

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 |
|-----------------------------|--|-----------------|

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 |
| 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 |

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 |
|-------------|---|-----------------|

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 |
|-----------------------------|---|--------------|

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

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations/Safety

Financial Report
E-ZPass Performance Report
Capital Program Project Status Report

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2017

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

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2017

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2017

Final Review of 2016 Year-End Operating Results

Planning & Budget

May 2017

Customer Environment Survey – 1st Quarter 2017
Diversity Report – 1st Quarter 2017

Operations
EEO

June 2017

No items scheduled.

August 2017

No meeting scheduled.

September 2017

Customer Environment Survey – 2nd Quarter 2017
2018 Preliminary Budget
Diversity Report – 2nd Quarter 2017

Operations
Planning & Budget
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.

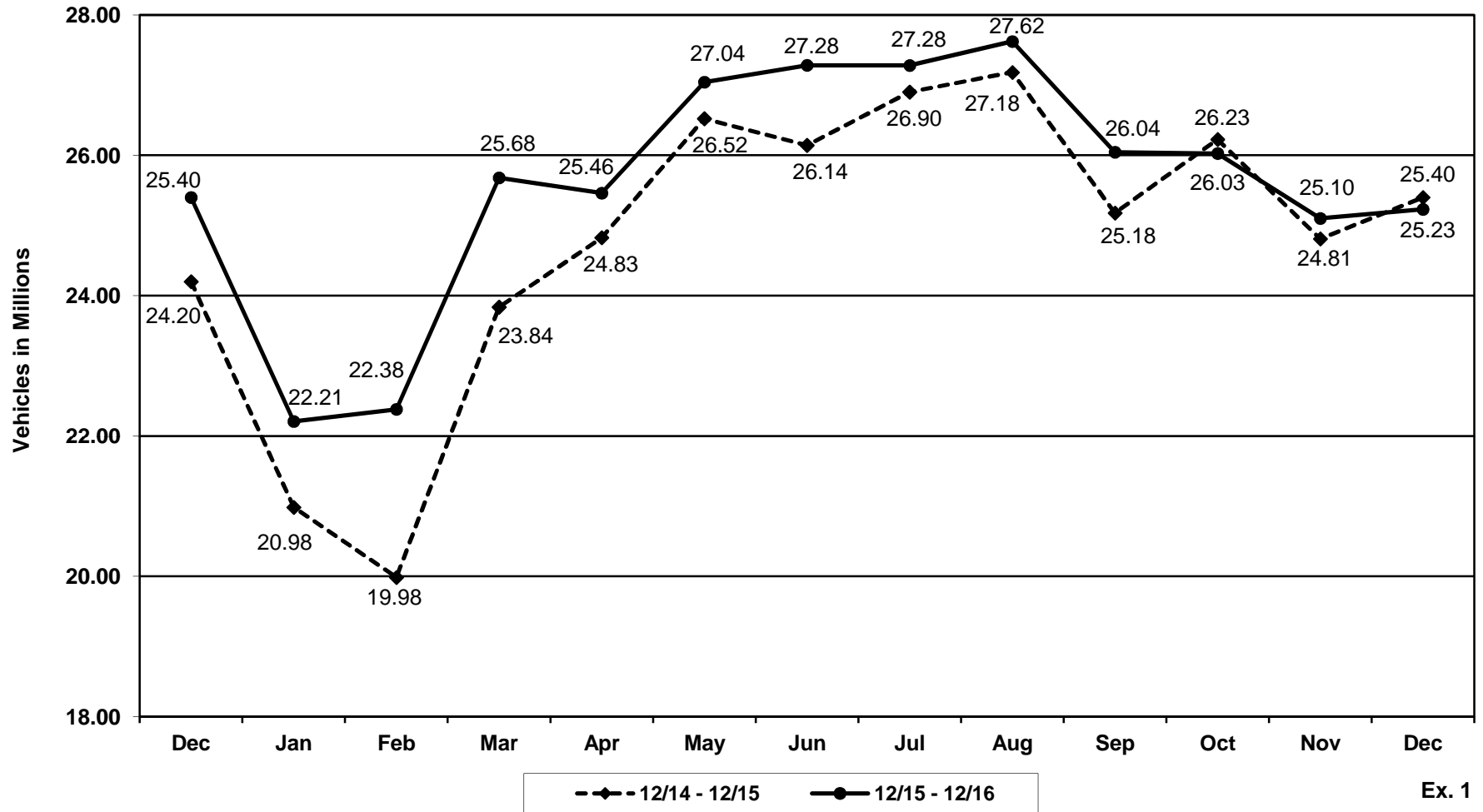
E-ZPass volume increased in December 2016 by 0.1% compared to December 2015, while crossings using cash and other payment methods declined 5.2% for the month (Exhibit 7). Passenger car travel declined 0.4% and other vehicle travel declined 4.0% from December 2015 (Exhibit 8).

2016 vs. 2015

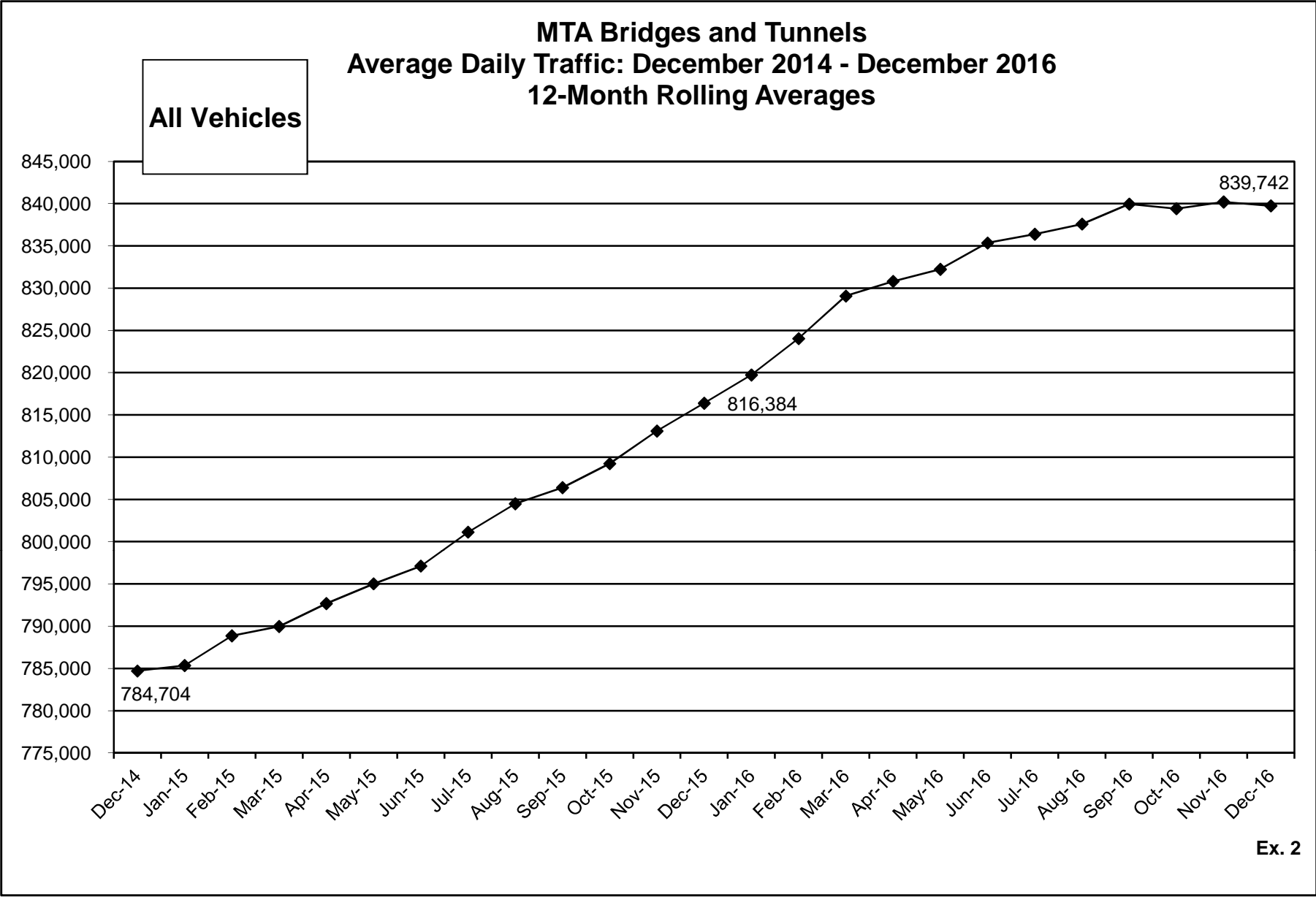
In 2016, total paid traffic reached 307.3 million crossings, which was 9.4 million, or 3.1% above the 2015 level. Traffic in 2016 set a new record, surpassing the previous high of 304.4 million crossings in 2007 by 1.0%. Continued low gas prices appear to be the major driver behind the increased volume. 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

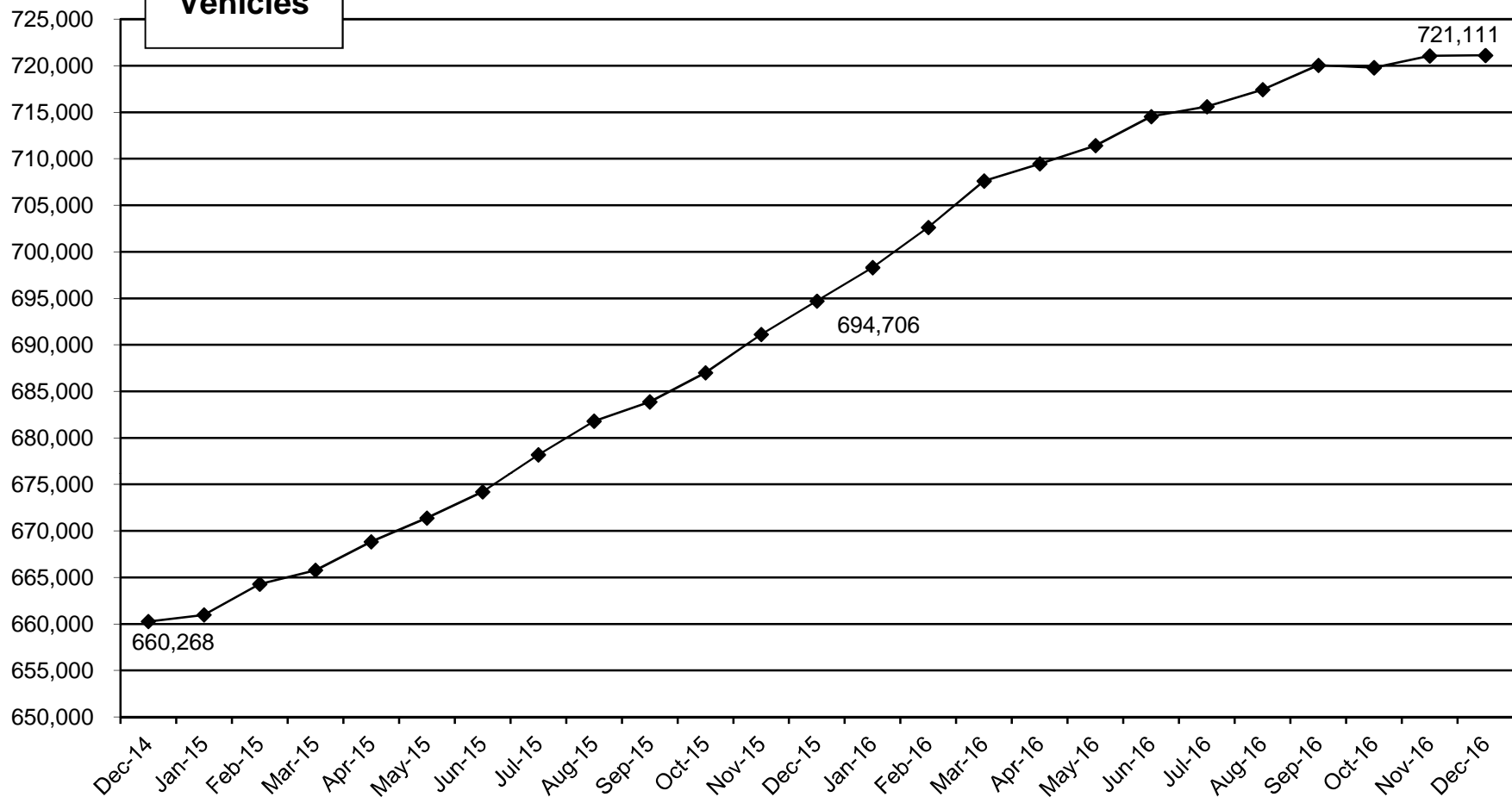


Ex. 1



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

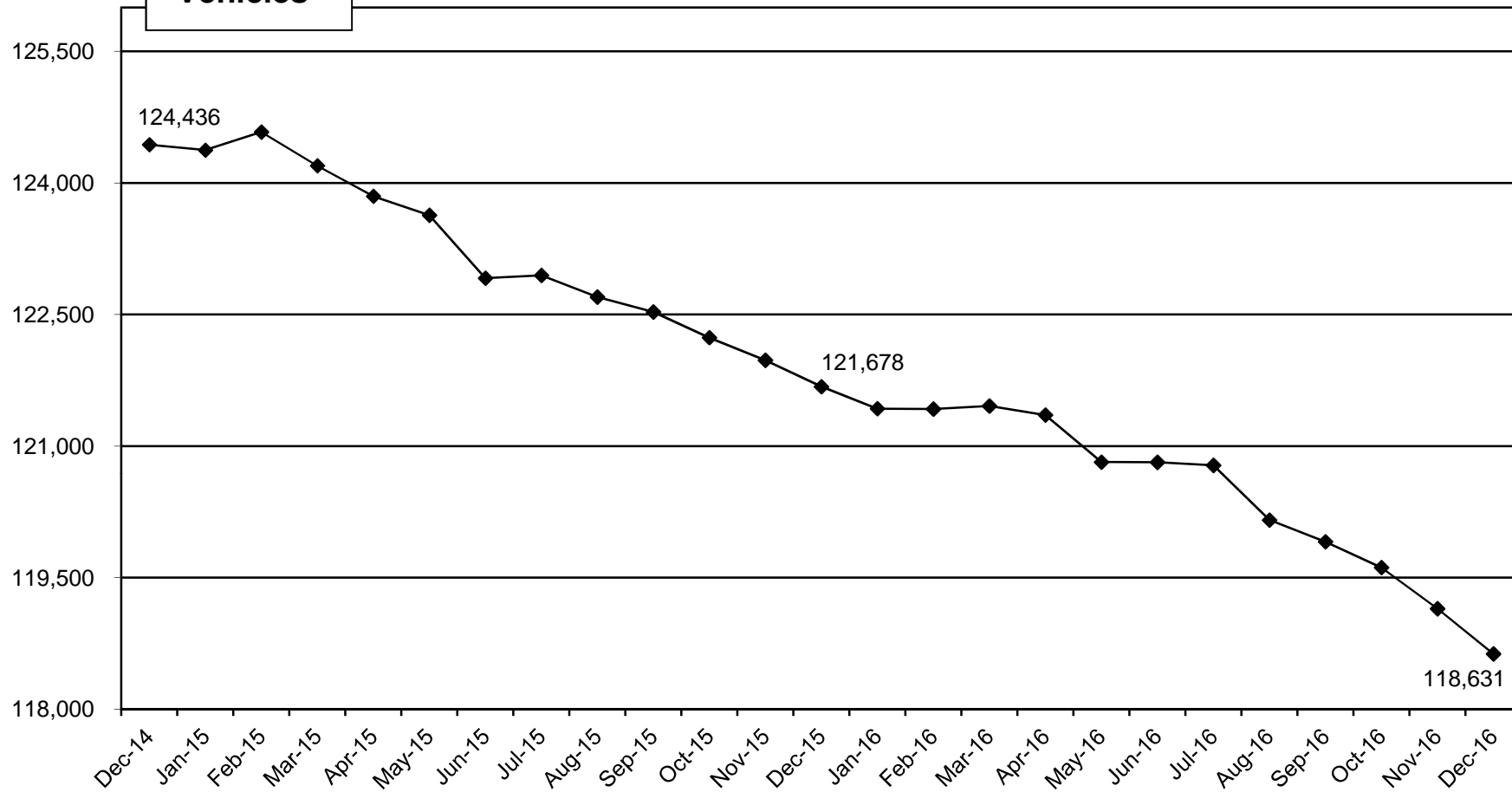
E-ZPass
Vehicles



Ex. 3

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

Cash
Vehicles*

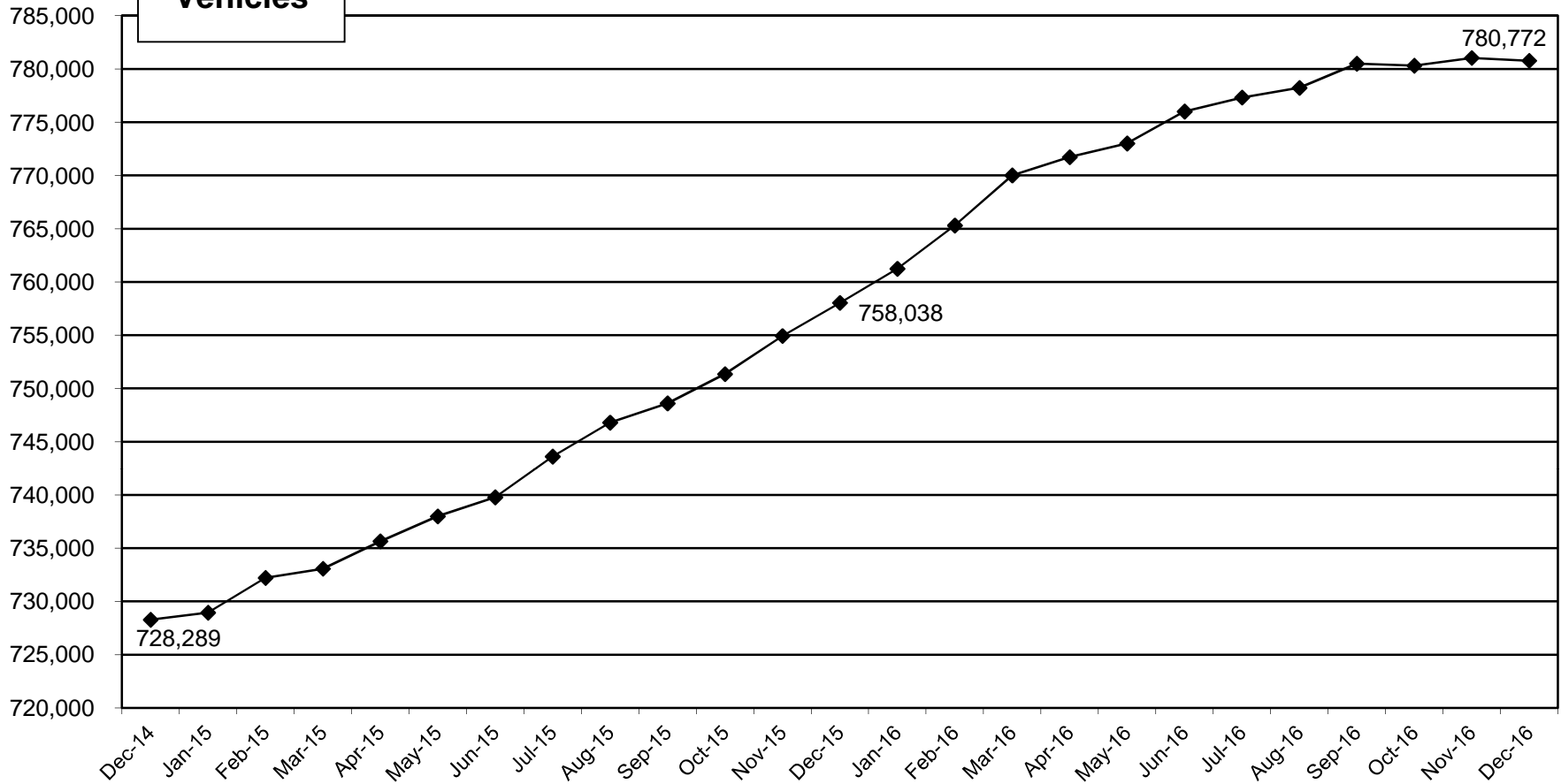


*Includes token, ticket and Tolls by Mail transactions.

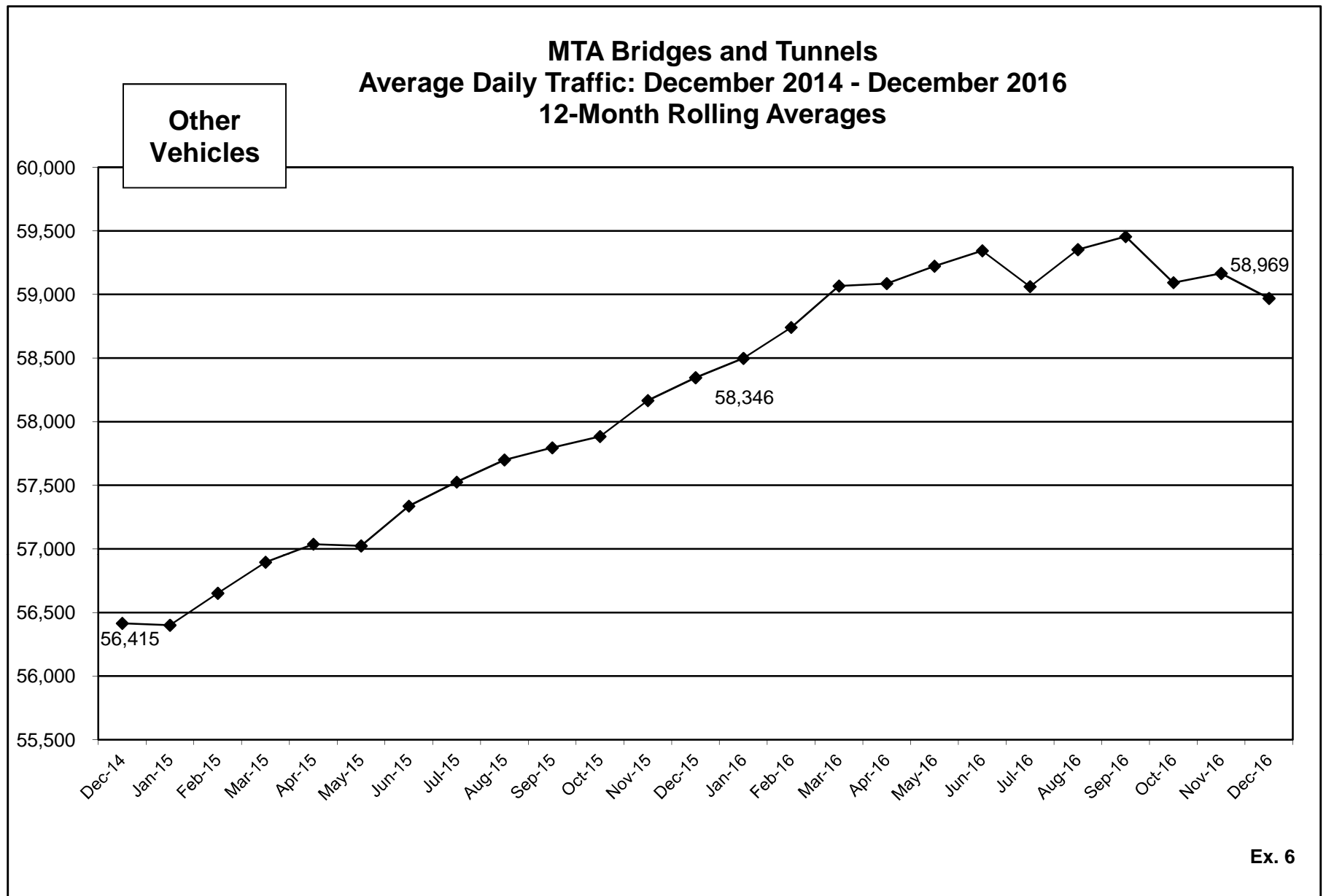
Ex. 4

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

Passenger
Vehicles



Ex. 5



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

| Corridor | Toll Media | 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.

Ex. 7

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.

Ex. 8

Supplemental Data Page for the Report on Operations

| Traffic & Average Gas Price ¹ | | | Weather ² | | | |
|--|-------------------|------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 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

| Traffic & Gas Monthly Inc/(Dec) | | | Weather Monthly Inc/(Dec) | | | |
|---------------------------------|----------------|------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 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

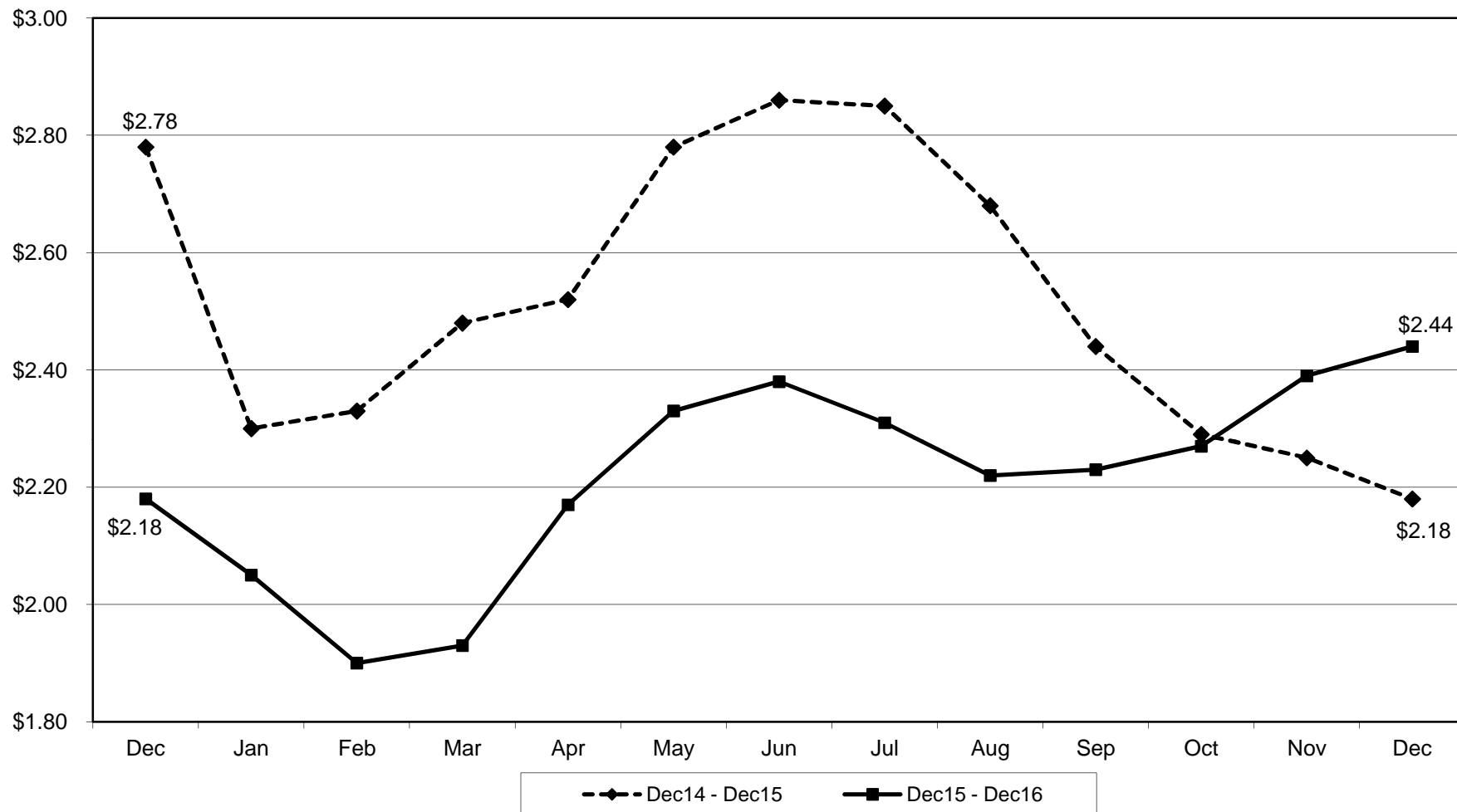
| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Cash²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------|---------------------------------|----------------|-------------------------|------------------|---------------|
| Dec-14 | 784,704 | 660,268 | 124,436 | 728,289 | 56,415 |
| Jan-15 | 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

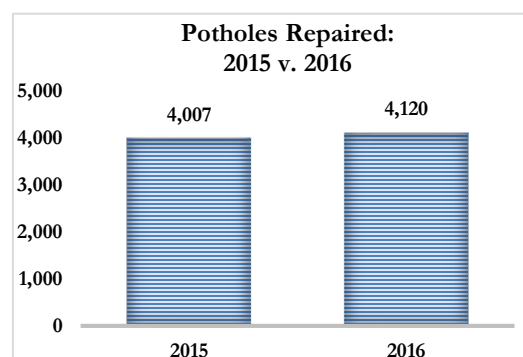
Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter 2016, B&T striped 79,650 linear feet of roadway at the Queens Midtown Tunnel and the Robert F. Kennedy, Bronx-Whitestone, and Verrazano-Narrows Bridges. A total of 379,087 linear feet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

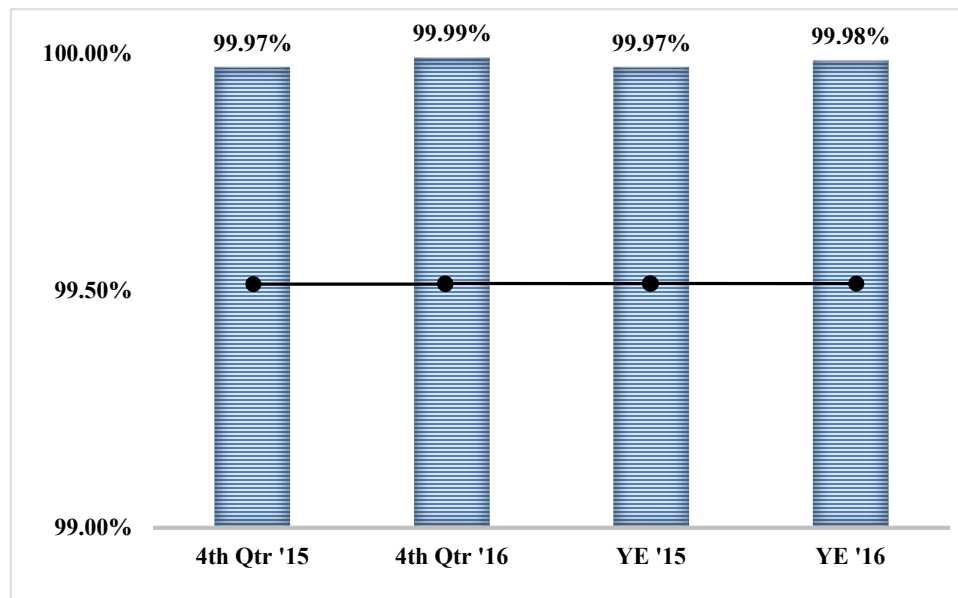
In the fourth quarter of 2016, travel time at the Bronx-Whitestone Bridge was impacted by heavy traffic volume on the I-678 Whitestone expressway during weekday peak periods.

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 | YE |
| | 2013 | 2014 | 2015 | 2016 | 2015 | 2016 | B/(W) | 2016 |
| 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.

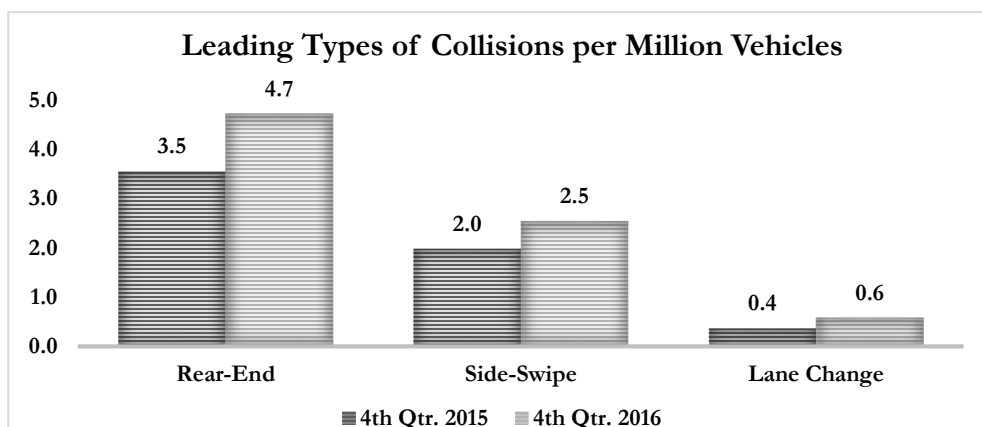
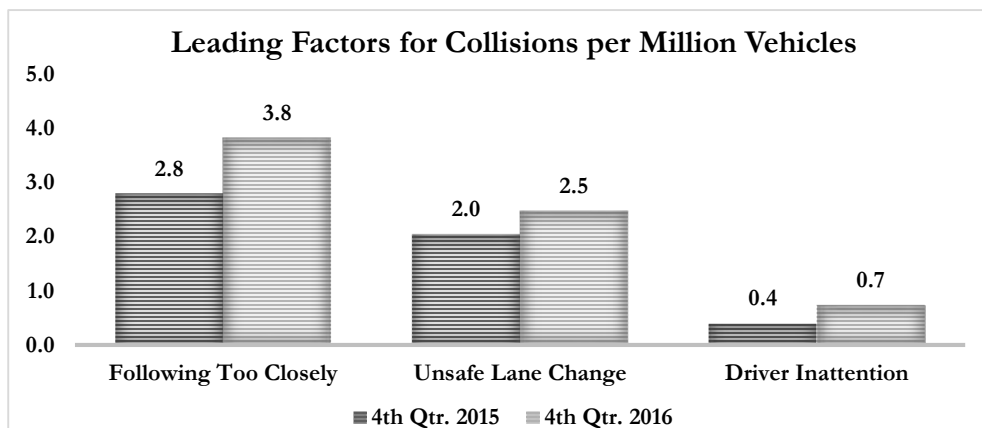
Customer Safety

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 | | | | | | | GOAL |
|---|----------|-------|-------|-------|---------|---------|----------------|------|
| | | | | | 4th Qtr | 4th Qtr | % Chg B/(W) | 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 |
| E-ZPass Market Share: Total | 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 | |

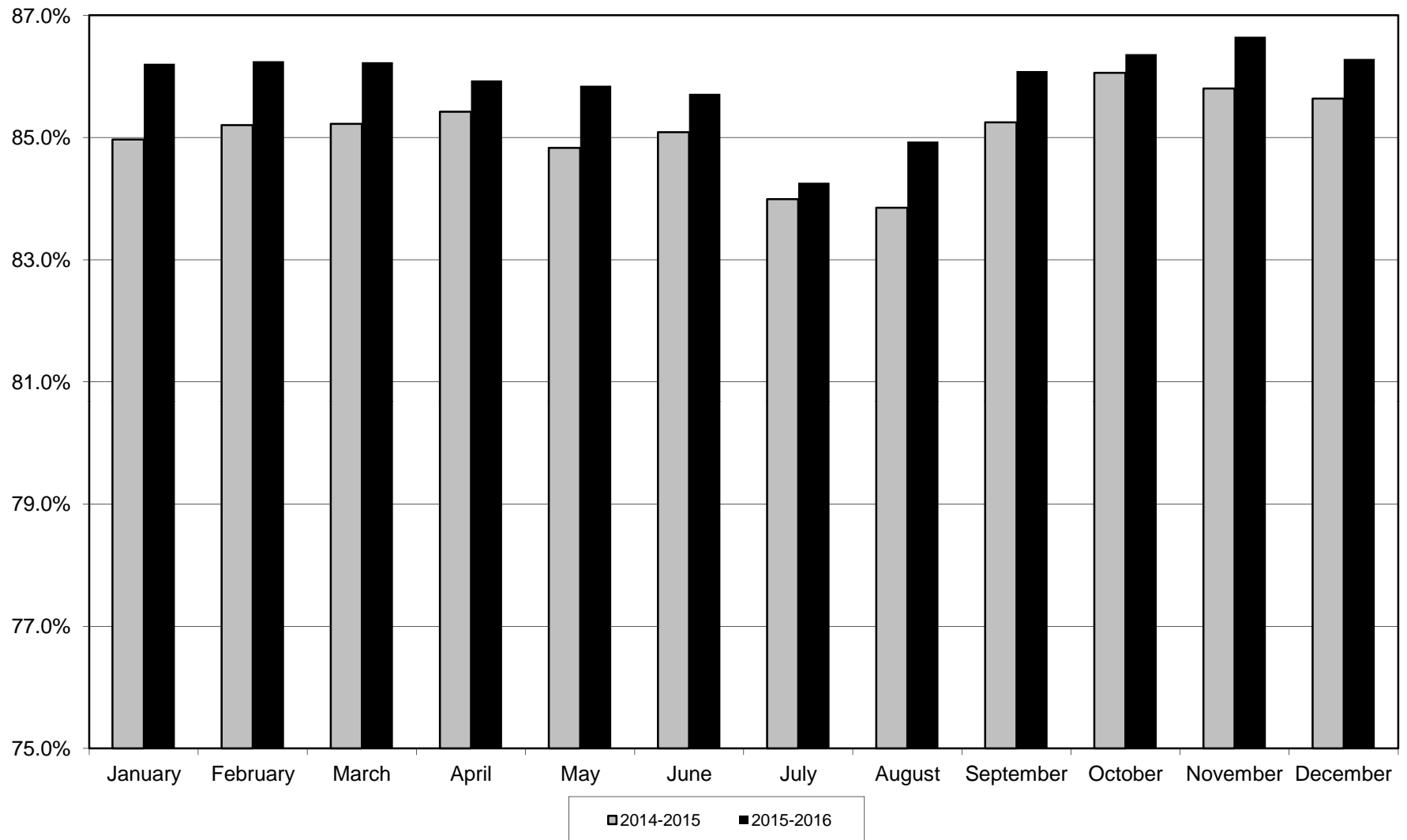
| E-ZPass Tag Replacement Program | | | | |
|--|---------------|----------|-----------|--|
| | December 2016 | YTD 2016 | 2011-2016 | |
| Number of Replacement Tags Mailed | 9,985 | 121,827 | 1,957,959 | |
| Number of Tags Returned ¹³ | 12,601 | 125,780 | 1,924,547 | |
| Number of Tags Pending Return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

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 |

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 |
| | <hr/> |
| Total current liabilities | 861,449 |

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 |
| | <hr/> |
| Total noncurrent liabilities | 10,046,853 |

DEFERRED INFLOW OF RESOURCES

| | |
|---|--------|
| Deferred Inflow of resources related to Pension | 48,006 |
|---|--------|

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 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 | 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)

| | 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) | | | | | | | |
| (Excluding Subsidies and Debt Service) | \$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)

| | | YEAR-TO-DATE | | | |
|---|----------------------|--|--------|--|--|
| Generic Revenue or Expense Category | Nonreimb or Reimb | Favorable (Unfavorable) Variance | | Reason for 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) | |
|---|---------------------|-----------------|---------------------|-----------------|----------------|-----------------|--------------------------|-------------------------|-----------------------|-------------------------|
| | | | | | | | 2016 Adopted Budget | | 2016 Final Estimate | |
| | Hours | \$ | Hours | \$ | Hours | \$ | 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) -16.2% | (\$0.373) -8.7% | 8,941 11.4% | \$0.595 11.4% |
| <u>Unscheduled Service</u> | 1,913 | \$0.157 | 1,365 | \$0.110 | 506 | \$0.041 | 1,407 73.5% | \$0.116 73.9% | 859 62.9% | \$0.069 62.8% |
| <u>Programmatic/Routine Maintenance</u> | 11,915 | \$1.092 | 20,223 | \$1.744 | 24,492 | \$2.112 | (12,577) ** | (\$1.020) -93.4% | (4,269) -21.1% | (\$0.368) -21.1% |
| <u>Unscheduled Maintenance</u> | 14,602 | \$1.335 | 10,948 | \$0.944 | 10,458 | \$0.902 | 4,144 28.4% | \$0.433 32.4% | 490 4.5% | \$0.042 4.5% |
| <u>Vacancy/Absentee Coverage</u> | 171,697 | \$12.689 | 198,639 | \$13.712 | 208,128 | \$14.367 | (36,431) -21.2% | (\$1.678) -13.2% | (9,489) -4.8% | (\$0.655) -4.8% |
| <u>Weather Emergencies</u> | 19,634 | \$1.669 | 18,187 | \$1.457 | 5,670 | \$0.454 | 13,964 71.1% | \$1.215 72.8% | 12,517 68.8% | \$1.003 68.8% |
| <u>Safety/Security/Law Enforcement</u> | 37,676 | \$2.738 | 27,054 | \$1.869 | 17,417 | \$1.203 | 20,259 53.8% | \$1.535 56.1% | 9,637 35.6% | \$0.666 35.6% |
| <u>Other</u> | 1,407 | \$0.133 | 1,975 | \$0.170 | 502 | \$0.043 | 906 64.4% | \$0.090 67.7% | 1,474 74.6% | \$0.127 74.8% |
| *All Other Departments and Accruals | | \$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) -5.7% | \$2.684 10.2% | 20,161 5.6% | \$2.684 10.2% |
| REIMBURSABLE OVERTIME | 20,226 | \$1.558 | 27,017 | \$1.558 | 24,102 | \$1.404 | (3,876) -19.2% | \$0.154 9.9% | 2,915 10.8% | \$0.154 9.9% |
| TOTAL OVERTIME | 339,021 | \$27.868 | 384,027 | \$27.868 | 360,951 | \$25.029 | (21,930) -6.5% | \$2.838 10.2% | 23,076 6.0% | \$2.838 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 | | |
|--|---------------------|---------------------|--|
| | Var. - Fav./(Unfav) | | Explanations |
| | 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 | \$6.071 | | \$6.083 | | 0.2% | |

*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/ |
| Professional, Technical, Clerical | 35 | 31 | 4 | |
| Operational Hourlies ⁽¹⁾ | 337 | 316 | 21 | 20 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management |
| Total Operations | 587 | 523 | 64 | |
| Maintenance | | | | |
| Managers/Supervisors | 18 | 17 | 1 | 1 vacancy in Maintenance |
| Professional, Technical, Clerical | 19 | 18 | 1 | |
| Operational Hourlies ⁽²⁾ | 341 | 334 | 7 | 7 Maintainer vacancies in Operations |
| 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 |
| Professional, Technical, Clerical | 193 | 167 | 26 | |
| Operational Hourlies | - | - | - | 14 vacancies in Engineering, 8 in CFO, 3 in Law, and 1 vacancy in Safety and Health |
| Total Engineering/Capital | 253 | 207 | 46 | |
| Public Safety | | | | |
| Managers/Supervisors | 46 | 44 | 2 | 2 vacancies in Internal Security |
| Professional, Technical, Clerical | 33 | 31 | 2 | |
| Operational Hourlies ⁽³⁾ | 196 | 196 | - | 2 vacancies in Internal Security |
| 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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USA

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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.

A handwritten signature in black ink that reads "Deloitte & Touche LLP".

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 |
| Technical Adjustments: | | | | | | | | | | |
| Sub-Total Technical Adjustments | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 |
| MTA Plan Adjustments: | | | | | | | | | | |
| 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 Final Estimate | 2017 Adopted 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)

| NON-REIMBURSABLE OVERTIME | Total | | |
|---|----------------|-----------------|----------|
| | Hours | \$ | % |
| <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% |
| REIMBURSABLE OVERTIME | 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 |
|---------------------------|---------------------------|------|------|------|
|---------------------------|---------------------------|------|------|------|

TRAFFIC VOLUME

Total Traffic Volume

| | | | | |
|---------|---------|---------|---------|---------|
| 307.099 | 305.033 | 305.035 | 307.517 | 309.262 |
|---------|---------|---------|---------|---------|

TOLL REVENUE

Total Toll Revenue

| | | | | |
|-------------|-------------|-------------|-------------|-------------|
| \$1,868.480 | \$1,927.222 | \$1,938.329 | \$1,951.421 | \$1,958.769 |
|-------------|-------------|-------------|-------------|-------------|

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 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before Depreciation & GASB Adjs. | \$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 |

Master Page # 89 of 139 - Bridges & Tunnels Committee Meeting 2/21/2017

Master Page # 89 of 139 - Bridges & Tunnels Committee Meeting 2/21/2017

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 | 1.597 | 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 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| Total Expenses before 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 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 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 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 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 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 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 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 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 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 |
| Total Positions | 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>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 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 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 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 585 | 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 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 383 | 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 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 253 | 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 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 279 | 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 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 1,589 | 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

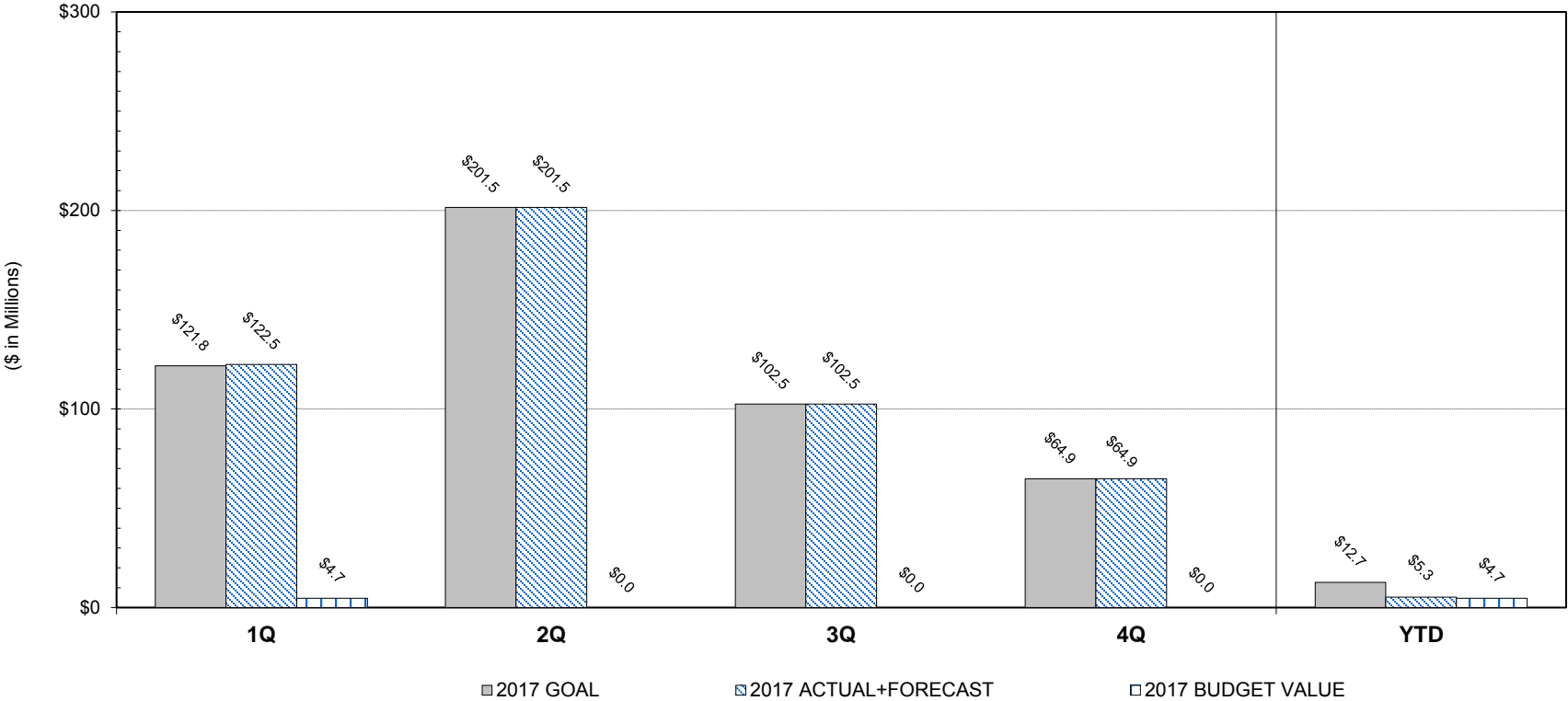
There were no projects planned or completed in January (See *Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan; Attachment 10 – 2016 Completion Plan*).

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 | |



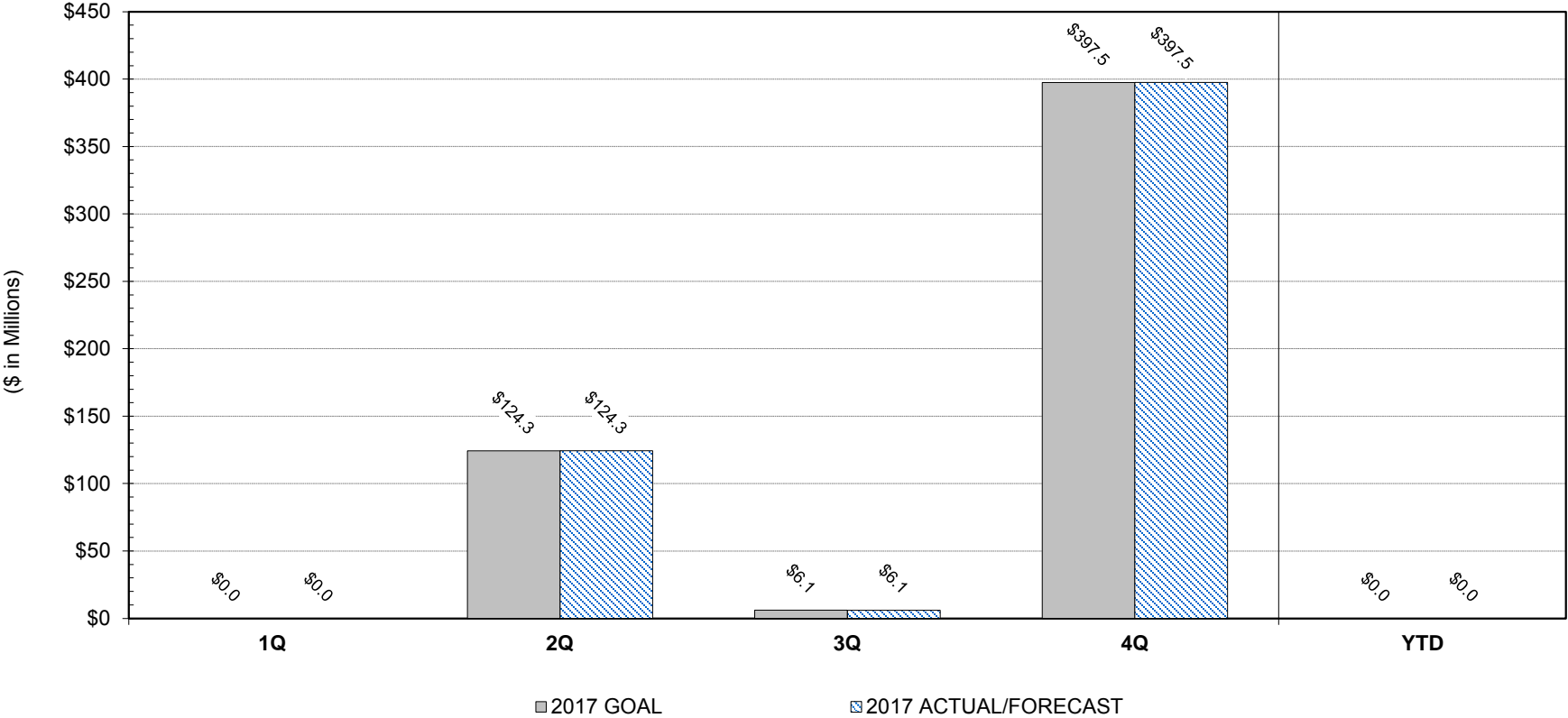
MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2017

| 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**

| 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 | | | | | | |
| <u>Unplanned Completions</u> | | | | | | | | | | | |
| | | | | 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 | CLOSEOUT WAR | CERTIFICATE | |
|----------|--|--------|---|--------------|-------------|------------------------|
| | | | | | 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.- Suspende 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 | | | | |
| | | | | | | | | | | | |
| <u>Unplanned Commitments</u> | | | | | | | | | | | |
| 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 07-1AG-2782A | | | | Jan-17 | \$193,344 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | | D03929 | ORT-CBB Kapsch 07-1AG-2782A | | | | Jan-17 | \$93,933 | | |
| D706AW28 | Scope Development | | D03922 | RKBx Trss Span-Fire Vul(PSC-12-2891L/WO90) | | | | Jan-17 | \$102,263 | | |
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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 Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast 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>OM</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:

| Schedules Requiring Majority Vote: | # of Actions | \$ Amount |
|--|--------------|-----------|
| 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 |
|--------------|----------|------------------|

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.
Contract No. VN-80B

\$23,500,000.00

Staff Summary Attached

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

Page 1 of 3

| 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>mm</i> | 4 | EVP | | |
| 2 | SVP & General Counsel <i>mm</i> | 5 | President <i>01</i> | | |
| 3 | VP & Chief Procurement Officer <i>mm</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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input 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

Page 2 of 3

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

Page 3 of 3

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 | | | |
| Contract Term (including Options, if any) December 12, 2014 – June 11, 2019 | | Original Amount: \$213,400,793.50 | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | Prior Modifications: \$4,580,710.52 | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | Prior Budgetary Increases: \$0.00 | |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | | Current Amount: \$217,981,504.02 | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | This Request: \$23,100,000.00 | |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | | % of This Request to Current Amount: 10.6% | |
| | | % 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 created 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 Constructors, 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 (MWBs), 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 MWBs and SBEs that compete for contracts. MWBs 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 MWBs 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.

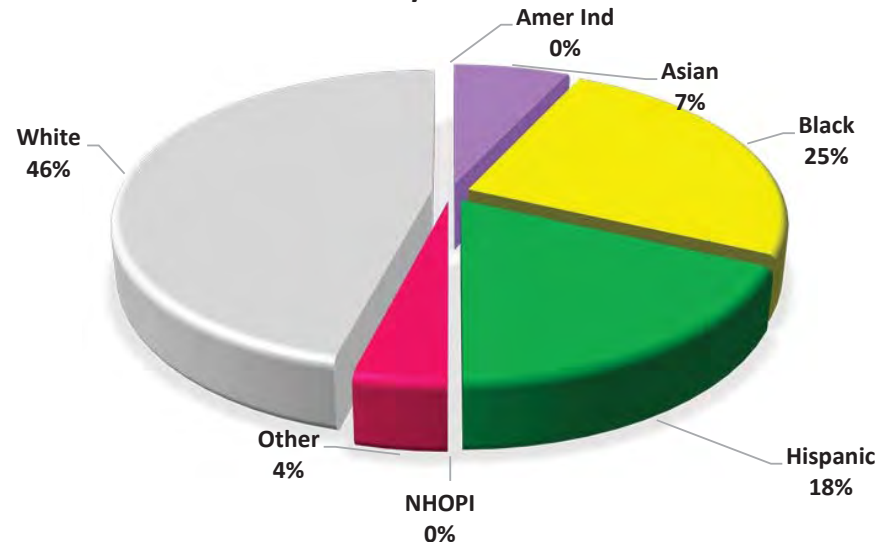


MTA Bridges and Tunnels Workforce as of December 30, 2016

MTA BRIDGES AND TUNNELS WORKFORCE
BY GENDER



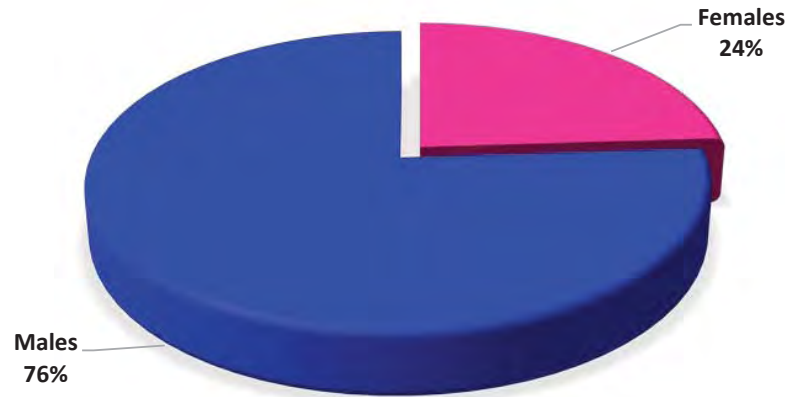
MTA BRIDGES AND TUNNELS WORKFORCE
BY RACE/ETHNICITY



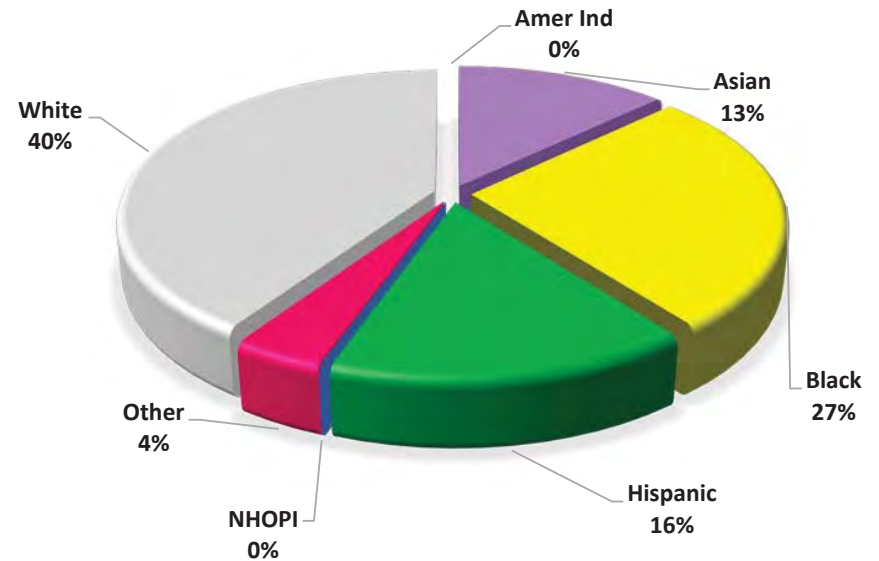
- ❑ MTA Bridges and Tunnels workforce consist of **1,451** employees.
- ❑ **22%** Females, **54%** Minorities and **6%** Veterans.
- ❑ The percentage of Females employed remained constant from the prior quarter.
- ❑ The overall composition of MTA Bridges and Tunnels workforce did not change as it relates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

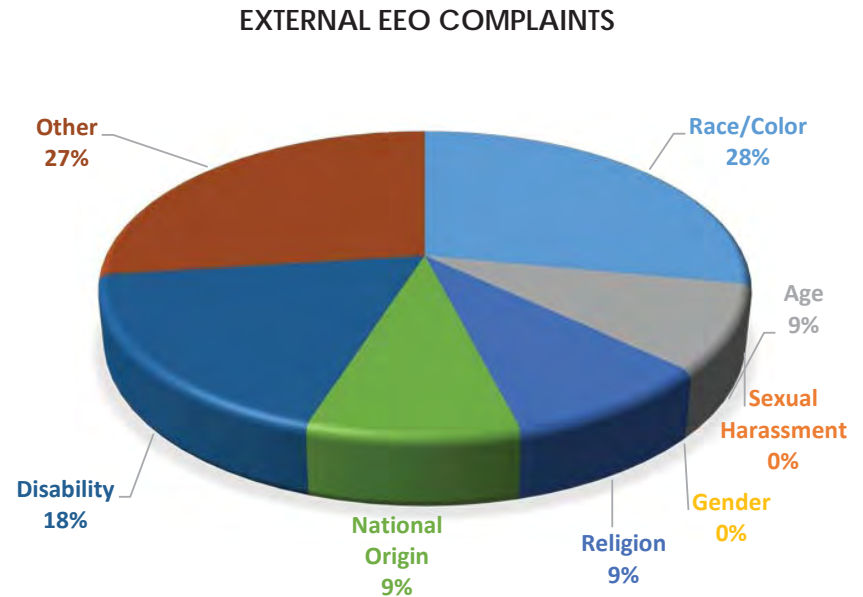
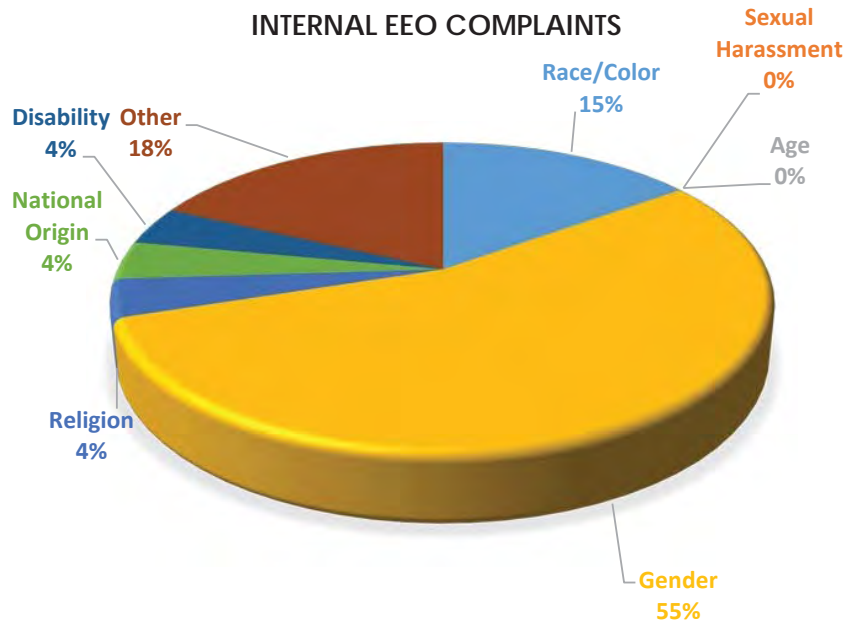


- ❑ MTA Bridges and Tunnels hired 101 Employees and 4 Veterans.
- ❑ 24% Females of which 0% were Veterans.
- ❑ 59% Minorities of which 3% were Veterans.
- ❑ 4% Veterans overall were hired.



MTA Bridges and Tunnels Internal/External EEO Complaints

January 1, 2016 to December 31, 2016



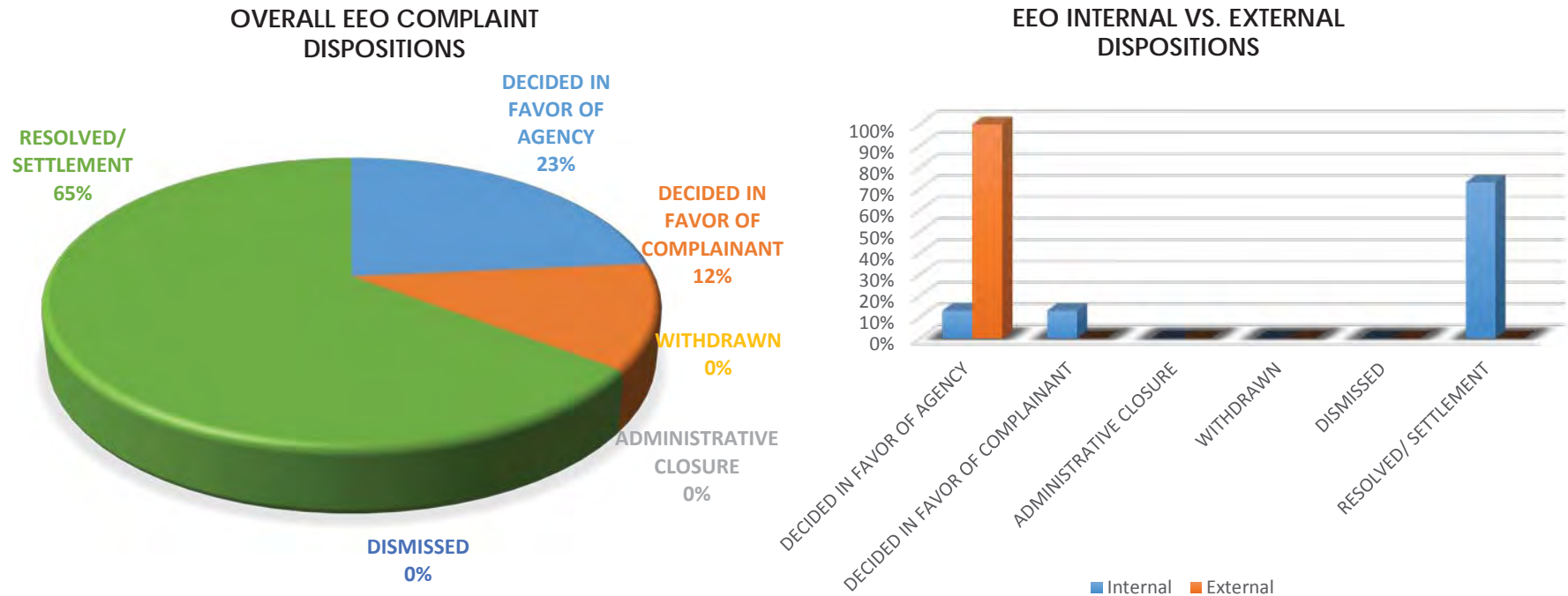
- ❑ MTA Bridges and Tunnels handled **26** EEO complaints, citing **38** separate allegations.
- ❑ **20** filed Internal
- ❑ **6** filed External
- ❑ The most frequently cited bases Internally was Gender and Externally was Race/Color.

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



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.

