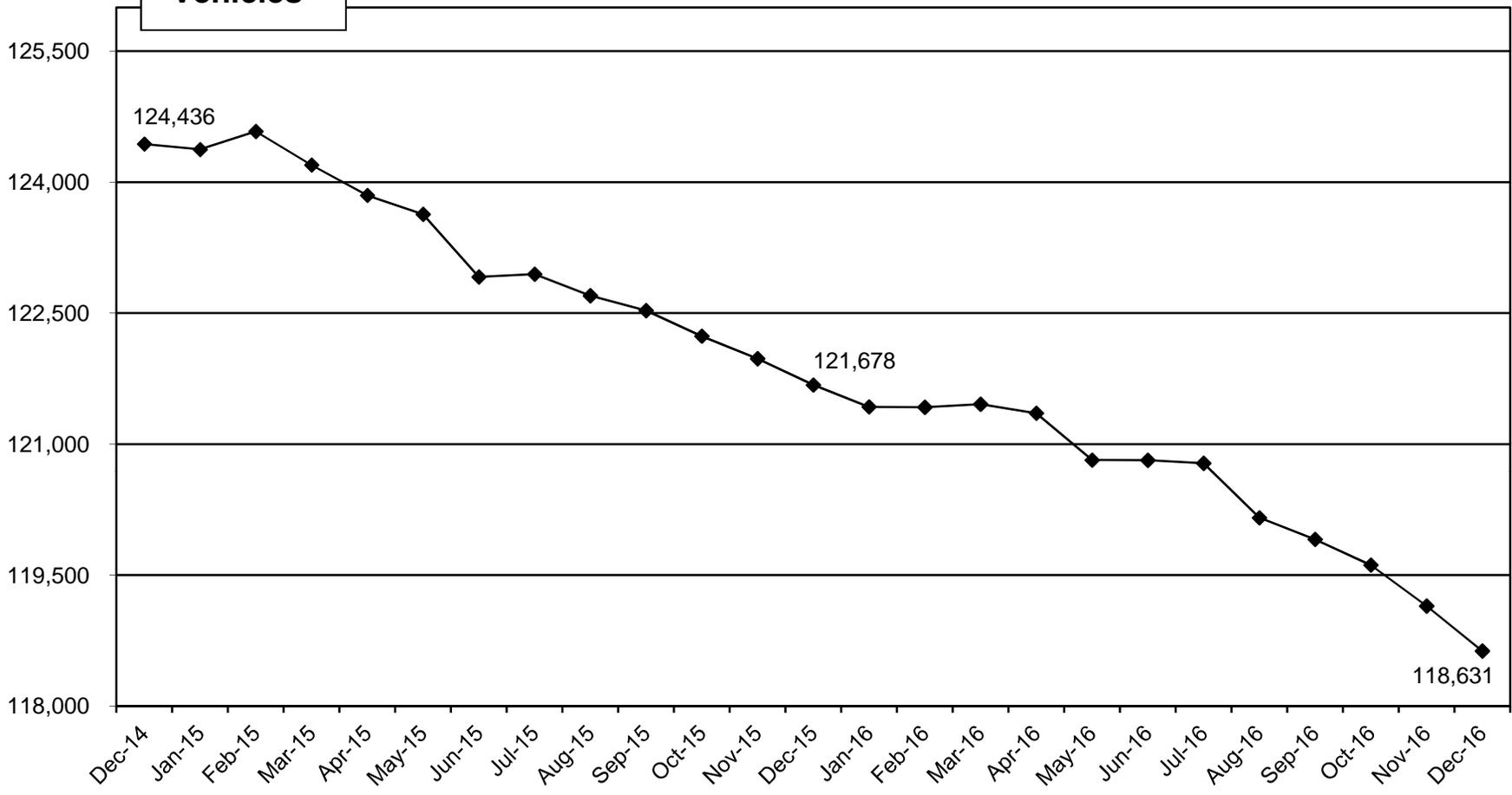
MTA Bridges and Tunnels Average Daily Traffic: December 2014 - December 2016 12-Month Rolling Averages



Ex. 3

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

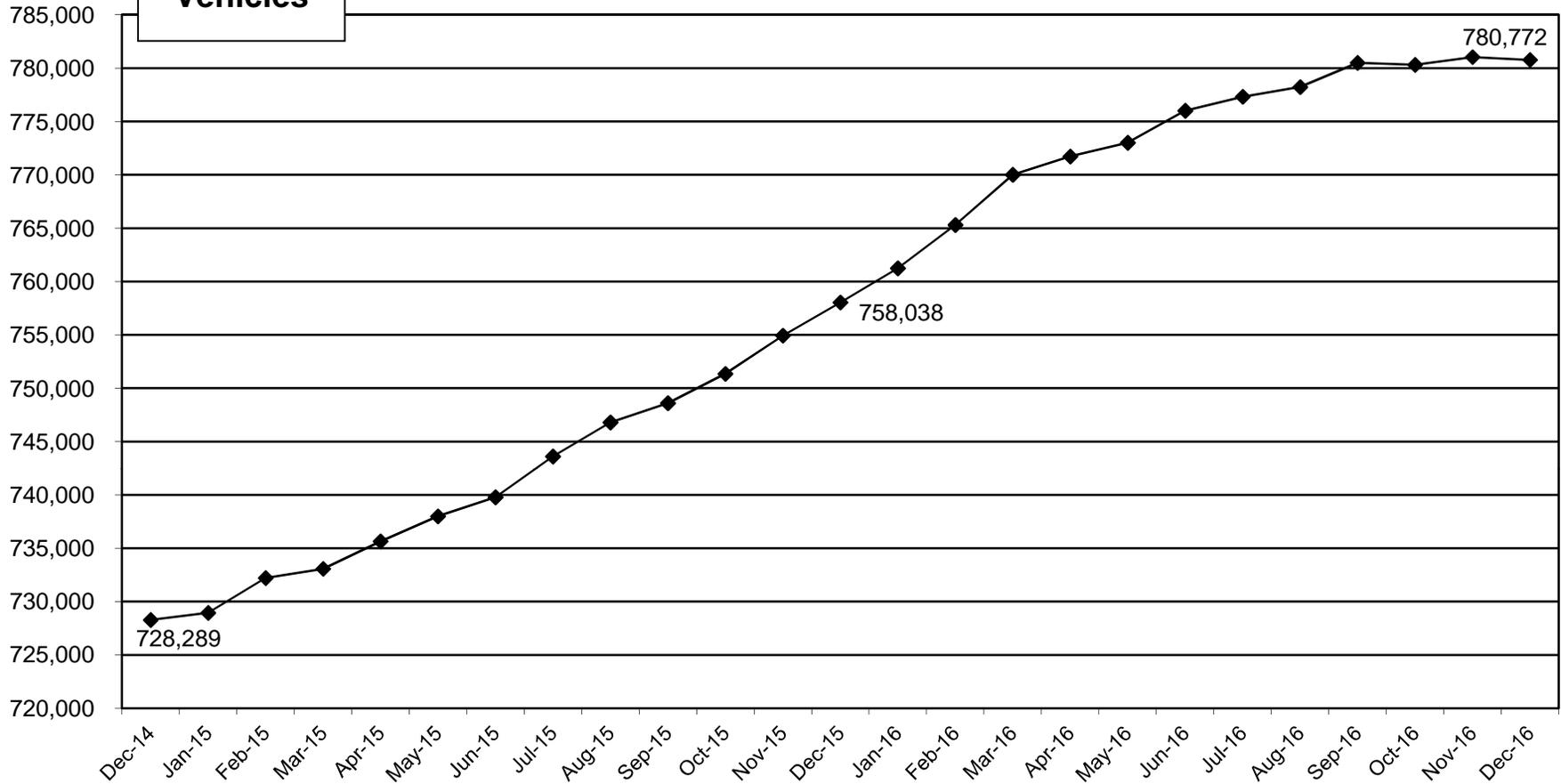
**Cash
Vehicles***



*Includes token, ticket and Tolls by Mail transactions.

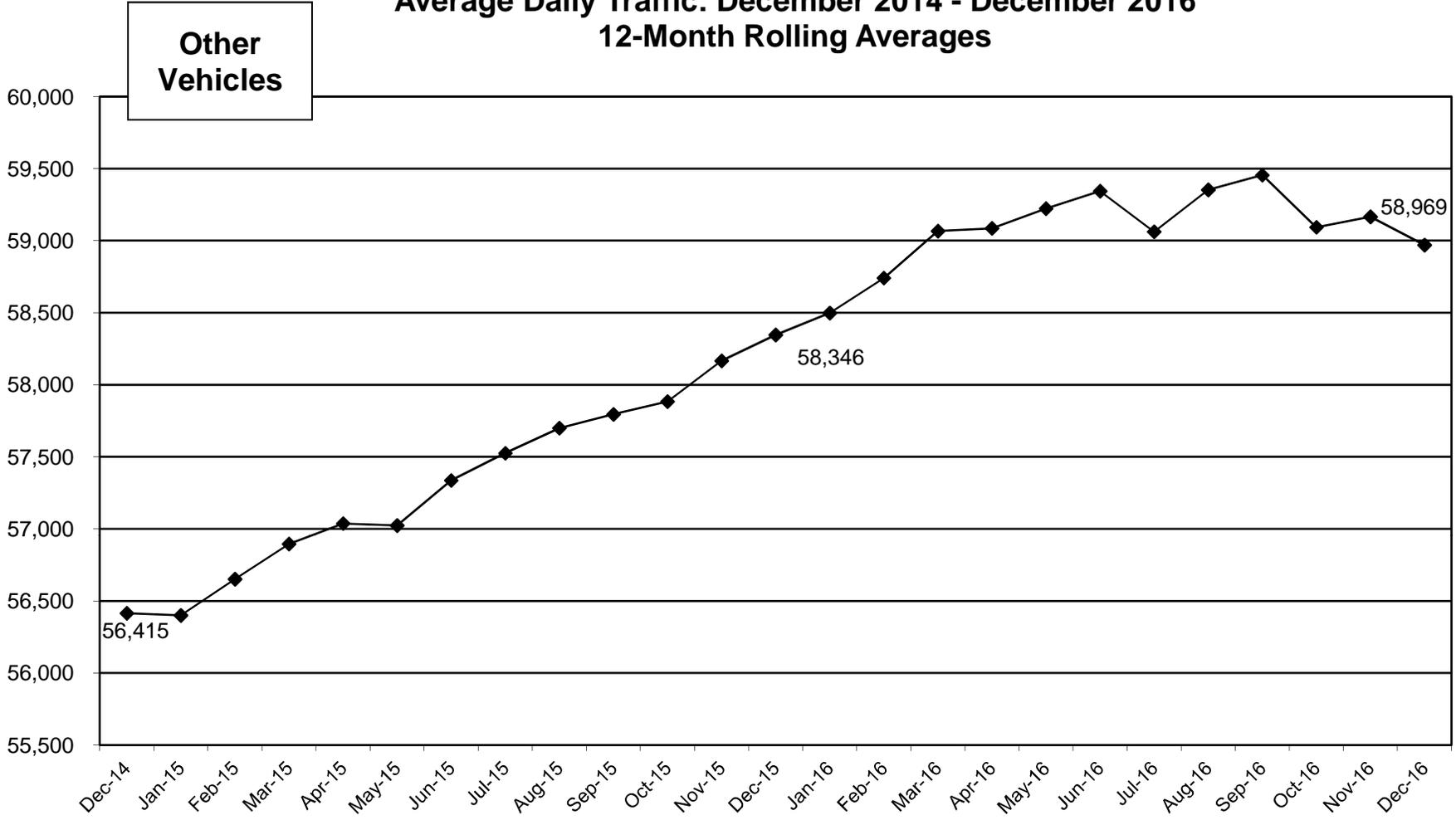
MTA Bridges and Tunnels Average Daily Traffic: December 2014 - December 2016 12-Month Rolling Averages

Passenger
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Dec ⁽¹⁾	3 Months ⁽²⁾ (Oct-Dec)	6 Months ⁽³⁾ (Jul-Dec)	9 Months ⁽⁴⁾ (Apr-Dec)	12 Months ⁽⁵⁾ (Jan-Dec)
All Facilities	Total Vehicles	-0.7%	-0.1%	1.0%	1.7%	2.9%
	E-ZPass	0.1%	0.6%	1.8%	2.5%	3.8%
	Cash ⁽⁶⁾	-5.2%	-4.3%	-3.4%	-3.0%	-2.5%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.0%	2.7%	2.8%	3.0%	4.2%
	E-ZPass	3.0%	3.8%	3.9%	4.1%	5.4%
	Cash ⁽⁶⁾	-2.6%	-2.0%	-1.9%	-1.6%	-1.0%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-7.8%	-8.1%	-5.1%	-3.3%	-1.8%
	E-ZPass	-6.9%	-7.3%	-4.4%	-2.5%	-0.8%
	Cash ⁽⁶⁾	-14.3%	-14.1%	-10.6%	-9.0%	-8.4%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.5%	4.4%	4.4%	5.0%
	E-ZPass	3.6%	4.3%	5.2%	5.3%	6.1%
	Cash ⁽⁶⁾	-3.7%	-1.8%	-1.1%	-1.5%	-1.4%
Henry Hudson Bridge	Total Vehicles	0.8%	3.0%	3.8%	4.3%	5.9%
	E-ZPass	0.6%	2.9%	3.8%	4.4%	5.9%
	Tolls By Mail	3.7%	4.4%	4.1%	3.5%	5.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.9%	0.0%	0.8%	1.9%	2.9%
	E-ZPass	-0.6%	0.1%	1.4%	2.4%	3.6%
	Cash ⁽⁶⁾	-3.3%	-1.2%	-3.0%	-1.4%	-1.8%

(1) December 2016 vs. December 2015.
(2) October 2016 to December 2016 vs. October 2015 to December 2015.
(3) July 2016 to December 2016 vs. July 2015 to December 2015.
(4) April 2016 to December 2016 vs. April 2015 to December 2015.
(5) January 2016 to December 2016 vs. January 2015 to December 2015.
(6) Includes tokens and tickets.

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

Corridor	Vehicle Type	Dec ⁽¹⁾	3 Months ⁽²⁾ (Oct-Dec)	6 Months ⁽³⁾ (Jul-Dec)	9 Months ⁽⁴⁾ (Apr-Dec)	12 Months ⁽⁵⁾ (Jan-Dec)
All Facilities	Total Vehicles	-0.7%	-0.1%	1.0%	1.7%	2.9%
	Passenger	-0.4%	0.1%	1.2%	1.8%	3.0%
	Other	-4.0%	-3.3%	-1.2%	-0.2%	1.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.0%	2.7%	2.8%	3.0%	4.2%
	Passenger	2.4%	3.1%	3.0%	3.2%	4.4%
	Other	-1.6%	-0.8%	0.5%	1.2%	2.4%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-7.8%	-8.1%	-5.1%	-3.3%	-1.8%
	Passenger	-7.7%	-8.1%	-5.0%	-3.2%	-1.7%
	Other	-8.7%	-8.2%	-6.3%	-4.7%	-2.9%
Verrazano-Narrows Bridge	Total Vehicles	2.7%	3.5%	4.4%	4.4%	5.0%
	Passenger	2.9%	3.8%	4.5%	4.5%	5.2%
	Other	-0.9%	-1.0%	1.6%	2.1%	2.8%
Henry Hudson Bridge	Total Vehicles	0.8%	3.0%	3.8%	4.3%	5.9%
	Passenger	1.3%	3.3%	4.0%	4.4%	5.9%
	Other	-55.4%	-27.4%	-10.9%	-5.0%	0.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.9%	0.0%	0.8%	1.9%	2.9%
	Passenger	-0.5%	0.4%	1.1%	2.1%	3.0%
	Other	-6.8%	-7.7%	-3.6%	-1.0%	1.0%

(1) December 2016 vs. December 2015.

(2) October 2016 to December 2016 vs. October 2015 to December 2015.

(3) July 2016 to December 2016 vs. July 2015 to December 2015.

(4) April 2016 to December 2016 vs. April 2015 to December 2015.

(5) January 2016 to December 2016 vs. January 2015 to December 2015.

Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price¹</u>		<u>Weather²</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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 ³	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	50	3.9	-	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
Aug-16	27,620,446	\$2.22	82	1.1	-	10
Sep-16	26,043,256	\$2.23	74	2.5	-	9
Oct-16	26,025,189	\$2.27	61	4.8	-	6
Nov-16	25,099,944	\$2.39	53	5.4	-	8
Dec-16	25,229,432	\$2.44	40	3.0	3.0	10

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2015 vs. 2014						
December	1,199,721	(\$0.60)	9	(2.2)	(1)	1
2016 vs. 2015						
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	440,489	(\$0.46)	3	(0.8)	-	6
September	866,475	(\$0.21)	0	0.0	-	3
October	(199,978)	(\$0.02)	2	1.4	-	(1)
November	290,957	\$0.14	(1)	3.7	-	3
December	(168,905)	\$0.26	(10)	(0.9)	3	(7)

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

Supplemental Data Page for Exhibits 2 through 6

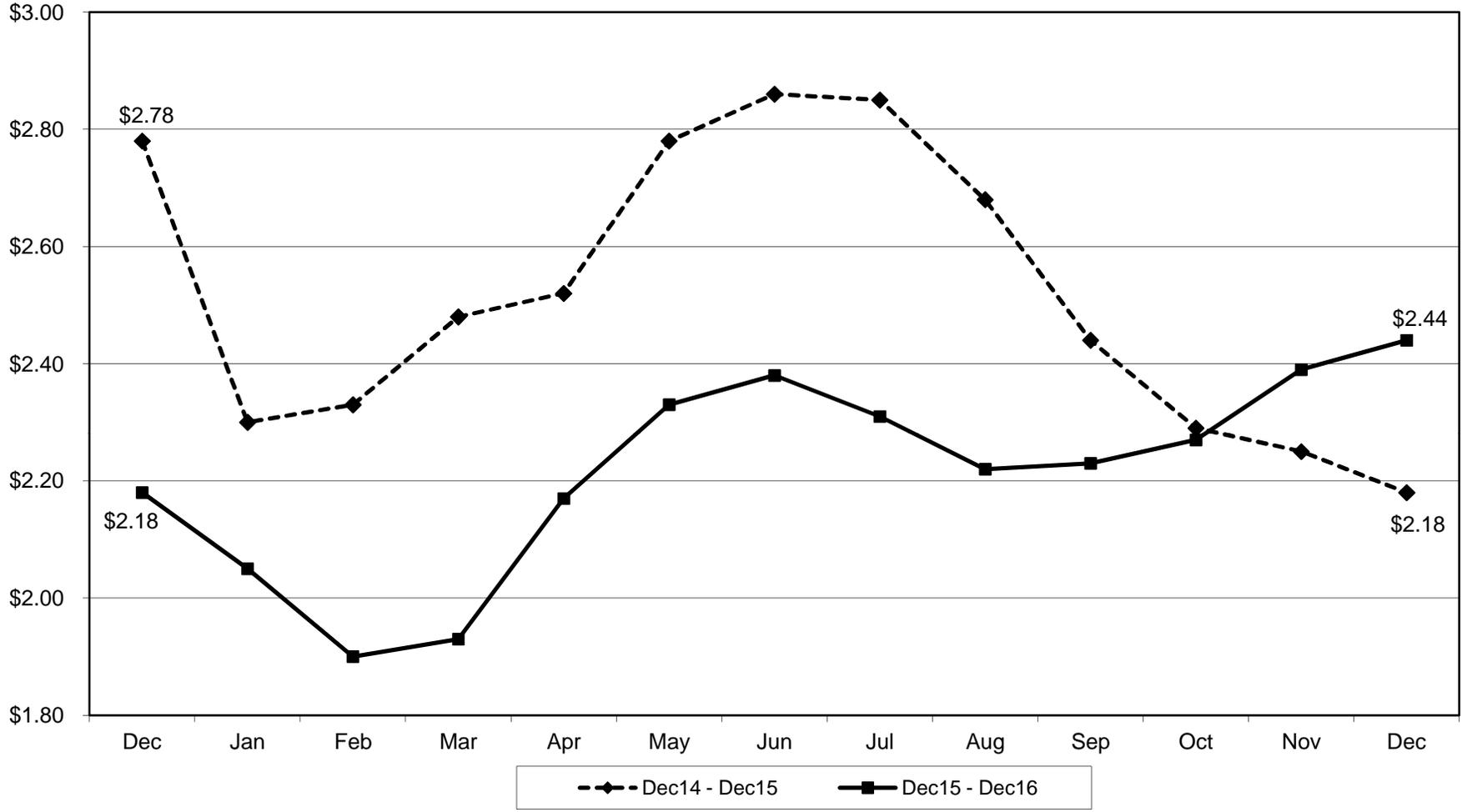
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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
Aug-16	837,587	717,430	120,157	778,235	59,353
Sep-16	839,955	720,046	119,909	780,500	59,455
Oct-16	839,408	719,793	119,615	780,316	59,093
Nov-16	840,203	721,057	119,146	781,038	59,166
Dec-16	839,742	721,111	118,631	780,772	58,969

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 December 2014 - December 2016





Bridges and Tunnels

Safety Report December 2016



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	January 2014 - December 2014	January 2015 - December 2015	January 2016 - December 2016
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.56	5.86	7.57
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.92	0.97	1.08
Employee Accident Reports	291	247	261
Employee Lost Time Injuries Rate per 200,000 worker hours	6.5	4.8	6.7
Construction Injuries per 200,000 worker hours	3.02	2.31	1.91

Leading Indicators				
Roadway Safety	2015		2016	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	24	1687	49	740
Fleet Preventative Maintenance Insp.	120	1186	103	1281
Safety Taskforce Inspections	0	12	3	13
Construction Safety	December	Year End	December	Year to Date
Construction Safety Inspections	352	3419	285	4161
Fire Safety	December	Year End	December	Year to Date
Fire Code Audits Completed	1	13	1	13
FDNY Liaison Visits	0	23	0	25

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

Customer Environment Survey 4th 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

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 300 million vehicles over its facilities annually.

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

- 2 Open Road Tolling Zones (Henry Hudson Bridge)
- 126 toll booths
- 169 collection points on 10 toll plazas
- 168 E-ZPass toll lanes
- 131 cash capable collection points
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,549 fixed roadway signs
- 40 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

The following is a summary of fourth quarter and year-end 2016 results:

Customer Environment

In the fourth quarter 2016, B&T striped 79,650 linear feet of roadway at the Queens Midtown Tunnel and the Henry Hudson, Throgs-Neck, Bronx-Whitestone, Robert F. Kennedy, and Verrazano-Narrows Bridges and the Queens Midtown Tunnel. B&T striped a total of 379,087 linear feet of roadway in 2016. To enhance the customer environment, B&T repaired 500 potholes and swept 3,236 miles of roadway in the fourth quarter 2016. In 2016, a total of 4,120 potholes were repaired and a total of 12,906 miles of roadway were swept.

Customer Safety

The overall collisions per million vehicles rate was 8.28 in the fourth quarter 2016, versus 6.36 in the fourth quarter 2015. The collision with injury rate per million vehicles in the fourth quarter 2016 was 1.21, versus 0.95 in the fourth quarter 2015. In 2016, the overall collisions per million vehicles rate was 7.49, versus 5.84 in 2015. The collision with injury rate per million vehicles in 2016 was 1.07, versus 0.96 in 2015.

Customer Service

B&T exceeded its E-ZPass toll lane availability goal of 99.5% in both the fourth quarter 2016 and in 2016 overall.

**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 fourth quarter 2016, B&T completed 3,451 work orders, 4 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.2 days. B&T completed a total of 12,434 work orders in 2016, 24 of which were for emergencies.

Roadway Lights in Service (%)

In the fourth quarter 2016, 87.4% of roadway lights were in service, while 88.7% of roadway lights were in service in 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 12,906 miles of roadway in 2016, 2.4% more than in 2015. The fourth quarter 2016 total of 3,236 miles is 21.6% lower than the fourth quarter 2015 total of 4,129, as a result of an adjustment to sweeping schedules in order to accommodate construction and roadway availability at various facilities. Schedules ensure that all roadways are regularly cleared of debris.

Roadway Striping

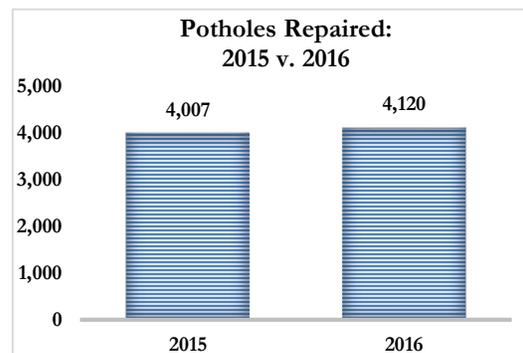
Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter 2016, B&T striped 79,650 linear feet of roadway at the Queens Midtown Tunnel and the Robert F. Kennedy, Bronx-Whitestone, and Verrazano-Narrows Bridges. A total of 379,087 linear feet of roadway were striped in 2016.

Storm Drains

B&T cleaned 504 storm drains in the fourth quarter 2016, and a total of 2,098 in 2016.

Potholes Repaired

B&T repaired 500 potholes in the fourth quarter 2016. 4,120 potholes were repaired in 2016, 2.8% more than in 2015.



Performance Statistics	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2013	2014	2015	2016	2015	2016	B/(W)	2016
Completed Maintenance Work Orders (All)	13,511	9,615	13,317	12,434	3,178	3,451	8.6%	N/A
Maintenance Work Orders (Emergency)	25	20	19	24	7	4	(42.9%)	N/A
Avg. days to completion for emergency work order	0.5	0.2	0.4	0.4	0.7	0.2	71.4%	N/A
Potholes repaired	3,480	5,088	4,007	4,120	661	500	(24.4%)	N/A
Roadway sweeping (miles)	13,767	15,563	12,601	12,906	4,129	3,236	(21.6%)	12,500
Roadway lights in service (%)	88.1%	90.2%	90.1%	88.7%	90.2%	87.4%	(3.1%)	95.0%
Storm drains deaned*	N/A	2,115	2,139	2,098	511	504	(1.4%)	N/A
Tunnel cleaning -walls and ceilings (linear ft.)**	1,211,564	1,821,638	304,095	113,901	9	0	N/A	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2013	2014	2015	2016	2015	2016	B/(W)	2016
Roadway striping replaced (linear ft.)	239,830	430,803	520,007	379,087	149,877	79,650	(46.9%)	N/A
Roadway striping replacement plan (linear ft.)	106,000	150,000	150,000	150,000	37,500	50,000	33.3%	100,000
% Completed versus plan	226.3%	287.2%	346.7%	252.7%	373.5%	159.3%	(57.4%)	N/A

*Storm drain cleaning metric introduced in 1st 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

The Travel Time indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at the bridges, and above 25 miles per hour at the tunnels.

Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods				
Bridges				
	4th Qtr 2015	4th Qtr 2016	YE 2015	YE 2016
Henry Hudson Bridge	82.1%	93.8%	91.2%	96.4%
Throgs Neck Bridge	91.4%	92.0%	92.6%	92.2%
Bronx-Whitestone Bridge	86.3%	78.3%	89.9%	82.0%
Robert F. Kennedy Bridge	47.2%	51.6%	58.7%	52.6%
Verrazano-Narrows Bridge	74.3%	73.2%	77.7%	78.4%
Marine Parkway Bridge	97.9%	92.7%	99.2%	96.3%
Cross Bay Bridge	99.7%	99.1%	99.3%	99.6%
All Bridges Combined	74.6%	74.3%	79.9%	77.6%
Percentages of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods				
Tunnels				
	4th Qtr 2015	4th Qtr 2016	YE 2015	YE 2016
Queens Midtown Tunnel*	39.4%	23.0%	38.8%	30.2%
Hugh L. Carey Tunnel	82.3%	74.0%	89.6%	78.8%
All Tunnels Combined	56.1%	44.7%	58.3%	49.8%

**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: 80.7%(4th Quarter) and 87.8% (YE)*

Fourth Quarter 2016 and Year-End 2016 Highlights

During the fourth quarter 2016, 74.3% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 74.6% in the fourth quarter 2015. At the tunnels, 44.7% of vehicles during weekday peak periods traveled above 25 miles per hour, compared to 56.1% in the fourth quarter 2015.

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

In the fourth quarter of 2016, travel time at the Bronx-Whitestone Bridge was impacted by heavy traffic volume on the I-678 Whitestone expressway during weekday peak periods.

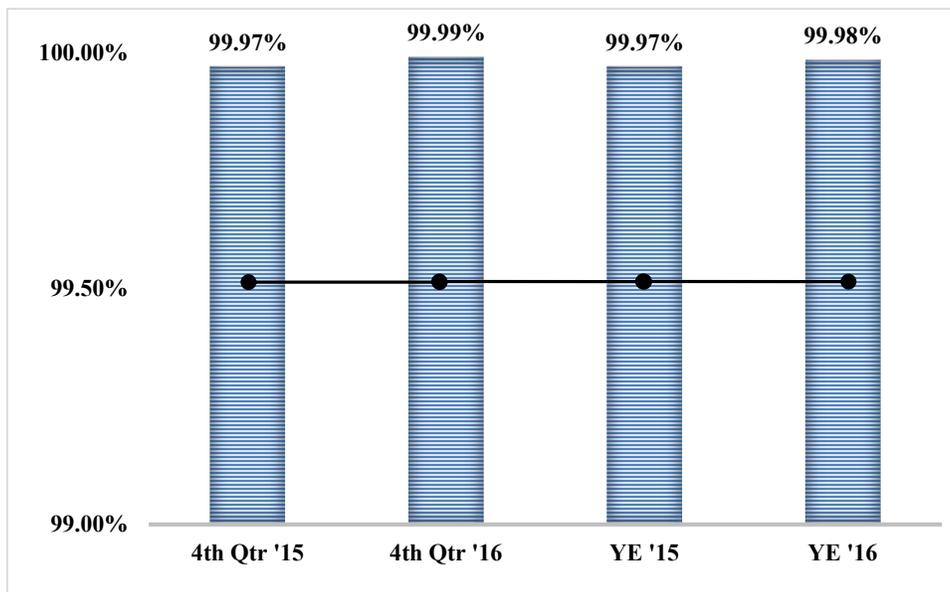


E-ZPass Toll Lane Availability

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use.

The following chart shows fourth quarter 2016 performance against fourth quarter 2015 and year-end 2015 and year-end 2016 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				4th Qtr	4th Qtr	% Chg	
	2013	2014	2015	2016	2015	2016	B/(W)	
E-ZPass Toll Lane Availability	99.97%	99.97%	99.97%	99.98%	99.97%	99.99%	0.02%	99.50%

Includes 14 available cashless toll lanes at the Henry Hudson Bridge

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

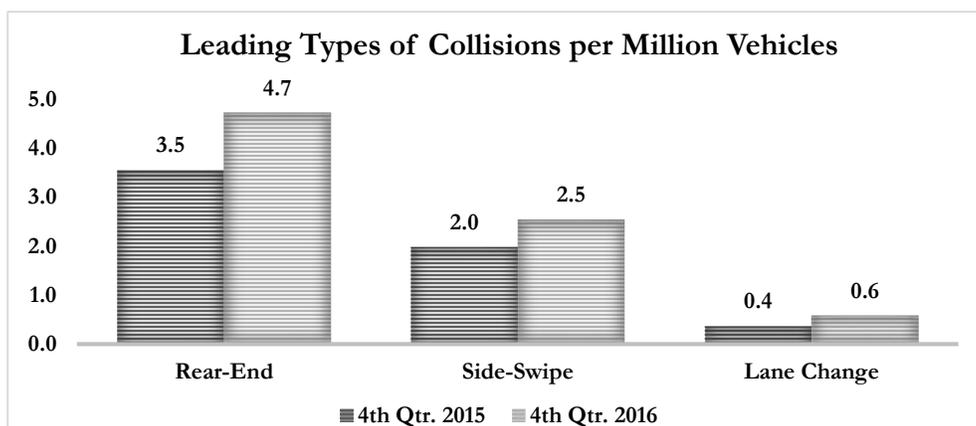
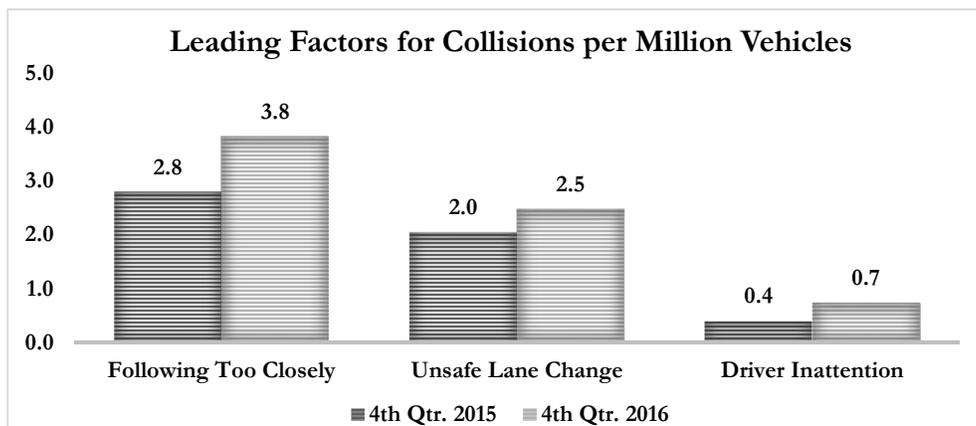
Customer Safety

In the fourth quarter 2016, the collision rate per million vehicles was 8.28 and the collision with injury rate per million vehicles was 1.21, as compared to 6.36 and 0.95, respectively, for the same period in 2015. In 2016, the overall collision rate per million vehicles was 7.49 and the collision with injury rate per million vehicles was 1.07, as compared to 5.84 and 0.96 respectively, in 2015.

56.4% of the collisions at B&T facilities in the fourth quarter 2016 were rear-end collisions, slightly higher than in the fourth quarter 2015 (55.9%). In 2016, 54% of collisions were rear-ends.

Following Too Closely remains the leading factor for collision at B&T facilities, contributing to 45.7% of collisions in the fourth quarter 2016 and 42.7% in 2015. In the fourth quarter 2015, 44.1% of collisions were the result of Following Too Closely.

The charts below compare fourth quarter 2015 and 2016 by leading collision factor and leading collision type.





Customer Safety continued

Performance Statistics	Year End						% Chg B/(W)	GOAL
	Year End				4th Qtr	4th Qtr		YE
	2013	2014	2015	2016	2015	2016		2016
Collision Rate per Million Vehicles	5.55	5.56	5.84	7.49	6.36	8.28	(24.1%)	5.63
Collision with Injury Rate per Million Vehicles	1.00	0.92	0.96	1.07	0.95	1.21	(27.5%)	0.98
Speeding Summonses	4,354	7,452	7,094	5,835	1,011	1,444	42.8%	N/A
Truck Summonses	2,881	2,173	3,496	2,838	644	978	51.9%	N/A
Emergency Wrecker Response Time (min:sec)	6:35	7:05	7:45	7:47	7:29	8:00	(6.9%)	N/A

- After peaking to 9.80 and 1.36 in October, the 4th quarter 2016 collision and collision with injury rate trend has come down to 7.03 and 0.97, respectively, in December.

Fourth quarter 2016 B&T Law Enforcement activity addressing unsafe driver behavior, including factors that contribute to accidents, resulted in:

- 9,903 summonses issued in the 4th quarter 2016, 51.9% higher than in the same period in 2015. 80% (7,922) of the summonses issued in the 4th quarter 2016 were safety related.
- 33,377 summonses issued in 2016, 8.9% higher than 2015. 79.9% (26,680) of the summonses issued in the 2016 were safety related.
- 1,444 Speeding and 978 Truck Enforcement summonses issued in the 4th quarter 2016, 42.8% and 51.9% higher than in the same period in 2015, respectively.

4 th Qtr. 2016 Summonses	
Follow Too Closely	40
Unsafe Lane Change	97
Fail to Signal	302
Excessive Window Tint	383
Cell Phone/Texting	558
Truck Enforcement	978
Speeding	1,444
Disobey Traffic Control Device	2,151
All Other Summonses*	3,950
Total Summonses	9,903

**Comprised of 31 other Violations, including: Registration/Plates, Failure to Pay Toll, Failure to Comply, License, Insurance, etc.*

Customer Safety continued

- The Robert F. Kennedy Bridge Bronx Plaza On-bound saw an uptick in collisions in the 3rd quarter, largely due to unsafe lane changes. After installation of additional delineators, collisions decreased from 8 to 1, in the 4th quarter.
- B&T coordinated with the Department of Transportation to remove the traffic light from 127th Street and replace with a Yield Sign to alleviate congestion on the Harlem River Lift Span.
- Henry Hudson Bridge cashless tolling was fully implemented in the fourth quarter 2016. Tollbooths were removed and the traffic was free-flowing by the end of the year.
- Upper level toll plaza and striping work were completed at the Henry Hudson Bridge.



2016 Safety Improvement Recap:

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, Robert F. Kennedy, Throgs Neck Bridges, and at the Queens Midtown and Hugh L. Carey Tunnels.
- The Central Operations Highway Unit, in conjunction with ICTF, conducted an inter-agency checkpoint focused on the detection of illicit transport or possession of explosive materials. “Operation Catch All” was conducted at the Bronx-Whitestone and Robert F. Kennedy Bridges, with support from a contractor and the National Guard Joint-Empire Shield (US Air Force and US Army).
- Focused Law Enforcement efforts in the fourth quarter 2016 to address unsafe driver behavior, which resulted in a 46.3% increase in summonses compared to the third quarter 2016.

Bronx-Whitestone Bridge

- To better direct motorists and avoid sudden lane changes, speed enforcement was increased, lane striping was reinforced, and interstate decals (I-678) were applied to the two right lanes between the end of the span and 14th 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 restriped



INDICATOR DEFINITIONS

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)

CUSTOMER SERVICE

Indicator Name: Travel time
Description: 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&T bridges, and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.

- Bronx-Whitestone Bridge (point to point distance-6,978 feet)
 - Queens: Plaza to Queens anchorage
 - Bronx: Queens anchorage to plaza
- Throgs Neck Bridge (point to point distance-10,300 feet)
 - Queens: Plaza to sign gantry 7S
 - Bronx: Sign gantry 7S to plaza
- Henry Hudson Bridge (point to point distance-2,340 feet)
 - Manhattan: Kappock Street to Plaza
 - Bronx: Plaza to Kappock Street
- Hugh L. Carey Tunnel (point to point distance-9,722 feet)
 - Brooklyn: Manhattan Portal to Plaza
 - Manhattan: Plaza to Manhattan Portal
- Queens Midtown Tunnel (point to point distance-6,714 feet)
 - Queens: Manhattan Gantry to Plaza
 - Manhattan: Plaza to Manhattan Gantry
- Verrazano-Narrows Bridge (point to point distance-13,464 feet)
 - Brooklyn: Fingerboard to 93rd Street or Fingerboard to Belt Parkway
 - Staten Island: 93rd Street to Fingerboard or Belt Parkway to Fingerboard
- Marine Parkway Bridge (point to point distance - 4,850 feet)
 - Brooklyn: Signal Gantry 1 to Plaza
 - Queens: Plaza to Signal Gantry 1
- Robert F. Kennedy Bridge
 - Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)
 - Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)
 - Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)
- Cross Bay Bridge
 - Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)
 - Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)

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)

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

E-ZPass Performance Report December 2016



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

E-ZPass Performance at All B&T Facilities			
	December 2016	Year to Date	December 2015
Total E-ZPass Traffic ¹	21,769,720	263,926,450	21,750,271
<i>E-ZPass Market Share: Total</i>	86.3%	85.9%	85.6%
Cars	85.7%	85.3%	85.1%
Trucks	93.6%	93.3%	93.3%

Weekday E-ZPass Performance by Facility²			
Facility	December Average E-ZPass Weekday Traffic and Market Share		
	2016 Average Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	102,658	82.8%	82.3%
Cross Bay Veterans Memorial Bridge	20,486	88.4%	88.5%
Henry Hudson Bridge	66,119	93.8%	94.3%
Hugh L. Carey Tunnel	48,950	92.3%	91.7%
Marine Parkway-Gil Hodges Memorial Bridge	19,697	90.5%	90.5%
Queens Midtown Tunnel	65,025	91.5%	90.6%
Robert F. Kennedy Bridge - Bronx Plaza	68,373	81.4%	80.0%
Robert F. Kennedy Bridge - Manhattan Plaza	82,209	87.7%	87.3%
Throgs Neck Bridge	102,290	86.7%	86.3%
Verrazano-Narrows Bridge ¹	<u>176,151</u>	<u>88.9%</u>	<u>88.5%</u>
All Facilities ¹	751,958	87.7%	87.3%

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
December 2016**
Preliminary data subject to final audit

Weekday Peak Hour E-ZPass Performance by Facility³				
Facility	December E-ZPass Market Share			
	2016 AM Peak	2015 AM Peak	2016 PM Peak	2015 PM Peak
Bronx-Whitestone Bridge	87.4%	87.4%	83.8%	83.1%
Cross Bay Veterans Memorial Bridge	90.4%	92.1%	88.2%	88.6%
Henry Hudson Bridge	95.7%	95.6%	94.1%	94.3%
Hugh L. Carey Tunnel	94.7%	94.5%	91.3%	90.9%
Marine Parkway-Gil Hodges Memorial Bridge	92.2%	92.5%	90.1%	90.0%
Queens Midtown Tunnel	93.8%	92.7%	90.8%	89.8%
Robert F. Kennedy Bridge - Bronx Plaza	85.5%	85.0%	81.9%	80.9%
Robert F. Kennedy Bridge - Manhattan Plaza	90.2%	90.1%	87.9%	87.2%
Throgs Neck Bridge	90.9%	90.6%	87.1%	86.5%
Verrazano-Narrows Bridge ⁴	N/A	N/A	91.6%	90.8%
All Facilities	90.6%	90.4%	88.4%	87.8%

Weekend E-ZPass Performance by Facility			
Facility	December Average E-ZPass Weekend Traffic and Market Share		
	2016 Avg. Traffic	2016 Market Share	2015 Market Share
Bronx-Whitestone Bridge	88,493	77.3%	76.1%
Cross Bay Veterans Memorial Bridge	15,049	85.3%	84.2%
Henry Hudson Bridge	53,591	92.3%	91.9%
Hugh L. Carey Tunnel	33,089	89.8%	88.2%
Marine Parkway-Gil Hodges Memorial Bridge	13,785	88.3%	87.2%
Queens Midtown Tunnel	38,031	87.4%	86.8%
Robert F. Kennedy Bridge - Bronx Plaza	56,131	75.4%	73.8%
Robert F. Kennedy Bridge - Manhattan Plaza	72,617	85.2%	83.3%
Throgs Neck Bridge	88,163	82.2%	81.1%
Verrazano-Narrows Bridge ¹	<u>151,492</u>	84.7%	82.9%
All Facilities ¹	610,441	83.4%	82.3%

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
December 2016**
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁵			
Customer's E-ZPass Agency	December 2016 Total B&T E-ZPass Transactions	December 2016 Percentage of B&T Total Transactions	December 2015 Percentage of B&T Total Transactions
New York State Thruway Authority ⁶	1,871,843	8.41%	8.17%
Port Authority of NY and NJ	1,197,864	5.38%	5.30%
New Jersey Toll Agencies ⁷	1,129,678	5.08%	5.31%
Massachusetts Turnpike Authority ⁸	147,510	0.66%	0.67%
Pennsylvania Turnpike Commission	109,140	0.49%	0.44%
Maryland Transportation Authority	45,313	0.20%	0.29%
Virginia Department of Transportation ⁹	42,661	0.19%	0.17%
New Hampshire Department of Transportation	17,831	0.08%	0.08%
Delaware Department of Transportation	17,764	0.08%	0.08%
Other ¹⁰	<u>57,034</u>	<u>0.26%</u>	<u>0.23%</u>
Total	4,636,638	20.84%	20.75%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	December 2016	YTD 2016	December 2015
New York State Thruway Authority ⁶	2,754,906	34,359,946	2,676,710
Port Authority of NY and NJ	3,519,494	42,782,299	3,520,024
New Jersey Toll Agencies ⁷	5,993,792	74,045,077	5,629,445
New York State Bridge Authority	258,854	3,400,921	248,517
Massachusetts Turnpike Authority ⁸	632,914	7,277,836	542,631
Pennsylvania Turnpike Commission	317,575	3,974,588	273,305
Maryland Transportation Authority	372,123	4,647,294	590,859
Virginia Department of Transportation ⁹	187,161	2,462,364	193,383
New Hampshire Department of Transportation	100,342	1,538,495	98,069
Delaware Department of Transportation	292,705	3,413,352	265,044
Other ¹⁰	<u>323,048</u>	<u>5,077,811</u>	<u>358,907</u>
Total	14,752,914	182,979,983	14,396,894

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
December 2016
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

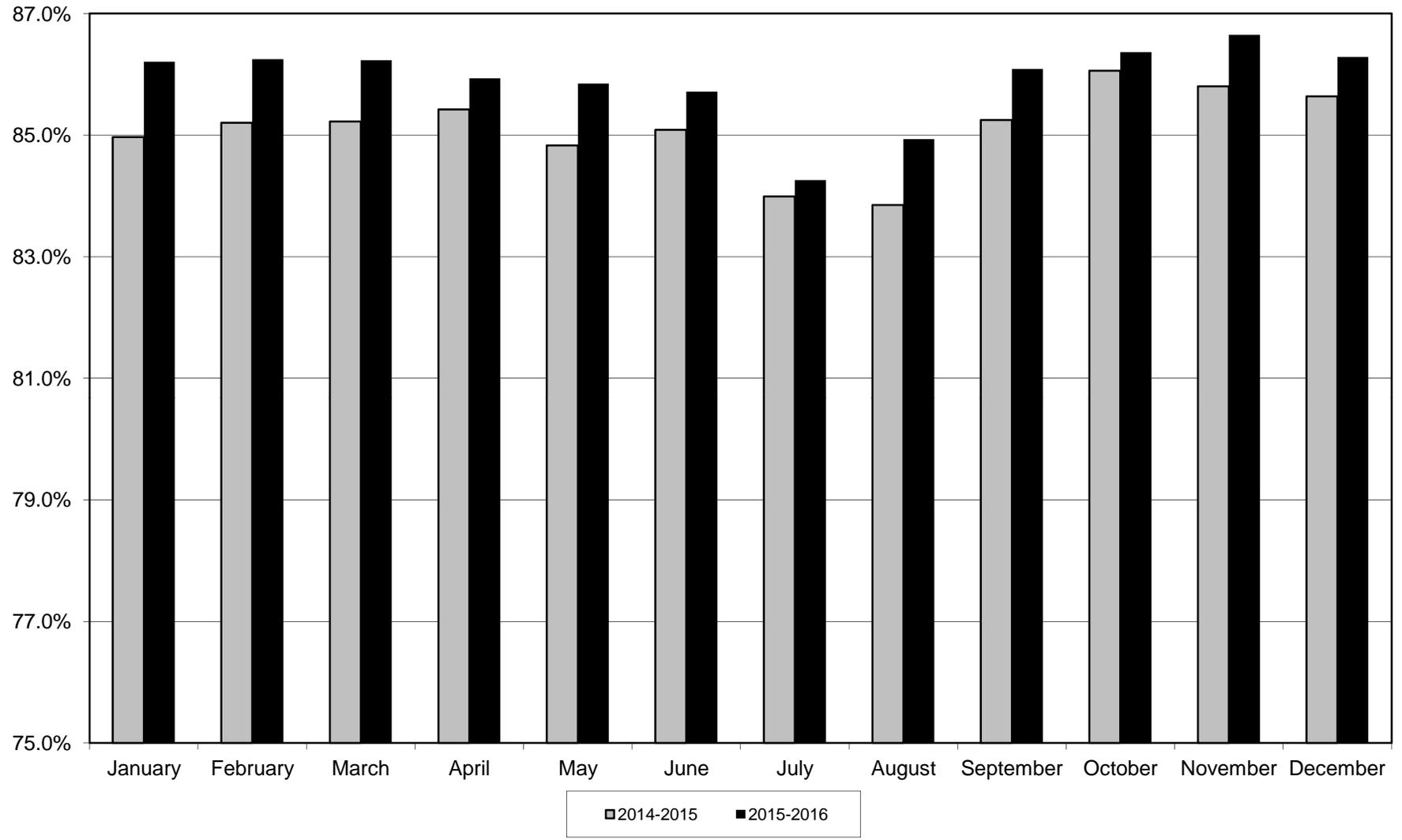
MTA Bridges and Tunnels Customers				
	December 2016	YTD 2016	YTD 2015	
Accounts Opened:				
Internet	8,244	102,355	96,754	
Walk-In	2,917	33,314	32,259	
Mail	217	3,190	3,577	
On-The-Go	<u>10,063</u>	<u>123,959</u>	<u>121,752</u>	
Total Accounts Opened	21,441	262,818	254,342	
Total Active Accounts		3,083,346	3,000,568	
Number of E-ZPass Tags Issued ¹¹	50,286	640,319	672,611	
Total Active Tags ¹²		4,873,118	4,727,589	
Total Reload Cards Distributed	2,280	174,996	148,681	
Reload Card % of Cash Replenishments	18.8%	17.6%	16.6%	

Customer Service Indicators				
	December 2016	YTD 2016	YTD 2015	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	290,392	3,514,982	3,219,857	
Automated System	<u>656,194</u>	<u>7,649,943</u>	<u>6,711,946</u>	
Total Phone Calls Answered	946,586	11,164,925	9,931,803	
Average Phone Call Waiting Time (in min.):				
General Call Unit	0.21	0.33	0.30	
Commercial Call Unit	0.27	0.37	0.55	
Avg. Monthly B&T E-ZPass Trips Per Account	5.53	5.74	5.82	
Average Number of Active Tags Per Account	1.58	1.59	1.59	

E-ZPass Tag Replacement Program				
	December 2016	YTD 2016	2011-2016	
Number of Replacement Tags Mailed	9,985	121,827	1,957,959	
Number of Tags Returned ¹³	12,601	125,780	1,924,547	
Number of Tags Pending Return	N/A	N/A	33,412	

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 January 2015 through December 2016





Bridges and Tunnels

Financial Report December 2016



MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of DECEMBER 31, 2016
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	9,696
Investments:	
Unrestricted	119,776
Restricted	622,001
Accrued interest receivable	906
Accounts receivable	4,784
Tolls due from other agencies	43,954
Prepaid expenses	26,208
	<hr/>
Total current assets	827,326
	<hr/>

NONCURRENT ASSETS:

Investments:	
Restricted	6
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,383,446	5,214,858
Capital lease 2 Broadway net acc. dep.	39,987
Derivative Hedge Assets	3,580
Security Deposits	0
	<hr/>
Total noncurrent assets	5,384,756
	<hr/>

TOTAL ASSETS: 6,212,082

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
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 382,655

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 6,594,737

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of DECEMBER 31, 2016
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

Current portion-long term debt	100,419
Interest Payable	53,565
Accounts Payable	211,276
Accrued Pension Payable	0
Payable to MTA-CAP	154,388
Due to MTA-Operating Expenses	6,007
Due to NYCTA-Operating Expenses	1,362
Accrued salaries	20,961
Accrued Vac & Sick Benefits	17,451
Current portion of estimated liability arising from injury	0
Current portion of capital lease obligation	0
Pollution remediation projects	1,829
Due to New York City Transit Authority	38,098
Due to Metropolitan Transportation Authority	56,336
Pension Contribution Payable	0
Unredeemed Tolls	146,583
Tolls due to other agencies	48,652
E-ZPass Airport Toll Liability	4,523
	<u>861,449</u>
Total current liabilities	<u>861,449</u>

NONCURRENT LIABILITIES:

Long term debt	8,915,003
Post Employment Benefits Other than Pensions	640,750
Estimated liability arising from injury	43,634
Capital lease obligations	38,398
Derivative Hedge Liabilities	165,166
Net Pension Liability	243,901
Security deposits-Contra	0
	<u>10,046,853</u>
Total noncurrent liabilities	<u>10,046,853</u>

DEFERRED INFLOW OF RESOURCES

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

10,956,308

NET POSITION

-4,361,571 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET POSITION

6,594,737

*The negative Net Position of \$4,361,571 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
2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2016 Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Vehicle Toll Revenue	1,808.583	1,868.479	1,869.693	61.110	3.4	1.214	0.0
Other Operating Revenue	23.093	22.926	25.352	2.258	9.8	2.425	10.6
Capital and Other Reimbursements	0.000	0.000	0.000	(0.000)	(100.0)	0.000	-
Investment Income	0.427	0.427	0.635	0.208	48.8	0.208	48.8
Total Revenue	\$1,832.103	\$1,891.832	\$1,895.680	\$63.577	3.5	\$3.848	0.2
Expenses							
Labor:							
Payroll	\$143.021	\$124.397	\$120.202	\$22.819	16.0	\$4.195	3.4
Overtime	26.309	26.309	23.625	2.684	10.2	2.684	10.2
Health and Welfare	30.731	24.854	24.918	5.813	18.9	(0.064)	(0.3)
OPEB Current Payment	18.013	18.153	18.293	(0.280)	(1.6)	(0.140)	(0.8)
Pensions	34.533	41.812	42.546	(8.013)	(23.2)	(0.734)	(1.8)
Other Fringe Benefits	19.096	17.681	20.448	(1.353)	(7.1)	(2.768)	(15.7)
Reimbursable Overhead	(5.123)	(5.123)	(6.680)	1.557	30.4	1.557	30.4
Total Labor Expenses	\$266.580	\$248.084	\$243.353	\$23.227	8.7	\$4.732	1.9
Non-Labor:							
Electricity - Non-Traction	\$5.604	\$4.966	\$5.803	(\$0.199)	(3.6)	(\$0.838)	(16.9)
Fuel	2.305	1.436	1.362	0.943	40.9	0.074	5.1
Insurance	15.423	14.855	14.314	1.109	7.2	0.541	3.6
Claims	0.000	0.000	0.046	(0.046)	-	(0.046)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	144.358	151.154	132.537	11.821	8.2	18.617	12.3
Professional Service Contracts	42.171	39.450	32.250	9.921	23.5	7.200	18.3
Materials & Supplies	4.011	4.049	3.808	0.203	5.1	0.241	6.0
Other Business Expenses	30.354	31.712	31.299	(0.945)	(3.1)	0.413	1.3
Total Non-Labor Expenses	\$244.225	\$247.621	\$221.418	\$22.806	9.3	\$26.203	10.6
Total Expenses before Depreciation & GASB Adj.	\$510.805	\$495.706	\$464.771	\$46.034	9.0	\$30.934	6.2
Depreciation	\$119.521	\$119.521	\$112.767	\$6.754	5.7	\$6.754	5.7
OPEB Obligation	73.806	67.291	67.289	6.517	8.8	0.002	0.0
GASB 68 Pension Adjustment	0.000	(10.409)	(6.848)	6.848	-	(3.561)	(34.2)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$704.132	\$672.108	\$637.979	\$66.153	9.4	\$34.129	5.1
Less: Depreciation	\$119.521	\$119.521	\$112.767	\$6.754	5.7	\$6.754	5.7
Less: OPEB Obligation	73.806	67.291	67.289	6.517	8.8	0.002	0.0
Less: GASB 68 Pension Adjustment	0.000	(10.409)	(6.848)	6.848	-	(3.561)	(34.2)
Total Expenses	\$510.805	\$495.706	\$464.771	\$46.034	9.0	\$30.934	6.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,321.298	\$1,396.127	\$1,430.909	\$109.611	8.3	\$34.782	2.5

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	23.151	23.151	21.152	(1.999)	(8.6)	(1.999)	(8.6)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$23.151	\$23.151	\$21.152	(\$1.999)	(8.6)	(\$1.999)	(8.6)
Expenses							
Labor:							
Payroll	\$9.823	\$9.823	\$8.057	\$1.766	18.0	\$1.766	18.0
Overtime	\$1.558	1.558	1.404	0.154	9.9	0.154	9.9
Health and Welfare	\$2.427	2.427	1.830	0.597	24.6	0.597	24.6
OPEB Current Payment	\$0.000	0.000	0.000	0.000	-	0.000	-
Pensions	\$2.847	2.847	2.146	0.701	24.6	0.701	24.6
Other Fringe Benefits	\$1.373	1.373	1.035	0.338	24.6	0.338	24.6
Reimbursable Overhead	\$5.123	5.123	6.680	(1.557)	(30.4)	(1.557)	(30.4)
Total Labor Expenses	\$23.151	\$23.151	\$21.152	\$1.999	8.6	\$1.999	8.6
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$23.151	\$23.151	\$21.152	\$1.999	8.6	\$1.999	8.6
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment							
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$23.151	\$23.151	\$21.152	\$1.999	8.6	\$1.999	8.6
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$23.151	\$23.151	\$21.152	\$1.999	8.6	\$1.999	8.6
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	FIRST BUDGET	FINAL DEC #s	DEC G/L	IT BUDGET (May and prior)			
	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$1,808.583	\$1,868.479	\$1,869.693	\$61.110	3.4	\$1.214	0.0
Other Operating Revenue	23.093	22.926	25.352	2.258	9.8	2.425	10.6
Capital and Other Reimbursements	23.151	23.151	21.152	(1.999)	(8.6)	(1.999)	(8.6)
Investment Income	0.427	0.427	0.635	0.208	48.8	0.208	48.8
Total Revenue	\$1,855.254	\$1,914.984	\$1,916.832	\$61.577	3.3	\$1.848	0.0
Expenses							
Labor:							
Payroll	\$152.844	\$134.220	\$128.259	\$24.585	16.1	\$5.961	4.4
Overtime	27.868	27.868	25.029	2.838	10.2	2.838	10.2
Health and Welfare	33.158	27.281	26.748	6.410	19.3	0.533	2.0
OPEB Current Payment	18.013	18.153	18.293	(0.280)	(1.6)	(0.140)	(0.8)
Pensions	37.380	44.659	44.692	(7.312)	(19.6)	(0.033)	0.0
Other Fringe Benefits	20.469	19.054	21.483	(1.014)	(5.0)	(2.429)	(12.8)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$289.732	\$271.236	\$264.505	\$25.227	8.7	\$6.731	2.5
Non-Labor:							
Electricity - Non-Traction	\$5.604	\$4.966	\$5.803	(\$0.199)	(3.6)	(\$0.838)	(16.9)
Fuel	2.305	1.436	1.362	0.943	40.9	0.074	5.1
Insurance	15.423	14.855	14.314	1.109	7.2	0.541	3.6
Claims	0.000	0.000	0.046	(0.046)	-	(0.046)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	144.358	151.154	132.537	11.821	8.2	18.617	12.3
Professional Service Contracts	42.171	39.450	32.250	9.921	23.5	7.200	18.3
Materials & Supplies	4.011	4.049	3.808	0.203	5.1	0.241	6.0
Other Business Expenses	30.354	31.712	31.299	(0.945)	(3.1)	0.413	1.3
Total Non-Labor Expenses	\$244.225	\$247.621	\$221.418	\$22.806	9.3	\$26.203	10.6
Total Expenses before Depreciation & GASB Adj.	\$533.956	\$518.857	\$485.923	\$48.033	9.0	\$32.934	6.3
Depreciation	\$119.521	\$119.521	\$112.767	\$6.754	5.7	\$6.754	5.7
OPEB Obligation	73.806	67.291	67.289	6.517	8.8	0.002	0.0
GASB 68 Pension Adjustment	0.000	(10.409)	(6.848)	6.848	-	(3.561)	(34.2)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$727.283	\$695.260	\$659.131	\$68.152	9.4	\$36.128	5.2
Less: Depreciation	\$119.521	\$119.521	\$112.767	\$6.754	5.7	\$6.754	5.7
Less: OPEB Obligation	73.806	67.291	67.289	6.517	8.8	0.002	0.0
Less GASB 68 Pension Adjustment	0.000	(10.409)	(6.848)	6.848	-	(3.561)	(34.2)
Total Expenses	\$533.956	\$518.857	\$485.923	\$48.033	9.0	\$32.934	6.3
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,321.298	\$1,396.127	\$1,430.909	\$109.611	8.3	\$34.782	2.5

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2016 Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,321.298	\$1,396.127	\$1,430.909	\$109.611	8.3	\$34.782	2.5
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$17.927	\$29.345	\$19.900	(1.973)	(11.0)	\$9.445	32.2
Reserves and Prepaid Expenses	26.881	26.881	27.505	(0.624)	(2.3)	(0.624)	(2.3)
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Adjusted Baseline Net Surplus/(Deficit)	\$1,276.490	\$1,339.901	\$1,383.504	\$107.014	8.4	\$43.603	3.3
Less: Debt Service	648.865	629.328	639.877	8.988	1.4	(10.549)	(1.7)
Income Available for Distribution	\$627.625	\$710.573	\$743.627	\$116.002	18.5	\$33.054	4.7
Distributable To:							
MTA - Investment Income	0.427	0.427	0.635	0.208	48.8	0.208	48.8
MTA - Distributable Income	369.355	408.400	430.049	60.695	16.4	21.650	5.3
NYCT - Distributable Income	257.844	301.746	312.943	55.099	21.4	11.196	3.7
Total Distributable Income:	\$627.625	\$710.573	\$743.627	\$116.002	18.5	\$33.054	4.7
Actual Cash Transfers:							
MTA - Investment Income	0.137	0.183	0.183	0.046	33.7	0.000	0.0
MTA - Transfers	371.846	423.872	429.984	58.138	15.6	6.112	1.4
NYCT - Transfers	260.765	308.592	311.825	51.060	19.6	3.232	1.0
Total Cash Transfers:	\$632.748	\$732.648	\$741.992	\$109.244	17.3	\$9.344	1.3
SUPPORT TO MASS TRANSIT:							
Total Revenues	\$1,855.254	\$1,914.984	\$1,916.832	61.577	3.3	1.848	0.1
Less: Net Operating Expenses	533.956	518.857	485.923	48.033	9.0	32.934	6.3
Net Surplus/(Deficit)	\$1,321.298	\$1,396.127	\$1,430.909	\$109.611	8.3	\$34.782	2.5
Deductions from Operating Income:							
B&T Debt Service	\$281.476	\$275.065	\$257.344	24.133	8.6	17.721	6.4
Capitalized Assets	17.927	29.345	19.900	(1.973)	(11.0)	9.445	32.2
Reserves and Prepaid Expenses	26.881	26.881	27.505	(0.624)	(2.3)	(0.624)	(2.3)
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Total Deductions from Operating Inc.	\$326.284	\$331.291	\$304.749	\$21.536	6.6	\$26.542	8.0
Total Support to Mass Transit:	\$995.014	\$1,064.836	\$1,126.160	\$131.146	13.2	\$61.324	5.8
Totals may not add due to rounding							

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2016
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Vehicle Toll Revenue	Nonreimb	1.214	0.0	Higher toll revenue primarily due to favorable weather impacts on traffic in December
Other Operating Revenue	Nonreimb	2.425	10.6	Higher Other Operating Revenue primarily due to higher E-ZPass administrative fee revenue
Investment Income	Nonreimb	0.208	48.8	Higher than expected returns on invested fund balances
Payroll	Nonreimb	4.195	3.4	Lower payroll expenses due to vacancies
Overtime	Nonreimb	2.684	10.2	See overtime table
Health and Welfare	Nonreimb	(0.064)	(0.3)	Minor variance
OPEB Current Payment	Nonreimb	(0.140)	(0.8)	Minor variance
Pensions	Nonreimb	(0.734)	(1.8)	Higher non-reimbursable expenses due to lower capital reimbursement offsets. Total variance is minor for combined non-reimbursable and reimbursable expenses
Other Fringe Benefits	Nonreimb	(2.768)	(15.7)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve (\$3.200M), partially offset by lower employer Social Security taxes due to vacancies (\$1.096M)
Reimbursable Overhead	Nonreimb	1.557	30.4	Higher than planned overhead reimbursements from the capital program
Electricity - Non-Traction	Nonreimb	(0.838)	(16.9)	Higher than planned electricity expenses
Fuel	Nonreimb	0.074	5.1	Lower than planned fuel expenses
Insurance	Nonreimb	0.541	3.6	Lower expenses primarily due to the timing of property insurance premiums
Maintenance and Other Operating Contracts	Nonreimb	18.617	12.3	Lower expenses primarily due to the timing of Major Maintenance projects (\$5.173M), Sandy restoration projects (\$8.833M), and security & surveillance equipment (\$693K), and lower than estimated costs for E-ZPass Customer Service Center expenses (\$1.127M) and E-ZPass equipment maintenance (\$0.649M)
Professional Service Contracts	Nonreimb	7.200	18.3	Lower expenses primarily due to the timing of Enterprise Asset Management consulting costs (\$0.857M), Planning Studies (\$0.693M) and Engineering Services (\$1.151M), plus lower than planned expenses for Bond Issuance (\$1.079M) and several miscellaneous consulting contracts across a variety of areas totaling \$3.420M
Materials & Supplies	Nonreimb	0.241	6.0	Lower than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	0.413	1.3	Lower expenses primarily due to the timing of credit card fees
Capital and Other Reimbursements				
Payroll	Reimb	1.766	18.0	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Overtime	Reimb	0.154	9.9	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Health and Welfare	Reimb	0.597	24.6	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Pensions	Reimb	0.701	24.6	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Other Fringe Benefits	Reimb	0.338	24.6	Lower than estimated time spent on projects eligible for reimbursement from the capital program
Reimbursable Overhead	Reimb	(1.557)	(30.4)	Higher than planned overhead charges to the capital program

MTA BRIDGES AND TUNNELS
Preliminary 2016 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2016 Adopted Budget		2016 Final Estimate		Actuals		Var - Fav/(Unfav)		Var - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	2016 Adopted Budget		2016 Final Estimate	
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
OPERATIONS & MAINTENANCE										
<u>Scheduled Service</u>	59,951	\$4.266	78,619	\$5.234	69,678	\$4.639	(9,727)	(\$0.373)	8,941	\$0.595
							-16.2%	-8.7%	11.4%	11.4%
<u>Unscheduled Service</u>	1,913	\$0.157	1,365	\$0.110	506	\$0.041	1,407	\$0.116	859	\$0.069
							73.5%	73.9%	62.9%	62.8%
<u>Programmatic/Routine Maintenance</u>	11,915	\$1.092	20,223	\$1.744	24,492	\$2.112	(12,577)	(\$1.020)	(4,269)	(\$0.368)
							**	-93.4%	-21.1%	-21.1%
<u>Unscheduled Maintenance</u>	14,602	\$1.335	10,948	\$0.944	10,458	\$0.902	4,144	\$0.433	490	\$0.042
							28.4%	32.4%	4.5%	4.5%
<u>Vacancy/Absentee Coverage</u>	171,697	\$12.689	198,639	\$13.712	208,128	\$14.367	(36,431)	(\$1.678)	(9,489)	(\$0.655)
							-21.2%	-13.2%	-4.8%	-4.8%
<u>Weather Emergencies</u>	19,634	\$1.669	18,187	\$1.457	5,670	\$0.454	13,964	\$1.215	12,517	\$1.003
							71.1%	72.8%	68.8%	68.8%
<u>Safety/Security/Law Enforcement</u>	37,676	\$2.738	27,054	\$1.869	17,417	\$1.203	20,259	\$1.535	9,637	\$0.666
							53.8%	56.1%	35.6%	35.6%
<u>Other</u>	1,407	\$0.133	1,975	\$0.170	502	\$0.043	906	\$0.090	1,474	\$0.127
							64.4%	67.7%	74.6%	74.8%
<u>*All Other Departments and Accruals</u>		\$2.230		\$1.069		(\$0.135)		\$2.366		\$1.204
								**		**
Subtotal	318,795	\$26.309	357,010	\$26.309	336,849	\$23.625	(18,054)	\$2.684	20,161	\$2.684
							-5.7%	10.2%	5.6%	10.2%
REIMBURSABLE OVERTIME										
	20,226	\$1.558	27,017	\$1.558	24,102	\$1.404	(3,876)	\$0.154	2,915	\$0.154
							-19.2%	9.9%	10.8%	9.9%
TOTAL OVERTIME	339,021	\$27.868	384,027	\$27.868	360,951	\$25.029	(21,930)	\$2.838	23,076	\$2.838
							-6.5%	10.2%	6.0%	10.2%

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

MTA BRIDGES AND TUNNELS
Preliminary 2016 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly		Explanations
	Var. - Fav./(Unfav)		
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
OPERATIONS & MAINTENANCE			
<u>Scheduled Service</u>	8,941 11.4%	\$0.595 11.4%	Lower than planned expenses
<u>Unscheduled Service</u>	859 62.9%	\$0.069 62.8%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(4,269) -21.1%	(\$0.368) -21.1%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	490 4.5%	\$0.042 4.5%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(9,489) -4.8%	(\$0.655) -4.8%	Higher than planned expenses
<u>Weather Emergencies</u>	12,517 68.8%	\$1.003 68.8%	Lower than planned expenses primarily due to below normal snowfall in December
<u>Safety/Security/Law Enforcement</u>	9,637 35.6%	\$0.666 35.6%	Lower than planned expenses
<u>Other</u>	1,474 74.6%	\$0.127 74.8%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		\$1.204 **	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	20,161 5.6%	\$2.684 10.2%	
REIMBURSABLE OVERTIME	2,915 10.8%	\$0.154 9.9%	Lower than planned expenses
TOTAL OVERTIME	23,076	\$2.838	

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

<u>Type</u>	<u>Definition</u>
<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)**

Comparison Current Year vs. Prior Year

	Prior Year*		Current Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	42.1	\$294.0	45.8	\$320.5	8.9%	9.0%
Cross Bay	8.0	17.5	8.3	18.4	4.3%	5.2%
Henry Hudson	23.2	71.4	24.6	76.3	6.1%	6.9%
Hugh L. Carey	17.7	106.9	18.0	109.3	1.8%	2.2%
Marine Parkway	7.8	16.9	7.9	17.3	1.9%	2.1%
Queens Midtown	28.7	182.4	26.8	171.1	-6.5%	-6.2%
RFK - Bronx	29.6	217.9	29.9	220.5	1.0%	1.2%
RFK - Manhattan	32.6	204.8	33.0	207.6	1.2%	1.3%
Throgs Neck	42.2	324.7	43.2	335.7	2.5%	3.4%
Verrazano-Narrows	66.2	372.3	69.8	393.0	5.3%	5.6%
Total	298.0	\$1,808.9	307.3	\$1,869.7	3.1%	3.4%
Revenue Per Vehicle		<u>\$6.071</u>		<u>\$6.083</u>		<u>0.2%</u>

*Toll increase implemented March 22, 2015

Comparison Actual vs. Adopted Budget and Final Estimate

	Adopted Budget	Final Estimate	Prelim Actual	Percentage Change	
				Adopted Budget	Final Estimate
Traffic	296.4	305.0	307.3	3.7%	0.8%
Toll Revenue	\$1,808.6	\$1,868.5	\$1,869.7	3.4%	0.1%
Revenue Per Vehicle	\$6.102	\$6.125	\$6.083	-0.3%	-0.7%

Note: Numbers may not add due to rounding.

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
December 2016

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	8	5	3	4 Professional vacancies and 1 Managerial overage
Law ⁽¹⁾	13	12	1	1 Professional vacancy
CFO ⁽²⁾	25	23	2	5 Managerial vacancies and 3 Professional overages
Administration ⁽³⁾	37	40	(3)	1 Professional and 2 Managerial overages
EEO	2	1	1	1 Managerial vacancy
Total Administration	85	81	4	
Operations				
Revenue Management	43	38	5	1 Managerial vacancy, 3 Professional vacancies and 1 BTO vacancy
Operations (Non-Security)	544	485	59	20 BTO vacancies, 38 Managerial vacancies and 1 Professional vacancy
Total Operations	587	523	64	
Maintenance				
Maintenance	197	195	2	1 Managerial vacancy and 1 Professional vacancy
Operations - Maintainers	181	174	7	7 Maintainer vacancies
Total Maintenance	378	369	9	
Engineering/Capital				
Engineering & Construction	190	162	28	14 Managerial and 14 Professional vacancies
Safety & Health	10	8	2	1 Managerial vacancy and 1 Professional vacancy
Law ⁽¹⁾	24	19	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	18	11	3 Managerial and 8 Professional vacancies
Total Engineering/Capital	253	207	46	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	43	39	4	2 Managerial and 2 Professional vacancies
Total Public Safety	275	271	4	
Total Positions				
	1,578	1,451	127	
Non-Reimbursable	1,491	1,364	127	
Reimbursable	87	87	-	
Total Full-Time	1,578	1,451	127	

(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
2016 YEAR-END REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2016

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	31	27	4	6 vacancies (5 in CFO and 1 in EEO) and 2 overages (1 Executive and 1 in Administration)
Professional, Technical, Clerical	54	54	-	
Operational Hourlies	-	-	-	
Total Administration	85	81	4	
Operations				
Managers/Supervisors	215	176	39	37 vacancies in Operations and 2 in Revenue Management/ 3 vacancies in Revenue Management and 1 vacancy in Operations 20 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management
Professional, Technical, Clerical	35	31	4	
Operational Hourlies ⁽¹⁾	337	316	21	
Total Operations	587	523	64	
Maintenance				
Managers/Supervisors	18	17	1	1 vacancy in Maintenance 1 vacancy in Maintenance 7 Maintainer vacancies in Operations
Professional, Technical, Clerical	19	18	1	
Operational Hourlies ⁽²⁾	341	334	7	
Total Maintenance	378	369	9	
Engineering/Capital				
Managers/Supervisors	60	40	20	14 vacancies in Engineering, 3 in CFO, 2 in Law, and 1 vacancy in Safety and Health 14 vacancies in Engineering, 8 in CFO, 3 in Law, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	193	167	26	
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	207	46	
Public Safety				
Managers/Supervisors	46	44	2	2 vacancies in Internal Security 2 vacancies in Internal Security
Professional, Technical, Clerical	33	31	2	
Operational Hourlies ⁽³⁾	196	196	-	
Total Public Safety	275	271	4	
Total Positions				
Managers/Supervisors	370	304	66	
Professional, Technical, Clerical	334	301	33	
Operational Hourlies	874	846	28	
Total Positions	1,578	1,451	127	

(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.

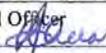
Staff Summary

Subject: 2016 TBTA Operating Surplus
Department: Finance
Department Head Name Mildred Chua
Department Head Signature 
Project Manager Name Angelo Cerbone

Date February 14, 2017
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/21/17			
2	MTA Finance Committee	02/21/17			
3	MTA Board	02/22/17			

Internal Approvals			
Order	Approval	Order	Approval
2	President 		VP Staff Services
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$742,908,947 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$634,951 representing 2016 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2017 the amount of \$27,515,186, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Advance the 2017 TBTA Surplus as per attached Resolution.

DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2016. The amount of surplus available for transfer to the MTA and NYCTA is \$742,908,947. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2016 is \$634,951. It is also requested to set aside \$27,515,186 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2017. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities.

BUDGET IMPACT: None.

ALTERNATIVES: None.

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

RESOLVED, that the Acting Chairman and the interim Executive Director be, and they hereby are, authorized to certify to the Mayor of the City of New York and to the Acting Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2016 is \$742,908,947.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2016, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$1,903,487,407
Operating Expense	<u>464,854,925</u>
	\$1,438,632,482
Establishment of Necessary Reconstruction Reserve Account	(26,880,799)
GASB Reserve	(0)
Debt Service on Bonds	(649,184,647)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	865,342
Purchase of Capital Assets Funded from Operations	(19,900,094)
Increase/(Decrease) in Prepaid Expenses and other Adjustments	<u>(623,337)</u>
Operating Surplus	<u>\$ 742,908,947</u>

February 22, 2017

RESOLVED, that the amount of \$634,951 representing the Authority's investment income for the year 2016 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$634,951 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2017 the amount of \$27,515,186 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2017 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2017 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 22, 2017

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

Triborough Bridge and Tunnel Authority

(Component Unit of the Metropolitan Transportation
Authority)

Agreed-Upon Procedures Performed
In Connection with the Schedule of
Operating Surplus Year Ended December 31, 2016



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INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

To Members of the Board
Metropolitan Transportation Authority
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the Authority), a component unit of the Metropolitan Transportation Authority (MTA), the MTA, and the New York City Transit Authority, solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2016 (Exhibit A), to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2016. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the specified parties. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an audit, the objective of which would be the expression of an opinion on the specified elements, accounts, or items contained within the Schedule of Operating Surplus set forth in the accompanying Exhibit A and the Supporting Schedule to the Schedule of Operating Surplus set forth in the accompanying Exhibit C. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of specified parties listed above and is not intended to be, and should not be, used by anyone other than these specified parties.

February 13, 2017

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016

OPERATING REVENUES (Procedure 1)	\$ 1,903,487,407
OPERATING EXPENSES (Procedure 2)	<u>(464,854,925)</u>
NET OPERATING REVENUE	1,438,632,482
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	(623,337)
DEBT SERVICE ON BONDS (Procedure 3)	(649,184,647)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	865,342
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(19,900,094)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>(26,880,799)</u>
OPERATING SURPLUS	<u>\$ 742,908,947</u>

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

**NOTES TO THE SCHEDULE OF
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016 (EXHIBIT A)**

1. OPERATING SURPLUS CALCULATION REQUIREMENTS

The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA, and New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's consolidated financial statements because they operate under the direction of the MTA Board and the MTA is financially accountable for these entities.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016 (EXHIBIT A)

1. OPERATING REVENUES

We agreed "Operating Revenues" (net of other revenues) of the TBTA appearing in the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

2. OPERATING EXPENSES

We agreed the aggregated "Operating Expenses" of the TBTA appearing in the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.

We agreed the following expense items to the general ledger: "Interest Expense on Bond Indebtedness" and "Reimbursement of Personnel Costs," as noted in Exhibit C and noted no differences.

We recalculated the "Increase in Prepaid Expenses and Other Adjustments" appearing in the general ledger and agreed it to the Schedule of Operating Surplus (Exhibit A). We inquired if the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016 (EXHIBIT A)

3. DEBT SERVICE ON BONDS

We agreed "Debt Service on Bonds" appearing in the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:

- General Revenue Bonds, and
- Subordinate Revenue Bonds.

We agreed "Debt Service on Bonds" on the TBTA's portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

We noted that in all cases the debt service represents interest paid and/or accrued applicable to calendar year 2016 and the principal payment due January 1, 2017, on all bond indebtedness and certificates.

4. INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS

We agreed the aggregated amount of "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" appearing in the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired if interest income is excluded from operating revenue in the Schedule of Operating Surplus and we have been informed that interest income is excluded from "Operating Revenues" in the Schedule of Operating Surplus.

We inquired if interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing operating surplus) and we were informed that this amount was included in the computation of operating surplus as a reduction of debt service cost, therefore, increasing operating surplus. We inquired whether unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we were informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

**AGREED-UPON PROCEDURES PERFORMED
IN CONNECTION WITH THE SCHEDULE OF
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016 (EXHIBIT A)**

5. CAPITAL ASSETS FUNDED FROM OPERATIONS

We agreed the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing in the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing in the Schedule of Operating Surplus and we were informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing in the Schedule of Operating Surplus (Exhibit A).

6. NECESSARY RECONSTRUCTION RESERVE

We agreed the amount appearing in the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA Bridges and Tunnels Financial Plan 2017–2020 to set aside and reduce the operating surplus by \$26,880,799 and noted no differences. The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968. We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we were informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

7. GASB STATEMENT NO. 43 RESERVE

We agreed the amount appearing in the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*, Reserve Account" of \$0 to the MTA Bridges and Tunnels Financial Plan 2017–2020, which was approved by the Finance Committee.

* * * * *

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2016

TOTAL REVENUES		\$ 1,904,122,358
LESS INTEREST INCOME		<u>634,951</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,903,487,407</u>
TOTAL EXPENSES		\$ 810,174,260
LESS:		
Interest Expense on Bond Indebtedness	\$ 324,251,006	
Reimbursement of Personnel Costs	<u>21,068,329</u>	<u>345,319,335</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 464,854,925</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2015	\$ 25,584,817	
Balance December 31, 2016	<u>26,208,154</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ 623,337</u>
DEBT SERVICE:		
TBTA	\$ 265,786,190	
MTA	120,713,112	
NYCTA	<u>261,820,003</u>	
Subtotal	648,319,305	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>865,342</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 649,184,647</u>



Bridges and Tunnels

2017 Adopted Budget/ Financial Plan 2017-2020



**MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN 2017-2020
2016 FINAL ESTIMATE AND 2017 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' (B&T) 2016 Final Estimate, 2017 Adopted Budget and the Financial Plan for 2017-2020. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2016, as well as other technical adjustments.

These adjustments are presented on the attached reconciliations from the November Financial Plan. The adjustments that impact B&T's net surplus are described below:

- An average 4% toll increase was approved at the January 2017 MTA Board meeting and will go into effect on March 19, 2017, generates additional revenue of \$55.7 million in 2017, \$68.2 million in 2018, \$68.7 million in 2019, and \$69.0 million in 2020;
- A technical adjustment to fund additional credit card fees from higher E-ZPass tolls associated with the toll increase raises expenses by \$0.9 million in 2017 and by \$1.2 million each year thereafter;
- The transfer of funding previously included below-the-line in the MTA Consolidated Financial Plan for the initial design of the Governor's LED Bridge Lighting Initiative increases B&T's expense baseline by \$3.0 million in 2016 and by \$2.4 million in 2017;
- A revision in fuel price forecasts subsequent to the provision of November Plan instructions results in fuel expense decrease of \$9 thousand in 2016 and increases between \$8 thousand and \$31 thousand each year thereafter;
- Effective January 2017, non-core Agency procurement functions will be consolidated into a centralized organizational structure at MTA Headquarters (HQ). This consolidation is expected to yield contract savings and other efficiency savings. The Plan has captured some preliminary contract savings. The February Plan reflects a shift of two authorized positions in support of centralized operations from B&T to HQ. It is expected that all related positions will be transferred during the first six months of 2017. For the monthly reporting of expenses and positions, the Plan assumes an effective shift date of April 1, 2017. This is the projected median transfer date, with half of the transfers presumed to take place by then; thereby approximating average expense and headcount levels over the first six months of 2017. While the labor cost of these employees will be assumed by HQ, they are expected to be billed back and expensed within each Agencies' Professional Services.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2017 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BRIDGES AND TUNNELS
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2016 November Financial Plan: Adj Net Surplus/(Deficit)	1,491	\$1,342.892	1,504	\$1,295.452	1,504	\$1,234.854	1,506	\$1,227.852	1,512	\$1,219.910
Technical Adjustments:										
Credit Card Fee re-estimates for 2017 Toll Increase				(\$0.929)		(\$1.209)		(\$1.241)		(\$1.273)
Reclassification of write-off for unpaid crossing charges from Other Business Expenses		(5.429)								
Reclassification of write-off for unpaid crossing charges to Toll Revenue		5.429								
Reclassification of toll violation fees from Other Operating Revenue		(4.601)		(4.601)		(4.601)		(4.601)		(4.601)
Reclassification of toll violation fees to Toll Revenue		4.601		4.601		4.601		4.601		4.601
Reclassification of non-revenue vehicle purchases from Maintenance and Other Operating Contracts				0.960		0.983		1.007		1.033
Reclassification of non-revenue vehicle purchases to Capitalized Assets				(0.960)		(0.983)		(1.007)		(1.033)
Sub-Total Technical Adjustments	0	\$0.000	0	(\$0.929)	0	(\$1.209)	0	(\$1.241)	0	(\$1.273)
MTA Plan Adjustments:										
2017 Fare/Toll Increase				\$55.661		\$68.237		\$68.722		\$69.007
MTA Re-estimates:										
Procurement Consolidation			2	-	2	-	2	-	2	-
Fuel Re-estimates		0.009		(0.031)		(0.023)		(0.008)		(0.017)
NYPA LED Lighting Initial Design		(3.000)		(2.400)						
Other:										
Sub-Total MTA Plan Adjustments	0	(\$2.991)	2	\$53.230	2	\$68.214	2	\$68.714	2	\$68.990
2017 February Financial Plan: Adj Net Surplus/(Deficit)	1,491	\$1,339.901	1,502	\$1,347.753	1,502	\$1,301.859	1,504	\$1,295.325	1,510	\$1,287.627

MTA BRIDGES AND TUNNELS
February Financial Plan 2017 - 2020
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2016		2017		2018		2019		2020	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2016 November Financial Plan: Adj Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
2017 Fare/Toll Increase										
MTA Re-estimates:										
Procurement Consolidation										
Fuel Re-estimates										
NYPA LED Lighting Initial Design										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2017 February Financial Plan: Adj Net Surplus/(Deficit)	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000	87	\$0.000

MTA BRIDGES AND TUNNELS
February Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2016	2017			
	Final	Adopted			
	Estimate	Budget	2018	2019	2020
Operating Revenue					
Vehicle Toll Revenue	\$1,868.480	\$1,927.222	\$1,938.329	\$1,951.421	\$1,958.769
Other Operating Revenue	22.926	21.619	21.619	21.619	21.619
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.427	0.987	1.240	1.240	1.240
Total Revenue	\$1,891.832	\$1,949.828	\$1,961.188	\$1,974.280	\$1,981.628
Operating Expenses					
<u>Labor:</u>					
Payroll	\$124.397	\$141.608	\$144.664	\$150.593	\$150.530
Overtime	26.309	26.658	27.190	27.740	28.3
Health and Welfare	24.854	31.044	31.554	32.774	34.0
OPEB Current Payment	18.153	19.424	19.871	20.745	21.7
Pensions	41.812	41.182	41.891	41.520	40.8
Other Fringe Benefits	17.681	18.936	19.291	21.210	22.0
Reimbursable Overhead	(5.123)	(5.368)	(5.151)	(5.150)	(5.148)
Total Labor Expenses	\$248.084	\$273.483	\$279.309	\$289.432	\$292.152
<u>Non-Labor:</u>					
Electric Power	\$4.966	\$5.971	\$6.221	\$6.488	\$6.961
Fuel	1.436	1.805	1.890	1.967	2.178
Insurance	14.855	15.617	16.323	17.081	17.886
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	151.154	176.077	226.425	230.883	237.984
Professional Service Contracts	39.450	40.885	40.914	41.410	42.513
Materials & Supplies	4.049	4.212	4.319	4.425	4.538
Other Business Expenses	31.712	34.795	35.962	36.890	38.016
Total Non-Labor Expenses	\$247.621	\$279.363	\$332.054	\$339.145	\$350.075
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$495.706	\$552.846	\$611.363	\$628.577	\$642.227
Add: Depreciation	\$119.521	\$127.853	\$136.766	\$146.300	\$156.499
Add: OPEB Obligation	67.291	70.656	74.189	77.898	81.793
Add: GASB 68 Pension Adjustment	(10.409)	(8.740)	(8.423)	(6.772)	(4.672)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$672.108	\$742.615	\$813.895	\$846.003	\$875.847
Less: Depreciation	\$119.521	\$127.853	\$136.766	\$146.300	\$156.499
Less: OPEB Obligation	67.291	70.656	74.189	77.898	81.793
Less: GASB 68 Pension Adjustment	(10.409)	(8.740)	(8.423)	(6.772)	(4.672)
Total Expenses	\$495.706	\$552.846	\$611.363	\$628.577	\$642.227
Net Surplus/(Deficit)	\$1,396.127	\$1,396.982	\$1,349.825	\$1,345.703	\$1,339.401

MTA BRIDGES & TUNNELS
February Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.151	23.873	24.157	24.403	24.649
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$23.151	\$23.873	\$24.157	\$24.403	\$24.649
Expenses					
<u>Labor:</u>					
Payroll	\$9.823	\$9.904	\$9.986	\$10.071	\$10.156
Overtime	1.558	1.587	1.616	1.646	1.670
Health and Welfare	2.427	2.587	2.764	2.835	2.910
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.847	3.008	3.182	3.202	3.222
Other Fringe Benefits	1.373	1.419	1.458	1.499	1.543
Reimbursable Overhead	5.123	5.368	5.151	5.150	5.148
Total Labor Expenses	\$23.151	\$23.873	\$24.157	\$24.403	\$24.649
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$23.151	\$23.873	\$24.157	\$24.403	\$24.649
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation	\$23.151	\$23.873	\$24.157	\$24.403	\$24.649
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$23.151	\$23.873	\$24.157	\$24.403	\$24.649
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES & TUNNELS
February Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 1 of 2

	2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
Revenue					
Vehicle Toll Revenue	1,868.480	1,927.222	1,938.329	1,951.421	1,958.769
Other Operating Revenue	22.926	21.619	21.619	21.619	21.619
Capital and Other Reimbursements	23.151	23.873	24.157	24.403	24.649
Investment Income	0.427	0.987	1.240	1.240	1.240
Total Revenue	\$1,914.984	\$1,973.701	\$1,985.345	\$1,998.684	\$2,006.278
Expenses					
<u>Labor:</u>					
Payroll	\$134.220	\$151.512	\$154.650	\$160.664	\$160.686
Overtime	27.868	28.245	28.806	29.386	29.975
Health and Welfare	27.281	33.631	34.318	35.609	36.936
OPEB Current Payment	18.153	19.424	19.871	20.745	21.679
Pensions	44.659	44.190	45.073	44.722	44.022
Other Fringe Benefits	19.054	20.355	20.748	22.710	23.503
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$271.236	\$297.356	\$303.466	\$313.836	\$316.802
<u>Non-Labor:</u>					
Electric Power	\$4.966	\$5.971	\$6.221	\$6.488	\$6.961
Fuel	1.436	1.805	1.890	1.967	2.178
Insurance	14.855	15.617	16.323	17.081	17.886
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	151.154	176.077	226.425	230.883	237.984
Professional Service Contracts	39.450	40.885	40.914	41.410	42.513
Materials & Supplies	4.049	4.212	4.319	4.425	4.538
Other Business Expenses	31.712	34.795	35.962	36.890	38.016
Total Non-Labor Expenses	\$247.621	\$279.363	\$332.054	\$339.145	\$350.075
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$518.857	\$576.719	\$635.520	\$652.980	\$666.877
Add: Depreciation	\$119.521	\$127.853	\$136.766	\$146.300	\$156.499
Add: OPEB Obligation	67.291	70.656	74.189	77.898	81.793
Add: GASB 68 Pension Adjustment	(10.409)	(8.740)	(8.423)	(6.772)	(4.672)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$695.260	\$766.488	\$838.052	\$870.406	\$900.497
Less: Depreciation	\$119.521	\$127.853	\$136.766	\$146.300	\$156.499
Less: OPEB Obligation	67.291	70.656	74.189	77.898	81.793
Less: GASB 68 Pension Adjustment	(10.409)	(8.740)	(8.423)	(6.772)	(4.672)
Total Expenses	\$518.857	\$576.719	\$635.520	\$652.980	\$666.877
Net Surplus/(Deficit)	\$1,396.127	\$1,396.982	\$1,349.825	\$1,345.703	\$1,339.401

MTA BRIDGES & TUNNELS
February Financial Plan 2017-2020
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
Page 2 of 2

	2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
Net Surplus/(Deficit)	\$1,396.127	\$1,396.982	\$1,349.825	\$1,345.703	\$1,339.401
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$29.345	\$21.714	\$19.704	\$21.251	\$21.721
Reserves	26.881	27.515	28.173	28.863	29.602
GASB 45 Reserves	0.000	0.000	0.089	0.264	0.451
Adjusted Net Surplus/(Deficit)	\$1,339.901	\$1,347.753	\$1,301.859	\$1,295.325	\$1,287.627
Less: Debt Service	\$629.328	\$664.509	\$672.245	\$703.673	\$729.266
Income Available for Distribution	\$710.573	\$683.245	\$629.614	\$591.652	\$558.361
<u>Distributable To:</u>					
MTA - Investment Income	\$0.427	\$0.987	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	408.400	396.598	369.042	350.587	333.209
NYCT - Distributable Income	301.746	285.660	259.332	239.824	223.913
Total Distributable Income:	\$710.573	\$683.245	\$629.614	\$591.652	\$558.361
<u>Actual Cash Transfers:</u>					
MTA - Investment Income	\$0.183	\$0.427	\$0.987	\$1.240	\$1.240
MTA - Transfers	423.872	397.778	371.797	352.433	334.946
NYCT - Transfers	308.592	287.269	261.964	241.775	225.504
Total Cash Transfers:	\$732.648	\$685.473	\$634.749	\$595.448	\$561.690
<u>SUPPORT TO MASS TRANSIT:</u>					
Total Revenues	\$1,914.984	\$1,973.701	\$1,985.345	\$1,998.684	\$2,006.278
Less: Net Operating Expenses	518.857	576.719	635.520	652.980	666.877
Net Operating Income:	\$1,396.127	\$1,396.982	\$1,349.825	\$1,345.703	\$1,339.401
<u>Deductions from Operating Income:</u>					
B&T Debt Service	\$275.065	\$298.838	\$309.919	\$338.413	\$368.044
Capitalized Assets	29.345	21.714	19.704	21.251	21.721
Reserves	26.881	27.515	28.173	28.863	29.602
GASB Reserves	0.000	0.000	0.089	0.264	0.451
Total Deductions from Operating Income:	\$331.291	\$348.067	\$357.886	\$388.791	\$419.818
Total Support to Mass Transit:	\$1,064.836	\$1,048.915	\$991.940	\$956.912	\$919.583

MTA BRIDGES AND TUNNELS
2017 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
<u>Scheduled Service</u>	78,762	\$4.996	18.7%
<u>Unscheduled Service</u>	1,742	0.136	0.5%
<u>Programmatic/Routine Maintenance</u>	20,084	1.646	6.2%
<u>Unscheduled Maintenance</u>	11,730	0.962	3.6%
<u>Vacancy/Absentee Coverage</u>	181,206	11.971	44.9%
<u>Weather Emergencies</u>	18,180	1.386	5.2%
<u>Safety/Security/Law Enforcement</u>	27,381	1.811	6.8%
<u>Other</u>	1,920	0.156	0.6%
<u>All Other Departments and Accruals¹</u>		3.594	13.5%
Subtotal	341,005	\$26.658	100.0%
<i>REIMBURSABLE OVERTIME</i>	23,237	\$1.587	
TOTAL OVERTIME	364,242	\$28.245	

¹ Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
February Financial Plan 2017-2020
Traffic Volume/(Utilization)
(in millions)

2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
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TRAFFIC VOLUME

Total Traffic Volume

307.099	305.033	305.035	307.517	309.262
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TOLL REVENUE

Total Toll Revenue

\$1,868.480	\$1,927.222	\$1,938.329	\$1,951.421	\$1,958.769
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MTA BRIDGES AND TUNNELS
February Financial Plan 2017-2020
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
Administration					
Executive	8	8	8	8	8
Law ⁽¹⁾	13	16	16	16	16
CFO ⁽²⁾	25	25	25	25	25
Administration ⁽³⁾	37	38	38	38	38
EEO	2	2	2	2	2
Total Administration	85	89	89	89	89
Operations					
Revenue Management	43	43	43	43	43
Operations (Non-Security)	544	542	542	542	542
Total Operations	587	585	585	585	585
Maintenance					
Maintenance	197	202	202	202	202
Operations - Maintainers	181	181	181	181	181
Total Maintenance	378	383	383	383	383
Engineering/Capital					
Engineering & Construction	190	192	192	192	192
Health & Safety	10	10	10	10	10
Law ⁽¹⁾	24	22	22	22	22
Planning & Budget Capital	29	29	29	30	36
Total Engineering/Capital	253	253	253	254	260
Public Safety					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	43	47	47	48	48
Total Public Safety	275	279	279	280	280
Total Positions	1,578	1,589	1,589	1,591	1,597
<i>Non-Reimbursable</i>	1,491	1,502	1,502	1,504	1,510
<i>Reimbursable</i>	87	87	87	87	87
<i>Total Full-Time</i>	1,578	1,589	1,589	1,591	1,597
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan 2017-2020
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2016 Final Estimate	2017 Adopted Budget	2018	2019	2020
Administration					
Managers/Supervisors	31	31	31	31	31
Professional, Technical, Clerical	54	58	58	58	58
Operational Hourlies	-	-	-	-	-
Total Administration	85	89	89	89	89
Operations					
Managers/Supervisors	215	216	216	216	216
Professional, Technical, Clerical	35	33	33	33	33
Operational Hourlies ⁽¹⁾	337	336	336	336	336
Total Operations	587	585	585	585	585
Maintenance					
Managers/Supervisors	18	22	22	22	22
Professional, Technical, Clerical	19	18	18	18	18
Operational Hourlies ⁽²⁾	341	343	343	343	343
Total Maintenance	378	383	383	383	383
Engineering/Capital					
Managers/Supervisors	60	55	55	55	55
Professional, Technical, Clerical	193	198	198	199	205
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	253	253	253	254	260
Public Safety					
Managers/Supervisors	46	48	48	48	48
Professional, Technical, Clerical	33	35	35	36	36
Operational Hourlies ⁽³⁾	196	196	196	196	196
Total Public Safety	275	279	279	280	280
Total Positions					
Managers/Supervisors	370	372	372	372	372
Professional, Technical, Clerical	334	342	342	344	350
Operational Hourlies	874	875	875	875	875
Total Positions	1,578	1,589	1,589	1,591	1,597

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

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

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

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Vehicle Toll Revenue	\$135.289	\$127.469	\$158.525	\$161.136	\$172.467	\$173.207	\$173.701	\$175.190	\$165.771	\$166.935	\$160.752	\$156.779	\$1,927.222
Other Operating Revenue	1.824	1.709	1.824	1.786	1.824	1.786	1.824	1.824	1.786	1.824	1.786	1.824	21.619
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.084	0.076	0.084	0.081	0.084	0.081	0.084	0.084	0.081	0.084	0.081	0.084	0.987
Total Revenue	\$137.197	\$129.254	\$160.433	\$163.003	\$174.375	\$175.074	\$175.609	\$177.098	\$167.637	\$168.843	\$162.618	\$158.687	\$1,949.828
Operating Expenses													
Labor:													
Payroll	\$11.659	\$10.618	\$11.659	\$11.312	\$11.659	\$11.312	\$12.017	\$11.660	\$11.317	\$11.671	\$11.323	\$15.400	\$141.608
Overtime	2.535	2.434	2.226	2.091	2.111	2.098	2.098	2.090	2.134	2.074	2.264	2.502	26.658
Health and Welfare	2.637	2.381	2.637	2.552	2.637	2.552	2.637	2.637	2.552	2.637	2.552	2.637	31.044
OPEB Current Payment	1.650	1.490	1.650	1.597	1.650	1.597	1.650	1.650	1.597	1.650	1.597	1.650	19.424
Pensions	3.498	3.159	3.498	3.385	3.498	3.385	3.498	3.498	3.385	3.498	3.385	3.498	41.182
Other Fringe Benefits	2.160	0.907	2.465	0.931	0.956	2.434	0.981	0.955	2.437	0.955	0.945	2.810	18.936
Reimbursable Overhead	(0.456)	(0.412)	(0.456)	(0.441)	(0.456)	(0.441)	(0.456)	(0.456)	(0.441)	(0.456)	(0.441)	(0.456)	(5.368)
Total Labor Expenses	\$23.682	\$20.578	\$23.679	\$21.426	\$22.055	\$22.935	\$22.424	\$22.033	\$22.980	\$22.028	\$21.624	\$28.039	\$273.483
Non-Labor:													
Electric Power	\$0.507	\$0.458	\$0.507	\$0.491	\$0.507	\$0.491	\$0.507	\$0.507	\$0.491	\$0.507	\$0.491	\$0.507	\$5.971
Fuel	0.154	0.228	0.196	0.179	0.131	0.258	0.080	0.078	0.091	0.087	0.091	0.231	1.805
Insurance	1.326	1.198	1.326	1.284	1.326	1.284	1.326	1.326	1.284	1.326	1.284	1.326	15.617
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.388	6.439	11.453	7.122	8.556	15.618	10.904	12.061	20.679	13.816	16.006	47.035	176.077
Professional Service Contracts	2.979	2.690	3.399	2.883	2.979	3.303	2.979	2.979	3.303	2.979	2.883	7.532	40.885
Materials & Supplies	0.368	0.435	0.600	0.294	0.300	0.290	0.300	0.300	0.290	0.300	0.290	0.447	4.212
Other Business Expenses	3.239	2.440	2.818	2.711	2.801	2.714	2.801	2.801	2.711	2.801	2.711	4.250	34.795
Total Non-Labor Expenses	\$14.961	\$13.888	\$20.299	\$14.963	\$16.599	\$23.957	\$18.897	\$20.052	\$28.847	\$21.816	\$23.755	\$61.330	\$279.363
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation & GASB Adjs.	\$38.643	\$34.466	\$43.978	\$36.389	\$38.654	\$46.892	\$41.321	\$42.085	\$51.827	\$43.844	\$45.379	\$89.369	\$552.846
Add: Depreciation	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$127.853
Add: OPEB Obligation	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	70.656
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(8.740)	(8.740)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses/Expenditures	\$55.186	\$51.008	\$60.520	\$52.931	\$55.197	\$63.434	\$57.863	\$58.627	\$68.369	\$60.386	\$61.921	\$97.172	\$742.615
Less: Depreciation	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$127.853)
Less: OPEB Obligation	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(70.656)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.740	8.740
Total Expenses	\$38.643	\$34.466	\$43.978	\$36.389	\$38.654	\$46.892	\$41.321	\$42.085	\$51.827	\$43.844	\$45.379	\$89.369	\$552.846
Net Surplus/(Deficit)	\$98.554	\$94.788	\$116.455	\$126.614	\$135.721	\$128.182	\$134.288	\$135.013	\$115.811	\$124.999	\$117.240	\$69.318	\$1,396.982

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.042	1.857	2.038	1.966	2.028	1.965	2.020	2.018	1.957	2.014	1.954	2.013	23.873
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$2.042	\$1.857	\$2.038	\$1.966	\$2.028	\$1.965	\$2.020	\$2.018	\$1.957	\$2.014	\$1.954	\$2.013	\$23.873
Expenses													
Labor:													
Payroll	\$0.841	\$0.760	\$0.841	\$0.814	\$0.841	\$0.814	\$0.841	\$0.841	\$0.814	\$0.841	\$0.814	\$0.841	\$9.904
Overtime	0.148	0.145	0.144	0.134	0.135	0.133	0.128	0.126	0.126	0.123	0.123	0.122	1.587
Health and Welfare	0.220	0.198	0.220	0.213	0.220	0.213	0.220	0.220	0.213	0.220	0.213	0.220	2.587
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.255	0.231	0.255	0.247	0.255	0.247	0.255	0.255	0.247	0.255	0.247	0.255	3.008
Other Fringe Benefits	0.122	0.112	0.122	0.117	0.121	0.117	0.120	0.119	0.116	0.119	0.116	0.119	1.419
Reimbursable Overhead	0.456	0.412	0.456	0.441	0.456	0.441	0.456	0.456	0.441	0.456	0.441	0.456	5.368
Total Labor Expenses	\$2.042	\$1.857	\$2.038	\$1.966	\$2.028	\$1.965	\$2.020	\$2.018	\$1.957	\$2.014	\$1.954	\$2.013	\$23.873
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000												
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adj.	\$2.042	\$1.857	\$2.038	\$1.966	\$2.028	\$1.965	\$2.020	\$2.018	\$1.957	\$2.014	\$1.954	\$2.013	\$23.873
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$2.042	\$1.857	\$2.038	\$1.966	\$2.028	\$1.965	\$2.020	\$2.018	\$1.957	\$2.014	\$1.954	\$2.013	\$23.873
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$2.042	\$1.857	\$2.038	\$1.966	\$2.028	\$1.965	\$2.020	\$2.018	\$1.957	\$2.014	\$1.954	\$2.013	\$23.873
Net Surplus/(Deficit)	\$0.000												

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE
(Page 1 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Vehicle Toll Revenue	\$135.289	\$127.469	\$158.525	\$161.136	\$172.467	\$173.207	\$173.701	\$175.190	\$165.771	\$166.935	\$160.752	\$156.779	\$1,927.222
Other Operating Revenue	1.824	1.709	1.824	1.786	1.824	1.786	1.824	1.824	1.786	1.824	1.786	1.824	21.619
Capital and Other Reimbursements	2.042	1.857	2.038	1.966	2.028	1.965	2.020	2.018	1.957	2.014	1.954	2.013	23.873
Investment Income	0.084	0.076	0.084	0.081	0.084	0.081	0.084	0.084	0.081	0.084	0.081	0.084	0.987
Total Revenue	\$139.240	\$131.111	\$162.471	\$164.969	\$176.403	\$177.039	\$177.629	\$179.115	\$169.595	\$170.857	\$164.572	\$160.700	\$1,973.701
Expenses													
Labor:													
Payroll	\$12.500	\$11.378	\$12.500	\$12.126	\$12.501	\$12.126	\$12.858	\$12.501	\$12.132	\$12.512	\$12.137	\$16.241	\$151.512
Overtime	2.683	2.579	2.370	2.225	2.246	2.231	2.226	2.216	2.260	2.197	2.387	2.624	28.245
Health and Welfare	2.856	2.580	2.856	2.764	2.856	2.764	2.856	2.856	2.764	2.856	2.764	2.856	33.631
OPEB Current Payment	1.650	1.490	1.650	1.597	1.650	1.597	1.650	1.650	1.650	1.650	1.597	1.650	19.424
Pensions	3.753	3.390	3.753	3.632	3.753	3.632	3.753	3.753	3.632	3.753	3.632	3.753	44.190
Other Fringe Benefits	2.282	1.019	2.587	1.048	1.077	2.550	1.100	1.075	2.553	1.074	1.060	2.929	20.355
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.724	\$22.435	\$25.717	\$23.392	\$24.083	\$24.900	\$24.444	\$24.051	\$24.937	\$24.042	\$23.578	\$30.053	\$297.356
Non-Labor:													
Electric Power	\$0.507	\$0.458	\$0.507	\$0.491	\$0.507	\$0.491	\$0.507	\$0.507	\$0.491	\$0.507	\$0.491	\$0.507	\$5.971
Fuel	0.154	0.228	0.196	0.179	0.131	0.258	0.080	0.078	0.091	0.087	0.091	0.231	1.805
Insurance	1.326	1.198	1.326	1.284	1.326	1.284	1.326	1.326	1.284	1.326	1.284	1.326	15.617
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.388	6.439	11.453	7.122	8.556	15.618	10.904	12.061	20.679	13.816	16.006	47.035	176.077
Professional Service Contracts	2.979	2.690	3.399	2.883	2.979	3.303	2.979	2.979	3.303	2.979	2.883	7.532	40.885
Materials & Supplies	0.368	0.435	0.600	0.294	0.300	0.290	0.300	0.300	0.290	0.300	0.290	0.447	4.212
Other Business Expenses	3.239	2.440	2.818	2.711	2.801	2.714	2.801	2.801	2.711	2.801	2.711	4.250	34.795
Total Non-Labor Expenses	\$14.961	\$13.888	\$20.299	\$14.963	\$16.599	\$23.957	\$18.897	\$20.052	\$28.847	\$21.816	\$23.755	\$61.330	\$279.363
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$40.686	\$36.323	\$46.016	\$38.355	\$40.682	\$48.857	\$43.341	\$44.102	\$53.784	\$45.858	\$47.333	\$91.382	\$576.719
Add: Depreciation	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$10.654	\$127.853
Add: OPEB Obligation	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	5.888	70.656
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(8.740)	(8.740)
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$57.228	\$52.866	\$62.558	\$54.897	\$57.225	\$65.399	\$59.883	\$60.645	\$70.327	\$62.400	\$63.875	\$99.185	\$766.488
Less: Depreciation	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$10.654)	(\$127.853)
Less: OPEB Obligation	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(5.888)	(70.656)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.740	8.740
Total Expenses	\$40.686	\$36.323	\$46.016	\$38.355	\$40.682	\$48.857	\$43.341	\$44.102	\$53.784	\$45.858	\$47.333	\$91.382	\$576.719
Net Surplus/(Deficit)	\$98.554	\$94.788	\$116.455	\$126.614	\$135.721	\$128.182	\$134.288	\$135.013	\$115.811	\$124.999	\$117.240	\$69.318	\$1,396.982

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Net Surplus/(Deficit)	\$98.554	\$94.788	\$116.455	\$126.614	\$135.721	\$128.182	\$134.288	\$135.013	\$115.811	\$124.999	\$117.240	\$69.318	\$1,396.982
<u>Deductions from Income:</u>													
Less: Capitalized Assets	\$0.897	\$0.918	\$4.599	\$0.891	\$1.022	\$1.500	\$1.217	\$1.326	\$1.988	\$1.651	\$1.680	\$4.023	\$21.714
Reserves	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	27.515
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$95.364	\$91.577	\$109.563	\$123.429	\$132.406	\$124.389	\$130.779	\$131.394	\$111.530	\$121.055	\$113.266	\$63.001	\$1,347.753
Less: Debt Service	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$55.376	\$664.509
Income Available for Distribution	\$39.989	\$36.201	\$54.187	\$68.054	\$77.030	\$69.013	\$75.403	\$76.018	\$56.154	\$65.680	\$57.891	\$7.625	\$683.245
Distributable To:													
MTA - Investment Income	\$0.084	\$0.076	\$0.084	\$0.081	\$0.084	\$0.081	\$0.084	\$0.084	\$0.081	\$0.084	\$0.081	\$0.084	\$0.987
MTA - Distributable Income	24.575	22.685	31.674	38.609	43.095	39.088	42.282	42.589	32.659	37.420	33.527	8.393	396.598
NYCT - Distributable Income	15.330	13.440	22.429	29.364	33.851	29.844	33.037	33.345	23.414	28.175	24.282	(0.852)	285.660
Total Distributable Income:	\$39.989	\$36.201	\$54.187	\$68.054	\$77.030	\$69.013	\$75.403	\$76.018	\$56.154	\$65.680	\$57.891	\$7.625	\$683.245
Cash Transfers:													
MTA - Investment Income	\$0.000	\$0.427	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.427
MTA - Transfers	0.000	62.957	20.417	28.507	34.748	38.786	35.180	38.054	38.331	29.393	33.678	37.728	397.778
NYCT - Transfers	0.000	43.972	12.096	20.186	26.428	30.466	26.859	29.733	30.010	21.073	25.358	21.088	287.269
Total Cash Transfers:	\$0.000	\$107.356	\$32.513	\$48.693	\$61.175	\$69.252	\$62.039	\$67.787	\$68.341	\$50.466	\$59.036	\$58.816	\$685.473
SUPPORT TO MASS TRANSIT:													
Total Revenues	\$139.240	\$131.111	\$162.471	\$164.969	\$176.403	\$177.039	\$177.629	\$179.115	\$169.595	\$170.857	\$164.572	\$160.700	\$1,973.701
Less: Net Operating Expenses	40.686	36.323	46.016	38.355	40.682	48.857	43.341	44.102	53.784	45.858	47.333	91.382	576.719
Net Operating Income:	\$98.554	\$94.788	\$116.455	\$126.614	\$135.721	\$128.182	\$134.288	\$135.013	\$115.811	\$124.999	\$117.240	\$69.318	\$1,396.982
Deductions from Operating Income:													
B&T Debt Service	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$24.903	\$298.838
Capitalized Assets	0.897	0.918	4.599	0.891	1.022	1.500	1.217	1.326	1.988	1.651	1.680	4.023	21.714
Reserves	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	2.293	27.515
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$28.093	\$28.114	\$31.796	\$28.088	\$28.218	\$28.697	\$28.413	\$28.523	\$29.184	\$28.847	\$28.876	\$31.220	\$348.067
Total Support to Mass Transit:	\$70.461	\$66.674	\$84.660	\$98.526	\$107.502	\$99.486	\$105.876	\$106.490	\$86.627	\$96.152	\$88.363	\$38.098	\$1,048.915

MTA Bridges and Tunnels
 February Financial Plan - 2017 Adopted Budget
 Overtime - Non-Reimbursable/Reimbursable Basis
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$0.407	\$0.406	\$0.408	\$0.398	\$0.426	\$0.413	\$0.414	\$0.415	\$0.465	\$0.404	\$0.457	\$0.383	4.996
<u>Unscheduled Service</u>	0.012	0.012	0.012	0.012	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.136
<u>Programmatic/Routine Maintenance</u>	0.137	0.137	0.137	0.137	0.137	0.137	0.138	0.138	0.137	0.137	0.137	0.137	1.646
<u>Unscheduled Maintenance</u>	0.080	0.081	0.080	0.080	0.080	0.081	0.080	0.080	0.080	0.080	0.080	0.080	0.962
<u>Vacancy/Absentee Coverage</u>	1.009	1.006	1.000	1.000	1.004	1.005	1.005	0.997	0.988	0.986	0.985	0.986	11.971
<u>Weather Emergencies</u>	0.391	0.304	0.120	0.012	-	-	-	-	-	0.009	0.129	0.421	1.386
<u>Safety/Security/Law Enforcement</u>	0.155	0.154	0.154	0.151	0.150	0.149	0.149	0.149	0.149	0.149	0.150	0.152	1.811
<u>Other</u>	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.156
<u>All Other Departments and Accruals¹</u>	0.331	0.321	0.302	0.288	0.290	0.289	0.288	0.287	0.291	0.285	0.302	0.319	3.594
Sub-Total	\$2.535	\$2.434	\$2.226	\$2.091	\$2.111	\$2.098	\$2.098	\$2.090	\$2.134	\$2.074	\$2.264	\$2.502	\$26.658
REIMBURSABLE OVERTIME	\$0.148	\$0.145	\$0.144	\$0.134	\$0.135	\$0.133	\$0.128	\$0.126	\$0.126	\$0.123	\$0.123	\$0.122	\$1.587
TOTAL NR & R OVERTIME	\$2.683	\$2.579	\$2.370	\$2.225	\$2.246	\$2.231	\$2.226	\$2.216	\$2.260	\$2.197	\$2.387	\$2.624	\$28.245

¹Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Traffic/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Traffic Volume</u>													
Total Traffic Volume	22.210	20.979	25.463	25.254	27.026	27.143	27.288	27.488	26.033	26.206	25.280	24.663	305.033
<u>Toll Revenue</u>													
Total Toll Revenue	\$135.289	\$127.469	\$158.525	\$161.136	\$172.467	\$173.207	\$173.701	\$175.190	\$165.771	\$166.935	\$160.752	\$156.779	\$1,927.222

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	8	8	8	8	8	8	8	8	8	8	8	8
Law ⁽¹⁾	16	16	16	16	16	16	16	16	16	16	16	16
CFO ⁽²⁾	25	25	25	25	25	25	25	25	25	25	25	25
Administration ⁽³⁾	38	38	38	38	38	38	38	38	38	38	38	38
EEO	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	89											
Operations												
Revenue Management	43	43	43	43	43	43	43	43	43	43	43	43
Operations (Non-Security)	542	542	542	542	542	542	542	542	542	542	542	542
Total Operations	585											
Maintenance												
Maintenance	202	202	202	202	202	202	202	202	202	202	202	202
Operations - Maintainers	181	181	181	181	181	181	181	181	181	181	181	181
Total Maintenance	383											
Engineering/Capital												
Engineering & Construction	192	192	192	192	192	192	192	192	192	192	192	192
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Law ⁽¹⁾	22	22	22	22	22	22	22	22	22	22	22	22
Planning & Budget Capital	29	29	29	29	29	29	29	29	29	29	29	29
Total Engineering/Capital	253											
Public Safety												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	47	47	47	47	47	47	47	47	47	47	47	47
Total Public Safety	279											
Total Positions	1,589											
<i>Non-Reimbursable</i>	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502	1,502
<i>Reimbursable</i>	87	87	87	87	87	87	87	87	87	87	87	87
<i>Total Full-Time</i>	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
February Financial Plan - 2017 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	58	58	58	58	58	58	58	58	58	58	58	58
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	89											
Operations												
Managers/Supervisors	216	216	216	216	216	216	216	216	216	216	216	216
Professional, Technical, Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies ⁽¹⁾	336	336	336	336	336	336	336	336	336	336	336	336
Total Operations	585											
Maintenance												
Managers/Supervisors	22	22	22	22	22	22	22	22	22	22	22	22
Professional, Technical, Clerical	18	18	18	18	18	18	18	18	18	18	18	18
Operational Hourlies ⁽²⁾	343	343	343	343	343	343	343	343	343	343	343	343
Total Maintenance	383											
Engineering/Capital												
Managers/Supervisors	55	55	55	55	55	55	55	55	55	55	55	55
Professional, Technical, Clerical	198	198	198	198	198	198	198	198	198	198	198	198
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	253											
Public Safety												
Managers/Supervisors	48	48	48	48	48	48	48	48	48	48	48	48
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies ⁽³⁾	196	196	196	196	196	196	196	196	196	196	196	196
Total Public Safety	279											
Total Positions												
Managers/Supervisors	372	372	372	372	372	372	372	372	372	372	372	372
Professional, Technical, Clerical	342	342	342	342	342	342	342	342	342	342	342	342
Operational Hourlies	875	875	875	875	875	875	875	875	875	875	875	875
Total Positions	1,589											

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

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

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



Bridges and Tunnels

Capital Program Project Status Report January 2017

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JANUARY 31, 2017

Introduction

This report presents the year's planned versus actual and forecast commitments, completions, and close-outs in narrative, tabular and graphic formats.

2017 Overview

In 2017, Bridges and Tunnels plans to commit \$490.8 million. There are 14 significant commitments, totaling \$400 million, planned for this year (See *Attachment 2 – 2016 Major Commitments*), which are:

Construction awards:

- Open Road Tolling Initiative at the RFK, CB, MP & VN Bridges - 5 commitments - \$88.7 million
- Reconstruction of the Toll Plaza Deck and Southbound Approach at HH Bridge - \$73.3 million
- Replacement of Facility Lighting System at the HH Bridge-\$14.0 million
- Interim Structural Repairs at the RFK Bridge – 2 commitments - \$32.3 million

Design-Build awards:

- Skewback Retrofit at the HH Bridge - \$83.7 million
- Electrical/Mechanical Rehabilitation of the Harlem River Lift Span – RFK Bridge - \$17.0 million
- Main Cable and Suspender Rope Testing at the VN Bridge - \$33.7 million
- Installation of Electronic Monitoring Systems at the RFK & BW Bridges – 2 commitments - \$57.3 million

In 2017, Bridges and Tunnels plans to complete 11 projects totaling \$527.9 million. The largest project in the completion plan is D602VN80 – VN80B Replacement of the Upper Level Suspended Span at VN Bridge for \$243.9 million and VN80C New HOV/Bus Ramp for \$84.8 million.

Year to Date Progress

Commitments

In January, 14 commitments were made with a total value of \$5.3 million compared to the plan calling for 11 commitments with a total value of \$12.6 million from the 2017 Plan (See *Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

In addition, two commitments totaling \$3.3 million were made against the 2016 Commitment Plan (See *Attachment 9, 2016 Commitment Plan*). In aggregate, 16 commitments, totaling \$8.6 million, have been made to date.

Completions

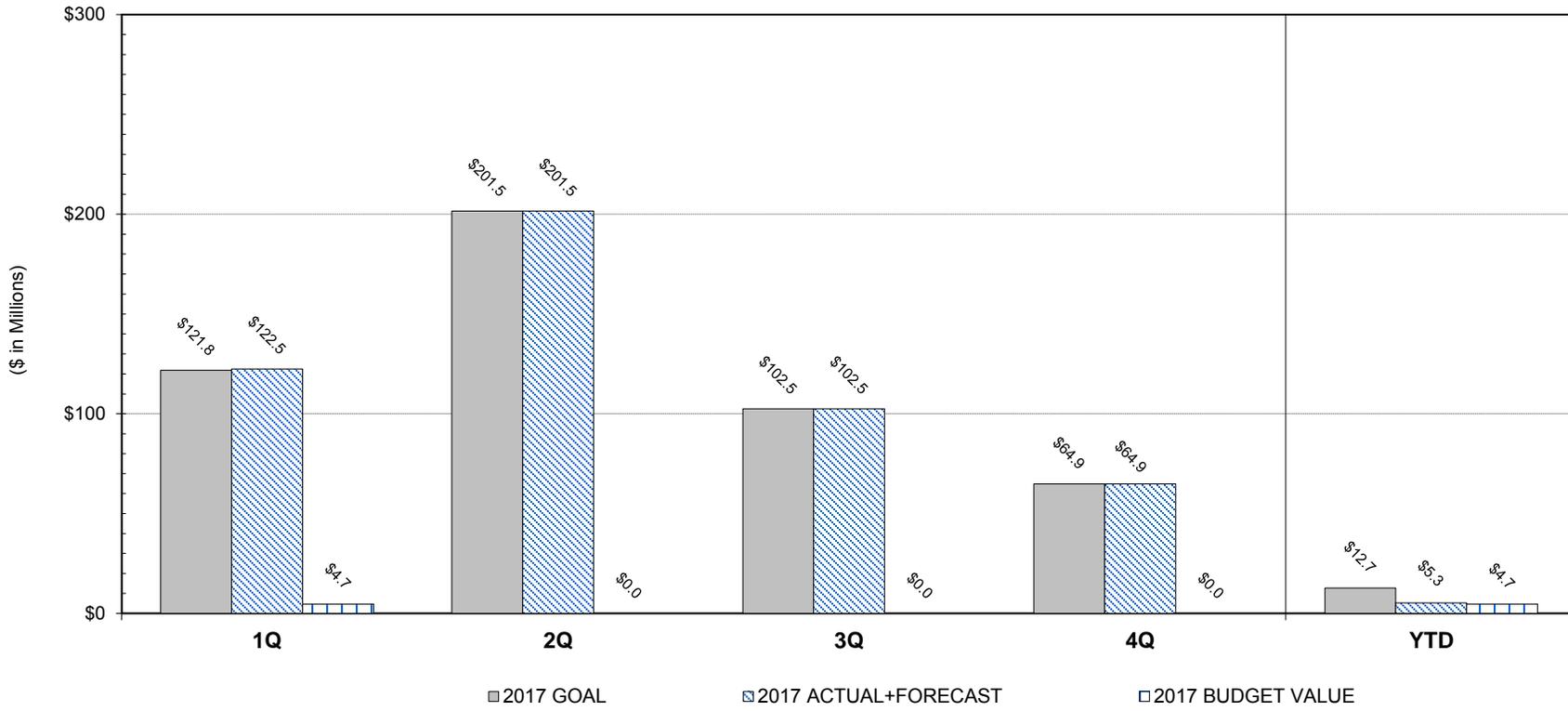
There were no projects planned or completed in January (See *Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan; Attachment 10 – 2016 Completion Plan*).

Close-outs

There were 10 task level closeouts in January for \$58.6 million. (See *Attachment 6 – 2017 Task Level Closeouts*).

MTA Bridges and Tunnels
Commitments as of January 31, 2017

2017 Budget Goal:	\$490.8	
2017 Annual Forecast	\$491.4	
YTD Goal:	\$12.7	
YTD Actual:	\$5.3	(41.7% of YTD Goal)
YTD Budgeted Value:	\$4.7	(37.0% of YTD Goal)
Left to Commit:	\$486.2	



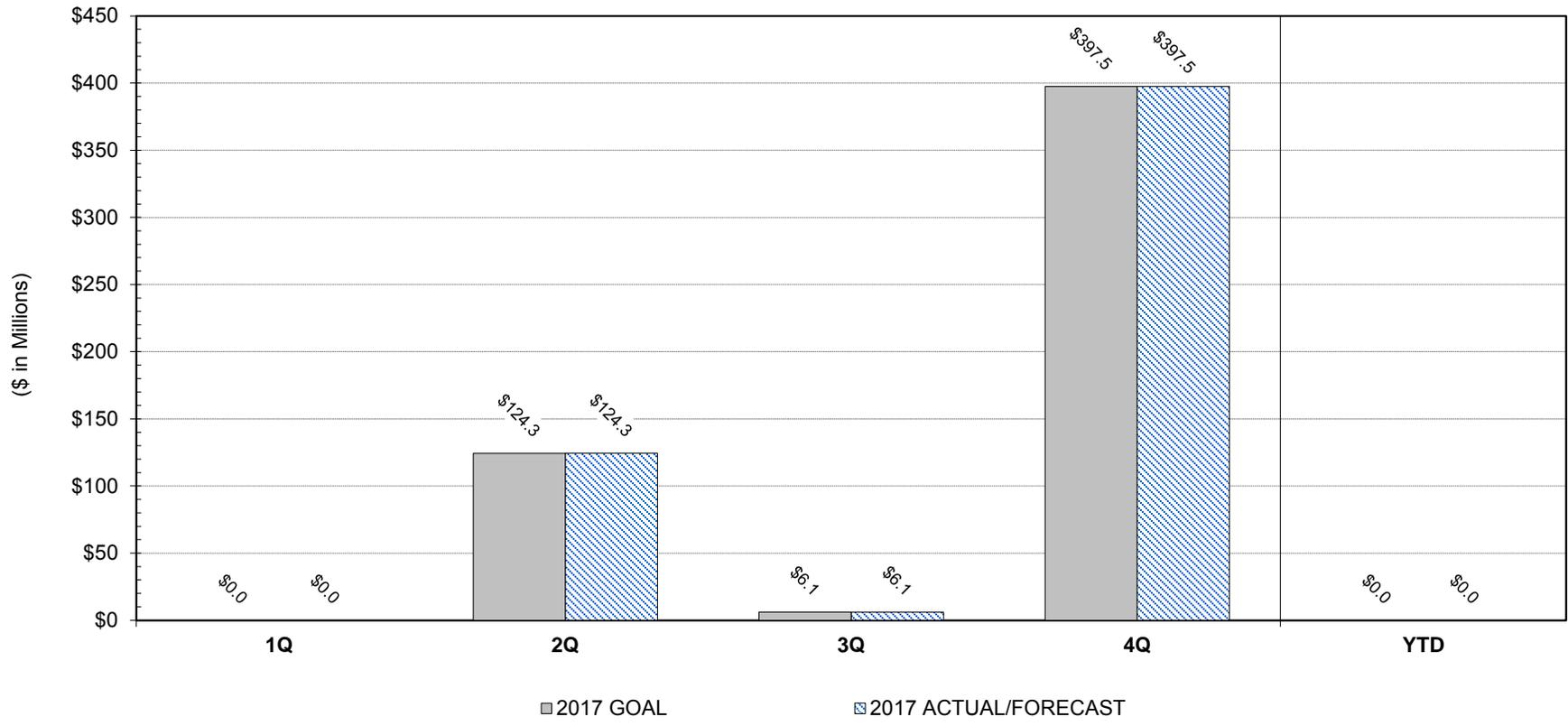
MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2017

Project		Budget (\$ in Millions)			Award Date			Notes	
		2017 Goal	Actual / Forecast*	Budgeted Value	2016 Goal	Advertisement Date	Actual / Forecast		
D703RK63	Open Road Tolling Initiative - RFK Bridge (Manhattan)	\$12.9	\$12.9	\$12.9	Feb-17	NA	Feb-17	F	1
D702RK65	Interim Repairs - RFK	\$12.3	\$12.3	\$12.5	Feb-17	NA	Feb-17	F	1
D703CB63	Open Road Tolling Initiative - CB Bridge	\$12.0	\$12.0	\$12.0	Mar-17	NA	Mar-17	F	1
D703MP63	Open Road Tolling Initiative - MP Bridge	\$13.3	\$13.3	\$13.3	Mar-17	NA	Mar-17	F	1
D703RK63	Open Road Tolling Initiative - RFK Bridge (Bronx/Queens)	\$27.0	\$27.0	\$27.0	Mar-17	NA	Mar-17	F	1
D703VN63	Open Road Tolling Initiative - VN Bridge	\$23.5	\$23.5	\$23.5	Mar-17	NA	Mar-17	F	1
D703HH88	Toll Plazas & Southbound Approach Reconstruction	\$73.3	\$73.3	\$73.3	Apr-17	Oct-16	Apr-17	F	
D704HH13	Replacement of Facility Lighting System	\$14.0	\$14.0	\$14.0	Apr-17	Oct-16	Apr-17	F	
D701HH89	Skewback Retrofit	\$83.7	\$83.7	\$83.7	Apr-17	Feb-16	Apr-17	F	
D704BW39	Install Electronic Monitoring & Detection Systems	\$23.0	\$23.0	\$23.0	Jul-17	Apr-16	Jul-17	F	
D704RK60	Install Electronic Monitoring & Detection Systems	\$34.3	\$34.3	\$34.3	Jul-17	Apr-16	Jul-17	F	
D701RK22	Interim Repairs - FDR Ramp	\$20.0	\$20.0	\$20.0	Sep-17	Apr-17	Sep-17	F	
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$17.0	\$17.0	Nov-17	Jan-17	Nov-17	F	
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$33.7	\$33.7	\$33.7	Nov-17	Apr-17	Nov-17	F	

1. Construction task will be procured through on-call construction contracts

MTA Bridges and Tunnels Completions as of January 31, 2017

2017 Budget Goal: \$527.9
 2017 Annual Forecast: \$527.9
 YTD Goal: \$0.0
 YTD Actual: \$0.0
 Left to Complete: \$527.9



MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2017

Project		Budget (\$ in Millions)		Completions Status		Completion Date		Notes
		2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2017 Goal	Actual / Forecast	
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$11,064,339	\$11,064,339	92%	0%	Jun-17	Jun-17	F
D602VN80	VN80C Replace Upper Level Suspended Span	\$84,780,020	\$84,780,020	92%	0%	Jun-17	Jun-17	F
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	\$15,893,313	\$15,893,313	92%	0%	Jun-17	Jun-17	F
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$102,947,301	\$102,947,301	70%	0%	Oct-17	Oct-17	F
D602VN80	VN80B Replace Upper Level Suspended Span	\$243,929,977	\$243,929,977	91%	0%	Nov-17	Nov-17	F
D607VN80	Paint - Upper Level Superstructure	\$32,908,184	\$32,908,184	91%	0%	Nov-17	Nov-17	F
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10,000,000	\$10,000,000	76%	0%	Dec-17	Dec-17	F

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

**MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 PROJECT COMPLETIONS**

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Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
ED050301	Flood Mitigation-Relocate Rev Equip -VN	Construction	Apr-17	\$7,596,436	\$7,596,436			Apr-17	\$7,596,436
			Apr-17 Total	\$7,596,436	\$7,596,436				
ED040303	Flood Mitigation-Generator at GIVB	Construction	May-17	\$4,964,711	\$4,964,711			May-17	\$4,964,711
			May-17 Total	\$4,964,711	\$4,964,711				
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	Construction	Jun-17	\$11,064,339	\$11,064,339			Jun-17	\$11,064,339
D602VN80	VN80C Replace Upper Level Suspended Span	Construction - Sub-Project VN80C	Jun-17	\$84,780,020	\$84,780,020			Jun-17	\$84,780,020
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	Construction	Jun-17	\$15,893,313	\$15,893,313			Jun-17	\$15,893,313
			Jun-17 Total	\$111,737,672	\$111,737,672				
D607RK65	RK44: Paint - Plaza and Approach Ramps	Construction - Sub-Project RK44	Sep-17	\$6,082,621	\$6,082,621			Sep-17	\$6,082,621
			Sep-17 Total	\$6,082,621	\$6,082,621				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	Construction	Oct-17	\$102,947,301	\$102,947,301			Oct-17	\$102,947,301
			Oct-17 Total	\$102,947,301	\$102,947,301				
D602VN80	VN80B Replace Upper Level Suspended Span	Construction - Sub-Project VN80B	Nov-17	\$243,929,977	\$243,929,977			Nov-17	\$243,929,977
D607VN80	Paint - Upper Level Superstructure	Construction	Nov-17	\$32,908,184	\$32,908,184			Nov-17	\$32,908,184
			Nov-17 Total	\$276,838,161	\$276,838,161				
D602VN84	Widening of Belt Parkway Ramps DES	Design	Dec-17	\$7,686,915	\$7,686,915			Dec-17	\$7,686,915
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	Design	Dec-17	\$10,000,000	\$10,000,000			Dec-17	\$10,000,000
			Dec-17 Total	\$17,686,915	\$17,686,915				
Grand Total				\$527,853,817	\$527,853,817				
Unplanned Completions									
Grand Total:				\$527,853,817	\$527,853,817		\$0	Remaining	\$527,853,817

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

**MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 TASK LEVEL CLOSEOUTS**

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CERTIFICATE		
				CLOSEOUT WAR	DATE	CERTIFICATE AMOUNT
D701RK19	Seismic/ Wind Retrofit & Structural Rehabilitation Phase I	D03424	BC Development F/A (TBTA-D1783)	D00001783A	Jan-17	\$31,904.36
D503AW35	Weather Information System	D02420	Operations-Maintenance F/A (TBTA_D1235)	D00001235B	Jan-17	\$72,564.22
D601AW98	Feasibility Study-BBT/QMT Improvements/Modernization	D02550	Feasibility Study (PSC-10-2877)	D00001365A	Jan-17	\$1,808,257.78
D604QM81	Controls/ Communication System	D02684	Design (PSC-13-2942X)	D00001635A	Jan-17	\$1,483,542.59
D601MP06	Substructure & Underwater Scour Protection	D03167	SBMP-MP06B-Construction South Abutment	D00001622D	Jan-17	\$851,416.08
D502TB64	Replace Deck-Randalls Island Viaduct	D02935	RK75 CM Repairs Queens-Manhattan (GFM474 #69)	D00001348B	Jan-17	\$25,787.84
D601TN52	Miscellaneous Structural Rehabilitation	D02994	CM-Safety Flag Repairs ((PSC-08-2849C)	D00001417A	Jan-17	\$28,959.74
D602RK75	Interim Repairs-Toll Plaza Deck	D03131	Construction Adm. Ph I	D00001581A	Jan-17	\$361,552.43
G5140104	B&T Triborough Hardening	G01817	Contr Constr: TBB Task 39/C52077	G00001436G	Jan-17	\$48,384,211.92
G5140107	08TSG RFK Bridge Hardening	G02423	Cns.- Suspender Rope Shielding	G00001822B	Jan-17	\$5,544,000.00
Total				10		\$58,592,196.96

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D705AW66	Operations Command Center Rehab/Replacement	D03490	PM Const. F/A	Jan-17	\$500,000	\$500,000			Feb-17	\$500,000
D705AW66	Operations Command Center Rehab/Replacement	D03493	Construction(GFM-516 wo11)	Jan-17	\$8,295,085	\$8,295,085			Feb-17	\$8,295,085
D706AW21	Program Administration	D03445	2017 Indirect Program Adm F/A	Jan-17	\$2,000,000	\$2,000,000	Jan-17	\$2,000,000		
D706AW21	Program Administration	D03446	2017 Program Adm F/A	Jan-17	\$1,100,000	\$1,100,000	Jan-17	\$1,100,000		
D703AW65	Toll Collection System Rehab.	D03936	ORT-Satellite Booths-BWB -Air Monit.	Jan-17	\$2,760	\$2,760	Jan-17	\$2,760		
D703AW65	Toll Collection System Rehab.	D03937	ORT-Satellite Booths-BWB-Abatement	Jan-17	\$6,815	\$6,815	Jan-17	\$6,815		
D703AW65	Toll Collection System Rehab.	D03938	ORT-Satellite Booths-BWB-Proj. Monit.	Jan-17	\$8,530	\$8,530	Jan-17	\$8,530		
D703AW65	Toll Collection System Rehab.	D03881	ORT Const. Adm. MP PSC-15-2965	Jan-17	\$315,000	\$315,000	Jan-17	\$315,000		
D703AW65	Toll Collection System Rehab.	D03883	ORT Const. Adm. CB PSC-15-2965	Jan-17	\$315,000	\$315,000	Jan-17	\$315,000		
D703AW65	Toll Collection System Rehab.	D03935	Lighting Mock-up - HHB	Jan-17	\$86,359	\$86,359	Jan-17	\$86,359		
D701VN32	Steel Repair & Concrete Rehabilitation	D03741	BC Development F/A	Jan-17	\$56,243	\$56,243			Feb-17	\$56,243
				Jan-17 Total	\$12,685,792	\$12,685,792				
D704AW81	Installation of Digital Roadway Signage at all Facilities	D03972	Digital Sign RFK -Bx. Truss	Feb-17	\$493,145	\$493,145	Jan-17	\$493,145		
D706AW28	Scope Development	D03457	Scope Dev.-L-T Cable/Susp.	Feb-17	\$1,638,000	\$1,638,000			Feb-17	\$1,638,000
D703AW65	Toll Collection System Rehab.	D03966	Final Aesthetic Designs(PSC12-2891F wo101)	Feb-17	\$2,000,000	\$2,000,000			Feb-17	\$2,000,000
D703AW65	Toll Collection System Rehab.	D03949	Lighting Mock-up - RFK	Feb-17	\$272,968	\$272,968	Jan-17	\$376,693		
D703AW65	Toll Collection System Rehab.	D03954	Lighting Mock-up MPB	Feb-17	\$328,354	\$328,354			Feb-17	\$328,354
D703AW65	Toll Collection System Rehab.	DXAW65	Lighting Mock-up CBB	Feb-17	\$192,831	\$192,831			Feb-17	\$192,831
D702RK65	Interim Repairs - RFK	D03965	Construction Manhattan Plaza Deck (RK23A)	Feb-17	\$12,285,000	\$12,285,000			Feb-17	\$12,285,000
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03950	ORT - Civil Construction Manhattan Plaza	Feb-17	\$12,925,000	\$12,925,000			Feb-17	\$12,925,000
				Feb-17 Total	\$30,135,298	\$30,135,298				
D703BW63	Open Road Tolling Initiative - BW Bridge	DxBW63	ORT - Civil Construction (Ph.1)	Mar-17	\$2,100,000	\$2,100,000			Mar-17	\$2,100,000
D703CB63	Open Road Tolling Initiative - CB Bridge	DxCB63	ORT - Civil Construction (Ph.1 & 2)	Mar-17	\$11,998,564	\$11,998,564			Mar-17	\$11,998,564
D703MP63	Open Road Tolling Initiative - MP Bridge	DxMP63	ORT - Civil Construction (Ph.1 & 2)	Mar-17	\$13,339,765	\$13,339,765			Mar-17	\$13,339,765
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03951	ORT Civil Construction - Bronx/Queens	Mar-17	\$27,000,000	\$27,000,000			Mar-17	\$27,000,000
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03967	ORT - Const. Adm. RFK Manhattan	Mar-17	\$556,000	\$556,000			Mar-17	\$556,000
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03968	ORT - Const. Adm. RFK Bronx/Queens	Mar-17	\$500,000	\$500,000			Mar-17	\$500,000
D703VN63	Open Road Tolling Initiative - VN Bridge	DxVN63	ORT - Civil Construction (Ph.1)	Mar-17	\$23,500,000	\$23,500,000			Mar-17	\$23,500,000
				Mar-17 Total	\$78,994,329	\$78,994,329				
D704HC07	Rehabilitation of HCT Ventilation Systems	D03603	PM Design F/A & D/B RFP Dev.	Apr-17	\$750,000	\$750,000			Apr-17	\$750,000
D704HH13	Replacement of Facility Lighting System	D03781	CSS	Apr-17	\$325,662	\$300,000			Apr-17	\$325,662

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	IMPACT Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D704HH13	Replacement of Facility Lighting System	D03782	Construction	Apr-17	\$13,955,582	\$12,188,462			Apr-17	\$13,955,582
D701HH89	Skewback Retrofit	D03523	CSS	Apr-17	\$584,929	\$584,929			Apr-17	\$584,929
D701HH89	Skewback Retrofit	D03524	Design/Build	Apr-17	\$83,680,000	\$66,012,079			Apr-17	\$83,680,000
D701HH89	Skewback Retrofit	D03528	Operations F/A	Apr-17	\$355,988	\$355,988			Apr-17	\$355,988
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03795	Construction	Apr-17	\$73,266,804	\$65,555,329			Apr-17	\$73,266,804
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03794	CSS	Apr-17	\$2,818,391	\$1,921,064			Apr-17	\$2,818,391
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03797	Operations F/A	Apr-17	\$533,923	\$533,923			Apr-17	\$533,923
D701RK20	Cable Inspection and Rehabilitation	D03607	PM Design F/A	Apr-17	\$865,929	\$865,929			Apr-17	\$865,929
D701RK70	Miscellaneous Structural Rehabilitation	D03662	Design	Apr-17	\$3,700,000	\$3,700,000			Apr-17	\$3,700,000
D707RK70	Paint Suspended Span/Bronx Truss Steel	D03670	Design	Apr-17	\$330,000	\$330,000			Apr-17	\$330,000
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	D03592	Design	Apr-17	\$3,500,000	\$3,500,000			Apr-17	\$3,500,000
				Apr-17 Total	\$184,667,208	\$156,597,703				
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03694	PM Design Study F/A	May-17	\$1,333,297	\$1,333,297			May-17	\$1,333,297
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03695	Study/PSC-16-3003	May-17	\$7,000,000	\$7,000,000			May-17	\$7,000,000
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03697	Geotechnical Survey PSC-16-3003	May-17	\$3,000,000	\$3,000,000			May-17	\$3,000,000
				May-17 Total	\$11,333,297	\$11,333,297				
D705AW66	Operations Command Center Replacement	D03957	Video Display Wall Furnish/Install	Jun-17	\$1,700,000	\$1,700,000			Jun-17	\$1,700,000
D705AW66	Operations Command Center Replacement	D03958	OCCC Workstation equipment purchases	Jun-17	\$200,000	\$200,000			Jun-17	\$200,000
D505QM01	Service Building Rehab.	D03959	Renovate Bathroom/Kitchens -Svc. & Vent Bldgs Ph	Jun-17	\$1,400,000	\$1,400,000			Jun-17	\$1,400,000
D701RK20	Cable Inspection and Rehabilitation	D03608	Design	Jun-17	\$2,221,243	\$2,221,243			Jun-17	\$2,221,243
				Jun-17 Total	\$5,521,243	\$5,521,243				
D706AW18	Protective Liability Insurance	D03440	2017-AAPL	Jul-17	\$2,500,000	\$2,500,000			Jul-17	\$2,500,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03559	Constr. QC and Admin.	Jul-17	\$1,727,250	\$1,727,250			Jul-17	\$1,727,250
D704BW39	Install Electronic Monitoring & Detection Systems	D03560	CSS	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03566	Design/Build	Jul-17	\$22,955,703	\$22,955,703			Jul-17	\$22,955,703
D704RK60	Install Electronic Monitoring & Detection Systems	D03647	PM Construction F/A	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704RK60	Install Electronic Monitoring & Detection Systems	D03648	Constr. QC and Admin.	Jul-17	\$2,263,689	\$2,263,689			Jul-17	\$2,263,689
D704RK60	Install Electronic Monitoring & Detection Systems	D03649	CSS	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704RK60	Install Electronic Monitoring & Detection Systems	D03650	Design/Build	Jul-17	\$34,270,492	\$34,270,492			Jul-17	\$34,270,492
				Jul-17 Total	\$67,717,134	\$67,717,134				

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 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
D702VN80	Prelim Design for Suspended Span Lower Level Deck	D03822	BC Development F/A	Aug-17	\$58,493	\$58,493			Aug-17	\$58,493
				Aug-17 Total	\$58,493	\$58,493				
D702RK23	Construction of New Harlem River Drive Ramp	D03632	PM Design F/A & RFP Dev.	Sep-17	\$500,000	\$500,000			Sep-17	\$500,000
D701RK22	Interim Repairs - FDR Ramp	D03625	PM Construction F/A	Sep-17	\$400,000	\$400,000			Sep-17	\$400,000
D701RK22	Interim Repairs - FDR Ramp	D03626	Construction Administration	Sep-17	\$2,300,000	\$2,300,000			Sep-17	\$2,300,000
D701RK22	Interim Repairs - FDR Ramp	D03627	CSS	Sep-17	\$600,000	\$600,000			Sep-17	\$600,000
D701RK22	Interim Repairs - FDR Ramp	D03628	Construction	Sep-17	\$20,000,000	\$20,000,000			Sep-17	\$20,000,000
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03639	PM Design F/A	Sep-17	\$800,000	\$800,000			Sep-17	\$800,000
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03640	Design	Sep-17	\$2,000,000	\$2,000,000			Sep-17	\$2,000,000
D601TN52	Miscellaneous Structural Rehabilitation	D03960	TN52-A1-Construction - Catwalk	Sep-17	\$4,800,000	\$4,800,000			Sep-17	\$4,800,000
D601TN52	Miscellaneous Structural Rehabilitation	D03961	TN52-A1-Const. Adm. - Catwalk	Sep-17	\$600,000	\$600,000			Sep-17	\$600,000
D601TN52	Miscellaneous Structural Rehabilitation	D03962	TN52-A1-PM Construction F/A	Sep-17	\$220,000	\$220,000			Sep-17	\$220,000
D601TN52	Miscellaneous Structural Rehabilitation	D03963	TN52-A1-Flag Repairs	Sep-17	\$2,520,000	\$2,520,000			Sep-17	\$2,520,000
				Sep-17 Total	\$34,740,000	\$34,740,000				
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx101	PM Construction F/A	Oct-17	\$90,000	\$90,000			Oct-17	\$90,000
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx102	SBMP Construction	Oct-17	\$892,500	\$892,500			Oct-17	\$892,500
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx103	Const. Adm.	Oct-17	\$106,911	\$106,911			Oct-17	\$106,911
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx104	CSS	Oct-17	\$78,750	\$78,750			Oct-17	\$78,750
				Oct-17 Total	\$1,168,161	\$1,168,161				
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03582	PM Construction F/A	Nov-17	\$340,000	\$340,000			Nov-17	\$340,000
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03583	Construction Administration	Nov-17	\$1,700,000	\$1,700,000			Nov-17	\$1,700,000
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03584	CSS	Nov-17	\$340,000	\$340,000			Nov-17	\$340,000
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03585	Design/Build	Nov-17	\$17,000,000	\$17,000,000			Nov-17	\$17,000,000
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03586	Operations F/A	Nov-17	\$250,000	\$250,000			Nov-17	\$250,000
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03755	PM Construction F/A	Nov-17	\$1,409,786	\$1,409,786			Nov-17	\$1,409,786
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03756	Construction Administration	Nov-17	\$3,374,592	\$3,374,592			Nov-17	\$3,374,592
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03757	CSS	Nov-17	\$700,000	\$700,000			Nov-17	\$700,000
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03759	Design/Build (Main Cable & Susp Ropes)	Nov-17	\$33,745,920	\$33,745,920			Nov-17	\$33,745,920
				Nov-17 Total	\$58,860,298	\$58,860,298				
ED050302	Flood Mitigation	E03739	BWB Design	Dec-17	\$606,654	\$606,654			Dec-17	\$606,654
ED050302	Flood Mitigation	E04328	BWB PM Design F/A	Dec-17	\$301,250	\$301,250			Dec-17	\$301,250

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2017 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
ED050302	Flood Mitigation	E04448	CBB Design	Dec-17	\$141,750	\$141,750			Dec-17	\$141,750
ED050302	Flood Mitigation	E04449	CBB PM Design F/A	Dec-17	\$67,500	\$67,500			Dec-17	\$67,500
ED050302	Flood Mitigation	E04450	MPB Design	Dec-17	\$147,000	\$147,000			Dec-17	\$147,000
ED050302	Flood Mitigation	E04451	MPB Design F/A	Dec-17	\$70,000	\$70,000			Dec-17	\$70,000
ED050302	Flood Mitigation	E03768	RFK Design	Dec-17	\$116,550	\$116,550			Dec-17	\$116,550
ED050302	Flood Mitigation	E04446	RFK PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
ED050302	Flood Mitigation	E03769	RMB Design	Dec-17	\$144,375	\$144,375			Dec-17	\$144,375
ED050302	Flood Mitigation	E04447	RMB PM Design F/A	Dec-17	\$68,750	\$68,750			Dec-17	\$68,750
ED050302	Flood Mitigation	E03740	TNB Design	Dec-17	\$255,959	\$255,959			Dec-17	\$255,959
ED050302	Flood Mitigation	E04327	TNB PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
D701HH89	Skewback Retrofit	D03525	Mitigation	Dec-17	\$2,339,717	\$2,339,717			Dec-17	\$2,339,717
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03653	PM Design F/A	Dec-17	\$500,000	\$500,000			Dec-17	\$500,000
				Dec-17 Total	\$4,869,505	\$4,869,505				
				Grand Total	\$490,750,758	\$462,681,253				
Unplanned Commitments										
D706AW28	Scope Development	D03852	Scope Dev-HH14 (PSC-12-2891L/WO #92)				Jan-17	\$195,828		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03930	ORT-RFK Kapsch 07-IAG-2782A				Jan-17	\$193,344		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03929	ORT-CBB Kapsch 07-IAG-2782A				Jan-17	\$93,933		
D706AW28	Scope Development	D03922	RKBx Trss Span-Fire Vul(PSC-12-2891L/WO90)				Jan-17	\$102,263		
				Grand Total	\$490,750,758	\$462,681,253	YTD Total	\$5,289,670	Remaining	\$486,150,181
								Grand Total	\$491,439,851	

MTA Bridges and Tunnels: Status of 2016 Major Commitments as of January 31, 2017

Project	Budget (\$ in Millions)			Award Date			Notes
	2016 Goal	Actual / Forecast*	Budgeted Value	2016 Goal	Advertisement Date	Actual / Forecast	
D704RK21 Installation of Fire Standpipe & Upgrade of Fire Protection System	\$17.0	\$19.4	\$17.0	Dec-16	N/A	Feb-17	F

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

ACEP	Project Description	IMPACT Task	Task Description	Original Start Date	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
					Date			Date	Start Date	Value	
D701HH89	Skewback Retrofit	D03522	Constr. Quality Oversight PSC-15-2973 wo4	Dec-16	Jan-17	\$2,328,548	\$2,328,548	Jan-17	\$2,328,548		
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03793	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$7,095,465	\$6,000,000			Feb-17	\$7,095,465
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$463,664	\$800,000			Feb-17	\$463,664
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03396	Constr. QC and Admin. (PSC-15-2973)	Nov-16	Jan-17	\$981,678	\$981,678	Jan-17	\$981,678		
					Jan-17 Total	\$10,869,355	\$10,110,226				
D701BW07	Fender Protection around Tower Piers (Const)	D03808	10% Design & D/B RFP Development	Jun-16	Feb-17	\$1,500,000	\$1,500,000			Feb-17	\$1,500,000
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	Feb-17	\$200,000	\$200,000			Feb-17	\$200,000
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03397	Design/Build	Dec-16	Feb-17	\$17,043,254	\$17,043,254			Feb-17	\$19,425,000
					Feb-17 Total	\$18,743,254	\$18,743,254				
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03569	PM Design F/A & D/B RFP Dev.	Jul-16	Mar-17	\$609,901	\$609,901			Mar-17	\$609,901
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000			Mar-17	\$1,000,000
D704RK60	Install Facility-wide Electronic Monitoring & Detection Systems	D03647	PM Construction F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000			Mar-17	\$1,000,000
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03607	PM Design F/A	Sep-16	Mar-17	\$865,929	\$865,929			Mar-17	\$865,929
					Mar-17 Total	\$3,475,830	\$3,475,830				
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03705	PM Design F/A & D/B RFP Dev.	Sep-16	Apr-17	\$200,000	\$200,000			Apr-17	\$200,000
D704HC64	Brooklyn Service Building Electrical Rehab.	D03735	PM Design F/A & D/B RFP Dev.	Sep-16	Apr-17	\$224,973	\$224,973			Apr-17	\$224,973
D704QM91	Install Smoke Detection/Alarm Systems-QMT Vent & Svc. Bldgs.	D03571	PM Design F/A & D/B RFP Dev.	Sep-16	Apr-17	\$200,000	\$200,000			Apr-17	\$200,000
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03827	In-House Design F/A	Oct-16	Apr-17	\$285,000	\$285,000			Apr-17	\$285,000
					Apr-17 Total	\$909,973	\$909,973				
D603AW35	Replacement of Weather Information Systems	D02480	3rd Pty-Furnish/install		Jun-17	\$1,871,967	\$1,871,967			Jun-17	\$1,871,967
D603AW35	Replacement of Weather Information Systems	D03326	Capital Materials Purchase		Jun-17	\$25,000	\$25,000			Jun-17	\$25,000
					Jun-17 Total	\$1,896,967	\$1,896,967				
D705RK58	Rehabilitation of the Robert Moses Bldg and Ancillary Facilities	D03639	PM Design F/A		Sep-17	\$800,000	\$800,000			Sep-17	\$800,000
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A		Sep-17	\$243,331	\$243,331			Sep-17	\$243,331
					Grand Total	\$36,938,710	\$36,179,581				
					Grand Total	\$36,938,710	\$36,179,581	YTD Total	\$3,310,226	Remaining	\$36,010,230
									Grand Total	\$39,320,456	

**MTA BRIDGES & TUNNELS
 CAPITAL PROGRAM
 2016 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
D603AW48	2nd Generation E-Zpass In-Lane	Study	Aug-16	Mar-17	\$3,533,142	\$3,533,142			Mar-17	\$3,533,142
				Mar-17 Total	\$3,533,142	\$3,533,142				
				Grand Total	\$3,533,142	\$3,533,142				

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



Bridges and Tunnels

Procurements February 2017



Staff Summary

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

Date: 02/03/2017
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	President	02/03/17			
2	MTA B&T Committee	02/21/17			
3	MTA Board	02/23/17			

Internal Approvals			
Order	Approval	Order	Approval
	President <i>DS</i>		VP Operations
	Executive Vice President		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>AS</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE:

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

DISCUSSION:

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

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$60.00M
Schedule I: Modifications to Purchase & Public Works Contracts	3	\$60.90M
SUBTOTAL	4	\$120.90M

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

TOTAL	4	\$120.90M
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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
FEBRUARY 2017

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. AECOM USA, Inc.
Contract No. PSC-16-2991A

Ammann & Whitney Consulting
Engineers
Contract No. PSC-16-2991B

Dewberry Engineers, Inc.
Contract No. PSC-16-2991C

Gannett Fleming Engineers and
Architects, P.C.
Contract No. PSC-16-2991D

HAKS Engineers, Architects and
Land Surveyors, P.C.
Contract No. PSC-16-2991E

Hardesty & Hanover Construction
Services, LLC
Contract No. PSC-16-2991F

Henningson, Durham & Richardson
Architectural and Engineering P.C.
Contract No. PSC-16-2991G

HNTB Corporation
Contract No. PSC-16-2991H

Jacobs Civil Consultants, Inc.
Contract No. PSC-16-2991I

KS Engineers, P.C./COWI
Contract No. PSC-16-2991J

Modjeski & Masters, Inc.
Contract No. PSC-16-2991K

Parsons Transportation Group
Contract No. PSC-16-2991L | \$60,000,000.00 | <u>Staff Summary Attached</u> |
|---|------------------------|--------------------------------------|

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
FEBRUARY 2017

Syska Hennessy Group
Contract No. PSC-16-2991M

Thornton Tomasetti Inc.
Contract No. PSC-16-2991N

**T.Y. Lin International Engineering,
Architecture, and Land Surveying,
P.C./ Hatch Mott MacDonald
Group, Inc.**
Contract No. PSC-16-2991O

WSP/Parsons Brinckerhoff, Inc.
Contract No. PSC-16-2991P

6yr Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award personal service contracts to the sixteen firms listed above.

I: Modifications to Purchase & Public Works Contracts

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

- | | | |
|------------------------------------|------------------------|--------------------------------------|
| 1. Kiska Construction, Inc. | \$14,295,000.00 | <u>Staff Summary Attached</u> |
| Contract No. MP-03/MP-16 | | |

3yr Contract- Competitive Bid

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works Contract MP-03/MP-16 with Kiska Construction, Inc. (Kiska) to perform civil, structural and electrical infrastructure construction work for Open Road Tolling (ORT) at the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB).

- | | | |
|--|------------------------|--------------------------------------|
| 2. El Sol Contracting & Construction
Corp./ El Sol Limited Enterprises J.V. | \$23,100,000.00 | <u>Staff Summary Attached</u> |
| Contract No. RK-65A | | |

4yr, 6months Contract- Competitive Bid

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-65A, for the necessary civil, structural and electrical infrastructure construction work for Open Road Tolling (ORT) at the Bronx and Queens approaches to the Robert F. Kennedy Bridge.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
FEBRUARY 2017

3. **Tutor Perini Corp.** **\$23,500,000.00** *Staff Summary Attached*
Contract No. VN-80B

5yr Contract- Competitive Bid

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract VN-80B, for the necessary civil, structural and electrical infrastructure construction work for the initial phase (Phase 1) of Open Road Tolling (ORT) for both the Upper and Lower Levels within the Staten Island Plaza and Approach in the westbound direction at the Verrazano-Narrows Bridge.

Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	2/3/17	<i>NS</i>		
2	MTA B&T Committee	2/21/17			
3	MTA Board	2/23/17			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>AK</i>	4	EVP		
2	SVP & General Counsel <i>MM</i>	5	President <i>01</i>		
3	VP & Chief Procurement Officer <i>GM</i>				

SUMMARY INFORMATION	
Vendor Name	Contract Number
A) AECOM USA, Inc.	PSC-16-2991A
B) Ammann & Whitney Consulting Engineers	PSC-16-2991B
C) Dewberry Engineers, Inc.	PSC-16-2991C
D) Gannett Fleming Engineers and Architects, P.C.	PSC-16-2991D
E) HAKS Engineers, Architects and Land Surveyors, P.C.	PSC-16-2991E
F) Hardesty & Hanover Construction Services, LLC.	PSC-16-2991F
G) Henningson, Durham & Richardson Architectural and Engineering P.C	PSC-16-2991G
H) HNTB Corporation	PSC-16-2991H
I) Jacobs Civil Consultants, Inc.	PSC-16-2991I
J) KS Engineers, P.C./COWI	PSC-16-2991J
K) Modjeski & Masters, Inc.	PSC-16-2991K
L) Parsons Transportation Group	PSC-16-2991L
M) Syska Hennessy Group	PSC-16-2991M
N) Thornton Tomasetti Inc.	PSC-16-2991N
O) T.Y.Lin International Engineering, Architecture, and Land Surveying, P.C./Hatch Mott MacDonald Group, Inc.	PSC-16-2991O
P) WSP/Parsons Brinckerhoff, Inc.	PSC-16-2991P
Description As-Needed Inspection and Design, Expert Engineering, and Engineering Support Services	
Total Amount Aggregate total: \$60,000,000	
Contract Term (including Options, if any) Six Years	
Option(s) included in Total Amount? No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Renewal? No <input type="checkbox"/> Yes <input checked="" type="checkbox"/>	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order.	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award personal service contracts to the sixteen firms listed above for the aggregate amount of \$60,000,000 and a contract duration of six years.

Staff Summary

II. DISCUSSION

B&T requires the services of multiple consultant firms to perform design services for various projects, which typically include inspection and design services, expert engineering services, biddability, constructability and operability reviews and technical assignments for supplemental engineering support services. The services under these contracts will be awarded via work orders as needs arise. These contracts are for “zero-dollar” with no minimum guarantee of any assignment and will replace fourteen contracts currently in place where remaining funding is limited.

The requirements were publicly advertised. Twenty-eight firms submitted qualification information for review and evaluation by the selection committee. Based on a review of those qualifications, seventeen firms were selected to receive the RFP as follows: AECOM USA, Inc. (AECOM), Ammann & Whitney Consulting Engineers, P.C. (A&W), Dewberry Engineers, Inc. Gannett Fleming Engineers & Architects, P.C., Goldman Copeland, HAKS Engineers, Architects, and Land Surveyors, P.C. (HAKS), Hardesty & Hanover Construction Services, LLC (H&H), Henningson, Durham & Richardson Architectural and Engineering P.C. (HDR), HNTB, Jacobs, KS Engineers, P.C./COWI (KSE/COWI), Modjeski and Masters Group, Parsons Transportation Group (PTG), Syska Hennessy Group, Thornton Tomasetti Group, T.Y.Lin International Engineering, Architecture and Land Surveying, P.C./Hatch Mott MacDonald Group (TyLin/MottMac), and WSP/Parsons Brinckerhoff Inc. (WSP/PB). Sixteen firms submitted proposals (all but Goldman Copeland), which 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. Costs were reviewed by the Committee through the use of sample tasks. All selected firms submitted a competitive proposal compared to the Engineering Estimate. Based on the committee’s review of all submittals and its consideration of proposed costs, the Agency is recommending all sixteen firms to receive contracts under the referenced RFP. The committee’s selections were based on the following:

Consultants have different areas of specialization (structural, civil, mechanical, electrical, geotechnical, etc) and all firms demonstrated strong capabilities in the various engineering tasks. As such, the committee decided to select all consultants due to their technical ratings, their understanding of the scope of work, and a cost review. Ten firms are incumbents and have satisfactory performances on the current as-needed Contract. The remaining firms have had satisfactory performance on other Authority work or other public agency work.

Services under these Contracts will be awarded via work orders utilizing the negotiated Contract labor, overhead and fixed fees. The cost elements for individual work orders will be reviewed separately to ensure that they are fair and reasonable. Depending on a variety of factors including type and estimated value of the services, most of the work will be issued based on competition between the firms being awarded these contracts. A comparison of the overhead, labor, and profit rates of the proposals to the existing contracts found the costs compare satisfactorily with the current contracts.

In connection with a previous contract awarded to the Consultant, AECOM USA, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on May 25th, 2016. No new SAI has been found relating to the consultant and AECOM USA, Inc. has been found to be responsible.

In connection with a previous contract awarded to the Consultant, Gannett Fleming Engineers & Architects, PC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on November 23rd, 2010. No new SAI has been found relating to the consultant and Gannett Fleming Engineers & Architects, PC has been found to be responsible.

In connection with a previous contract awarded to the Consultant, Jacobs Civil Consultants, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General

Staff Summary

Counsel on May 19th, 2013. No new SAI has been found relating to the consultant and Jacobs Civil Consultants, Inc. has been found to be responsible.

In connection with a previous contract awarded to the Consultant, Parsons Brinkerhoff, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on March 25th, 2008. No new SAI has been found relating to the consultant and Parsons Brinkerhoff, Inc has been found to be responsible.

In connection with a previous contract awarded to the Consultant, HAKS was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on January 12th, 2017. No new SAI has been found relating to the consultant and HAKS 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 each of these contracts. All of the consultants listed have achieved their previous MWBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding will be established for each individual work order under the Capital and/or Operating Budgets as appropriate, prior to their issuance.

V. ALTERNATIVES

Perform the work using in-house personnel. At this time, B&T lacks the sufficient available staff with the necessary expertise to perform all of the work in the specific tasks required under the scope of work.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 2 (Final)

Vendor Name (& Location) Kiska Construction, Inc., Long Island City, New York	Contract Number MP-03/MP-16	AWO/Modification #
Description Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Parkway-Gil Hodges Memorial Bridge	Original Amount:	\$98,500,000.00
Contract Term (including Options, if any) December 11, 2015 – December 10, 2018	Prior Modifications:	\$635,790.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$99,135,790.00
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$14,295,000 (MPB-\$6,430,318 CBB-\$7,864,682)	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	14.4%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	15.2%

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works Contract MP-03/MP-16 with Kiska Construction, Inc. (Kiska) to perform civil, structural and electrical infrastructure construction work for Open Road Tolling (ORT) at the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB) in the negotiated amount totaling \$14,295,000, inclusive of \$2,975,000 for ratification.

The Contract was awarded to Kiska in December 2015 in the amount of \$98,500,000 subsequent to competitive bidding with a duration of three (3) years. The Scope of Work requires the following: replacement of lift span motors and drives, PLCs, droop cables and barrier gates; other lift span electrical upgrades; mechanical replacements and upgrades for the machinery room; installation of new auxiliary counterweight ropes; installation of new fire line system and hydrants; architectural upgrades and repairs; various structural steel and grid deck repairs; furnish and install structural health monitoring system; rope socket enhancements; abatement of asbestos and lead containing materials; painting and maintenance and protection of traffic. Two amendments totaling \$635,790 have been issued.

On October 5, 2016, New York State Governor Cuomo announced the implementation of cashless all-electronic ORT for adoption at all B&T facilities as part of the New York Crossings Project to be completed at all facilities by no later than December 2017. This has been identified as a major priority of the MTA and the State of New York. The goals for the ORT implementation are to reduce customer travel time, reduce congestion at B&T's facilities, as well as reduction of vehicular exhaust emissions caused by idling traffic.

B&T determined the most reliable means to accomplish the expedited implementation of ORT at the MPB and CBB, which are scheduled to be operational in April 2017 is to amend Contract MP-03/MP-16. Efficiencies realized by amending Contract MP-03/MP-16 include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule and risk. As a result, B&T is embarking on the Work in an expedited manner and includes necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that is to be performed by others. An initial ORT amendment for the MPB has been executed in the amount of \$2,975,000 and B&T is requesting its ratification along with approval of the remaining work in the negotiated amount totaling \$11,320,000.

The proposals by Kiska for the remaining ORT infrastructure work total \$18,323,386 (\$9,208,297-MPB and \$9,115,089-CBB). The Engineer's estimates total \$10,335,426 (\$3,790,000-MPB and \$6,545,426-CBB). Negotiations resulted in B&T and Kiska agreeing to the amount of \$11,320,000 (\$4,150,000-MPB and \$7,170,000-CBB). Negotiations determined the estimate understated costs by approximately \$400,000 relating to mechanical, asbestos, civil and roofing work. Additionally, B&T deems it prudent to include allowances totaling \$300,000 (MPB-\$50,000 and \$250,000-CBB) for unforeseen conditions and unanticipated work due to the expedited design and scope modifications for the ORT program. The amount totaling \$14,295,000 (\$2,975,000 + \$11,320,000) is considered fair and reasonable.

Funding for the proposed ORT civil, structural and electrical infrastructure work at the Rockaway Crossings in the amount of \$14,295,000 is available in the 2015-2019 Capital Program (Project D703/AW65). Funds are being reallocated in the 2015-2019 Capital Program to establish Project D703MP63 (\$6,430,318 (\$2,280,318 + \$4,150,000)) and Project D703CB63 (\$7,864,682 (\$694,682 + \$7,170,000)). This action modifies B&T's 2015-2019 Capital Program to reflect these new projects. This is in line with the strategy for funding the ORT initiatives which will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.

Schedule I: Modifications to Purchase and Public Works Contracts
Item Number: 3 (Final)

Vendor Name (& Location) El Sol Contracting & Construction Corp. / El Sol Limited Enterprises J.V. (Maspeth, NY)	Contract Number RK-65A	AWO/Modification # 9
Description Bronx Plaza/Structure Rehabilitation at the RFK Bridge	Original Amount: \$213,400,793.50	
Contract Term (including Options, if any) December 12, 2014 – June 11, 2019	Prior Modifications: \$4,580,710.52	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$217,981,504.02	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$23,100,000.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 10.6%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount: 13.0%	

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-65A, with El Sol Contracting / El Sol Limited Enterprises, JV. (El Sol) for the necessary civil, structural and electrical infrastructure construction work for Open Road Tolling (ORT) at the Bronx and Queens approaches to the Robert F. Kennedy Bridge in the negotiated amount of \$23,100,000.00.

The Contract was awarded to El Sol in December 2014 in the amount of \$213,400,793.50 (inclusive of incentives totaling \$2,975,000) subsequent to a competitive sealed bid process. The Contract as awarded includes: (i) replacement of the bridge deck and some of the supporting superstructure elements of the Bronx Plaza to extend the service life another 50 years; (ii) partial replacement of bridge decks at the Manhattan-to-Queens ramp and the Queens-to-Manhattan ramp; (iii) reconstruction of the Bronx Toll Plaza to provide maximum flexibility for future advancements in toll collection technology; (iv) improved capacity, efficiency, and safety of the Bronx Toll Plaza; (v) bridge painting; and (vi) lead and asbestos abatement in isolated locations.

On October 5, 2016, New York State Governor Cuomo announced the implementation of cashless all-electronic ORT for adoption at all B&T facilities as part of the New York Crossings Project. As a result, B&T is embarking on full implementation of ORT at Authority facilities which requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that is to be performed by others.

B&T intends to implement ORT at all of its toll facilities in an expedited manner. The goals for the ORT implementation are to reduce customer travel time, congestion at B&T's facilities, and vehicular exhaust emissions caused by idling traffic. B&T has determined that the most reliable and expeditious means to accomplish the implementation of ORT at the Bronx and Queens approaches to the RFK Facility is to amend Contract RK-65A. Efficiencies realized by amending Contract RK-65A include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule and risk. The work is integral to the scope of RK-65A since the existing toll plaza cannot be decommissioned until the new ORT gantries are commissioned. Additionally, including this work in an existing contract minimizes the duration of customer delays due to lane closures, ensures safe passage and restores the facility to a state of good repair and normal operations in an expedited manner.

El Sol submitted a cost proposal for the ORT work in the amount of \$23,769,339. The Engineer's estimate is \$22,615,778. Negotiations resulted in B&T and El Sol agreeing to the amount of \$22,600,000.00, which is .07% below the Engineer's estimate and is considered fair and reasonable. Additionally B&T deems it prudent to include an allowance of \$500,000 for unforeseen and unanticipated work due to the expedited design and implementation of the ORT program. It is noted that this change to toll collection methodology results in the deletion of some Contract Work. The net credit for Deleted Work, including payment for portions of the work completed prior to the change and adjustments to the Contract incentive for toll booth and plaza Work in this area, will be finalized via a future amendment.

Previously, B&T authorized El Sol to proceed in an amount not to exceed \$3,000,000 to commence procurement of long lead time items for this initiative and perform preliminary work.

Funding for the proposed ORT infrastructure and civil work at the Bronx and Queens approaches to the RFK in the amount of \$23,100,000 is available in the 2015-2019 Capital Program (Project D703/RK63/D03951). This is in line with the strategy for funding the ORT initiatives which will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.

Schedule I: Modifications to Purchase and Public Works Contracts
Item Number: 4 (Final)

Vendor Name (& Location) Tutor Perini Corp., New Rochelle, NY	Contract Number VN-80B	AWO/Modification
Description Replacement of the Upper Level Roadway Deck Suspension Span at the Verrazano-Narrows Bridge	Original Amount:	\$235,728,000.00
Contract Term (including Options, if any) November 29, 2012 – November 28, 2017	Prior Modifications:	\$8,710,694.71
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$244,438,694.71
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$23,500,000.00
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	9.6%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	13.2%

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract VN-80B, with Tutor Perini Corp. (TPC) for the necessary civil, structural and electrical infrastructure construction work for the initial phase (Phase 1) of Open Road Tolling (ORT) for both the Upper and Lower Levels within the Staten Island Plaza and Approach in the westbound direction at the Verrazano-Narrows Bridge in the negotiated amount of \$23,500,000.00.

The Contract was awarded to TPC in November 2012 in the amount of \$235,728,000 (inclusive of an incentive totaling \$5,480,000) subsequent to a competitive sealed bid process. The Scope of Work required the removal and the replacement of the upper level roadway deck at the suspended spans of the Verrazano-Narrows Bridge (VNB) and addition of a 7th Bus/HOV lane.

On October 5, 2016, New York State Governor Cuomo announced the implementation of cashless all-electronic ORT for adoption at all B&T facilities as part of the New York Crossings Project. As a result, B&T is embarking on full implementation of ORT at Authority facilities which requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that is to be performed by others. Additionally, portions of the steel reinforced concrete roadway will be replaced to avoid interfering with ORT functioning and to maintain the roadway in a state of good repair, and Toll Booths will be demolished to move to a fully open road environment.

The goals for the ORT implementation are to reduce customer travel time, congestion at B&T's facilities, as well as vehicular exhaust emissions caused by idling traffic. B&T has determined that the most reliable and expeditious means to accomplish the implementation of ORT at the VNB Facility is to amend Contract VN-80B. Efficiencies realized by amending Contract VN-80B include mobilization cost savings, early commitment for long lead items, enhanced coordination and maximized mitigation of risks associated with an accelerated construction program. In addition, including this work in an existing contract where the contractor is mobilized at the site minimizes the duration of customer delays due to lane closures, ensures safe passage and restores the facility to a state of good repair and normal operations in an expedited manner.

Due to the extent of the work and the ongoing design work, this task will be performed in two phases: this amendment under Phase I entails all work associated with staged construction maintenance and protection of traffic, soil erosion and sediment control, drainage work, roadway removals, ORT Gantry fabrication and installation, and toll equipment building (TEB) work.

Approval of Phase 2 work, which includes electrical work, roadway restoration, toll booth demolition, final striping and permanent signage will be addressed and submitted to the Board in a subsequent amendment.

TPC proposed a cost of \$25,755,113.10 for Phase 1 work. The Engineer's estimate is \$21,510,466.16. Negotiations resulted in B&T and TPC agreeing to the amount of \$22,500,000.00 for the Phase 1 work. Additionally B&T deems it prudent to include an allowance of \$1,000,000 for unforeseen conditions and unanticipated work due to the expedited design and scope modifications for the ORT program. The aggregate amount of \$23,500,000 is 9.2% above the Engineer's estimate. This variance was primarily due to higher costs than estimated for: (i) traffic control requirements due to complexity of coordinating closures; (ii) staging required for the drainage system; (iii) requirement to dispose of excavated material off-site and (iv) higher labor costs due to labor contract requirements. Therefore, based on comparison to the estimate, the total negotiated amount of \$23,500,000.00 is considered to be fair and reasonable. In order to meet the aggressive ORT implementation schedule, TPC was authorized in January 2017 to proceed with the initial gantry fabrication, construction of drilled shaft footings, pavement demolition and demolition of tunnel utilities for Phase 1 in an amount not to exceed \$2,000,000.

Funding for the proposed ORT infrastructure and civil work for Phase 1 at the VNB in the amount of \$23,500,000.00 is available in the 2015-2019 Capital Program (Project D703/AW65). Funds are being reallocated in the 2015-2019 Capital Program to establish Project D703VN63. This action modifies B&T's 2015-2019 Capital Program to reflect this new project. This is in line with the strategy for funding the ORT initiatives which will be through a combination of efficiencies generated from other projects including existing toll plaza work that did not assume open road tolling as the means of toll collection. No critical state of good repair work is affected as a result of these programmatic modifications.

In connection with a previous contract awarded to the Contractor, TPC was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on February 11, 2017. No new SAI has been found related to the Contractor and TPC has been found to be responsible.



Bridges and Tunnels

Diversity Report Fourth Quarter 2016



Metropolitan Transportation Authority
Bridges and Tunnels

President Donald Spero
Strategies to Improve
Workforce, Business and Service

February 21, 2017



President's Message To The Board

I. Message From MTA Bridges and Tunnels' President

- MTA Bridges and Tunnels (MTA B&T), a leading transportation employer and public service provider, is firmly committed to maintaining a diverse and inclusive workforce. It is the policy of MTA B&T to provide fair and equal employment opportunities to all applicants and qualified individuals within its workforce, in both securing employment and in promotion opportunities at all levels and occupational categories. The impact of the new initiatives related to Open Road Cashless Tolling (ORT), which is part of the New York Crossings Project (NYCP), will require new innovative ways of thinking along with business process changes and supporting tools, systems and technologies that will enable the organization to meet the challenges of operating under a new business environment and managing its new assets. To help ensure that ORT/NYCP targets are being met, MTA B&T has create a Human Resources committee to manage the transformative organizational and cultural impacts on MTA B&T's workforce and the ongoing need to incorporate diversity goals into the new business requirements.
- MTA B&T strongly believes in providing Minority and Women-Owned Business Enterprises (MWBES), Small Businesses Enterprise (SBEs), and Service-Disabled Veteran-Owned Businesses (SDVOBs) with greater opportunities to compete for contracts, both as prime contractors and sub-contractors. One way our agency continues to advance this mission is through the MTA Small Business Mentoring Program under the MTA HQ Department of Diversity and Civil Rights, and the MTA B&T's Office of EEO, Law and Procurement, and Engineering and Construction Departments vendor/supplier diversity outreach efforts and inclusion initiatives. By fostering new and mutually beneficial partnerships with small businesses, MTA B&T is reinforcing its commitment to eliminating barriers, diversifying its sourcing and vendor base, and promoting a robust and competitive business environment in the Era of New York Crossings.



2016 Key Accomplishments

II. MTA Bridges and Tunnels 2016 Key Accomplishments

- ❑ MTA B&T launched its 2015-2016 Engineering & Construction Employment Fair, to recruit and hire female engineers for ongoing construction projects. MTA B&T successfully attracted 265 attendees, which included 25% females and 68% minorities (44% Asian, 10% Hispanic, 9% African-American, and 13% identified two or more ethnicities). In addition, MTA B&T engaged in targeted recruitment that included: the National Association of Women in Constructions, National Society of Black Engineers, Society of Hispanic Professional Engineers, American Society of Civil Engineers, American Institute of Architects, Women in Transportation, LinkedIn, MilitaryHire.com, HireVeterans.com, Construction Management Association of America, and Institute of Transportation Engineers. In 2016, Engineering and Construction successfully on-boarded "28" engineers, "18" males and "10" females, with expertise in various disciplines.
- ❑ MTA B&T recognizes that Minority and Women-Owned Business Enterprises (MWBES), and Small Businesses Enterprises (SBEs) continue to play a vital role in keeping our facilities structurally sound and safe. As such MTA B&T is strongly committed to investing in and supporting MWBES and SBEs that compete for contracts. MWBES and SBEs had an opportunity to expand their portfolio and increase their knowledge of the design-build procurement process at MTA B&T's "As Needed Inspection and Design, Expert Engineering and Engineering Support Services" networking event held on January 28, 2016. The networking event provided an opportunity for MWBES and SBEs to meet with a pool of pre-qualified prime consultants about contract PSC-12-2891. This contract networking event attracted over 80 attendees, and provided contract opportunities for various engineering and construction trades.
- ❑ MTA B&T continues to partner with gothamCulture LLC. (GC), Service-Disabled Veteran-Owned Businesses (SDVOBs), to transform the culture and leadership of the organization and to improve performance. Through GC, the workforce and leaders of MTA B&T continue to identifying the underlying causes of organizational obstacles, transforming mission critical practices and procedures, implementing diverse talent initiatives, and executing breakthrough strategies to elevate safety, security, and performance.



2017 Initiatives

III. MTA Bridges and Tunnels 2017 Key Workforce, Business and Service Initiatives

- MTA B&T's Enterprise Asset Management Program (EAM) is part of an MTA-wide initiative. One of the goals of MTA B&T's EAM program is to establish a Reliability Centered Maintenance (RCM) community of practice with a focus on embedding the principles of asset management and reliability within the culture and mind-set of the organization. The implementation of EAM requires participation from all disciplines. However, most of the technical expertise required for Asset Management lies in the areas of engineering, finance, maintenance and operations. In order to provide opportunities and encourage women in these departments to participate in the implementation of the EAM program, MTA B&T will establish a formal outreach effort to recruit interested staff to work with B&T's EAM Program Management Team, which would enable them to join the Women in Reliability and Asset Management (WIRAM) community of practice and increase participation of females from the engineering, security, finance, operations and maintenance disciplines.
- MTA B&T will conduct a workforce climate survey, which includes self-identification by gender, ethnicity, veteran-status, and persons with disabilities, to create strategies and recommendations that address hiring, retention, promotion, succession planning, and quality of life concerns.
- MTA B&T will launch a Design, Inspection, and Engineering Outreach Event in 2017, to increase business opportunities for Minority and Women-Owned Business Enterprises and Service-Disabled Veteran-Owned Businesses (SDVOBs) in support of MTA B&T's \$2.9 billion Capital Program.



Thank you!!

Questions



Metropolitan Transportation Authority

MTA Bridges and Tunnels
Workforce

As of December 30, 2016

February 21, 2017



EEO Fourth Quarter 2016 Executive Summary

- ❑ MTA Bridges and Tunnels overall workforce is currently comprised of **1,451** employees, of which **322 (22%)** are Females,* **787 (54%)** are Minorities and **94 (6%)** are Veterans.
- ❑ MTA Bridges and Tunnels hired **101** employees, of which **24 (24%)** were Females, **60 (59%)** were Minorities and **4 (4%)** were Veterans.
- ❑ MTA Bridges and Tunnels handled a total of **26** EEO complaints, of which **20** were internal and **6** were external.
- ❑ MTA Bridges and Tunnels handled a total of **0** Title VI complaints.

*Includes Minorities, Non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO Fourth Quarter 2016 Executive Summary

The table below is a snapshot as of December 30, 2016 of MTA Bridges and Tunnels numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	192	46	24%	115	60%	77	40%	42	22%	11	6%	15	8%	0	0%	1	1%	8	4%	7	4%
Professionals	257	100	39%	102	40%	155	60%	52	20%	44	17%	43	17%	1	0%	0	0%	15	6%	9	4%
Technicians	116	22	19%	59	51%	57	49%	18	16%	27	23%	8	7%	0	0%	0	0%	4	3%	9	8%
Protective Services	513	111	22%	185	36%	328	64%	172	34%	123	24%	20	4%	1	0%	0	0%	12	2%	52	10%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	39	33	85%	8	21%	31	79%	18	46%	6	15%	5	13%	0	0%	0	0%	2	5%	3	8%
Skilled Craft	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	334	10	3%	195	58%	139	42%	68	20%	47	14%	11	3%	2	1%	0	0%	11	3%	14	4%
Total	1,451	322	22%	664	46%	787	54%	370	26%	258	18%	102	7%	4	0%	1	0%	52	4%	94	6%

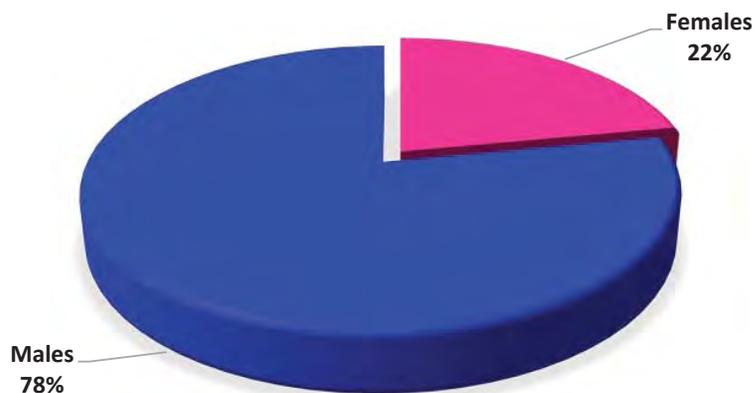
¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

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

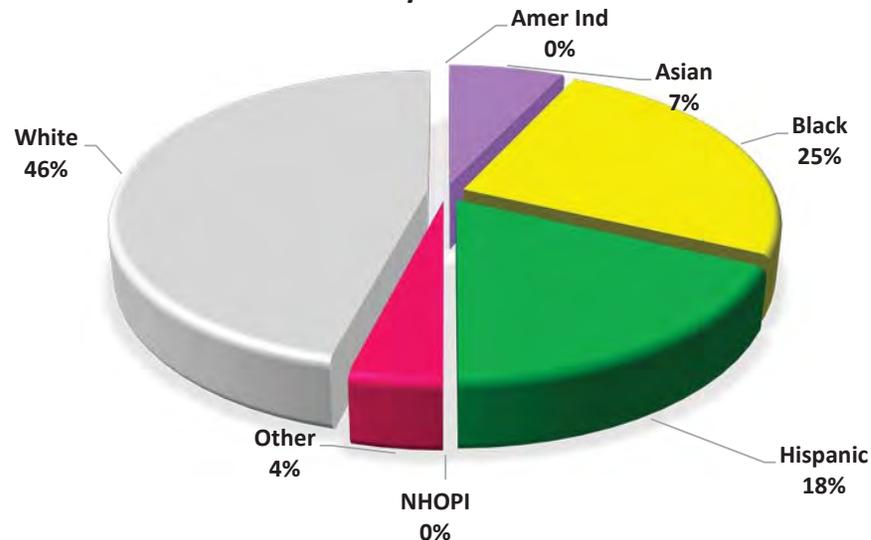


MTA Bridges and Tunnels Workforce as of December 30, 2016

MTA BRIDGES AND TUNNELS WORKFORCE
BY GENDER



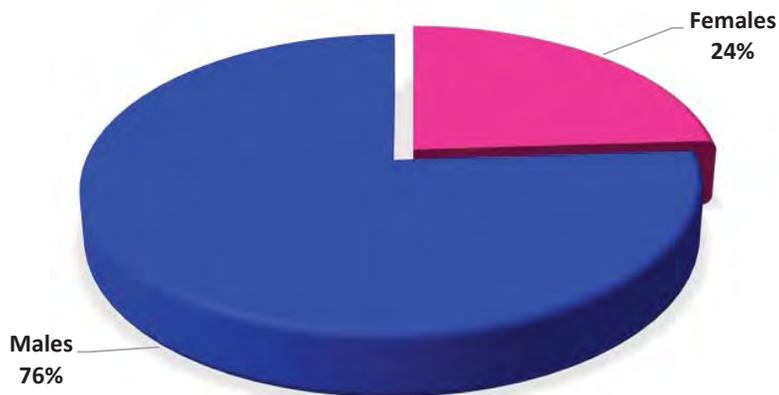
MTA BRIDGES AND TUNNELS WORKFORCE
BY RACE/ETHNICITY



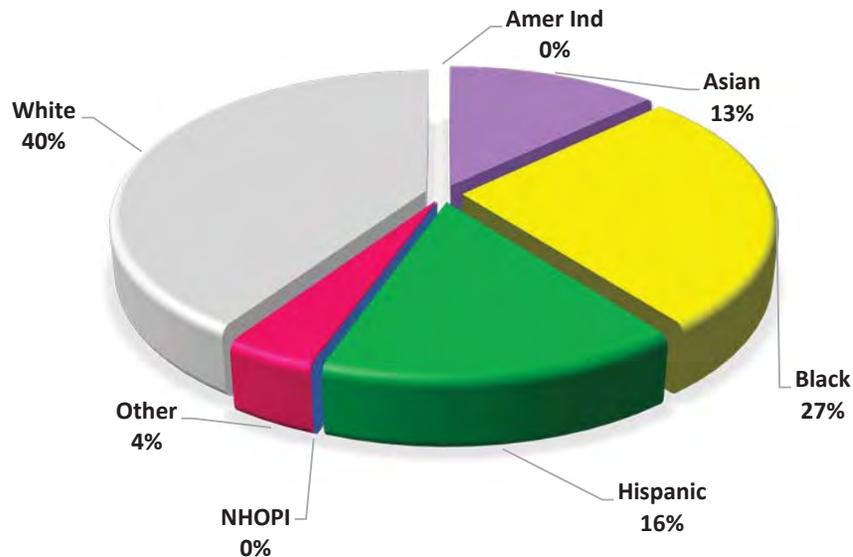
- ❑ MTA Bridges and Tunnels workforce consist of **1,451** employees.
- ❑ **22%** Females, **54%** Minorities and **6%** Veterans.
- ❑ The percentage of Females employed remained constant from the prior quarter.
- ❑ The overall composition of MTA Bridges and Tunnels workforce did not change as it relates to Race and Ethnicity since the prior quarter.

MTA Bridges and Tunnels New Hires and Veterans By Gender and Race/Ethnicity January 1, 2016 to December 31, 2016

**MTA BRIDGES AND TUNNELS NEW HIRES
BY GENDER**



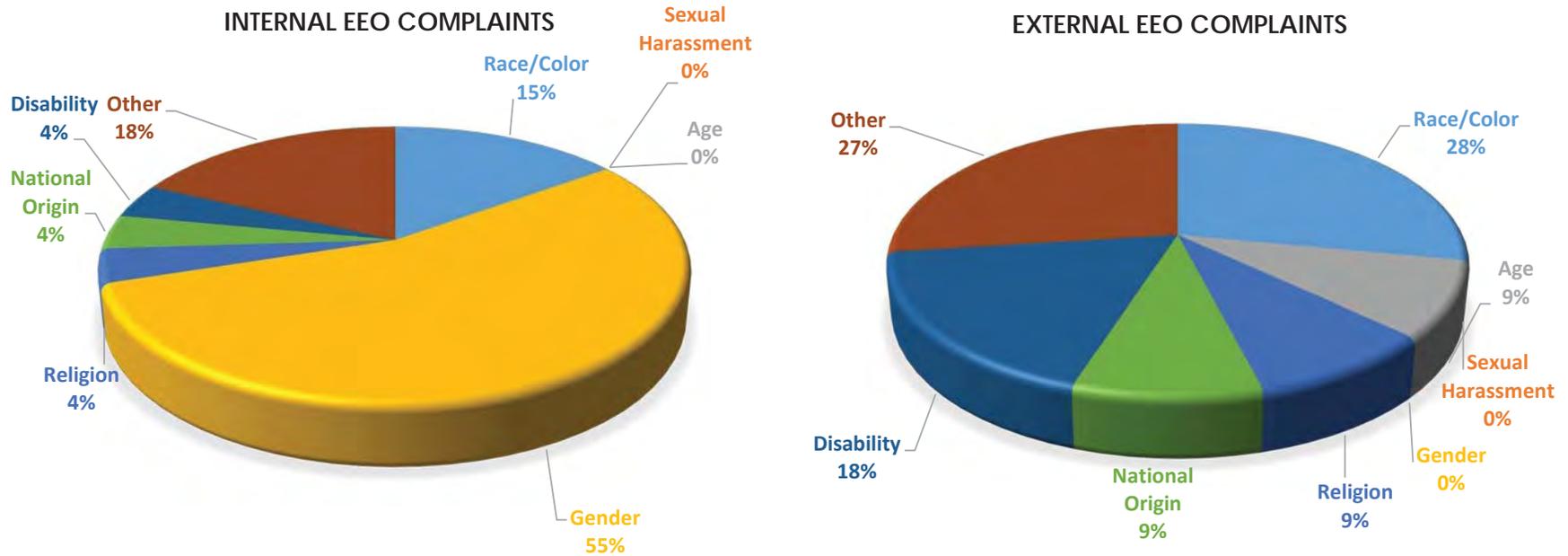
**MTA BRIDGES AND TUNNELS NEW HIRES
BY RACE/ETHNICITY**



- ❑ MTA Bridges and Tunnels hired 101 Employees and 4 Veterans.
- ❑ 24% Females of which 0% were Veterans.
- ❑ 59% Minorities of which 3% were Veterans.
- ❑ 4% Veterans overall were hired.

MTA Bridges and Tunnels Internal/External EEO Complaints

January 1, 2016 to December 31, 2016



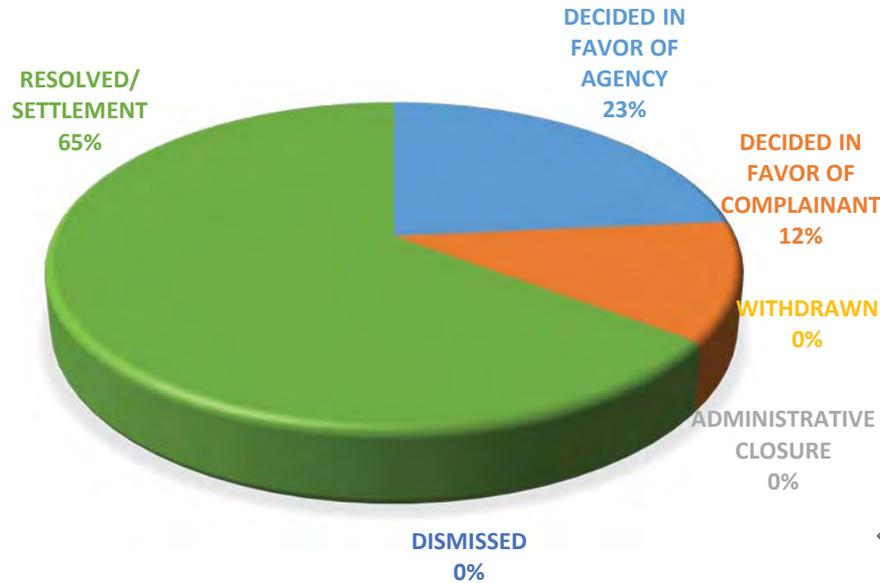
- ❑ MTA Bridges and Tunnels handled **26** EEO complaints, citing **38** separate allegations.
- ❑ **20** filed Internal
- ❑ **6** filed External
- ❑ The most frequently cited bases Internally was Gender and Externally was Race/Color.

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

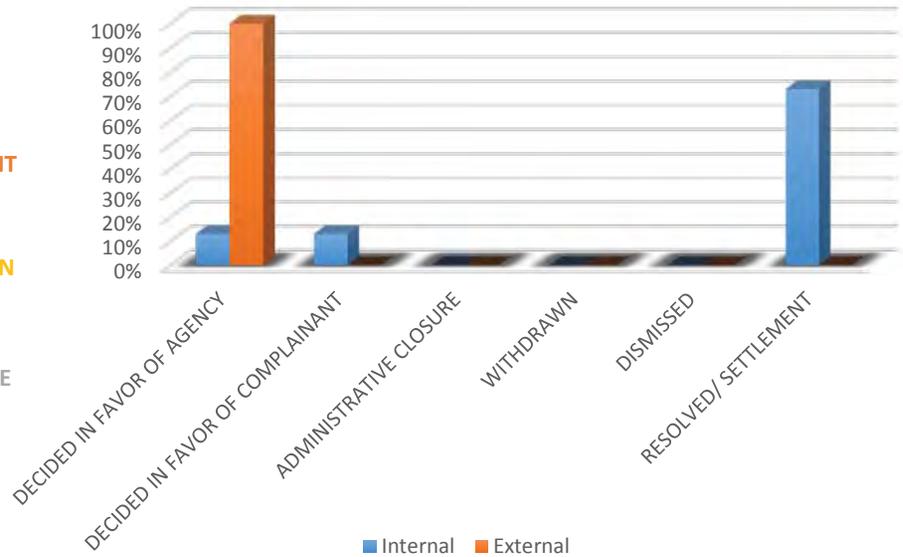


MTA Bridges and Tunnels EEO Internal/External Discrimination Complaint Dispositions January 1, 2016 to December 31, 2016

OVERALL EEO COMPLAINT DISPOSITIONS



EEO INTERNAL VS. EXTERNAL DISPOSITIONS



MTA Bridges and Tunnels handled **17** Title VII EEO complaints, **25** citing separate allegations.

- ❑ **23%** decided in Favor of the Agency.
- ❑ **12%** decided in Favor of the Complainant.
- ❑ **0%** were Administrative Closures.



MTA Bridges and Tunnels Title VI Discrimination Complaints and Dispositions January 1, 2016 to December 31, 2016

MTA Bridges and Tunnels received zero ("0")
Title VI Complaints and Dispositions for Year 2016.

