



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 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**

**Monday, 4/24/2017
11:30 AM - 12:00 PM ET**

1. Public Comments Period

2. Approval of Minutes - March 2017

BT Committee Minutes - March 2017 - Page 3

3. Approval of Committee Work Plan

BT Committee Work Plan - Page 11

4. Report on Operations - February 2017

BT Report on Operations - February 2017 - Page 18

5. Safety Report - February 2017

BT Safety Report - February 2017 - Page 31

6. E-ZPass Performance Report - February 2017

BT E-ZPass Performance Report - February 2017 - Page 33

7. Financial Report - February 2017

BT Financial Report - February 2017 - Page 39

8. Final Review of 2016 Year-End Operating Results

BT Final Review of 2016 Year-End Operating Results - Page 53

9. Capital Program Project Status Report - March 2017

BT Capital Program Project Status Report - March 2017 - Page 81

10. Procurements

BT Procurements - Page 97

Non-Competitive

BT Non-Competitive - Page 100

Competitive

BT Competitive - Page 102

Next Meeting: Monday, May 22, 2017 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting March 2017

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

March 20, 2017

12:00 p.m.

In attendance were the Honorable:

Charles G. Moerdler, Chairman
Ira Greenberg
Mitchell H. Pally
Polly Trottenberg
Veronica Vanterpool
Peter Ward

Donald Spero, President
Angelo Cerbone, Assistant Vice President and Controller
Mildred Chua, Vice President and Chief Financial Officer
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
Albert Rivera, Vice President and Chief of Staff
M. Margaret Terry, Senior Vice President and General Counsel

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

March 20, 2017

Minutes of TBTA Committee held March 20, 2017 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin complimented TBTA on the changes that have been made to make its roadways safer.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on February 21, 2017 were approved.

Committee Work Plan

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

President Spero's Opening Remarks

Mr. Spero thanked TBTA's workforce for doing a fantastic job at keeping the facilities safe and operational during the significant snow event on March 14, 2017. He said that the snow equipment performed well and approximately 1,900 tons of deicer were used during and after the event to address the freeze/thaw cycles.

Report on Operations

With regard to the Report on Operations for January 2017, Mr. Parisi stated the following:

Cashless tolling began at the Hugh L. Carey Tunnel on January 4, 2017 and at the Queens Midtown Tunnel on January 10, 2017. In January 2017, there were 23.4 million crossings as compared to 22.2 million crossings in January 2016, which is an increase of 5.5%; snowfall amounts totaled 10.1 inches in January 2017 versus snowfall amounts of 28.8 inches in January 2016 from Winter Storm Jonas; E-ZPass volume increased in January 2017 by 7.0% as compared to January 2016, due primarily to an aggressive marketing campaign for both cashless tolling and E-ZPass, while crossings using cash and other payment methods decreased by 4.0%; passenger car travel increased 5.7% and other vehicle travel increased 3.6%. Preliminary traffic figures for February 2017 are 3.5% lower than in February 2016, which was a Leap Year.

Safety Report

With regard to the Report on Safety for January 2017, Mr. Osnes stated that the customer collision rate increased from 5.96 to 7.69 and the injury collision rate increased from 0.99 to 1.12. However, there was a rate reduction of 2.9 collisions per million vehicle crossings from a peak in October 2016 as compared to the end of January 2017. Due to an increase in law enforcement presence at six accident-prone locations, five of the six locations experienced a reduction in the number of collisions in the last three months compared to the Third Quarter of 2016, which had the peak number of total collisions.

The total number of employee accident reports increased from 233 to 275 and the lost time injury rate increased from 4.7 to 6.7. Approximately 40% of the lost time injuries occurred in the Third Quarter of 2016. Compared to the peak Second and Third Quarters of 2016, the January 2017 rate decreased by 35%. Over the period from October 2016 to January 2017, lost time injuries have decreased by 48% compared to the Third Quarter of 2016. The contractor lost time injury rate decreased from 2.08 to 1.84.

Chairman Moerdler stated that due to the dramatic increases in the customer collision rate, injury

collision rate, number of employee accident reports and lost time injury rate he wants TBTA to include in this report what TBTA is doing to try to reduce these rates. Commissioner Pally asked whether a determination can be made as to the effect Open Road Tolling (ORT) has on speed and safety and Mr. Spero agreed to see if there has been such an effect.

E-ZPass Performance Report

With regard to the E-ZPass Performance Report for January 2017, Mr. Spero stated that the E-ZPass market share was 87.5% or 1.2 percentage points higher than the prior January. It the highest market share ever having exceeded 87%. The average weekday market share at the tunnels, where TBTA has targeted its marketing efforts for ORT, grew by approximately 2.5 percentage points. Four facilities, including the tunnels, are above 90% on an average weekday. ORT go-live for the Marine Parkway-Gil Hodges Memorial and Cross Bay Veterans Memorial Bridges is planned for April 30, 2017 just prior to the summer beach season when traffic grows significantly.

Financial Report

Ms. Chua stated that in January 2017 toll revenue was \$140.8 million, which is \$5.5 million or 4.0% better than budget. Traffic for January 2017 was up against the budget by 5.5% or 1.2 million crossings. Preliminary February 2017 traffic is expected to be 2.9% better than forecast and toll revenue is \$129.8 million, which is \$2.4 million or 1.9% higher than the adopted budget. Total expenses were \$40.8 million, which is \$0.2 million or 0.4% higher than budget. Labor costs were \$2.5 million or 9.6% lower than plan due to payroll vacancies. Non-Labor costs were \$2.6 million higher due to timing of bond issuance costs. Overtime was down 6.4% or \$0.2 million against the budget. Total support to mass transit was \$78.2 million, which is \$7.7 million or 11.0% better than plan.

Capital Program Status Report

With regard to the Capital Program Status Report for February 2017, Mr. Keane stated that 19 commitments were made with a total value of \$39.2 million. Year to date 35 commitments have been made with a total value of \$47.8 million, which compares to a plan of 26 commitments with a value of \$72.4 million. For 2017, there are a total of 113 planned commitments totaling \$526.9 million and to date approximately 9.0% of those commitments have been awarded. The most significant commitments include construction tasks at the Operations Training Center, ORT and roadway deck replacement work at the Robert F. Kennedy Bridge. There were no project completions planned or made in February 2017 or year to date. There were 11 task level closeouts in February totaling \$18.1 million and year to date there have been 21 task level closeouts totaling \$76.7 million.

Procurements

For March 2017, Mr. Masterson stated that there are eight (8) procurements totaling \$150.9 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Masterson stated that there are eight (8) competitive procurements totaling \$150.9 million, as follows:

- One competitively solicited public work contract for design-build services for the rehabilitation of skewbacks, viaduct piers and the lower level north abutment at the Henry Hudson Bridge (HHB) for \$82,180,000.
- Three personal service contracts as follows: a) biennial bridge inspection contracts to four separate firms to keep assets in a state of good repair for \$8,080,882; b) independent safety

monitoring services on a daily basis for on-going construction projects for \$1,939,964; and c) design services to develop a strategic plan to extend the service life of suspension bridges for \$1,543,753.

Four competitive procurement modifications as follows: a) two personal service contracts – one for design support services during construction for the reconstruction of the upper and lower level toll plazas and southbound approach at the HHB and the lighting replacement at the northbound and southbound parkways for \$2,957,064, and the other for design quality assurance services during construction for Project HH-89 - the retrofit/repair of the skewbacks, approach concrete piers and HHB north abutment for \$1,528,424; and b) two public work modifications that include the installation of the ORT system and associated civil, structural, electrical and demolition work at both the Bronx-Whitestone and Throgs Neck Bridges for \$19,311,211 and \$18,149,300, respectively.

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

Tutor Perini Corp.	Contract HH-89	\$82,180,000
	TBTA 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 Rehabilitation of Skewbacks, Viaduct Piers and Lower Level North Abutment at the Henry Hudson Bridge to Tutor Perini Corp.	

Personal Service Contracts

Hardesty & Hanover, LLC	Contract No. PSC-16-3000A	\$2,373,533.00
HAKS Engineers, Architects & Land Surveyors, P.C.	Contract No. PSC-16-3000B	\$2,038,963.00
HNTB New York Engineering and Architecture, P.C.	Contract No. PSC-16-3000C	\$1,971,358.00
WSP/Parsons Brinckerhoff	Contract No. PSC-16-3000D	<u>\$1,697,028.00</u> \$8,080,882.00
	TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award four personal service contracts for the 2017 Biennial Bridge Inspections at the: (i) Throgs Neck Bridge to Hardesty & Hanover, LLC (H&H), (ii) Bronx-Whitestone Bridge to HAKS Engineers, Architects & Land Surveyors, P.C. (HAKS), (iii) Marine Parkway and Cross Bay Bridges to HNTB New York Engineering and Architecture, P.C. (HNTB),	

and (iv) Henry Hudson and Queens-Midtown Tunnel Approach Bridges to WSP/Parsons Brinckerhoff (WSP/PB).

EnviroMed Services, Inc.	Contract No. PSC-16-3002 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide services for independent safety monitoring for ongoing B&T construction projects.	\$1,939,963.98
AECOM USA, Inc.	Contract No. PSC-16-2997 TBTA is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design Services for Project AW-28, Strategic Plan for Service Life Extension of Suspension Bridges.	\$1,543,753.37

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

WSP/URS a Joint Venture	Contract No. PSC-12-2906 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-12-2906, Design Services for Reconstruction of the Upper and Lower Level Toll Plazas and Southbound Approach at the Henry Hudson Bridge (HHB) for construction support services for Project HH-88B/HH-13A, Reconstruction of Upper and Lower Level Toll Plazas and Southbound Approach at HHB and Lighting Replacement at Northbound/Southbound Henry Hudson Parkways.	\$2,957,064.66
Ammann & Whitney Consulting Engineering, P.C.	Contract No. PSC-13-2929 TBTA is seeking Board approval in accordance with the All Agency Service Contract Procurement Guidelines to amend Contract No. PSC-13-2929, Design and Design Services During Construction for Project HH-89, Retrofit/Repair of Skewbacks, Approach Concrete Piers and North Abutment at the Henry Hudson Bridge to provide design quality assurance services.	\$1,528,424.00

Modifications to Purchase and Public Works Contracts

Halmar International, LLC	Contract No. BW-14/BW-84C TBTA is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend Contract BW-14/BW-84C for installation of the Open Road Tolling (ORT) system and associated civil, structural, electrical and demolition work at the Bronx-Whitestone Bridge.	\$19,311,211.44
Schiavone Construction Co., LLC	Contract No. TN-60 TBTA is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract (TN-60) to perform civil, structural and electrical infrastructure construction work for Open Road Tolling (ORT) at the Throgs Neck Bridge.	\$18,149,300.00

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurements except Commissioner Vanterpool abstained from the vote regarding the AECOM USA, Inc., procurement.

Ratifications

Mr. Masterson stated that there are no ratifications.

Open Road Tolling (ORT) Cost Update

Chairman Moerdler asked that the record reflect that the Committee received a copy of the ORT Cost Update. Mr. Spero and Mr. Keane presented the ORT update in response to Commissioner Saul's questions raised at the February 2017 Board Meeting.

As discussed with the Board in October 2016, Mr. Spero reiterated that TBTA is implementing an ORT initiative via contract modifications to existing major construction contracts and through an informal integrated project delivery framework. Thus far, the results have been good. He stated that the integrated project delivery method involves leveraging existing partnering arrangements that takes into account the teamwork that is already in place to help move ORT forward expeditiously with the fabricators, contractors, subcontractors, toll system integrator and key internal Authority departments working together and moving forward in unison. Mr. Spero stated that customers will receive the benefits of ORT more quickly through this strategy. Efficiencies that are being achieved through the modification process and integrated project delivery includes minimized disruption to major capital construction projects, reduced general condition costs such as staging, vehicles, fencing and trash removal; constructability concerns are raised and shared to minimize design growth; scheduling efficiencies are key to moving design packages forward much faster by having earlier resolution of fabrication issues for long lead time items; and reduced construction management and force account costs because staff is already on site for the core capital work. Mr. Keane discussed in detail the ORT program oversight and change control and estimating process. He stated that negotiated prices indicate that change control measures have been effective to ensure fair and reasonable pricing of construction change orders negotiated to date. Overall negotiated prices are 14% below the contractor's proposal and within 3% of the oversight consultant's and Engineer's estimate.

With the redistribution of capital funds from projects that are not moving forward at this time, Commissioner Vanterpool asked how much more ORT will likely cost over the \$130 million cost estimate. Mr. Spero responded that the \$500 million ORT program budget appears, at this point, to be sufficient.

Commissioner Pally asked that if the ORT work was not being performed by using contractors already in place, how much would it have cost to do the ORT program from scratch – the difference between what it would have been and what it is. He remarked that he assumes it would be much more than \$130 million because doing it the way that it is currently being done is much more efficient from a time and cost perspective. Mr. Keane responded that it would be hard to estimate because there is always some sort of capital work being done at the facilities. Commissioner Pally suggested that perhaps looking at similar work performed at other tolling agencies may help estimate the cost for this work. Notwithstanding differences amongst other agencies and their tolling facilities, Mr. Spero stated that we will try to determine an approximate cost.

Copies of the presentation are filed with the minutes of the Triborough Bridge and Tunnel Authority held this day.

Customer Satisfaction Survey - 2016

Mr. Spero referred the Committee to the Customer Satisfaction Survey for 2016 contained in the Committee materials. In 2016, Mr. Spero stated that 84% of customers are satisfied with their travel across TBTA facilities, which is an increase of 3 percentage points from 2015. Two facilities, the Bronx-Whitestone Bridge (BWB) and Henry Hudson Bridge (HHB), had overall satisfaction increases in part due to the completion of capital construction projects. The BWB increased 10 percentage points from 79% to 89% and the HHB increased 6 percentage points from 87% to 93%. No TBTA facilities had statistically significant overall satisfaction decreases. Overall TBTA customer satisfaction by E-ZPass and cash payment types increased by statistically significant amounts in 2016 to 83% and 86%, respectively. Approximately 94% of all HHB customers were satisfied with the cashless tolling travel experience while approximately 96% of customers were satisfied with E-ZPass, which was the highest rating of any category. Customer satisfaction with road signs, road conditions and service value all increased by statistically significant amounts and no service attributes had statistically significant decreases in 2016. Commissioner Pally commented that he found it interesting that the cash payers are more satisfied than E-ZPass payers. Mr. Spero responded that with the increased E-ZPass market share it may make it easier for cash customers to travel through facility cash lanes.

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

May 2017

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

Operations
EEO

June 2017

No items scheduled.

July 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

February 2018

Preliminary Review of 2017 Operating Budget Results
2018 Adopted Budget/Financial Plan 2018-2021
2017 B&T Operating Surplus
Customer Environment Survey – 4th Quarter 2017
Diversity Report – 4th Quarter 2017

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2018

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2018

Final Review of 2017 Year-End Operating Results

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

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

E-ZPass Performance Report

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

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.

FEBRUARY 2018

Preliminary Review of 2017 Operating Budget Results

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

2018 Adopted Budget and February Financial Plan 2018-2021

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

2017 B&T Operating Surplus

The Committee will recommend action to the Board.

FEBRUARY 2018 (cont'd)

Customer Environment Survey – 4th Quarter 2017

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

Diversity Report – 4th Quarter 2017

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

MARCH 2018

Annual Procurement Contracts Report

This report contains information on contracts awarded during the previous fiscal year and contracts open from the previous years as required by Section 2879 of the State Public Authorities Law.

APRIL 2018

Final Review of 2017 Year-End Operating Results

The customary review of prior year's budget results and their implications for current and future budget performance will be presented to the Committee. Each Agency will present for inclusion in the Agenda materials, and be prepared to answer questions, on a review of its experience. The MTA Budget Division will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.



Bridges and Tunnels

Report on Operations February 2017



MTA Bridges and Tunnels February 2017 Traffic Trends

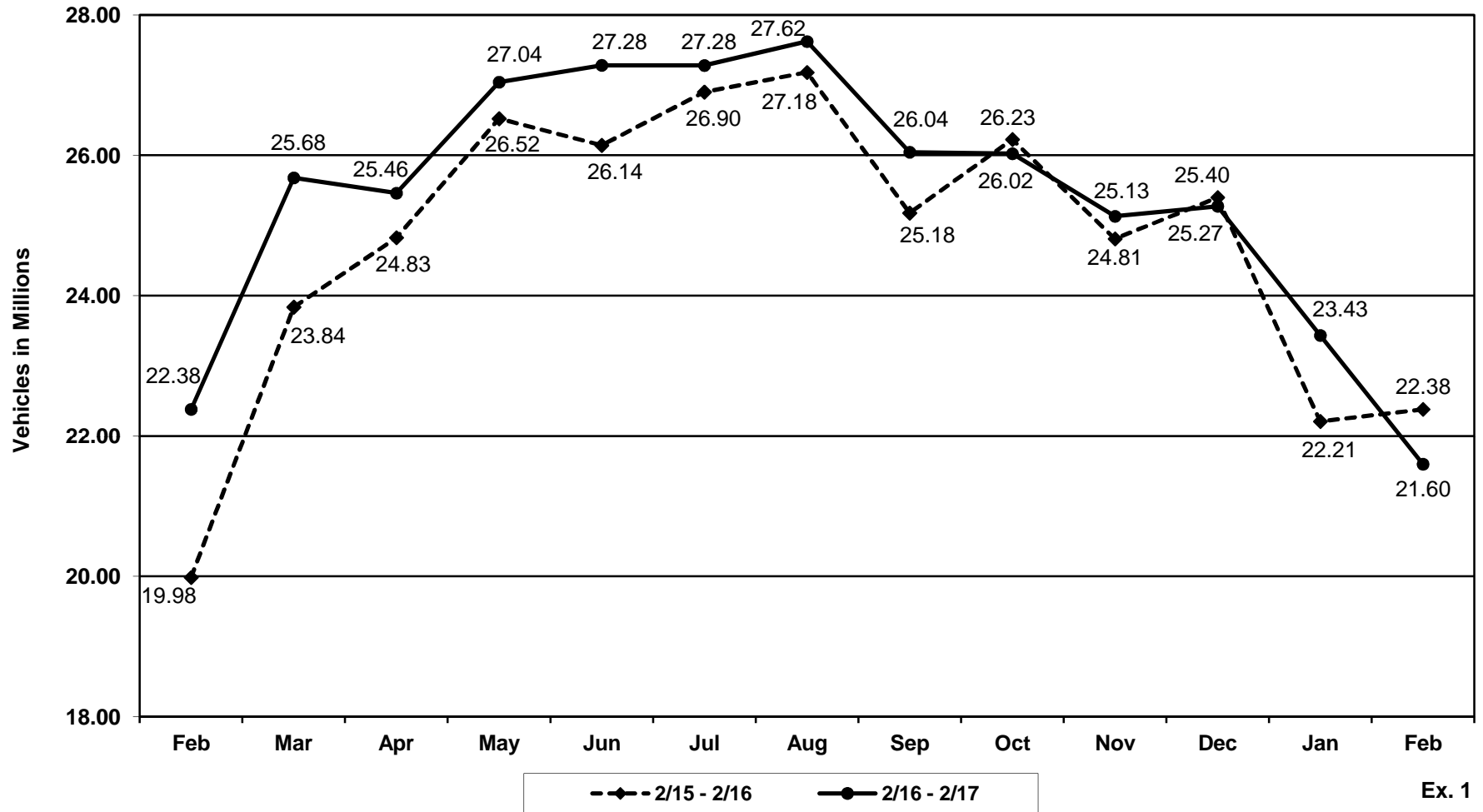
Summary

Traffic was lower on a year-to-year basis, with 21.6 million crossings this month vs. 22.4 million crossings in February 2016 (Exhibit 1). Last year was a leap year and most of the decline is attributable to there being one less day in February of this year.

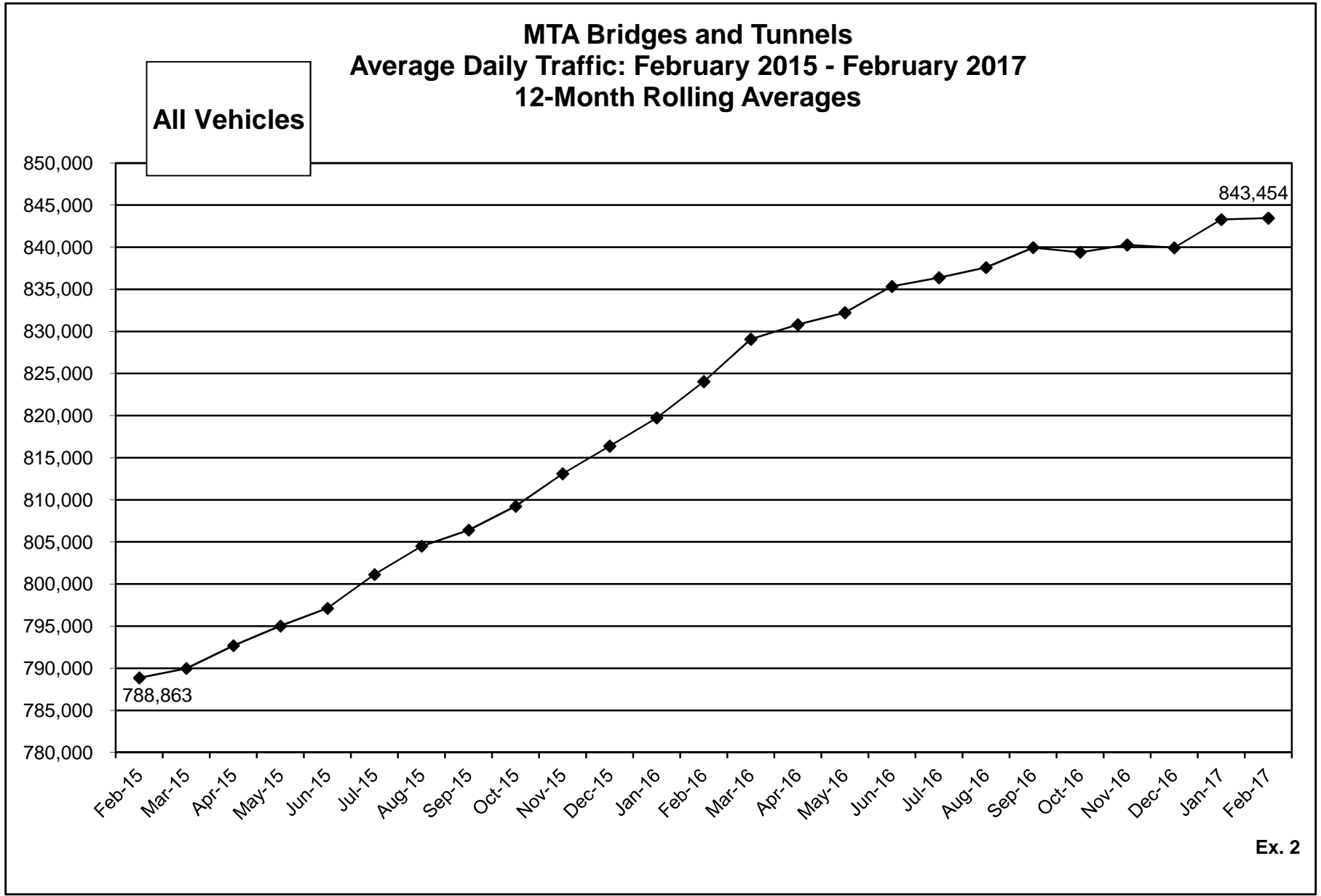
Snowfall was 10.3 inches in 2017 compared to 5.6 inches in 2016. Gas prices averaged \$2.49 per gallon this February, which was \$0.59 higher than last year at this time.

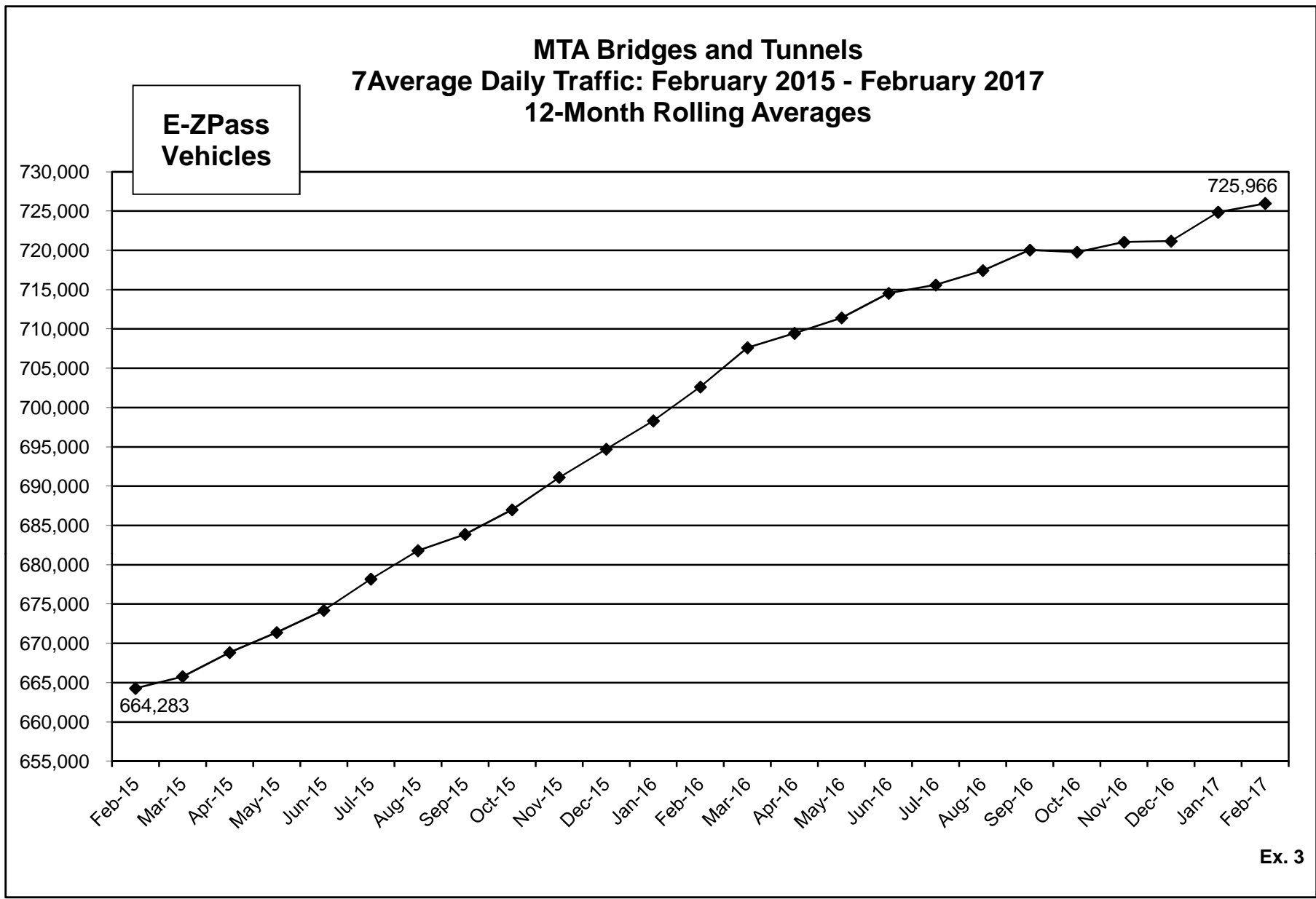
E-ZPass volume increased in February by 1.8% compared to the same month in 2016, while crossings using cash and other payment methods declined by 11.9% (Exhibit 7). Passenger car travel was up 0.2% and other vehicle travel declined 3.2% from February of 2016 (Exhibit 8).

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending February 2017



Ex. 1

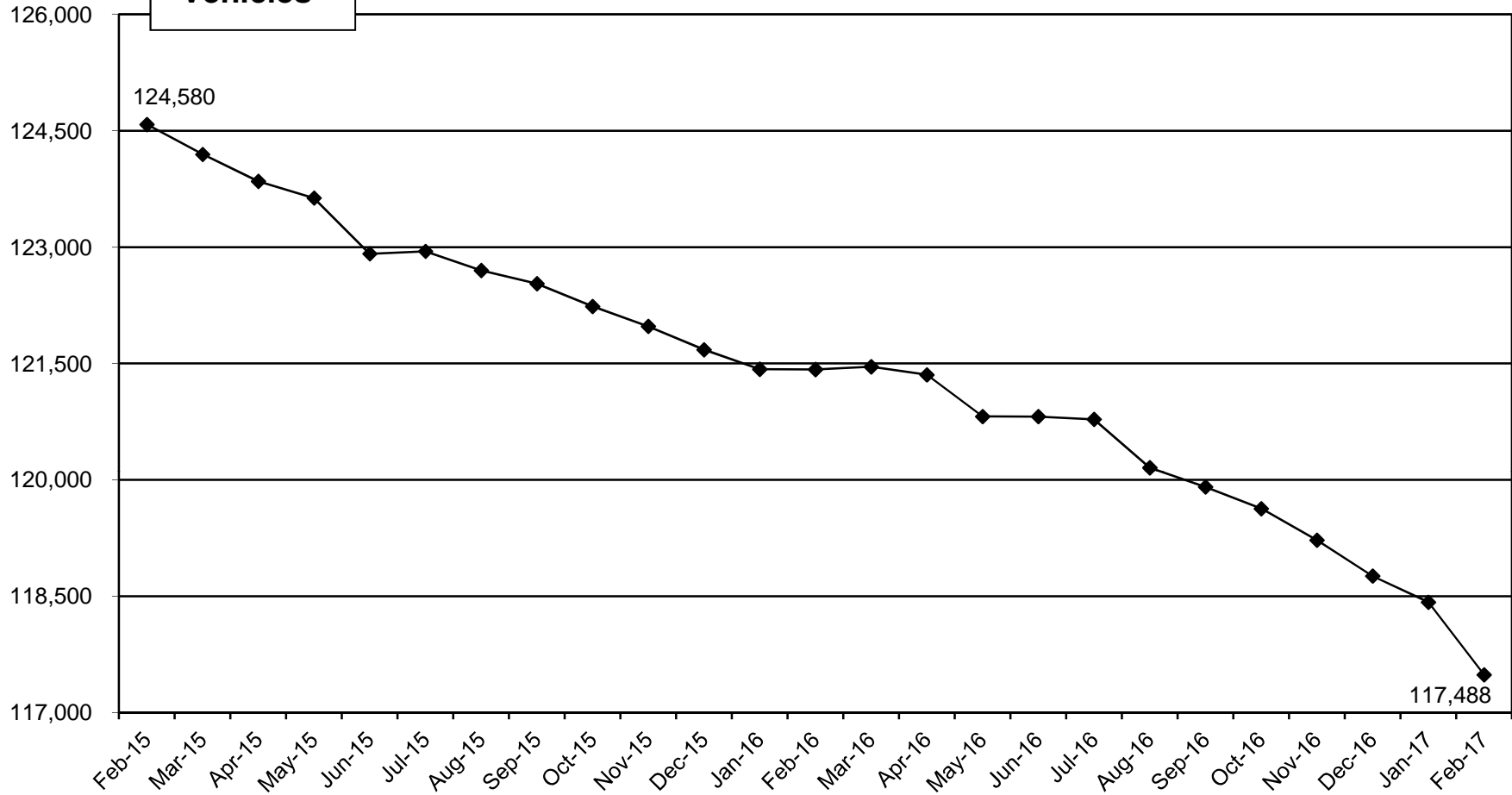




Ex. 3

**MTA Bridges and Tunnels
Average Daily Traffic: February 2015 - February 2017
12-Month Rolling Averages**

**Cash
Vehicles***

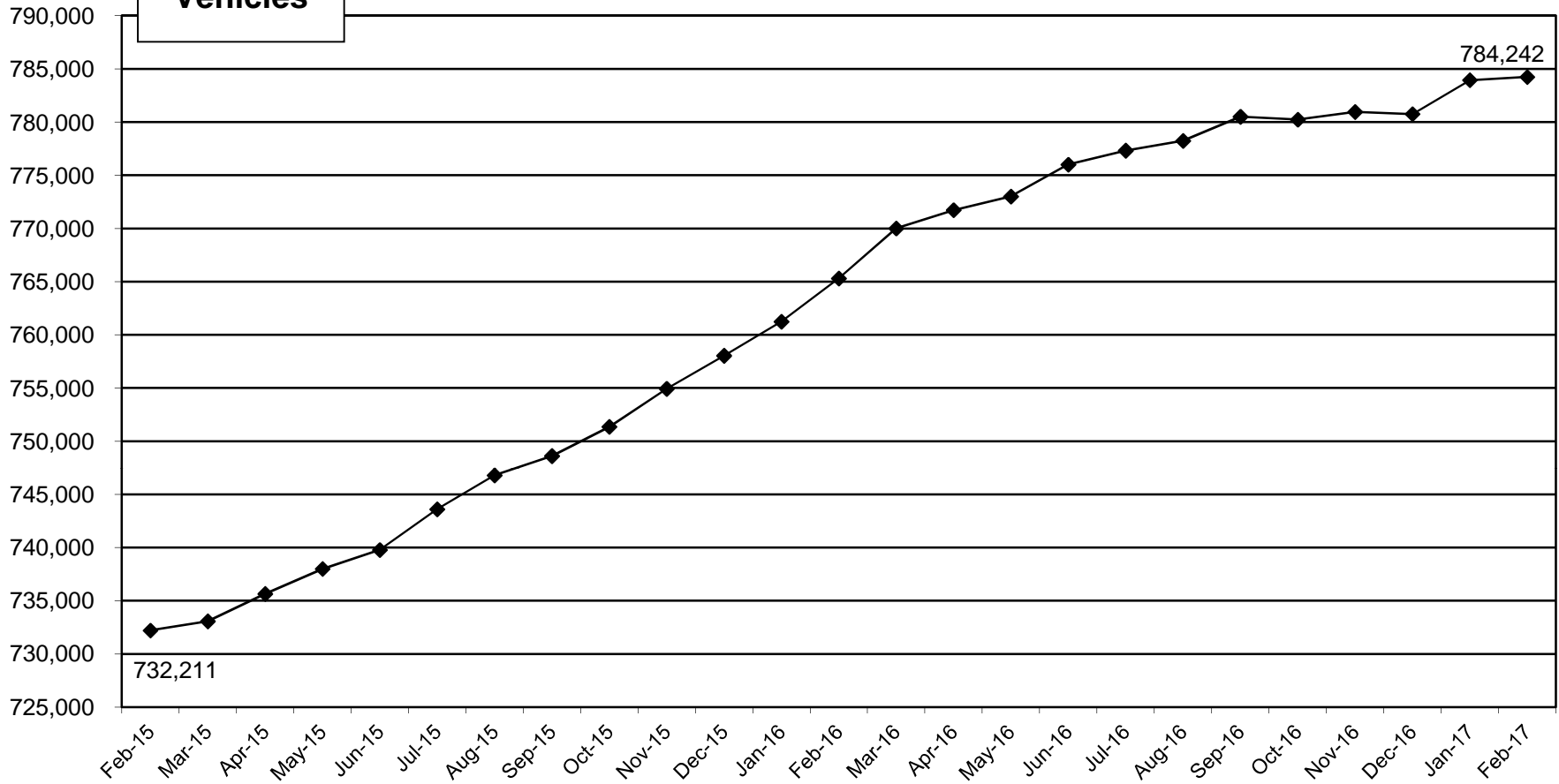


**Includes token, ticket and Tolls by Mail transactions.*

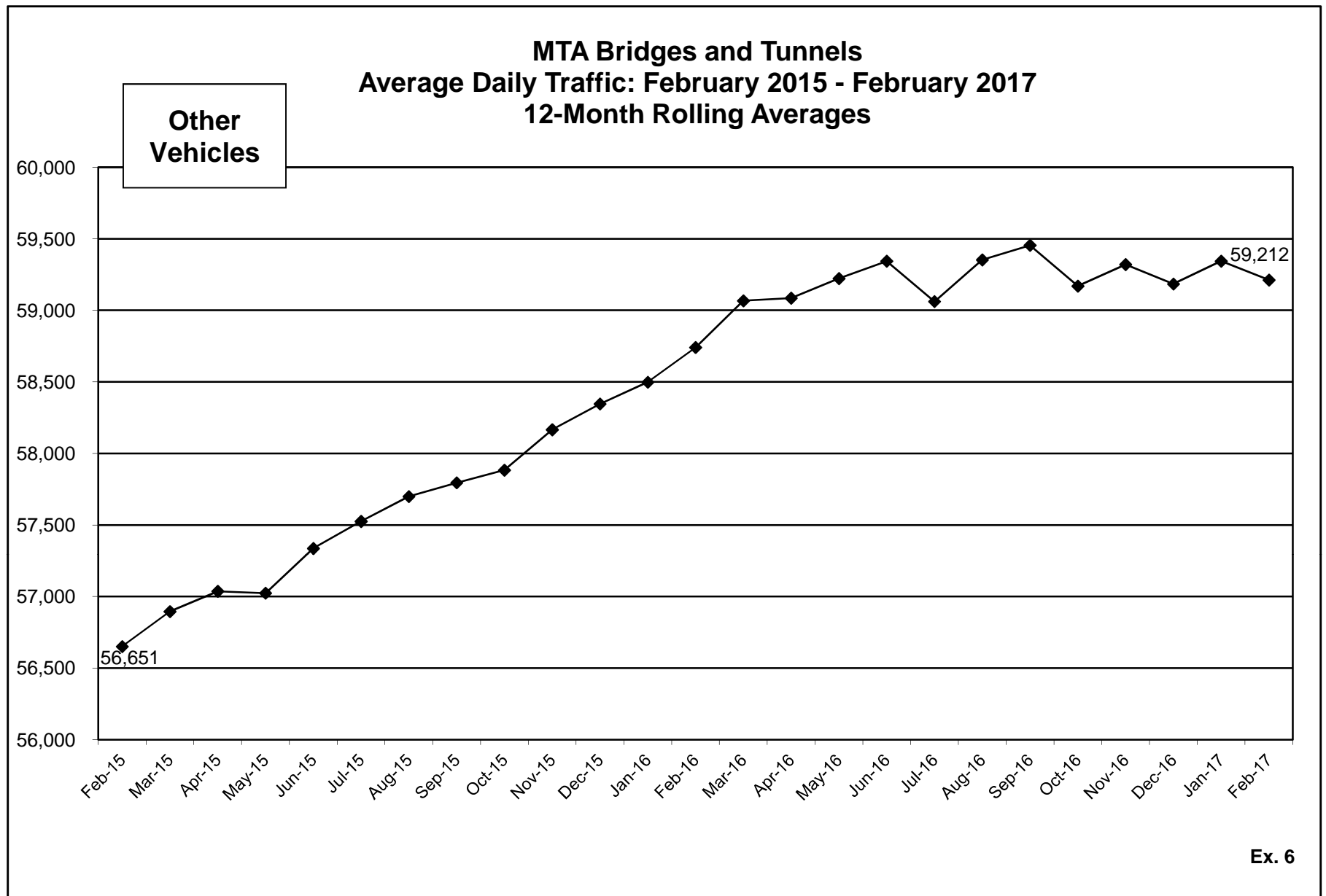
Ex. 4

**MTA Bridges and Tunnels
Average Daily Traffic: February 2015 - February 2017
12-Month Rolling Averages**

**Passenger
Vehicles**



Ex. 5



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

Corridor	Toll Media	Feb ⁽¹⁾	3 Months ⁽²⁾ (Dec-Feb)	6 Months ⁽³⁾ (Sep-Feb)	9 Months ⁽⁴⁾ (Jun-Feb)	12 Months ⁽⁵⁾ (Mar-Feb)
All Facilities	Total Vehicles	0.0%	1.6%	1.4%	1.8%	2.4%
	E-ZPass	1.8%	2.9%	2.5%	2.8%	3.3%
	Cash/Tolls by Mail ⁽⁶⁾	-11.9%	-6.7%	-4.8%	-3.7%	-3.2%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.1%	3.6%	3.5%	3.3%	3.7%
	E-ZPass	4.2%	5.3%	4.8%	4.6%	5.0%
	Cash ⁽⁶⁾	-7.6%	-3.6%	-2.6%	-2.0%	-1.6%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-6.5%	-4.7%	-5.3%	-3.8%	-2.7%
	E-ZPass	-3.6%	-2.8%	-4.0%	-2.7%	-1.7%
	Cash/Tolls by Mail ^(6,7)	-29.3%	-19.8%	-15.2%	-11.9%	-10.6%
Verrazano-Narrows Bridge	Total Vehicles	2.4%	4.5%	4.8%	4.8%	5.0%
	E-ZPass	3.8%	5.6%	5.7%	5.7%	6.0%
	Cash ⁽⁶⁾	-7.5%	-3.1%	-1.4%	-1.1%	-1.3%
Henry Hudson Bridge	Total Vehicles	4.2%	3.9%	4.8%	4.6%	5.2%
	E-ZPass	4.3%	3.8%	4.7%	4.6%	5.2%
	Tolls By Mail	2.9%	5.2%	6.1%	4.8%	5.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.4%	1.7%	1.2%	2.2%	2.6%
	E-ZPass	1.5%	2.4%	1.8%	2.8%	3.2%
	Cash ⁽⁶⁾	-8.1%	-3.8%	-3.3%	-1.4%	-1.6%

(1) February 2017 vs. February 2016.

(2) December 2016 to February 2017 vs. December 2015 to February 2016.

(3) September 2016 to February 2017 vs. September 2015 to February 2016.

(4) June 2016 to February 2017 vs. June 2015 to February 2016.

(5) March 2016 to February 2017 vs. March 2015 to February 2016.

(6) Includes tokens and tickets.

(7) Tolls by Mail was implemented at the Hugh L. Carey Tunnel on January 4th and at the Queens Midtown Tunnel on January 10th.

Ex. 7

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

Corridor	Vehicle Type	Feb ⁽¹⁾	3 Months ⁽²⁾ (Dec-Feb)	6 Months ⁽³⁾ (Sep-Feb)	9 Months ⁽⁴⁾ (Jun-Feb)	12 Months ⁽⁵⁾ (Mar-Feb)
All Facilities	Total Vehicles	0.0%	1.6%	1.4%	1.8%	2.4%
	Passenger	0.2%	1.8%	1.6%	2.0%	2.5%
	Other	-3.2%	-0.9%	-0.5%	0.0%	0.8%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.1%	3.6%	3.5%	3.3%	3.7%
	Passenger	2.4%	3.9%	3.7%	3.5%	3.9%
	Other	-1.3%	1.1%	1.3%	1.5%	2.2%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-6.5%	-4.7%	-5.3%	-3.8%	-2.7%
	Passenger	-6.4%	-4.7%	-5.3%	-3.8%	-2.7%
	Other	-7.0%	-5.1%	-5.4%	-4.8%	-3.7%
Verrazano-Narrows Bridge	Total Vehicles	2.4%	4.5%	4.8%	4.8%	5.0%
	Passenger	2.7%	4.7%	5.0%	4.9%	5.1%
	Other	-2.1%	1.5%	2.3%	2.6%	3.2%
Henry Hudson Bridge	Total Vehicles	4.2%	3.9%	4.8%	4.6%	5.2%
	Passenger	4.4%	4.2%	5.0%	4.8%	5.3%
	Other	-11.3%	-27.3%	-15.8%	-9.5%	-4.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.4%	1.7%	1.2%	2.2%	2.6%
	Passenger	0.8%	2.0%	1.4%	2.4%	2.7%
	Other	-6.7%	-3.4%	-2.8%	-1.3%	0.3%

(1) February 2017 vs. February 2016.

(2) December 2016 to February 2017 vs. December 2015 to February 2016.

(3) September 2016 to February 2017 vs. September 2015 to February 2016.

(4) June 2016 to February 2017 vs. June 2015 to February 2016.

(5) March 2016 to February 2017 vs. March 2015 to February 2016.

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>
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	26,022,431	\$2.27	61	4.8	-	6
Nov-16	25,130,058	\$2.39	53	5.4	-	8
Dec-16	25,273,158	\$2.44	40	3.0	3.0	10
Jan-17	23,432,512	\$2.54	40	3.9	10.1	15
Feb-17	21,598,085	\$2.49	43	1.9	10.3	6

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>
2016 vs. 2015						
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	(202,736)	(\$0.02)	2	1.4	-	(1)
November	321,071	\$0.14	(1)	3.7	-	3
December	(125,179)	\$0.26	(10)	(0.9)	3	(7)
2017 vs. 2016						
January	1,225,652	\$0.49	4	(0.3)	(19)	8
February	(781,360)	\$0.59	4	(2.5)	5	(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

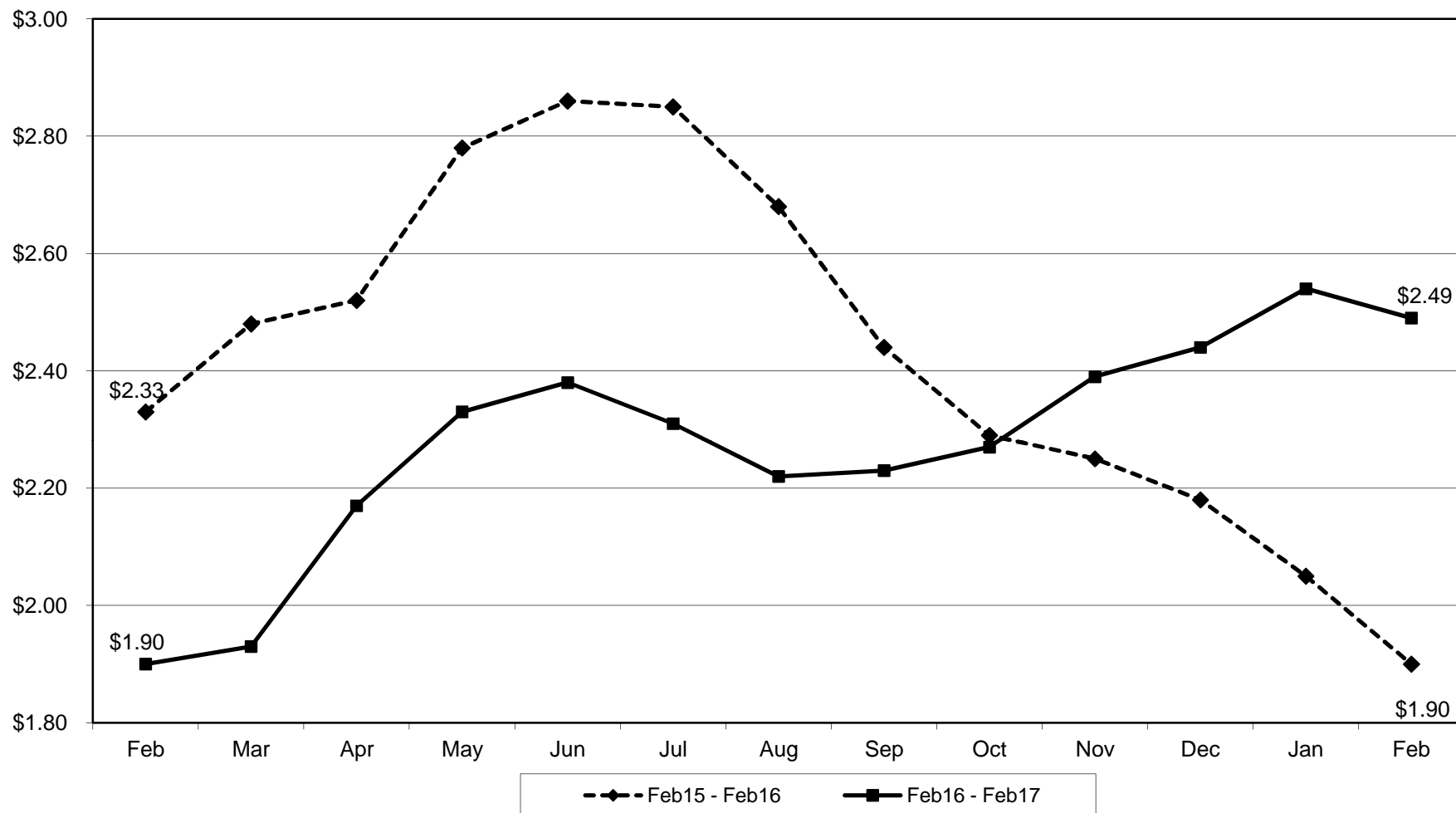
<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
Feb-15	788,863	664,283	124,580	732,211	56,651
Mar-15	789,972	665,777	124,196	733,077	56,896
Apr-15	792,686	668,837	123,848	735,648	57,037
May-15	795,019	671,387	123,632	737,995	57,024
Jun-15	797,117	674,203	122,914	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	839,401	719,772	119,629	780,231	59,169
Nov-16	840,278	721,056	119,223	780,958	59,320
Dec-16	839,936	721,175	118,761	780,752	59,184
Jan-17	843,285	724,861	118,424	783,941	59,344
Feb-17	843,454	725,966	117,488	784,242	59,212

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 February 2015 - February 2017





Bridges and Tunnels

Safety Report February 2017



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	March 2014 - February 2015	March 2015 - February 2016	March 2016 - February 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.61	6.03	7.74
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.90	1.00	1.14
Employee Accident Reports	295	225	269
Employee Lost Time Injuries Rate per 200,000 worker hours	6.4	4.8	6.6
Construction Injuries per 200,000 worker hours	3.18	2.15	1.96

Leading Indicators				
Roadway Safety	2016		2017	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	62	740	58	80
Fleet Preventative Maintenance Insp.	122	1281	113	237
Safety Taskforce Inspections	0	13	1	1
Construction Safety	February	Year End	February	Year to Date
Construction Safety Inspections	273	4161	262	553
Fire Safety	February	Year End	February	Year to Date
Fire Code Audits Completed	0	13	0	0
FDNY Liaison Visits	0	25	0	0

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. 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 special 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 test communications and special rescue operations should they be required.



Bridges and Tunnels

E-ZPass Performance Report February 2017



MTA Bridges and Tunnels
E-ZPASS Performance Report
February 2017
Preliminary data subject to final audit

E-ZPass Performance at All B&T Facilities			
	February 2017	Year to Date	February 2016
Total E-ZPass Traffic ¹	18,980,462	39,473,777	19,301,941
E-ZPass Market Share: Total	87.9%	87.7%	86.2%
Cars	87.4%	87.2%	85.7%
Trucks	93.9%	94.0%	93.6%

Weekday E-ZPass Performance by Facility²			
Facility	February Average E-ZPass Weekday Traffic and Market Share		
	2017 Average Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	98,389	84.6%	82.9%
Cross Bay Veterans Memorial Bridge	18,979	89.0%	88.0%
Henry Hudson Bridge	62,110	94.9%	94.9%
Hugh L. Carey Tunnel	49,278	95.4%	92.1%
Marine Parkway-Gil Hodges Memorial Bridge	17,756	91.5%	90.6%
Queens Midtown Tunnel	68,603	94.5%	91.3%
Robert F. Kennedy Bridge - Bronx Plaza	63,820	82.9%	80.5%
Robert F. Kennedy Bridge - Manhattan Plaza	75,254	88.9%	87.5%
Throgs Neck Bridge	96,494	87.7%	86.8%
Verrazano-Narrows Bridge ¹	<u>164,999</u>	<u>90.1%</u>	<u>89.0%</u>
All Facilities ¹	715,682	89.3%	87.7%

Notes:

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

MTA Bridges and Tunnels
E-ZPASS Performance Report
February 2017
Preliminary data subject to final audit

Weekday Peak Hour E-ZPass Performance by Facility³				
Facility	February E-ZPass Market Share			
	2017 AM Peak	2016 AM Peak	2017 PM Peak	2016 PM Peak
Bronx-Whitestone Bridge	89.4%	88.0%	85.4%	83.7%
Cross Bay Veterans Memorial Bridge	90.9%	91.8%	88.8%	88.9%
Henry Hudson Bridge	96.5%	96.6%	95.1%	95.4%
Hugh L. Carey Tunnel	96.9%	94.6%	95.5%	92.0%
Marine Parkway-Gil Hodges Memorial Bridge	92.8%	92.5%	91.5%	91.0%
Queens Midtown Tunnel	95.7%	92.8%	94.8%	91.1%
Robert F. Kennedy Bridge - Bronx Plaza	87.5%	85.7%	83.3%	81.5%
Robert F. Kennedy Bridge - Manhattan Plaza	91.1%	90.0%	88.9%	88.3%
Throgs Neck Bridge	91.8%	91.1%	88.3%	87.3%
Verrazano-Narrows Bridge ⁴	N/A	N/A	92.2%	91.6%
All Facilities	92.1%	90.9%	90.1%	88.8%

Weekend E-ZPass Performance by Facility			
Facility	February Average E-ZPass Weekend Traffic and Market Share		
	2017 Avg. Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	88,992	78.3%	76.3%
Cross Bay Veterans Memorial Bridge	14,695	85.6%	84.0%
Henry Hudson Bridge	52,384	92.6%	92.3%
Hugh L. Carey Tunnel	32,361	93.2%	88.3%
Marine Parkway-Gil Hodges Memorial Bridge	12,958	88.6%	87.3%
Queens Midtown Tunnel	41,755	91.7%	87.2%
Robert F. Kennedy Bridge - Bronx Plaza	54,514	76.5%	73.0%
Robert F. Kennedy Bridge - Manhattan Plaza	62,740	84.9%	82.4%
Throgs Neck Bridge	85,842	82.6%	80.6%
Verrazano-Narrows Bridge ¹	<u>146,015</u>	85.1%	83.3%
All Facilities ¹	592,256	84.2%	82.2%

Notes:

3. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods at each facility.
4. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

MTA Bridges and Tunnels
E-ZPASS Performance Report
February 2017
Preliminary data subject to final audit

E-ZPass Interoperability Statistics

B&T E-ZPass Transactions From Other Agencies ⁵			
Customer's E-ZPass Agency	February 2017 Total B&T E-ZPass Transactions	February 2017 Percentage of B&T Total Transactions	February 2016 Percentage of B&T Total Transactions
New York State Thruway Authority ⁶	1,624,745	8.51%	8.25%
Port Authority of NY and NJ	1,030,507	5.40%	5.25%
New Jersey Toll Agencies ⁷	918,793	4.81%	4.97%
Massachusetts Turnpike Authority ⁸	114,661	0.60%	0.55%
Pennsylvania Turnpike Commission	85,793	0.45%	0.40%
Maryland Transportation Authority	31,011	0.16%	0.15%
Virginia Department of Transportation ⁹	25,939	0.14%	0.12%
New Hampshire Department of Transportation	12,968	0.07%	0.07%
Delaware Department of Transportation	13,136	0.07%	0.07%
Other ¹⁰	<u>39,329</u>	<u>0.21%</u>	<u>0.20%</u>
Total	3,896,882	20.42%	20.03%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	February 2017	YTD 2017	February 2016
New York State Thruway Authority ⁶	2,311,519	4,845,469	2,360,671
Port Authority of NY and NJ	3,124,942	6,580,156	3,113,494
New Jersey Toll Agencies ⁷	5,281,331	10,751,871	5,109,960
New York State Bridge Authority	218,414	461,426	224,877
Massachusetts Turnpike Authority ⁸	564,444	1,168,156	487,698
Pennsylvania Turnpike Commission	182,773	451,731	272,303
Maryland Transportation Authority	302,649	681,335	317,649
Virginia Department of Transportation ⁹	171,654	347,655	168,990
New Hampshire Department of Transportation	83,937	177,874	97,446
Delaware Department of Transportation	200,965	446,182	193,143
Other ¹⁰	<u>280,899</u>	<u>582,042</u>	<u>316,613</u>
Total	12,723,527	26,493,897	12,662,844

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
February 2017
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers				
	February 2017	YTD 2017	YTD 2016	
Accounts Opened:				
Internet	8,551	19,149	12,235	
Walk-In	2,973	6,411	4,325	
Mail	322	693	569	
On-The-Go	<u>7,564</u>	<u>17,368</u>	<u>14,975</u>	
Total Accounts Opened	19,410	43,621	32,104	
Total Active Accounts		3,122,248	2,911,801	
Number of E-ZPass Tags Issued ¹¹	48,678	101,652	79,192	
Total Active Tags ¹²		4,916,760	4,667,911	
Total Reload Cards Distributed	3,346	179,365	153,831	
Reload Card % of Cash Replenishments	17.5%	17.4%	17.8%	

Customer Service Indicators				
	February 2017	YTD 2017	YTD 2016	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	268,151	561,637	487,513	
Automated System	<u>622,712</u>	<u>1,301,146</u>	<u>1,075,744</u>	
Total Phone Calls Answered	890,863	1,862,783	1,563,257	
Average Phone Call Waiting Time (in min.):				
General Call Unit	0.11	0.12	0.20	
Commercial Call Unit	0.24	0.22	0.37	
Avg. Monthly B&T E-ZPass Trips Per Account	4.85	5.05	5.09	
Average Number of Active Tags Per Account	1.57	1.57	1.59	

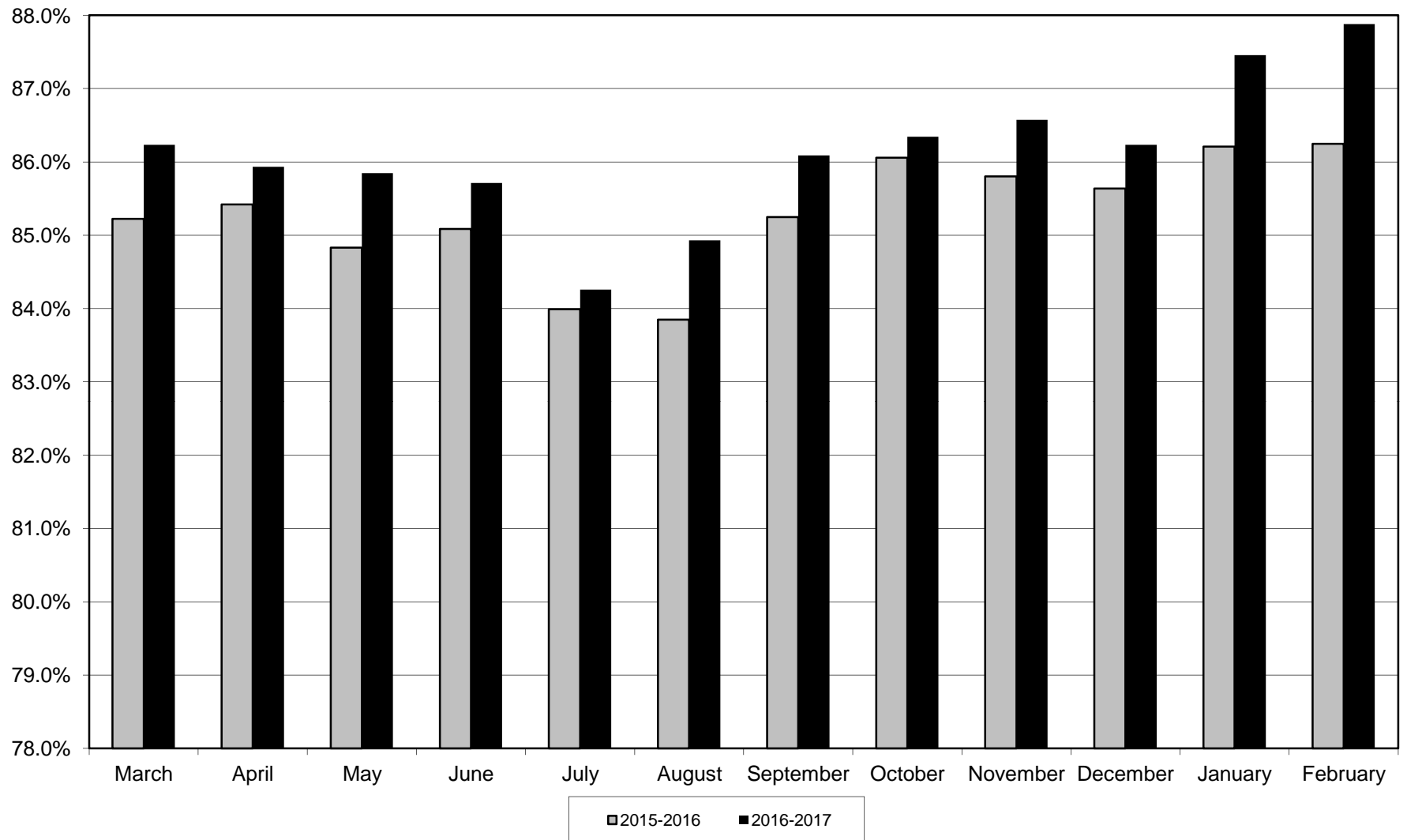
E-ZPass Tag Replacement Program				
	February 2017	YTD 2017	2011-2017	
Number of Replacement Tags Mailed	9,976	19,964	1,977,923	
Number of Tags Returned ¹³	6,751	14,667	1,938,886	
Number of Tags Pending Return	N/A	N/A	39,037	

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
March 2015 through February 2017**





Bridges and Tunnels

Financial Report February 2017



MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of February 28, 2017**

(in thousands)

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

Cash-Unrestricted	11,910
Investments:	
Unrestricted	134,627
Restricted	881,988
Accrued interest receivable	1,114
Accounts receivable	7,256
Tolls due from other agencies	28,652
Prepaid expenses	<u>6,782</u>
 Total current assets	 <u>1,072,329</u>

NONCURRENT ASSETS:

Investments:	
Restricted	8
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,527,683	5,187,661
Capital lease 2 Broadway net acc. dep.	39,760
Derivative Hedge Assets	3,564
Security Deposits	<u>14,050</u>
 Total noncurrent assets	 <u>5,371,367</u>

TOTAL ASSETS: 6,443,697**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	127,044
Accumulated decreases in fair value of derivative instruments	136,894
Defeasance costs	<u>260,143</u>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 524,081**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**6,967,778

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of February 28, 2017
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	212,775
Interest Payable	83,239
Accounts Payable	101,356
Accrued Pension Payable	0
Payable to MTA-CAP	153,318
Due to MTA-Operating Expenses	3,647
Due to NYCTA-Operating Expenses	879
Accrued salaries	24,214
Accrued Vac & Sick Benefits	17,451
Current portion of estimated liability arising from injury	19,165
Current portion of capital lease obligation	0
Pollution remediation projects	1,829
Due to New York City Transit Authority	36,836
Due to Metropolitan Transportation Authority	55,956
Unredeemed Tolls	161,694
Tolls due to other agencies	41,761
E-ZPass Airport Toll Liability	<u>5,327</u>
Total current liabilities	<u>919,447</u>

NONCURRENT LIABILITIES:

Long term debt	9,198,937
Post Employment Benefits Other than Pensions	657,270
Estimated liability arising from injury	23,815
Capital lease obligations	38,345
Derivative Hedge Liabilities	140,458
Net Pension Liability	307,596
Security deposits-Contra	<u>14,050</u>
Total noncurrent liabilities	<u>10,380,471</u>

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	39,856
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF
RESOURCES**

11,339,774

NET POSITION

-4,371,996 *

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

6,967,778

*The negative Net Position of \$4,371,996 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
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2017

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	127.469	129.461	1.992	1.6	0.000	0.000	0.000	-	127.469	129.461	1.992	1.6
Other Operating Revenue	1.709	1.621	(0.088)	(5.1)	0.000	0.000	0.000	-	1.709	1.621	(0.088)	(5.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.858	2.768	0.910	49.0	1.858	2.768	0.910	49.0
Investment Income	0.076	0.093	0.018	23.2	0.000	0.000	0.000	-	0.076	0.093	0.018	23.2
Total Revenue	\$129.254	\$131.175	\$1.921	1.5	\$1.858	\$2.768	\$0.910	49.0	\$131.112	\$133.943	\$2.831	2.2
Expenses												
<i>Labor:</i>												
Payroll	\$10.618	\$8.794	\$1.824	17.2	\$0.760	\$1.010	(\$0.250)	(32.9)	11.378	\$9.804	\$1.573	13.8
Overtime	2.434	2.133	0.301	12.4	0.145	0.213	(0.068)	(46.9)	2.579	2.346	0.233	9.0
Health and Welfare	2.382	2.154	0.228	9.6	0.198	0.209	(0.011)	(5.6)	2.580	2.363	0.217	8.4
OPEB Current Payment	1.490	1.648	(0.158)	(10.6)	0.000	0.000	0.000	-	1.490	1.648	(0.158)	(10.6)
Pensions	3.159	3.352	(0.194)	(6.1)	0.231	0.283	(0.052)	(22.5)	3.390	3.635	(0.246)	(7.2)
Other Fringe Benefits	0.907	0.723	0.184	20.3	0.112	0.136	(0.024)	(21.4)	1.019	0.859	0.160	15.7
Reimbursable Overhead	(0.412)	(0.917)	0.505	*	0.412	0.917	(0.505)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$20.577	\$17.888	\$2.690	13.1	\$1.858	\$2.768	(\$0.910)	(49.0)	\$22.435	\$20.656	\$1.780	7.9
<i>Non-Labor:</i>												
Electric Power	\$0.458	\$0.395	\$0.063	13.9	\$0.000	\$0.000	\$0.000	-	\$0.458	\$0.395	\$0.063	13.9
Fuel	0.228	0.266	(0.038)	(16.7)	0.000	0.000	0.000	-	0.228	0.266	(0.038)	(16.7)
Insurance	1.198	1.058	0.140	11.7	0.000	0.000	0.000	-	1.198	1.058	0.140	11.7
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.439	5.044	1.395	21.7	0.000	0.000	0.000	-	6.439	5.044	1.395	21.7
Professional Service Contracts	2.690	1.677	1.014	37.7	0.000	0.000	0.000	-	2.690	1.677	1.014	37.7
Materials & Supplies	0.435	0.208	0.227	52.2	0.000	0.000	0.000	-	0.435	0.208	0.227	52.2
Other Business Expenses	2.440	2.020	0.420	17.2	0.000	0.000	0.000	-	2.440	2.020	0.420	17.2
Total Non-Labor Expenses	\$13.888	\$10.668	\$3.220	23.2	\$0.000	\$0.000	\$0.000	-	\$13.888	\$10.668	\$3.220	23.2
Other Expense Adjustments:												
Other	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	-
Total Expenses before Non-Cash Liability Adjs.	\$34.466	\$28.555	\$5.910	17.1	\$1.858	\$2.768	(\$0.910)	(49.0)	\$36.323	\$31.323	\$5.000	13.8
Depreciation	\$10.654	\$9.326	\$1.328	12.5	\$0.000	\$0.000	\$0.000	-	10.654	\$9.326	\$1.328	12.5
OPEB Obligation	5.888	5.986	(0.098)	(1.7)	0.000	0.000	0.000	-	5.888	5.986	(0.098)	(1.7)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$51.008	\$43.868	\$7.140	14.0	\$1.858	\$2.768	(\$0.910)	(49.0)	\$52.866	\$46.636	\$6.230	11.8
Less: Depreciation	\$10.654	\$9.326	\$1.328	12.5	\$0.000	\$0.000	\$0.000	-	\$10.654	\$9.326	\$1.328	12.5
Less: OPEB Obligation	5.888	5.986	(0.098)	(1.7)	0.000	0.000	0.000	-	5.888	5.986	(0.098)	(1.7)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$34.466	\$28.555	\$5.910	17.1	\$1.858	\$2.768	(\$0.910)	(49.0)	\$36.323	\$31.323	\$5.000	13.8
Net Surplus/(Deficit)	\$94.787	\$102.619	\$7.832	8.3	\$0.000	\$0.000	\$0.000	-	\$94.788	\$102.619	\$7.831	8.3

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									\$94.788	\$102.619	\$7.831	8.3
Less: Capitalized Assets									0.918	0.355	0.563	61.3
Reserves									2.293	2.293	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$91.577	\$99.971	\$8.394	9.2
Less: Debt Service									55.376	55.194	0.182	0.3
Income Available for Distribution									\$36.202	\$44.778	\$8.576	23.7
Distributable To:												
MTA - Investment Income									0.076	0.093	0.018	23.2
MTA - Distributable Income									22.685	27.118	4.433	19.5
NYCTR - Distributable Income									13.440	17.566	4.126	30.7
Total Distributable Income									\$36.201	\$44.778	\$8.576	23.7
Support to Mass Transit:												
Total Revenues									131.112	133.943	2.831	2.2
Less: Total Operating Expenses									<u>36.323</u>	<u>31.323</u>	<u>5.000</u>	13.8
Net Operating Income/(Deficit)									\$94.788	\$102.619	\$7.831	8.3
Deductions from Net Operating Income:												
Capitalized Assets									0.918	0.355	0.563	61.3
Reserves									2.293	2.293	0.000	0.0
B&T Debt Service									24.903	26.947	(2.044)	(8.2)
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$28.114	\$29.595	(\$1.481)	(5.3)
Total Support to Mass Transit									\$66.674	\$73.025	\$6.350	9.5

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	262.758	270.221	7.462	2.8	0.000	0.000	0.000	-	262.758	270.221	7.462	2.8
Other Operating Revenue	3.533	3.691	0.158	4.5	0.000	0.000	0.000	-	3.533	3.691	0.158	4.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.900	4.579	0.679	17.4	3.900	4.579	0.679	17.4
Investment Income	0.160	0.153	(0.006)	(3.9)	0.000	0.000	0.000	-	0.160	0.153	(0.006)	(3.9)
Total Revenue	\$266.451	\$274.065	\$7.615	2.9	\$3.900	\$4.579	\$0.679	17.4	\$270.351	\$278.644	\$8.294	3.1
Expenses												
<i>Labor:</i>												
Payroll	\$22.277	\$19.264	\$3.013	13.5	\$1.601	\$1.615	(\$0.014)	(0.9)	23.878	\$20.879	\$2.999	12.6
Overtime	4.968	4.319	0.649	13.1	0.293	0.538	(0.245)	(83.6)	5.261	4.857	0.404	7.7
Health and Welfare	5.018	4.441	0.577	11.5	0.418	0.334	0.084	20.1	5.436	4.775	0.661	12.2
OPEB Current Payment	3.140	3.293	(0.153)	(4.9)	0.000	0.000	0.000	-	3.140	3.293	(0.153)	(4.9)
Pensions	6.657	6.818	(0.161)	(2.4)	0.486	0.453	0.033	6.8	7.143	7.271	(0.128)	(1.8)
Other Fringe Benefits	3.067	2.616	0.451	14.7	0.234	0.217	0.017	7.3	3.301	2.833	0.468	14.2
Reimbursable Overhead	(0.868)	(1.422)	0.554	63.8	0.868	1.422	(0.554)	(63.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$44.260	\$39.329	\$4.931	11.1	\$3.900	\$4.579	(\$0.679)	(17.4)	\$48.160	\$43.908	\$4.252	8.8
<i>Non-Labor:</i>												
Electric Power	\$0.965	\$0.571	\$0.394	40.9	0.000	\$0.000	\$0.000	-	\$0.965	\$0.571	\$0.394	40.9
Fuel	0.382	0.269	0.113	29.6	0.000	0.000	0.000	-	0.382	0.269	0.113	29.6
Insurance	2.524	2.019	0.505	20.0	0.000	0.000	0.000	-	2.524	2.019	0.505	20.0
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.827	8.909	3.918	30.5	0.000	0.000	0.000	-	12.827	8.909	3.918	30.5
Professional Service Contracts	5.669	11.077	(5.408)	(95.4)	0.000	0.000	0.000	-	5.669	11.077	(5.408)	(95.4)
Materials & Supplies	0.803	0.296	0.507	63.1	0.000	0.000	0.000	-	0.803	0.296	0.507	63.1
Other Business Expenses	5.679	5.116	0.562	9.9	0.000	0.000	0.000	-	5.679	5.116	0.562	9.9
Total Non-Labor Expenses	\$28.849	\$28.257	\$0.592	2.1	\$0.000	\$0.000	\$0.000	-	\$28.849	\$28.257	\$0.592	2.1
Other Expense Adjustments												
Other	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	-
Total Expenses before Non-Cash Liability Adjs.	\$73.109	\$67.586	\$5.523	7.6	\$3.900	\$4.579	(\$0.679)	(17.4)	\$77.009	\$72.165	\$4.844	6.3
Depreciation	\$21.309	\$18.635	\$2.674	12.5	0.000	\$0.000	\$0.000	-	21.309	\$18.635	\$2.674	12.5
OPEB Obligation	11.776	11.972	(0.196)	(1.7)	0.000	0.000	0.000	-	11.776	11.972	(0.196)	(1.7)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$106.194	\$98.193	\$8.001	7.5	\$3.900	\$4.579	(\$0.679)	(17.4)	\$110.094	\$102.772	\$7.322	6.7
Less: Depreciation	\$21.309	\$18.635	\$2.674	12.5	\$0.000	\$0.000	\$0.000	-	\$21.309	\$18.635	\$2.674	12.5
Less: OPEB Obligation	11.776	11.972	(0.196)	(1.7)	0.000	0.000	0.000	-	11.776	11.972	(0.196)	(1.7)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$73.109	\$67.586	\$5.523	7.6	\$3.900	\$4.579	(\$0.679)	(17.4)	\$77.009	\$72.165	\$4.844	6.3
Net Surplus/(Deficit)	\$193.342	\$206.479	\$13.138	6.8	\$0.000	\$0.000	\$0.000	-	\$193.341	\$206.479	\$13.138	6.8

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
FEBRUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$193.341	\$206.479	\$13.138	6.8
Less: Capitalized Assets									1.814	0.524	\$1.290	71.1
Reserves									4.586	4.586	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$186.941	\$201.369	\$14.428	7.7
Less: Debt Service									110.751	108.577	2.175	2.0
Income Available for Distribution									\$76.190	\$92.792	\$16.602	21.8
Distributable To:												
MTA - Investment Income									0.160	0.153	(0.006)	(3.9)
MTA - Distributable Income									47.260	55.803	8.543	18.1
NYCTR - Distributable Income									28.770	36.836	8.065	28.0
Total Distributable Income									\$76.190	\$92.792	\$16.602	21.8
Support to Mass Transit:												
Total Revenues									270.351	278.644	8.294	3.1
Less: Total Operating Expenses									<u>77.009</u>	<u>72.165</u>	<u>4.844</u>	6.3
Net Operating Income/(Deficit)									\$193.341	\$206.479	\$13.138	6.8
Deductions from Net Operating Income:												
Capitalized Assets									1.814	0.524	1.290	71.1
Reserves									4.586	4.586	0.000	0.0
B&T Debt Service									49.806	50.152	(0.346)	(0.7)
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$56.207	\$55.262	\$0.945	1.7
Total Support to Mass Transit									\$137.135	\$151.217	\$14.082	10.3

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

			February 2017		Year-to-Date	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	1.992	1.6%	Higher toll revenue due to a 3.0% higher traffic volume	7.462	2.8%	Higher toll revenue due to a 4.3% higher traffic volume
Other Operating Revenue	(0.088)	-5.1%	Lower Other Operating Revenue primarily due to the timing of receipts from the Battery Parking Garage	0.158	4.5%	Higher Other Operating Revenue primarily due to higher revenue from E-ZPass administrative fees
Investment Income	0.018	23.2%	Minor variance	(0.006)	-3.9%	Minor variance
Payroll	1.824	17.2%	Lower payroll expenses against the monthly budget allocation primarily due to vacancies	3.013	13.5%	Lower payroll expenses against the YTD budget allocation primarily due to vacancies
Overtime	0.301	12.4%	See overtime tables	0.649	13.1%	See overtime tables
Health and Welfare	0.228	9.6%	Lower expenses primarily due to vacancies and the timing of expenses against the monthly budget allocation	0.577	11.5%	Lower expenses primarily due to vacancies and the timing of expenses against the YTD budget allocation
OPEB Current Payment	(0.158)	-10.6%	Lower expenses primarily due to the timing of expenses against the monthly budget allocation	(0.153)	-4.9%	Lower expenses primarily due to the timing of expenses against the YTD budget allocation
Pensions	(0.194)	-6.1%	Lower expenses primarily due to the timing of expenses against the monthly budget allocation	(0.161)	-2.4%	Lower expenses primarily due to the timing of expenses against the YTD budget allocation
Other Fringe Benefits	0.184	20.3%	Lower expenses primarily due to vacancies	0.451	14.7%	Lower expenses primarily due to vacancies
Electric Power	0.063	13.9%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.394	40.9%	Lower electricity expenses primarily due to timing against the YTD budget allocation
Fuel	(0.038)	-16.7%	Higher fuel expenses primarily due to timing against the monthly budget allocation	0.113	29.6%	Lower fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.140	11.7%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.505	20.0%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	1.395	21.7%	Lower expenses primarily due to timing against the monthly budget allocation for major maintenance projects (\$1.191M) and E-Z Pass Customer Service Center costs (\$0.481M)	3.918	30.5%	Lower expenses primarily due to timing against the YTD budget allocation for major maintenance projects (\$2.251M) and E-Z Pass Customer Service Center costs (\$0.912M)
Professional Service Contracts	1.014	37.7%	Lower expenses primarily due to timing against the monthly budget allocation for Bond Issuance costs (\$0.628M) and engineering services (\$0.450M).	(5.408)	-95.4%	Higher expenses primarily due to the timing of Bond Issuance costs (\$7.096M) partially offset by lower than budgeted amounts for engineering services (\$0.963M) and various consulting services (\$0.344M).
Materials & Supplies	0.227	52.2%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly adopted budget allocation.	0.507	63.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly adopted budget allocation.
Other Business Expense	0.420	17.2%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees	0.562	9.9%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees
Depreciation	1.328	12.5%	Variance primarily due to lower than budgeted expenses	2.674	12.5%	Variance primarily due to lower than budgeted expenses
Other Post Employment Benefits	(0.098)	-1.7%	Minor variance	(0.196)	-1.7%	Minor variance
Reimbursable						
Capital and Other Reimbursements	0.910	49.0%	Lower capital reimbursements against the monthly budget allocation	0.679	17.4%	Lower capital reimbursements against the YTD budget allocation
Payroll	(0.250)	-32.9%	Higher than planned reimbursable expenses against the monthly budget allocation	(0.014)	-0.9%	Higher than planned reimbursable expenses against the YTD budget allocation
Overtime	(0.068)	-46.9%	See overtime tables	(0.245)	-83.6%	See overtime tables
Health and Welfare	(0.011)	-5.6%	Higher than planned reimbursable expenses against the monthly budget allocation	0.084	20.1%	Lower than planned reimbursable expenses against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.052)	-22.5%	Higher than planned reimbursable expenses against the monthly budget allocation	0.033	6.8%	Lower than planned reimbursable expenses against the YTD budget allocation
Other Fringe Benefits	(0.024)	-21.4%	Higher than planned reimbursable expenses against the monthly budget allocation	0.017	7.3%	Lower than planned reimbursable expenses against the YTD budget allocation
Reimbursable Overhead	(0.505)	-122.6%	Higher than planned reimbursable expenses against the monthly budget allocation	(0.554)	-63.8%	Higher than planned reimbursable expenses against the YTD budget allocation

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

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,426	\$0.406	6,404	\$0.405	22 0.3%	\$0.001 0.2%	12,868	\$0.813	13,136	\$0.830	(268) -2.1%	(\$0.017) -2.1%
<u>Unscheduled Service</u>	151	\$0.012	20	\$0.002	131 86.8%	\$0.010 83.3%	309	\$0.024	60	\$0.005	249 80.6%	\$0.019 79.2%
<u>Programmatic/Routine Maintenance</u>	1,674	\$0.137	1,935	\$0.158	(261) -15.6%	(\$0.021) -15.3%	3,348	\$0.274	3,817	\$0.312	(469) -14.0%	(\$0.038) -13.9%
<u>Unscheduled Maintenance</u>	983	\$0.081	985	\$0.081	(2) -0.2%	\$0.000 0.0%	1,958	\$0.161	1,838	\$0.151	120 6.1%	\$0.010 6.2%
<u>Vacancy/Absentee Coverage</u>	15,240	\$1.006	17,907	\$1.182	(2,667) -17.5%	(\$0.176) -17.5%	30,528	\$2.015	35,790	\$2.362	(5,262) -17.2%	(\$0.347) -17.2%
<u>Weather Emergencies</u>	3,978	\$0.304	2,473	\$0.189	1,505 37.8%	\$0.115 37.8%	9,081	\$0.695	3,010	\$0.230	6,072 66.9%	\$0.465 66.9%
<u>Safety/Security/Law Enforcement</u>	2,331	\$0.154	1,199	\$0.079	1,133 48.6%	\$0.075 48.7%	4,678	\$0.309	2,483	\$0.164	2,196 46.9%	\$0.145 46.9%
<u>Other</u>	160	\$0.013	9	\$0.001	151 94.4%	\$0.012 92.3%	320	\$0.026	20	\$0.002	300 93.8%	\$0.024 92.3%
<u>*All Other Departments and Accruals</u>		\$0.321		\$0.036		\$0.285 88.9%		\$0.651		\$0.263		\$0.388 59.6%
Subtotal	30,943	\$2.434	30,931	\$2.133	13 0.0%	\$0.301 12.4%	63,090	\$4.968	60,153	\$4.319	2,938 4.7%	\$0.649 13.1%
REIMBURSABLE OVERTIME	2,120	\$0.145	3,001	\$0.213	(881) -41.6%	(\$0.068) -46.9%	4,279	\$0.293	7,517	\$0.538	(3,238) -75.7%	(\$0.245) -83.6%
TOTAL OVERTIME	33,063	\$2.579	33,932	\$2.346	(869) -2.6%	\$0.233 9.0%	67,369	\$5.261	67,670	\$4.857	(301) -0.4%	\$0.404 7.7%

Figures are preliminary.

Totals may not add due to rounding

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

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

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	22 0.3%	\$0.001 0.2%	Higher than planned expenses	(268) -2.1%	(\$0.017) -2.1%	Higher than planned expenses
<u>Unscheduled Service</u>	131 86.8%	\$0.010 83.3%	Minor variance	249 80.6%	\$0.019 79.2%	Minor variance
<u>Programmatic/Routine Maintenance</u>	(261) -15.6%	(\$0.021) -15.3%	Higher than planned expenses	(469) -14.0%	(\$0.038) -13.9%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	(2) -0.2%	\$0.000 0.0%	Lower than planned expenses	120 6.1%	\$0.010 6.2%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(2,667) -17.5%	(\$0.176) -17.5%	Higher than planned expenses	(5,262) -17.2%	(\$0.347) -17.2%	Higher than planned expenses
<u>Weather Emergencies</u>	1,505 37.8%	\$0.115 37.8%	Lower than planned expenses	6,072 66.9%	\$0.465 66.9%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	1,133 48.6%	\$0.075 48.7%	Lower than planned expenses	2,196 46.9%	\$0.145 46.9%	Lower than planned expenses
<u>Other</u>	151 94.4%	\$0.012 92.3%	Lower than planned expenses	300 93.8%	\$0.024 92.3%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.285 88.9%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.388 59.6%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	13 0.0%	\$0.301 12.4%		2,938 4.7%	\$0.649 13.1%	
REIMBURSABLE OVERTIME	(881) -41.6%	(\$0.068) -46.9%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program	(3,238) -75.7%	(\$0.245) -83.6%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program
TOTAL OVERTIME	(869)	\$0.233		(300)	\$0.404	

Figures are preliminary.

Totals may not add due to rounding

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

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

METROPOLITAN TRANSPORTATION AUTHORITY
2017 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)

Month of FebruaryYear to date ending February 2017**Comparison Current Year vs. Prior Year:**

Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.2	\$22.8	3.2	\$22.6	0.2%	-0.9%	Bronx-Whitestone	6.5	\$45.5	6.8	\$47.1	4.6%	3.6%
0.6	1.2	0.6	1.2	-2.0%	-3.1%	Cross Bay	1.2	2.5	1.2	2.5	2.4%	1.3%
1.7	5.3	1.8	5.9	0.6%	1.3%	Henry Hudson	3.5	10.8	3.6	12.1	3.9%	3.0%
1.4	8.4	1.3	7.3	-7.7%	-9.5%	Hugh L. Carey	2.7	16.5	2.7	15.1	-2.0%	-4.4%
0.5	1.1	0.5	1.1	-4.3%	-5.8%	Marine Parkway	1.1	2.3	1.1	2.2	0.2%	-1.3%
2.2	13.8	1.8	10.6	-17.6%	-19.3%	Queens Midtown	4.3	27.2	3.7	22.1	-13.0%	-14.7%
2.2	16.1	2.1	15.5	-3.4%	-4.0%	RFK - Bronx	4.4	32.2	4.4	32.5	1.6%	0.8%
2.4	14.8	2.3	14.2	-3.6%	-4.3%	RFK - Manhattan	4.7	29.5	4.8	29.6	1.6%	0.5%
3.1	23.8	3.0	23.3	-1.7%	-2.2%	Throgs Neck	6.2	48.1	6.3	48.6	1.7%	1.1%
5.1	28.3	5.0	27.9	-1.2%	-1.5%	Verrazano-Narrows	10.2	56.7	10.5	58.3	3.4%	2.8%
22.4	\$135.8	21.6	\$129.5	-3.5%	-4.7%	Total	44.6	\$271.3	45.0	\$270.2	1.0%	-0.4%
	\$6.068		\$5.994		-1.2%	Revenue Per Vehicle		\$6.084		\$6.001		-1.4%

Note: Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

Feb Budget		Feb Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
21.0	127.5	21.6	129.5	3.0%	1.6%	Total All	43.2	\$262.8	45.0	\$270.2	4.3%	2.8%
	\$6.076		\$5.994		-1.3%	Revenue Per Vehicle		\$6.084		\$6.001		-1.4%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2017

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	31	27	4	4 vacancies in CFO, 1 vacancy in EEO and 1 overage in Executive
Professional, Technical, Clerical	58	56	2	4 vacancies in Executive, 5 vacancies in Law, 4 overages in Administration and 3 overages in CFO
Operational Hourlies	-	-	-	
Total Administration	89	83	6	
Operations				
Managers/Supervisors	216	171	45	43 vacancies in Operations and 2 vacancies in Revenue Management
Professional, Technical, Clerical	33	33	-	
Operational Hourlies ⁽¹⁾	336	313	23	23 BTO vacancies in Operations
Total Operations	585	517	68	
Maintenance				
Managers/Supervisors	22	15	7	7 vacancies in Operations
Professional, Technical, Clerical	18	17	1	1 vacancy in Operations
Operational Hourlies ⁽²⁾	343	331	12	12 Maintainer vacancies in Operations
Total Maintenance	383	363	20	
Engineering/Capital				
Managers/Supervisors	55	41	14	8 vacancies in Engineering and 6 in CFO
Professional, Technical, Clerical	198	166	32	25 vacancies in Engineering, 3 in CFO, 3 in Law, and 1 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	207	46	
Public Safety				
Managers/Supervisors	48	44	4	4 vacancies in Internal Security
Professional, Technical, Clerical	35	29	6	6 vacancies in Internal Security
Operational Hourlies ⁽³⁾	196	196	-	
Total Public Safety	279	269	10	
Total Positions				
Managers/Supervisors	372	298	74	
Professional, Technical, Clerical	342	301	41	
Operational Hourlies	875	840	35	
Total Positions	1,589	1,439	150	

(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
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2017

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	8	5	3	4 Professional vacancies and 1 Managerial overage
Law ⁽¹⁾	16	11	5	5 Professional vacancies
CFO ⁽²⁾	25	24	1	4 Managerial vacancies and 3 Professional overages
Administration ⁽³⁾	38	42	(4)	4 Professional overages
EEO	2	1	1	1 Managerial vacancy
Total Administration	89	83	6	
Operations				
Revenue Management	43	38	5	2 Managerial and 3 Professional vacancies
Operations (Non-Security)	542	479	63	43 Managerial vacancies, 23 BTO vacancies and 3 Professional overages
Total Operations	585	517	68	
Maintenance				
Maintenance	202	194	8	7 Managerial vacancies and 1 Professional vacancy
Operations - Maintainers	181	169	12	12 Maintainer vacancies
Total Maintenance	383	363	20	
Engineering/Capital				
Engineering & Construction	192	159	33	8 Managerial and 25 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	19	3	3 Professional vacancies
CFO-Planning & Budget Capital	29	20	9	6 Managerial and 3 Professional vacancies
Total Engineering/Capital	253	207	46	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	47	37	10	4 Managerial and 6 Professional vacancies
Total Public Safety	279	269	10	
Total Positions	1,589	1,439	150	
Non-Reimbursable	1,502	1,352	150	
Reimbursable	87	87	-	
Total Full-Time	1,589	1,439	150	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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



Bridges and Tunnels

Final Review of 2016 Year-End Operating Results



MTA BRIDGES AND TUNNELS

2016 YEAR-END REPORT

SUMMARY

In 2016, MTA Bridges and Tunnels (B&T) generated \$1,126.1 million in Support to Mass Transit, which was \$61.2 million above the Final Estimate of \$1,064.8 million. This additional support was achieved through favorable results in both revenue and expenses.

Total non-reimbursable revenue in 2016 was \$1,895.7 million, which was \$3.8 million above the 2016 Final Estimate. Toll revenue reached \$1,869.7 million, which was \$1.2 million above forecast due to favorable traffic trends. Paid traffic for the year totaled 307.3 million crossings, which exceeded the previous record high of 304.4 million crossings set in 2007. Actual traffic came in 2.3 million crossings, or 0.8% higher than the Final Estimate primarily due to favorable weather in December. Other Operating Revenue totaled \$25.4 million, which was \$2.4 million above the estimate primarily due to higher than expected revenue from E-ZPass administrative fees.

Total non-reimbursable operating expenses were \$464.9 million, which was nearly \$30.9 million below the Final Estimate of \$495.7 million. Under-spending occurred in both non-labor (\$26.2 million) and labor expenses (\$4.6 million). Non-labor under-spending was primarily due to the timing of expenses across several areas, including Hurricane Sandy-related work (\$8.8 million), programming and other non-recurring start-up costs associated with the implementation of cashless tolling (\$5.1 million), major maintenance and bridge painting projects (\$4.3 million), expanded security systems implementation (\$1.3 million), and engineering studies (\$1.2 million). Real non-labor savings totaled \$5.6 million and were achieved through lower than expected expenses across a wide variety of areas including routine maintenance, bond issuance, and insurance.. The favorable labor variance of \$4.6 million was primarily due to vacant positions (\$4.5 million including fringe benefits), lower overtime (\$2.7 million), and additional reimbursable overhead (\$0.8 million net of lower fringe benefit cost reimbursements), partially offset by a higher actuarial adjustment to Workers' Compensation (\$3.2 million).

Total reimbursable revenues and operating expenses before depreciation were each \$21.1 million. In both cases, this was \$2.1 million below the 2016 Final Estimate due to lower than estimated time spent on projects eligible for reimbursement from the capital program.

Deductions from Income, which include Capitalized Assets, Capital Reserves, and Prepaid Expenses, totaled \$47.4 million. This was \$8.8 million below the Final Estimate due to the timing of projects funded through capitalized assets (\$9.4 million), partially offset by higher prepaid expenses for New York State Health Insurance Program (\$0.6 million).

Debt Service totaled \$639.9 million and was \$10.5 million above the Final Estimate. B&T's portion was \$257.3 million, which was \$17.7 million below the Estimate.

**MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2016 Final Estimate vs. Actual

The following section summarizes actual 2016 results and discusses variances to the 2016 Final Estimate by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$1,895.7 million in 2016, which was \$3.8 million or 0.2% above the 2016 Final Estimate.

Toll revenue comprised 98.6% of total non-reimbursable revenue and reached \$1,869.7 million, which was \$1.2 million greater than the Final Estimate. Favorable traffic trends account for the additional revenue. Paid traffic for the year totaled 307.3 million crossings, which exceeded the previous record high of 304.4 million crossings set in 2007. Actual traffic came in at 2.3 million crossings, or 0.8% higher than the Final Estimate primarily due to favorable weather in December.

Other Operating Revenue totaled \$25.4 million, which was \$2.4 million above the estimate primarily due to higher than expected revenue from E-ZPass administrative fees.

Operating Expenses

Total operating expenses were \$464.9 million in 2016, which was \$30.9 million or 6.2% below the 2016 Final Estimate.

Labor

Labor expenses were \$243.4 million in 2016, which was \$4.6 million below the Final Estimate. Continued efforts to lower overtime costs, including maintaining tight managerial controls and realigning schedules for more efficient workforce utilization, along with favorable weather in December, yielded savings of \$2.7 million, or 10.2%. Payroll expenses were \$4.1 million lower than estimated primarily due to vacancies in both administrative and uniformed personnel. Reimbursable overhead was \$1.6 million favorable to the Final Estimate, but this was partially offset by \$0.8 million in higher non-reimbursable costs for Health and Welfare and Pensions due to lower than anticipated capital force account reimbursements. Other Fringe Benefits were \$2.8 million greater than estimated due a higher actuarial adjustment to Workers' Compensation (\$3.2 million) partially offset by \$0.3 million in lower payroll taxes due to vacancies.

Non-Labor

Non-Labor expenses were \$221.4 million, which was \$26.2 million below the Final Estimate. The major variances occurred in the categories of Maintenance and Other Operating Contracts and Professional Service Contracts.

Maintenance and Other Operating Contracts were below the Final Estimate by \$18.6 million. Under-spending resulted primarily from the timing of Hurricane Sandy-related expenses (\$8.8 million), major maintenance and bridge painting projects (\$4.3 million), expanded security systems development (\$1.3 million) and programming and other non-recurring start-up costs associated with the implementation of cashless tolling (\$1.1 million). Real savings in this category totaled \$3.1 million and were achieved through lower than estimated spending on a wide variety of routine maintenance contracts.

Professional Service Contracts were \$7.2 million below the Final Estimate, of which \$3.9 million was due to the timing of consulting and marketing services associated with the implementation of cashless tolling and \$1.2 million was due to the timing of engineering studies. Real savings in this category totaled \$2.1 million and were realized through lower than anticipated bond issuance costs (\$1.2 million) and numerous smaller under-runs totaling \$0.9 million across a variety of miscellaneous consulting and service areas, including outside legal fees, bank fees, audit services, and others.

Non-Cash Categories

Depreciation expenses for 2016 were \$135.0 million, which was \$15.5 million higher than the Final Estimate. The transfer of assets from construction in progress to depreciable asset categories was higher than projected.

Other Post-Employment Benefits (OPEB) Obligations are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$67.3 million in 2016, which was at the Final Estimate level.

The **GASB 68 Pension Adjustment** was \$6.8 million, which was \$3.6 million below the Final Estimate.

Net Surplus

The net surplus for 2016 was \$1,430.8 million, which was \$34.7 million higher than the Final Estimate (\$3.8 million due to favorable revenue and \$30.9 million due to lower expenses).

Reimbursable

Total reimbursable revenues and operating expenses were each \$21.1 million. In both cases, this was \$2.1 million below the 2016 Final Estimate. The variance resulted from lower than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income, which include Capitalized Assets, Capital Reserves, and Prepaid Expenses, totaled \$47.4 million, which was \$8.8 million below the Final Estimate. Capitalized Assets were under by \$9.4 million due to the re-scheduling of several projects into 2017, which was partially offset by \$0.6 million in higher prepaid expenses primarily for NYSHIP advanced payments.

Debt Service

Total Debt Service was \$639.9 million in 2016, which was \$10.5 million above the Final Estimate. B&T's portion was \$257.3 million, which was over \$17.7 million below the Final Estimate. B&T debt service for NYC Transit projects was above the Final Estimate by nearly \$19.4 million. B&T debt service for MTA projects was over the estimate by \$8.9 million.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,126.1 million in 2016. The level was \$61.2 million above the Final Estimate of \$1,064.8 million, with the positive variance resulting from favorable revenues (\$1.8 million) and lower net operating expenses (\$32.9 million), capitalized assets (\$9.4 million), and B&T debt service (\$17.7 million), slightly offset by \$0.6 million in additional prepaid expenses primarily for NYSHIP advanced payments.

Since 1968, when B&T became part of the MTA, over \$23.8 billion has been provided to the MTA for support to mass transit.

2016 Adopted Budget vs. Actual

The following summarizes actual 2016 results and discusses variances to the estimates in the 2016 Adopted Budget by generic category.

Non-Reimbursable

Revenue

Total non-reimbursable revenue was \$1,895.7 million in 2016, which was \$63.6 million above the 2016 Adopted Budget of \$1,832.1 million. Toll revenue was 98.6% of total non-reimbursable revenue and reached \$1,869.7 million, which was \$61.1 million greater than the Adopted Budget. The positive results were primarily due to favorable

traffic trends throughout the year stemming from relatively low gas prices and generally favorable weather after the blizzard on January 23rd. Paid traffic for the year totaled 307.3 million crossings, which exceeded the previous record high of 304.4 million crossings set in 2007, and was 3.7% higher than the Adopted Budget forecast of 296.4 million crossings.

Other Operating Revenue totaled \$25.4 million, which was \$2.3 million above the Adopted Budget primarily due to higher than estimated revenue from E-ZPass administrative fees.

Operating Expenses

Total operating expenses were \$464.9 million in 2016, which was nearly \$46.0 million below the 2016 Adopted Budget of \$510.8 million. Labor expenses were \$23.1 million under budget and non-labor expenses were \$22.8 million under.

Labor

Labor expenses were \$243.4 million, which was \$23.1 million lower than the Adopted Budget. The Adopted Budget assumed full staffing of 1,747 positions but actual monthly headcount averaged 1,445 and year-end headcount came in at 1,451. Thus the number of monthly net vacancies averaged 302 throughout the year and was 296 at year-end. These unfilled positions in both uniform and administrative personnel saved approximately \$30.4 million in payroll expenses and associated fringe benefits. Continued efforts to lower overtime costs, including maintaining tight managerial controls and realigning schedules for more efficient workforce utilization, along with favorable weather in December, yielded savings of \$2.7 million. Partially offsetting these gains were higher pension costs primarily due to revised projections provided by NYCERS (\$8.0 million) and a higher actuarial adjustment to Workers' Compensation (\$3.5 million).

Non-Labor

Non-Labor expenses were \$221.4 million, which was \$22.8 million below the 2016 Adopted Budget. The variance was largely the result of lower than planned spending in the following categories:

Insurance costs were \$1.1 million below budget primarily due to lower than projected premiums for property insurance.

Maintenance and Other Operating Contracts were below the Adopted Budget by \$11.8 million. Under-spending resulted primarily from the timing of Hurricane Sandy-related expenses (\$5.0 million) and E-ZPass Customer Service Center costs (\$2.4 million). Real savings in this category totaled \$4.4 million, of which \$2.9 million was achieved through lower E-ZPass tag expenses based on lower negotiated unit costs and revised inventory needs. An additional \$1.5 million in budget relief was realized through small net savings across a wide variety of routine maintenance contracts.

Professional Service Contracts were \$9.9 million below the Adopted Budget. Bond issuance costs were \$7.3 million lower due to less financing activity than expected. Numerous smaller under-runs across a variety of miscellaneous consulting areas made up the \$2.6 million balance of the favorable results.

Non-Cash Categories

Depreciation expenses for 2016 were \$135.0 million, which was \$15.5 million higher than the Adopted Budget. The transfer of assets from construction in progress to depreciable asset categories was higher than projected.

Other Post-Employment Benefits (OPEB) Obligations are derived by reducing the actuarial valuation of post-employment benefit (excluding pension) expenses by the claims paid during the year. Obligations totaled \$67.3 million in 2016, which was \$6.5 million below the Adopted Budget.

The **GASB 68 Pension Adjustment** was \$6.8 million. This adjustment was not required until the July Financial Plan and therefore no part of the \$6.8 million was included in the Adopted Budget.

Net Surplus

The net surplus for 2016 was \$1,430.8 million, which was over \$109.5 million greater than the Adopted Budget (\$63.6 million from higher revenue and \$46.0 million due to lower expenses).

Reimbursable

Total reimbursable revenues and operating expenses were each \$21.1 million. In both cases, this was \$2.1 million below the 2016 Adopted Budget. The variance was a result of lower than estimated time spent on projects eligible for reimbursement from the capital program.

Non-Reimbursable and Reimbursable

Deductions from Income

Deductions from Income, which include Capitalized Assets, Capital Reserves, and Prepaid Expenses, totaled \$47.4 million, which was \$2.6 million above the Adopted Budget. Capitalized Assets were over budget by \$2.0 million primarily due to the re-scheduling of several projects from 2015 into 2016. Prepaid expenses were \$0.6 million above budget primarily due to NYSHIP advanced payments.

Debt Service

Debt Service totaled \$639.9 million in 2016, which was nearly \$9.0 million below the Adopted Budget. B&T's portion of total debt service was \$257.3 million, which was \$24.1 million below budget. B&T debt service for NYC Transit projects was above budget by \$10.4 million and B&T debt service for MTA projects was above by \$4.8 million.

Total Support to Mass Transit

Total Support to Mass Transit was \$1,126.1 million in 2016, which was nearly \$131.1 million above the Adopted Budget of \$995.0 million. The positive variance resulted from favorable revenues (\$61.5 million), lower net operating expenses (\$48.0 million), and reduced B&T debt service (\$24.1 million), partially offset by higher capitalized assets (\$2.0 million) and prepaid expenses primarily for NYSHIP advanced payments (\$0.6 million).

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

NON-REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	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	0.1
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	-	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	\$120.285	\$22.736	15.9	\$4.112	3.3
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	\$243.436	\$23.144	8.7	\$4.649	1.9
Non-Labor:							
Electric Power	\$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	\$464.854	\$45.951	9.0	\$30.851	6.2
Depreciation	\$119.521	\$119.521	\$135.035	(\$15.514)	(13.0)	(\$15.514)	(13.0)
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	\$660.330	\$43.802	6.2	\$11.778	1.8
Less: Depreciation	\$119.521	\$119.521	\$135.035	(\$15.514)	(13.0)	(\$15.514)	(13.0)
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	\$464.854	\$45.951	9.0	\$30.851	6.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$1,321.298	\$1,396.127	\$1,430.826	\$109.528	8.3	\$34.699	2.5

Totals may not add due to rounding

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

REIMBURSABLE

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	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	21.069	(2.082)	(9.0)	(2.082)	(9.0)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$23.151	\$23.151	\$21.069	(\$2.082)	(9.0)	(\$2.082)	(9.0)
Expenses							
Labor:							
Payroll	\$9.823	\$9.823	\$7.974	\$1.849	18.8	\$1.849	18.8
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	\$21.069	\$2.082	9.0	\$2.082	9.0
Non-Labor:							
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	-
Total Expenses before Depreciation & GASB Adj.	\$23.151	\$23.151	\$21.069	\$2.082	9.0	\$2.082	9.0
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	\$21.069	\$2.082	9.0	\$2.082	9.0
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	\$21.069	\$2.082	9.0	\$2.082	9.0
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. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2016			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	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	0.1
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	21.069	(2.082)	(9.0)	(2.082)	(9.0)
Investment Income	0.427	0.427	0.635	0.208	48.8	0.208	48.8
Total Revenue	\$1,855.254	\$1,914.984	\$1,916.749	\$61.494	3.3	\$1.765	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:							
Electric Power	\$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	\$135.035	(\$15.514)	(13.0)	(\$15.514)	(13.0)
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	\$681.399	\$45.884	6.3	\$13.861	2.0
Less: Depreciation	\$119.521	\$119.521	\$135.035	(\$15.514)	(13.0)	(\$15.514)	(13.0)
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	\$1,430.826	\$109.528	8.3	\$34.699	2.5

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 ADOPTED BUDGET AND FINAL ESTIMATE vs. 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	\$1,430.826	\$109.528	8.3	\$34.699	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	\$1,383.421	\$106.931	8.4	\$43.520	3.2
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	\$743.544	\$115.919	18.5	\$32.971	4.6
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	430.008	60.653	16.4	21.608	5.3
NYCT - Distributable Income	257.844	301.746	312.901	55.057	21.4	11.155	3.7
Total Distributable Income:	\$627.625	\$710.573	\$743.544	\$115.919	18.5	\$32.971	4.6
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	\$1,916.749	61.494	3.3	1.765	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	\$1,430.826	\$109.528	8.3	\$34.699	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	\$1,126.077	\$131.063	13.2	\$61.241	5.8
Totals may not add due to rounding							

* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
2016 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	\$1,868.479	\$1,869.693	\$1.214	\$1.214	\$0.000
Other Operating Revenue	22.926	25.352	2.425	2.425	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.427	0.635	0.208	0.208	0.000
Total Revenue	\$1,891.832	\$1,895.680	\$3.848	\$3.848	\$0.000
Expenses					
Labor:					
Payroll	\$124.397	\$120.285	\$4.112	\$4.112	\$0.000
Overtime	26.309	23.625	2.684	2.684	0.000
Health and Welfare	24.854	24.918	(0.064)	(0.064)	0.000
OPEB Current Payment	18.153	18.293	(0.140)	(0.140)	0.000
Pensions	41.812	42.546	(0.734)	(0.734)	0.000
Other Fringe Benefits	17.681	20.448	(2.768)	(2.768)	0.000
Reimbursable Overhead	(5.123)	(6.680)	1.557	1.557	0.000
Total Labor Expenses	\$248.084	\$243.436	\$4.649	\$4.649	\$0.000
Non-Labor:					
Electric Power	\$4.966	\$5.803	(\$0.838)	(\$0.838)	\$0.000
Fuel	1.436	1.362	0.074	0.074	0.000
Insurance	14.855	14.314	0.541	0.541	0.000
Claims	0.000	0.046	(0.046)	(0.046)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	151.154	132.537	18.617	3.135	15.482
Professional Service Contracts	39.450	32.250	7.200	2.100	5.100
Materials & Supplies	4.049	3.808	0.241	0.241	0.000
Other Business Expenses	31.712	31.299	0.413	0.413	0.000
Total Non-Labor Expenses	\$247.621	\$221.418	\$26.203	\$5.621	\$20.582
Total Expenses before Depreciation & GASB Adj.	\$495.706	\$464.854	\$30.851	\$10.269	\$20.582
Add: Depreciation	\$119.521	\$135.035	(\$15.514)	(\$15.514)	\$0.000
Add: OPEB Obligation	67.291	67.289	0.002	0.002	0.000
Add: GASB 68 Pension Adjustment	(10.409)	(6.848)	(3.561)	(3.561)	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$672.108	\$660.330	\$11.778	(\$8.804)	\$20.582
Less: Depreciation	\$119.521	\$135.035	(\$15.514)	(\$15.514)	\$0.000
Less: OPEB Obligation	67.291	67.289	0.002	0.002	0.000
Less: GASB 68 Pension Adjustment	(10.409)	(6.848)	(3.561)	(3.561)	0.000
Total Expenses	\$495.706	\$464.854	\$30.851	\$10.269	\$20.582
Net Surplus/(Deficit)	\$1,396.127	\$1,430.826	\$34.699	\$14.117	\$20.582

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
2016 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

REIMBURSABLE	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
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	21.069	(2.082)	(2.082)	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$23.151	\$21.069	(\$2.082)	(\$2.082)	\$0.000
Expenses					
Labor:					
Payroll	\$9.823	\$7.974	\$1.849	\$1.849	\$0.000
Overtime	1.558	1.404	0.154	0.154	0.000
Health and Welfare	2.427	1.830	0.597	0.597	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	2.847	2.146	0.701	0.701	0.000
Other Fringe Benefits	1.373	1.035	0.338	0.338	0.000
Reimbursable Overhead	5.123	6.680	(1.557)	(1.557)	0.000
Total Labor Expenses	\$23.151	\$21.069	\$2.082	\$2.082	\$0.000
Non-Labor:					
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
Total Expenses before Depreciation & GASB Adj.	\$23.151	\$21.069	\$2.082	\$2.082	\$0.000
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 & GASB Adj.	\$23.151	\$21.069	\$2.082	\$2.082	\$0.000
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					
Total Expenses	\$23.151	\$21.069	\$2.082	\$2.082	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
2016 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 1 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Revenue					
Vehicle Toll Revenue	1,868.479	1,869.693	1.214	1.214	0.000
Other Operating Revenue	22.926	25.352	2.425	2.425	0.000
Capital and Other Reimbursements	23.151	21.069	(2.082)	(2.082)	0.000
Investment Income	0.427	0.635	0.208	0.208	0.000
Total Revenue	\$1,914.984	\$1,916.749	\$1.765	\$1.765	\$0.000
Expenses					
Labor:					
Payroll	\$134.220	\$128.259	\$5.961	\$5.961	\$0.000
Overtime	27.868	25.029	2.838	2.838	0.000
Health and Welfare	27.281	26.748	0.533	0.533	0.000
OPEB Current Payment	18.153	18.293	(0.140)	(0.140)	0.000
Pensions	44.659	44.692	(0.033)	(0.033)	0.000
Other Fringe Benefits	19.054	21.483	(2.429)	(2.429)	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$271.236	\$264.505	\$6.731	\$6.731	\$0.000
Non-Labor:					
Electric Power	\$4.966	\$5.803	(\$0.838)	(\$0.838)	\$0.000
Fuel	1.436	1.362	0.074	0.074	0.000
Insurance	14.855	14.314	0.541	0.541	0.000
Claims	0.000	0.046	(0.046)	(0.046)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	151.154	132.537	18.617	3.135	15.482
Professional Service Contracts	39.450	32.250	7.200	2.100	5.100
Materials & Supplies	4.049	3.808	0.241	0.241	0.000
Other Business Expenses	31.712	31.299	0.413	0.413	0.000
Total Non-Labor Expenses	\$247.621	\$221.418	\$26.203	\$5.621	\$20.582
Total Expenses before Depreciation & GASB Adj.	\$518.857	\$485.923	\$32.934	\$12.352	\$20.582
Add: Depreciation	\$119.521	\$135.035	(\$15.514)	(\$15.514)	\$0.000
Add: OPEB Obligation	67.291	67.289	0.002	0.002	0.000
Add: GASB 68 Pension Adjustment	(10.409)	(6.848)	(3.561)	(3.561)	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation & GASB Adj.	\$695.260	\$681.399	\$13.861	(\$6.721)	\$20.582
Less: Depreciation	\$119.521	\$135.035	(\$15.514)	(\$15.514)	\$0.000
Less: OPEB Obligation	67.291	67.289	0.002	0.002	0.000
Less: GASB 68 Pension Adjustment	(10.409)	(6.848)	(3.561)	(3.561)	0.000
Total Expenses	\$518.857	\$485.923	\$32.934	\$12.352	\$20.582
Net Surplus/(Deficit)	\$1,396.127	\$1,430.826	\$34.699	\$14.117	\$20.582

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
2016 ACCRUAL RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE (Page 2 of 2)	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Net Surplus/(Deficit)	\$1,396.127	\$1,430.826	\$34.699	\$14.117	\$20.582
<u>Deductions from Income:</u>					
Less: Capitalized Assets	\$29.345	\$19.900	\$9.445	\$0.000	\$9.445
Less: Reserves and Prepaid Expenses	26.881	27.505	(0.624)	(0.624)	0.000
Less: GASB 45 Reserve	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,339.901	\$1,383.421	\$43.520	\$13.493	\$30.027
Less: Debt Service	\$629.328	\$639.877	(\$10.549)	(\$10.549)	\$0.000
Income Available for Distribution	\$710.573	\$743.544	\$32.971	\$2.944	\$30.027
Distributable To:					
MTA - Investment Income	\$0.427	\$0.635	\$0.208	\$0.208	\$0.000
MTA - Distributable Income	408.400	430.008	21.608	6.595	15.013
NYCT - Distributable Income	301.746	312.901	11.155	(3.859)	15.013
Total Distributable Income:	\$710.573	\$743.544	\$32.971	\$2.944	\$30.027
SUPPORT TO MASS TRANSIT:					
Total Revenues	\$1,914.984	\$1,916.749	\$1.765	\$1.765	\$0.000
Less: Net Operating Expenses	518.857	485.923	32.934	12.352	20.582
Net Operating Income:	\$1,396.127	\$1,430.826	\$34.699	\$14.117	\$20.582
Deductions from Operating Income:					
B&T Debt Service	\$275.065	\$257.344	\$17.721	\$17.721	\$0.000
Capitalized Assets	29.345	19.900	9.445	0.000	9.445
Reserves and Prepaid Expenses	26.881	27.505	(0.624)	(0.624)	0.000
Total Deductions from Operating Inc.	\$331.291	\$304.749	\$26.542	\$17.097	\$9.445
Total Support to Mass Transit:	\$1,064.836	\$1,126.077	\$61.241	\$31.214	\$30.027

Totals may not add due to rounding

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

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME (UTILIZATION)

2016 Final Estimate vs. Actuals

Paid traffic for the year totaled 307.3 million crossings, which exceeded the previous record high of 304.4 million crossings set in 2007. Actual traffic came in 2.3 million crossings, or 0.8% higher than the Final Estimate primarily due to favorable weather in December.

2016 Adopted Budget vs. Actuals

Total actual traffic volume of 307.3 million crossings was 11.0 million, or 3.7% above the Adopted Budget projection of 296.4 million crossings. The positive results were primarily due to relatively low gas prices throughout the year and generally favorable weather after the blizzard that occurred on January 23rd.

MTA BRIDGES AND TUNNELS
2016 Adopted Budget and Final Estimate vs. Actual
Traffic Volume and Toll Revenue
(in millions)

	December 2016 Year-to-Date			Favorable/(Unfavorable)			
	2016 Adopted Budget	2016 Final Estimate	Actual	2016 Adopted Budget Variance	%	2016 Final Estimate Variance	%
Total Traffic Volume*	296.381	305.033	307.346	10.965	3.7%	2.313	0.8%
Total Toll Revenue	\$1,808.583	\$1,868.479	\$1,869.693	\$61.110	3.4%	\$1.214	0.1%

**Subject to final audit.*

MTA BRIDGES AND TUNNELS
2016 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS

2016 Final Estimate vs. Actuals

Year-end headcount was 1,451 against the Final Estimate of 1,578 positions, for a net variance of 127 positions. Net vacancies by function totaled 64 within Operations, 46 in Engineering/Capital, 9 in Maintenance, 4 in Administration and 4 in Public Safety.

2016 Adopted Budget vs. Actuals

Year-end headcount was 1,451 against the Adopted Budget of 1,747 positions, for a net variance of 296 positions. Net vacancies by function totaled 231 within Operations, 46 in Engineering/Capital, 9 in Maintenance, 6 in Administration and 4 in Public Safety.

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
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND OCCUPATION

2016 Final Estimate vs. Actuals

Year-end headcount was 1,451 against the Final Estimate of 1,578 positions, for a net variance of 127 positions. Managerial vacancies totaled 66, with 39 in Operations, 20 in Engineering/Capital, 4 in Administration, 2 in Public Safety and 1 in Maintenance. Professional vacancies totaled 33, with 26 in Engineering/Capital, 4 in Operations, 2 in Public Safety, and 1 in Maintenance. Operational Hourlies were favorable by 28, which included 21 vacancies in Operations and 7 vacancies in Maintenance.

2016 Adopted Budget vs. Actuals

Year-end headcount was 1,451 against the Adopted Budget of 1,747 positions, for a net favorable variance of 296 positions. Managerial vacancies totaled 69, with 35 in Operations, 23 in Engineering/Capital, 7 in Administration, 3 in Maintenance and 1 in Public Safety. Professional headcount was a net 25 favorable, with vacancies occurring in Engineering/Capital (23), Operations (3) and Public Safety (3), partially offset by overages in Maintenance (3) and Administration (1). Operational Hourlies were favorable by 202, which included 193 vacancies in Operations and 9 in Maintenance.

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.

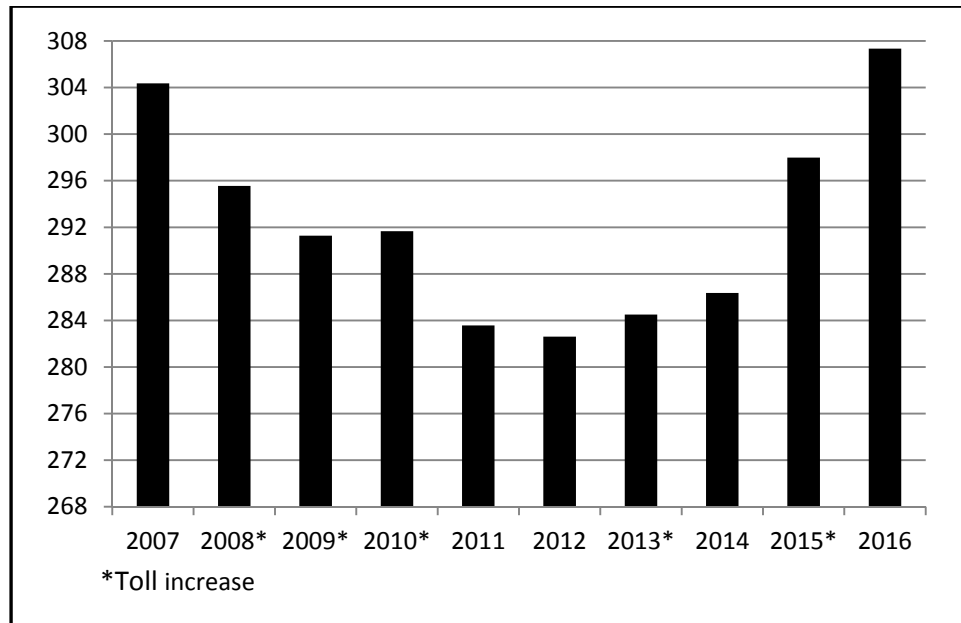
MTA BRIDGES AND TUNNELS

2016 YEAR-END REPORT

RESULTS OF OPERATIONS

Traffic

Total paid traffic reached 307.3 million crossings in 2016, 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%.



New York Crossings Project (NYCP)

In October, Governor Andrew M. Cuomo announced a transformational plan to improve the B&T customer experience – The New York Crossings Project (NYCP). This plan includes an aggressive one-year schedule for all B&T crossings to migrate from cash and gated E-ZPass toll plazas to cashless Open Road Tolling (ORT). ORT eliminates traditional toll plazas by allowing tolls to be collected in a free-flow environment through E-ZPass sensors and license-plate cameras mounted on overhead gantries. Drivers without an E-ZPass receive a “Tolls by Mail” invoice mailed to the vehicle’s registered owner.

ORT reduces customer travel time, saves energy, and produces environmental benefits in the form of lower carbon emissions. The Governor’s schedule included an accelerated November 2016 roll-out of ORT at the Henry Hudson Bridge (HHB), which was originally slated to occur in 2017. The HHB roll-out occurred without incident through effective partnering with contractors to improve public service. The latter part of 2016 saw B&T aggressively prepare for the remaining ORT rollouts, to be completed in 2017. Most notably, this effort centered on the systems, engineering, and construction tasks required to bring both the Queens Midtown and Hugh L. Carey Tunnels online with ORT in early January of 2017. At the close of 2016, civil infrastructure work supporting both installations was

completed while preparation for system installation and on-site testing was underway.

In addition, B&T engaged in the following customer service initiatives to support NYCP in 2016:

- Undertook public awareness programs related to the NYCP which includes major construction projects and future plans for state-of-good-repair projects. These included outreach efforts to neighboring communities, community boards, and working with elected officials in addition to e-mail marketing, “take ones” and other ways to provide project information and inform the public about changes to our crossings and systems.
- Created the Pay Toll Now payment option on the Tolls by Mail website (tollsbymailny.com) and phone messaging service (**826) related to cashless Open Road Tolling. The website informs customers about new cashless toll collection procedures; allows drivers to pre-register their vehicles before crossing B&T facilities; and allows drivers to pay incurred tolls. Customers in rental vehicles or who are visiting the area can set up accounts to pay tolls without receiving a toll bill or paying rental car fees.
- Collaborated with the other members of the New York Service Center (New York State Thruway Authority and Port Authority of New York & New Jersey) to merge toll bills into a single toll bill from all three authorities.

E-ZPass

B&T serves its customers by facilitating movement through its tolling facilities. By steadily increasing the market share of E-ZPass users, through a variety of programs, B&T reduces congestion at toll plazas and improves overall traffic flow. Making E-ZPass more available to all B&T customers has taken upon even more importance as the ORT initiative begins because E-ZPass is the most cost effective means of collecting tolls. Major 2016 achievements include:

- Increased E-ZPass market share in 2016 to a record 86.3 percent of crossings.
- Increased the number of the MTA E-ZPass Reload Cards in circulation to nearly 175,000 and customers have used their cards to reload more than \$14 million to their E-ZPass accounts since the inception of the program. The Reload Card makes it easier for customers to manage their E-ZPass balances, enabling them to add cash to their accounts through the Visa ReadyLink system at thousands of retail locations across the country.
- Increased the number of accounts using the E-ZPass “Pay Per Trip” payment plan to more than 85,000 accounts, enabling customers to pay their tolls with an automatic checking account transaction without having to maintain a prepaid E-ZPass balance.

- Exchanged over 120,000 E-ZPass customer tags that reached the end of their useful life through a prepaid mail program that ensures a continuous high level of E-ZPass tag performance.
- As part of the NYCP public awareness programs, materials describing the benefits of E-ZPass and the various ways to open an account were distributed in cash lanes and at community events. Advertisements promoting E-ZPass were also aired on TV and radio.

Safety

There is no more important priority for B&T than safety. B&T experienced an increase in Lost Time Accidents in 2016 and focused efforts are being made to address this performance deterioration. These include:

- Continuing safety training to all field employees, including traffic management safety training to all BTOs and supervisors.
- Utilizing joint labor/management safety task forces to address safety risks in the new operating environment.
- Intensifying effective case management of Injuries On Duty to minimize lost work time and provide a disincentive for abuse.
- Renewing focus on incident investigations and condition audits to determine and address root causes of safety issues.
- Providing continued support to the Open Road Tolling (ORT) program, including review and update of Roadway Safety guidelines and abatement of hazardous materials prior to Toll-Booth demolition and removals.
- Revising and updating Policies and Procedures as a part of a safety management system for all B&T facilities in order to enhance the agency's focus on employee safety and accident reduction.

Further details include:

- Achieved a 34% reduction in the rate of contractor injuries in 2016 through accident program management and prevention initiatives.
- Continued training and outreach programs (e.g., Lead Awareness Program Training, Occupational Safety and Health Administration 10/30 training programs) which were completed by more than 35 B&T employees in 2016. The training, which presents safety protocols and accident prevention measures, is directed at personnel throughout the organization.
- Trained employees in Traffic Incident Management (TIM) to improve emergency response and customer safety. The comprehensive program covers responder safety, initial scene response, emergency traffic control, and scene management.

Operations/Technology

B&T continually upgrades its operational procedures and technology infrastructure to achieve cost savings in the workplace, improve communication with motorists, and enhance safety, traffic flow, and toll collections at the agency's structures. Major 2016 operations/technology activities include:

- Upgrades to enhance the Weather Monitoring and Recording system have been made to improve the forecasting capabilities of B&T. This system facilitates real time monitoring of roadway/atmospheric conditions during weather events. It provides critical data on road temperature, wind speed and de-icer effectiveness.
- Installation of License Plate Recognition (LPR) Technology at the Henry Hudson Bridge, Hugh L. Carey Tunnel and Queens Midtown Tunnel as well as in patrol vehicles. This technology is distributed to state and local law enforcement agencies and enhances the enforcement and detection of persistent toll violators.
- Over Height Vehicle Detection (OHVD) System Design: The Hugh L. Carey and Queens-Midtown Tunnel have vehicle height restrictions of 12'1". The implementation of Open Road Tolling (ORT) and the elimination of Toll Plazas at these tunnels require the relocation and upgrading of existing sensors, with suitable technology at appropriate locations that will enable B&T to properly enforce over height restrictions and divert non-complying vehicles away from the tunnel. This project was initiated in December 2016. The conceptual design has been completed and was done in coordination with various ORT and tunnel reconstruction projects.
- Video Message Board: B&T Operations assisted with the installation and operation of a new Video Message Sign (VMS) at Robert F. Kennedy Bridge (RFK). Operations, in coordination with Engineering, has identified suitable locations for implementing a similar VMS at other B&T Bridges.
- New toll collection equipment, attached to gantries at the Hugh Carey Tunnel and Queens Midtown Tunnel, were installed and were in the final testing stages at the end of 2016, and construction of the Henry Hudson Bridge Open Road Tolling gantries were completed and put into service. The cameras and sensors combine data sources to classify vehicles for Tolls by Mail processing or to charge E-ZPass accounts. These new systems will be in place at all MTA B&T crossings by the end of 2017 and are a key part of enabling the expansion of the Open Road Tolling program.
- B&T is currently building a new Operation Command and Control Center on Wards Island. The new center is designed to meet B&T Central Operation's expanded role under the new ORT initiatives. It will be staffed 365 days per year and 24 hours per day, and will be home to the Training Academy, the Operations Communication and Control Center the Special Operations Highway Unit, and the Multi Agency Coordination Center (MACC).

Enterprise Asset Management

B&T, along with the other MTA operating agencies, continues to progress the Enterprise Asset Management Program. One of the strategic goals for this program is to enable efficient use of capital resources in maintaining the MTA's core infrastructure. In 2016, an enterprise asset management framework was developed which establishes an effective management system that will help all levels of the organization to make more informed, transparent and data-driven capital and operating investment decisions. This will enable better use of resources, better justify funding requirements, and, ultimately, lower the cost of keeping the assets in a State of Good Repair while improving the safety and reliability of operations.

Capital Program

B&T is committed to maintaining its facilities in a state of good repair. Major projects include: Hurricane Sandy-related resiliency and mitigation projects for flood protection of the Queens Midtown and Hugh L. Carey Tunnels and the Governor's Island Ventilation Building, Open Road Tolling (ORT) initiatives, the design for the first phase of the Verrazano-Narrows Bridge approach ramps reconstruction, and retrofit and repair of the approach viaducts at the Throgs Neck Bridge. B&T committed a total of \$287.3 million to Capital Program projects in 2016. Major projects were completed at the following bridges: Henry Hudson, Robert F. Kennedy, Marine Parkway, Verrazano-Narrows and Throgs Neck.



Bridges and Tunnels

Capital Program Project Status Report March 2017

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MARCH 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.

Commitments

In March, 30 commitments were made with a total value of \$114.2 million compared to the plan calling for 7 commitments with a total value of \$79.0 million from the 2017 Plan (See *Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

Four commitments were made for \$27.7 million against the 2016 Commitment Plan in March compared to plan calling for 4 commitments for \$3.5 million (See *Attachment 9, 2016 Commitment Plan*).

The most notable commitments made in March are as follows:

• CB63-Open Road Tolling Initiative at Cross Bay Bridge	\$8.3M
• MP63-Open Road Tolling Initiative at Marine Parkway Bridge	\$6.8M
• RK63-Open Road Tolling Initiative at Robert F. Kennedy Bridge (Bronx/Queens)	\$24.3M
• VN63-Open Road Tolling Initiative at Verrazano Narrows Bridge	\$24.7M
• RK21-Installation of Fire Standpipe & Upgrade of Fire Protection System at RFK Bridge	\$19.4M
• BW63-Open Road Tolling Initiative at Bronx-Whitestone Bridge	\$20.3M
• TN63-Open Road Tolling Initiative at Throgs Neck Bridge	\$19.1M

Year to date, 63 commitments have been made with a total value of \$158.7 million against a plan calling for 26 commitments with a total value of \$121.8 million from the 2017 plan. Additionally 6 commitments have been made with a total value of \$31.0 million from the 2016 plan against a plan calling for 11 commitments with a value of \$33.1 million from the 2016 plan.

In aggregate 69 commitments, totaling \$189.8 million have been made to date, against a plan of 37 commitments with a total value of \$154.9 million.

Completions

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

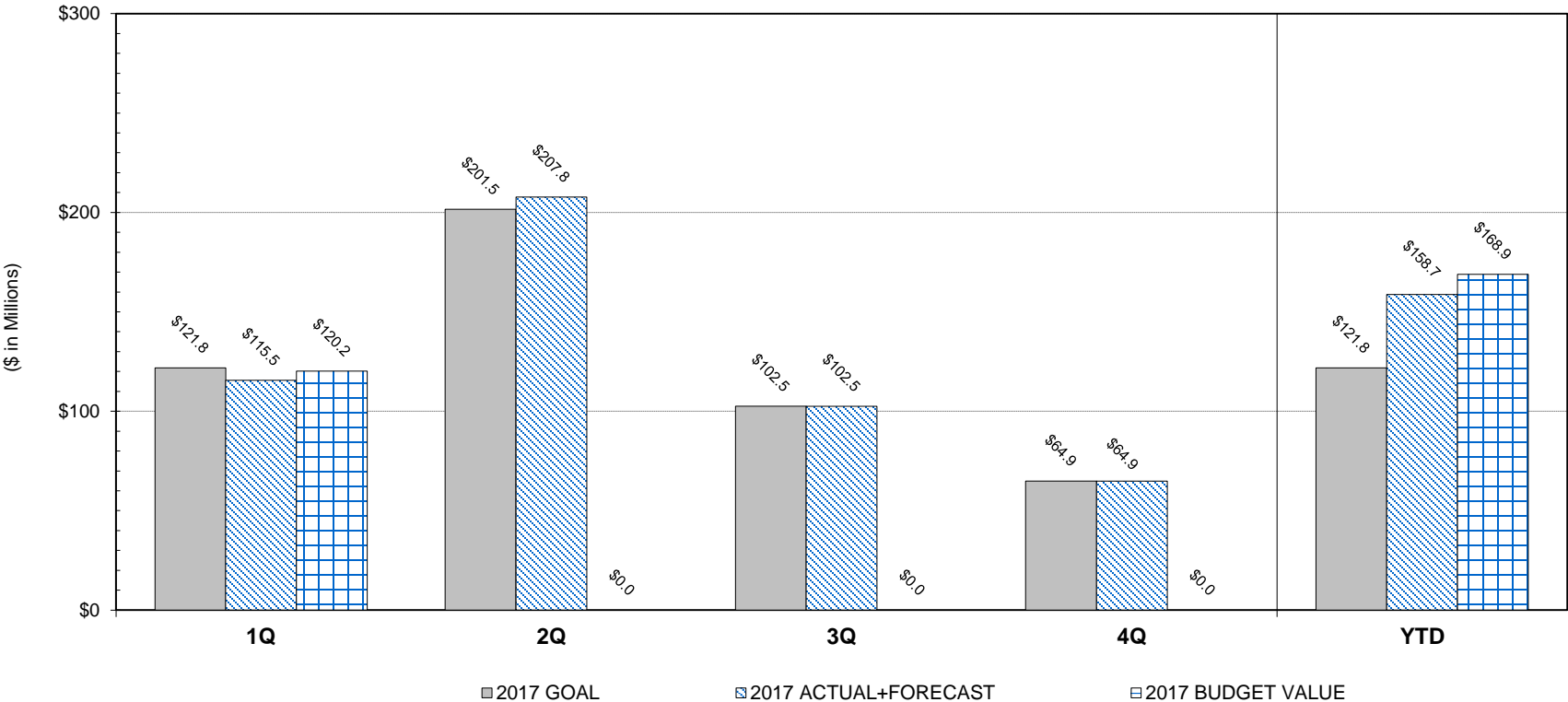
One project planned for completion from the 2016 Plan is now forecast for September 2018 (*Attachment 10 – 2016 Completion Plan*).

Close-outs

There were 12 task level closeouts in March for \$9.8 million. Year to date there are 33 task level closeouts for \$86.5 million (See *Attachment 6 – 2017 Task Level Closeouts*).

MTA Bridges and Tunnels
Commitments as of March 31, 2017

2017 Budget Goal:	\$490.8	
2017 Annual Forecast	\$490.7	
YTD Goal:	\$121.8	
YTD Actual:	\$158.7	(130.3% of YTD Goal)
YTD Budgeted Value:	\$168.9	(138.7% of YTD Goal)
Left to Commit:	\$375.2	



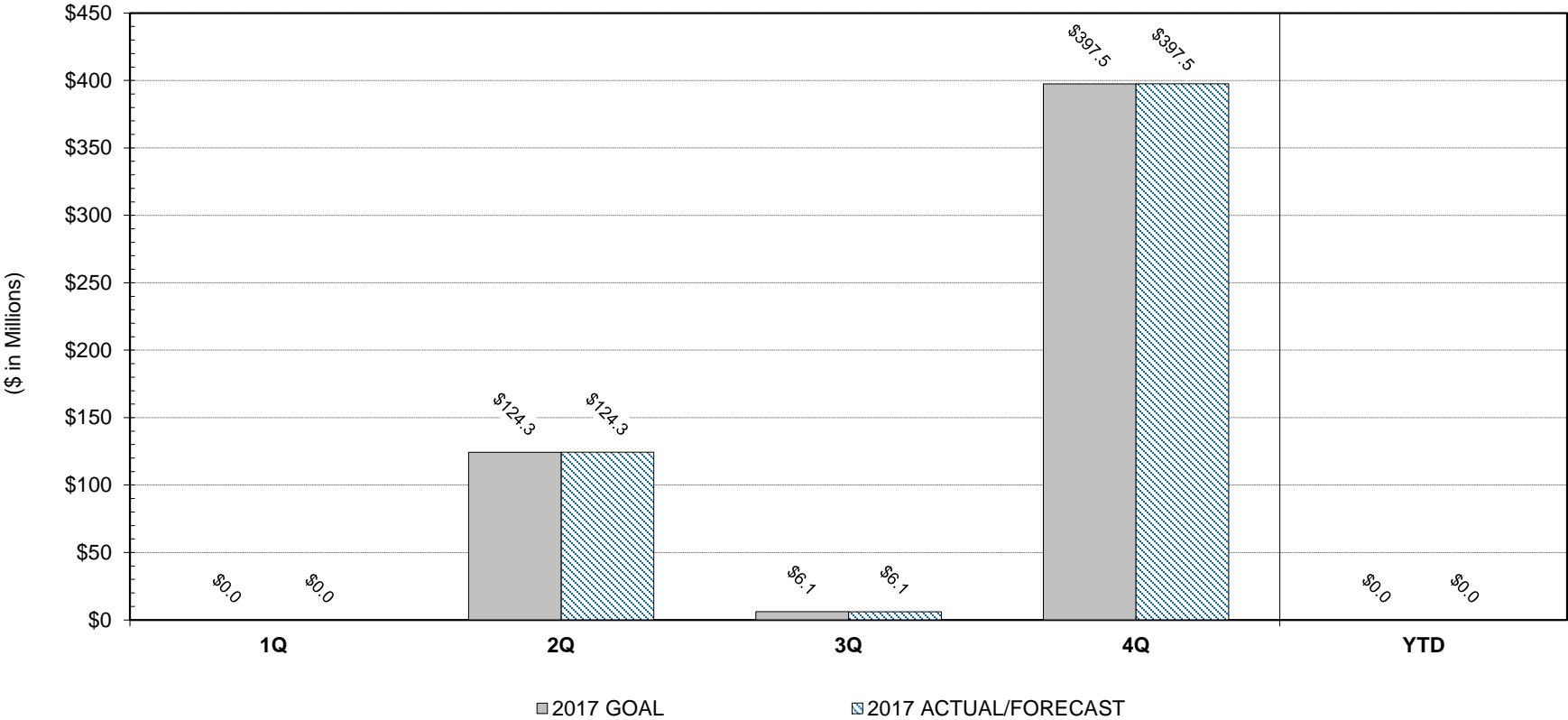
MTA Bridges and Tunnels: Status of Major Commitments as of March 31, 2017

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	A	1
D702RK65	Interim Repairs - RFK	\$12.3	\$12.3	\$12.5	Feb-17	NA	Feb-17	A	1
D703CB63	Open Road Tolling Initiative - CB Bridge	\$12.0	\$8.3	\$12.0	Mar-17	NA	Mar-17	A	1
D703MP63	Open Road Tolling Initiative - MP Bridge	\$13.3	\$6.8	\$13.3	Mar-17	NA	Mar-17	A	1
D703RK63	Open Road Tolling Initiative - RFK Bridge (Bronx/Queens)	\$27.0	\$24.3	\$27.0	Mar-17	NA	Mar-17	A	1
D703VN63	Open Road Tolling Initiative - VN Bridge	\$23.5	\$24.7	\$23.5	Mar-17	NA	Mar-17	A	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 or change orders to existing capital projects.

MTA Bridges and Tunnels
Completions as of March 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 March 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	95%	0%	Jun-17	Jun-17	F
D602VN80	Replace Upper Level Suspended Span; VN80C: Bus/HOV Access Improvement	\$84,780,020	\$84,780,020	95%	16%	Jun-17	Jun-17	F
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	\$15,893,313	\$15,893,313	95%	0%	Jun-17	Jun-17	F
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$102,947,301	\$102,947,301	72%	0%	Oct-17	Oct-17	F
D602VN80	VN80B Replace Upper Level Suspended Span	\$243,929,977	\$243,929,977	94%	0%	Nov-17	Nov-17	F
D607VN80	Paint - Upper Level Superstructure	\$32,908,184	\$32,908,184	94%	0%	Nov-17	Nov-17	F
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10,000,000	\$10,000,000	78%	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	Replace Upper Level Suspended Span; VN80C: Bus HOV Access Improvements	Construction - Sub-Project VN80C	Jun-17	\$84,780,020	\$84,780,020			Jun-17	\$84,780,020
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	Construction	Jun-17	\$15,893,313	\$15,893,313			Jun-17	\$15,893,313
			Jun-17 Total	\$111,737,672	\$111,737,672				
D607RK65	RK44: Paint - Plaza and Approach Ramps	Construction - Sub-Project RK44	Sep-17	\$6,082,621	\$6,082,621			Sep-17	\$6,082,621
			Sep-17 Total	\$6,082,621	\$6,082,621				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	Construction	Oct-17	\$102,947,301	\$102,947,301			Oct-17	\$102,947,301
			Oct-17 Total	\$102,947,301	\$102,947,301				
D602VN80	VN80B Replace Upper Level Suspended Span	Construction - Sub-Project VN80B	Nov-17	\$243,929,977	\$243,929,977			Nov-17	\$243,929,977
D607VN80	Paint - Upper Level Superstructure	Construction	Nov-17	\$32,908,184	\$32,908,184			Nov-17	\$32,908,184
			Nov-17 Total	\$276,838,161	\$276,838,161				
D602VN84	Widening of Belt Parkway Ramps DES	Design	Dec-17	\$7,686,915	\$7,686,915			Dec-17	\$7,686,915
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	Design	Dec-17	\$10,000,000	\$10,000,000	Dec-17	\$10,000,000		
			Dec-17 Total	\$17,686,915	\$17,686,915				
			Grand Total	\$527,853,817	\$527,853,817				
Unplanned Completions									
Grand Total:				\$527,853,817	\$527,853,817		\$0	Remaining	\$527,853,817

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

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE	CERTIFICATE AMOUNT
					DATE	
D701RK19	Seismic/ Wind Retrofit & Structural Rehabilitation Phase I	D03424	BC Development F/A (TBTA-D1783)	D00001783A	Jan-17	\$31,904.36
D503AW35	Weather Information System	D02420	Operations-Maintenance F/A (TBTA_D1235)	D00001235B	Jan-17	\$72,564.22
D601AW98	Feasibility Study-BBT/QMT Improvements/Modernization	D02550	Feasibility Study (PSC-10-2877)	D00001365A	Jan-17	\$1,808,257.78
D604QM81	Controls/ Communication System	D02684	Design (PSC-13-2942X)	D00001635A	Jan-17	\$1,483,542.59
D601MP06	Substructure & Underwater Scour Protection	D03167	SBMP-MP06B-Construction South Abutment	D00001622D	Jan-17	\$851,416.08
D502TB64	Replace Deck-Randalls Island Viaduct	D02935	RK75 CM Repairs Queens-Manhattan (GFM474 #69)	D00001348B	Jan-17	\$25,787.84
D601TN52	Miscellaneous Structural Rehabilitation	D02994	CM-Safety Flag Repairs ((PSC-08-2849C)	D00001417A	Jan-17	\$28,959.74
D602RK75	Interim Repairs-Toll Plaza Deck	D03131	Construction Adm. Ph I	D00001581A	Jan-17	\$361,552.43
G5140104	B&T Triborough Hardening	G01817	Contr Constr: TBB Task 39/C52077	G00001436G	Jan-17	\$48,384,211.92
G5140107	08TSG RFK Bridge Hardening	G02423	Cns.- Suspender Rope Shielding	G00001822B	Jan-17	\$5,544,000.00
D704BW39	Install Electronic Monitoring & Detection Systems	D03418	BC Development F/A (TBTA-D1772)	D00001772A	Feb-17	\$57,968.37
D706AW21	Program Administration	D03443	2016 Indirect Program Adm F/A(TBTA-D1841)	D00001841A	Feb-17	\$1,976,389.79
D706AW21	Program Administration	D03444	2017 Program Adm F/A(TBTA-D1842)	D00001842A	Feb-17	\$233,346.73
D704HH13	Replacement of Facility Lighting System	D03361	PM Design F/A (TBTA-1766)	D00001766A	Feb-17	\$153,451.60
D606AW22	Miscellaneous	D03362	Independent Design-Build Review BW39?RK60	D00001879A	Feb-17	\$5,100.00
D602BW89	Deck Replacement-Elevated and On GradeApproach	D02600	Construction Support Services (PSC-06-2810)	D00001363B	Feb-17	\$4,002,951.74
D602TN82	Rehabilitate Orthotropic Deck-Phase B	D02743	TN82B-Construction Administration (PSC-10-2888)	D00001396B	Feb-17	\$2,215,535.93
D607TN82	Paint-Bronx and Queens Approach Spans	D02749	Paint Construction Administration (PSC-10-2888)	D00001397B	Feb-17	\$2,932,256.57
D402BW89	Approach Ramps Replacement & Lower Garage	D01690	BW89C-Design Phase II- Queens Approach (PSC-06-2810)	D00001170B	Feb-17	\$5,878,658.03
ED060201	Sandy Program Administration	E04012	2016 Grants Management (TBTA-E2433)	E00002433A	Feb-17	\$426,197.81
ED060201	Sandy Program Administration	E04013	2016 E & C Support (TBTA-E2435)	E00002435A	Feb-17	\$236,168.33
D601TN52	Miscellaneous Structural Rehabilitation	D03023	CM-Safety Flag Repairs ((PSC-08-2849B)	D00001580A	Mar-17	\$292,242.50
D604BB45	Replace Electrical Switchgear & Equipment	D02566	Construction Administration (PSC-10-2873)	D00001318A	Mar-17	\$4,327,510.82
D501BW84	Cable and Anchorage Investigation	D01824	Design BW84A (PSC-05-2736)	D00001007A	Mar-17	\$2,585,263.24
D501VN32	Structural Steel Repairs	D02340	Construction Support Services (PSC-06-2807A)	D00001179A	Mar-17	\$92,404.72
D506AW28	Scope Development	D02332	VN Bus HOV Lane Study (PSC-06-2807A)	D00001167A	Mar-17	\$209,273.09
D506AW28	Scope Development	D02331	BW/TN Traffic Study (PSC_06-2708A)	D00001165A	Mar-17	\$457,440.80
D603AW48	2nd Generation E-Zpass In-Lane	D02833	AET- Phase I- Gantry Construction Inspection	D00001288A	Mar-17	\$67,446.41
D604BW15	Necklace Lighting	D02588	Construction Administration (PSC-08-2849A #21)	D00001554C	Mar-17	\$1,183,727.84
D703AW65	Toll Collection System Rehabilitation/ Upgrades	D03353	Design (PSC-12-2891B/ Task #39)	D00001801A	Mar-17	\$293,091.47
D606AW22	Miscellaneous	D03217	VE-HH88A (PSC-06-2807D WO#20)	D00001616B	Mar-17	\$90,201.78
D606AW22	Miscellaneous	D03242	Construction Rev-MP03 (PSC-06-2807E WO#16)	D00001639A	Mar-17	\$53,489.26
ED230110	Portable Emergency Generator NT 2014	E03450	Portable Emergency Operations Generator	D00002299A	Mar-17	\$128,369.00
Total					32	\$86,490,682.79

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
D705AW66	Operations Command Center Rehab/Replacement	D03490	PM Const. F/A	Jan-17	\$500,000	\$500,000			Apr-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			Apr-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	Mar-17	\$1,620,941		
D703AW65	Toll Collection System Rehab.	D03966	Final Aesthetic Designs(PSC12-2891F wo101)	Feb-17	\$2,000,000	\$2,000,000			Apr-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			Apr-17	\$328,354
D703AW65	Toll Collection System Rehab.	DXAW65	Lighting Mock-up CBB	Feb-17	\$192,831	\$192,831			Apr-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			Apr-17	\$2,100,000
D703CB63	Open Road Tolling Initiative - CB Bridge	D03995	ORT - Civil Construction (Ph.1 & 2)	Mar-17	\$11,998,564	\$11,998,564	Mar-17	\$8,257,917		
D703MP63	Open Road Tolling Initiative - MP Bridge	D03990	ORT - Civil Construction (Ph.1 & 2)	Mar-17	\$13,339,765	\$13,339,765	Mar-17	\$6,751,834		
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03951	ORT Civil Construction - Bronx/Queens	Mar-17	\$27,000,000	\$27,000,000	Mar-17	\$24,255,000		
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03967	ORT - Const. Adm. RFK Manhattan	Mar-17	\$556,000	\$556,000			Apr-17	\$556,000
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03968	ORT - Const. Adm. RFK Bronx/Queens	Mar-17	\$500,000	\$500,000			Apr-17	\$500,000
D703VN63	Open Road Tolling Initiative - VN Bridge	D04000	ORT - Civil Construction (Ph.1)	Mar-17	\$23,500,000	\$23,500,000	Mar-17	\$24,675,000		
				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
D704HH13	Replacement of Facility Lighting System	D03782	Construction	Apr-17	\$13,955,582	\$12,188,462			Apr-17	\$13,955,582

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
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 Ph1	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				
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				

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
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	Constr. QC and Admin.	Nov-17	\$3,374,592	\$3,374,592			Nov-17	\$3,374,592
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03757	Design QA	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
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

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	E04451	MPB Design F/A	Dec-17	\$70,000	\$70,000			Dec-17	\$70,000
ED050302	Flood Mitigation	E03768	RFK Design	Dec-17	\$116,550	\$116,550			Dec-17	\$116,550
ED050302	Flood Mitigation	E04446	RFK PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
ED050302	Flood Mitigation	E03769	RMB Design	Dec-17	\$144,375	\$144,375			Dec-17	\$144,375
ED050302	Flood Mitigation	E04447	RMB PM Design F/A	Dec-17	\$68,750	\$68,750			Dec-17	\$68,750
ED050302	Flood Mitigation	E03740	TNB Design	Dec-17	\$255,959	\$255,959			Dec-17	\$255,959
ED050302	Flood Mitigation	E04327	TNB PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
D701HH89	Skewback Retrofit	D03525	Mitigation	Dec-17	\$2,339,717	\$2,339,717			Dec-17	\$2,339,717
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03653	PM Design F/A	Dec-17	\$500,000	\$500,000			Dec-17	\$500,000
				Dec-17 Total	\$4,869,505	\$4,869,505				
				Grand Total	\$490,750,758	\$462,681,253				
Unplanned Commitments										
D706AW28	Scope Development	D03852	Scope Dev-HH14 (PSC-12-2891L/WO #92)				Jan-17	\$195,828		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03930	ORT-RFK Kapsch 07-IAG-2782A				Jan-17	\$193,344		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03929	ORT-CBB Kapsch 07-IAG-2782A				Jan-17	\$93,933		
D706AW28	Scope Development	D03922	RKBx Trss Span-Fire Vul(PSC-12-2891L/WO90)				Jan-17	\$102,263		
D703HC63	Open Road Tolling Initiative at HLCT	D03944	TEB Protection -Design QA				Feb-17	\$4,070		
D703HC63	Open Road Tolling Initiative at HLCT	D03945	TEB Protection -Construction QA				Feb-17	\$11,510		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03887	ORT-BBT Transmit				Feb-17	\$61,159		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03928	ORT-MPB Kapsch 07-IAG-2782A				Feb-17	\$97,267		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03931	ORT-BWB Kapsch 07-IAG-2782A				Feb-17	\$111,938		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03932	ORT-TNB Kapsch 07-IAG-2782A				Feb-17	\$121,154		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D03933	ORT-VNB Kapsch 07-IAG-2782A				Feb-17	\$153,236		
D703HH88	Toll Plaza & Southbound Approach Reconstruction	D03886	CM Demolition UL/LL Tollbooths (PSC-14-2950)				Feb-17	\$44,138		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E04036	Construction Quality Oversight				Feb-17	\$1,150,949		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E04037	Design Quality Oversight				Feb-17	\$407,042		
ED010304	Queens Midtown Tunnel Mitigation-Flood Gates & Other Work	E04047	Construction Quality Oversight				Feb-17	\$840,193		
ED010304	Queens Midtown Tunnel Mitigation-Flood Gates & Other Work	E04048	Design Quality Oversight				Feb-17	\$297,141		
ED050303	Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls	E04056	Construction Quality Oversight				Feb-17	\$299,247		
ED050303	Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls	E04057	Design Quality Oversight				Feb-17	\$105,831		
ED060201	Sandy Program Administration	E04177	2017 Grants Management (TBTA-E2777)				Feb-17	\$1,000,000		
ED060201	Sandy Program Administration	E04178	2017 E & C Support (TBTA-E2778)				Feb-17	\$1,000,000		
D703HC63	Open Road Tolling Initiative at HLCT	D03941	Dsgn for OHVD Syst-BBT(PSC15-2980B/WO#3				Mar-17	\$208,837		
D703QM63	Open Road Tolling Initiative at QMT	D03942	Dsgn for OHVD Syst-QMT(PSC15-2980B/WO#3				Mar-17	\$315,325		
D703QM63	Open Road Tolling Initiative at QMT	D03913	ORT-PM Const F/A (TBTA-D1963)				Mar-17	\$680,000		

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
D703QM63	Open Road Tolling Initiative at QMT	D03971	ORT-Asb. AbateConduit Remv.(ETS/12HS2894C				Mar-17	\$114,230		
D703QM63	Open Road Tolling Initiative at QMT	D03977	ORT-Proj. Monit. Cond.Rem(EPM/PSC-12-2907A/89				Mar-17	\$28,424		
D703QM63	Open Road Tolling Initiative at QMT	D03978	ORT-Proj. Monit. Cond.(L.B./PSC07-2907A				Mar-17	\$25,170		
D703QM63	Open Road Tolling Initiative at QMT	D03979	ORT-Air Monit. (ATC/PSC12-2907C/WO90				Mar-17	\$30,232		
D703QM63	Open Road Tolling Initiative at QMT	D04004	ORT-PM Const Maint F/A (TBTA-D1968)				Mar-17	\$323,700		
D705AW66	Operations Command Center Rehab/Replacement	D03489	PM Design/Construction F/A (TBTA-D1973)				Mar-17	\$710,063		
D703MP63	Open Road Tolling Initiative at MPP	D04008	ORT-PM Const Maint F/A (TBTA-D1972)				Mar-17	\$100,772		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04006	ORT-PM Const Maint F/A (TBTA-D1971)				Mar-17	\$100,163		
D703VN63	Open Road Tolling Initiative at VNB	D04007	ORT-PM Const Maint F/A (TBTA-D1970)				Mar-17	\$128,913		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04003	ORT-PM Const F/A (TBTA-D1966)				Mar-17	\$1,404,000		
D703VN63	Open Road Tolling Initiative at MPP	D03997	ORT-PM Const F/A (TBTA-D1967)				Mar-17	\$385,200		
D703MP63	Open Road Tolling Initiative at VNB	D03987	ORT-PM Const F/A (TBTA-D1965)				Mar-17	\$921,500		
D704RK21	Install Fire Standpipe/Upgrade Protection System	D04041	Design/Build Stipend (Picone)				Mar-17	\$35,000		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D03952	Lighting Mockup BW				Mar-17	\$184,398		
D703BW63	Open Road Tolling Initiative at BWB	D04046	Civil Construction (BW14/BW84)				Mar-17	\$20,276,772		
D703BW63	Open Road Tolling Initiative at BWB	D04043	ORT-PM Const F/A (TBTA-D1982)				Mar-17	\$977,824		
D703BW63	Open Road Tolling Initiative at BWB	D04048	ORT-PM Const Maint F/A (TBTA-D1984)				Mar-17	\$95,875		
D703TN63	Open Road Tolling Initiative at TNB	D04059	Civil Construction (TN60)				Mar-17	\$19,056,765		
D703TN63	Open Road Tolling Initiative at TNB	D04056	ORT-PM Const F/A (TBTA-D1983)				Mar-17	\$1,571,171		
D703TN63	Open Road Tolling Initiative at TNB	D04061	ORT-PM Const Maint F/A (TBTA-D1985)				Mar-17	\$94,880		
D703HC63	Open Road Tolling Initiative at HLCT	D03907	ORT-PM Const F/A (TBTA-D1964)				Mar-17	\$680,000		
D703HC63	Open Road Tolling Initiative at HLCT	D04005	ORT-PM Const Maint F/A (TBTA-D1969)				Mar-17	\$223,500		
Grand Total					\$490,750,758	\$462,681,253	YTD Total	\$158,733,036	Remaining	\$375,168,767
									Grand Total	\$533,901,803

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	Mar-17	A

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	Mar-17	\$7,095,465		
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$463,664	\$800,000	Mar-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			Apr-17	\$1,500,000
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	Feb-17	\$200,000	\$200,000			Apr-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	Mar-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			Apr-17	\$609,901
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000			Apr-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			Apr-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	\$750,243		
					Mar-17 Total	\$3,475,830	\$3,475,830				
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03705	PM Design F/A & D/B RFP Dev.	Sep-16	Apr-17	\$200,000	\$200,000			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	\$31,044,598	Remaining	\$8,160,172
										Grand Total	\$39,204,770

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			Sep-18	\$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 April 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	04/06/2017
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	04/06/17			
2	MTA B&T Committee	04/24/17			
3	MTA Board	04/26/17			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations
	Executive Vice President		VP & Chief Engineer
	SVP & General Counsel		VP & Chief Procurement Officer <i>MMT</i>
	VP & Chief Financial Officer <i>MMT</i>		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		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:

Schedules Requiring Majority Vote:	# of Actions	\$ Amount
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$ 7.000M

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	\$ 3.440M
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	3	\$154.245M
Schedule I: Modifications to Purchase and Public Works Contracts	5	\$ 25.990M

SUBTOTAL	10	\$190.675M
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MTA B&T presents the following procurement actions for Ratification: None

TOTAL	10	\$190.675M
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BUDGET IMPACT:

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

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)
The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2017

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

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

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

- | | | |
|-------------------------------|------------------------|--------------------------------------|
| 1. City of New York | \$ 7,000,000.00 | <u>Staff Summary Attached</u> |
| Contract No. MOU-08-33 | | |

10yr, Contract- Non-Competitive Other

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to increase funding under this non-competitive personal service agreement to provide Traffic Enforcement Agents (TEA's) to control traffic on City streets adjacent to construction projects for B&T facilities on an as-needed basis.

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

Item Number: 1 (Final)

Vendor Name (& Location) City of New York, New York, NY		Contract Number MOU-08-33	AWO/Modification #
Description Agreement with the City of New York to Provide Traffic Enforcement Agents for Traffic Control for all Authority Facilities on an As-Needed Basis		Original Amount: \$1,000,000	
Contract Term (including Options, if any) May 22, 2009 – May 21, 2019, Ten (10) years		Prior Modifications: \$4,500,000	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: N/A	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount: \$5,500,000	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Memorandum of Understanding		This Request: \$7,000,000	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 127.3%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of Modifications (including This Request) to Original Amount: 1250.0%	

Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to increase funding under this non-competitive personal service agreement with the City of New York (City) acting by and through the New York City Police Department (NYPD), which was awarded in accordance with Public Authorities Law Section 2879(3)(b)(i), to provide Traffic Enforcement Agents (TEAs) to control traffic on City streets adjacent to construction projects for B&T facilities on an as-needed basis in the not to exceed amount of \$7,000,000.

B&T requires the services of TEAs to properly maintain the flow of traffic on adjacent City streets on an as-needed basis during construction activities at its facilities. TEAs are legally authorized to control traffic and are available to assist motorists in negotiating temporary detours. Through March 2017, TEA service commitments have been made totaling in excess of \$5.0M for construction projects, primarily at the Queens Midtown Tunnel (QMT) and the Robert F. Kennedy Bridge (RFK), as well as other B&T facilities. The additional \$7M requested will provide funding during the extended duration of the Agreement for ongoing and future capital construction project requirements primarily at the QMT, RFK, Verrazano-Narrows Bridge and for other major maintenance related work. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

Reimbursement to the City shall be based on actual costs incurred in accordance with the Memorandum of Understanding and the additional \$7,000,000 under the prospective amendment is considered fair and reasonable. Funding is available in the 2015-2019 Capital Program under Project AW-85 and the Major Maintenance Budget.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 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. Ammann & Whitney/
WSP Parsons Brinckerhoff JV
Contract No. PSC-16-2996 | \$ 3,439,915.00 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

2yr, 9mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design and Construction Support Services for Project RK-19/RK-70 Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge.

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

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

- | | | |
|---|--------------------------|--------------------------------------|
| 1. Conduent, Inc.
Contract No. PSC-05-2741 | \$ 150,730,274.00 | <u>Staff Summary Attached</u> |
|---|--------------------------|--------------------------------------|

13yr. Contract- Competitive RFP

B&T is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to amend Personal Service Contract No. PSC-05-2741 to support the implementation of cashless Open Road Tolling (ORT) at six (6) remaining B&T Toll Facilities.

- | | | |
|---|------------------------|--------------------------------------|
| 2. WSP Sells/ HNTB JV
Contract No. PSC-11-2865 | \$ 2,690,499.31 | <u>Staff Summary Attached</u> |
|---|------------------------|--------------------------------------|

7yr., 6mo. Contract- Competitive RFP

B&T is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-11-2865 in order to add funding for design and construction support services for Project RK-65A, Bronx Plaza Structure Rehabilitation.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2017

3. **Parsons/GPI** \$ 824,042.78 Staff Summary Attached
Contract No. PSC-14-2956

3yr., 7mo. Contract- Competitive RFP

B&T is seeking Board Approval under the All Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-14-2956 in order to add funding for design and construction support services for Project RK-23A, Reconstruction and Rehabilitation of the 125th Street Manhattan Approach Ramps to the RFK Bridge.

I: Modifications to Purchase and 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. **Tutor Perini Corp.** \$ 13,725,000.00 Staff Summary Attached
Contract No. VN-80B

5yr. Contract- Competitive Bid

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works contract for the necessary civil, structural and electrical infrastructure construction work for the second phase (Phase 2) 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.

2. **DeFoe Corp.** \$ 6,042,780.00 Staff Summary Attached
Contract No. RK-23A

3yr. Contract- Competitive Bid

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works contract for the necessary civil, structural and electrical infrastructure for Open Road Tolling (ORT) at the Manhattan approach to the Robert F. Kennedy Bridge.

3. **Tully Construction Co., Inc.** \$ 4,241,583.00 Staff Summary Attached
Contract No. BB-28S

3yr., 3mo. Contract- Competitive RFP

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract BB-28S for: (i) revisions to Project BB-54, Rehabilitation of the Brooklyn Plaza to align with the implementation of open road tolling (ORT) and the demolition of the toll booths; (ii) furnish and install structural foundations and anchors for the upcoming architectural enhancements of the plazas and ORT gantries; (iii) ratify the authorization for the procurement of fabricated long lead time materials associated with the

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
APRIL 2017

architectural fabrications and structural steel for the Morris Street Pedestrian Overpass (MSPO) and (iv) perform tunnel transition zone waterproofing at the Manhattan Blower Building (MBB), Brooklyn Ventilation Building (BVB) and at Woodhull Street.

- | | | | |
|----|--|------------------------|--------------------------------------|
| 4. | John P. Picone, Inc.
Contract No. CB-99S/MP-03S | \$ 1,184,000.00 | <u>Staff Summary Attached</u> |
|----|--|------------------------|--------------------------------------|

2yr., 3mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works Contract No. CB-99S/MP-03S, Design/Build Services for Replacement of Electrical and Mechanical Equipment at Marine Parkway (MPB) and Cross Bay Bridge (CBB) Facilities for necessary re-design and additional installation work.

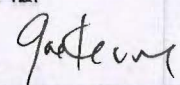
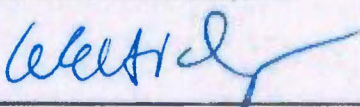
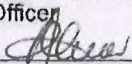
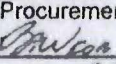
- | | | | |
|----|---|----------------------|--------------------------------------|
| 5. | El Sol Contracting and
Construction Corp./ El
Sol Ltd. Enterprises, JV
Contract No. VN-80C/VN-35 | \$ 796,439.06 | <u>Staff Summary Attached</u> |
|----|---|----------------------|--------------------------------------|

3yr., 6mo. 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-80C/VN-35 for interim reconciliation of contract items and additional new items of work.

Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. 					
Division & Division Head Name: Engineering & Construction Department, Walter Hickey, P.E. 					
Board Reviews					
Order	To	Date	Approved	Info	Other
1	President	4/6/17			
2	MTA B&T Committee	4/24/17			
3	MTA Board	4/26/17			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Executive Vice President		
2	General Counsel	5	President		
3	Chief Procurement Officer 				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Amman & Whitney and WSP Parsons Brinckerhoff JV	PSC-16-2996
Description: Design and Construction Support Services for Project RK-19/RK-70 Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge	
Total Amount	
\$3,439,915.00	
Contract Term (including Options, if any)	
Two (2) Years, Three (3) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Design and Construction Support Services for Project RK-19/RK-70 Wind Retrofits and Miscellaneous Structural Repairs at the Robert F. Kennedy Bridge to Ammann & Whitney and WSP|Parsons Brinckerhoff JV (A&W and WSP|PB) in the agreed amount of \$3,439,915.00 for a duration of two (2) years and three (3) months.

II. DISCUSSION

B&T requires the services of an engineering consultant firm to provide professional engineering services and expertise to assist B&T in increasing the aerodynamic stability of the East River suspension spans through the replacement of the median barrier and existing solid roadway side barriers with open side barriers that will be tested and certified to meet TL-5 service level. The engineering consultant will evaluate the suspension span structure for future sidewalk widening and moveable work platform (traveler) installation that will require additional testing to ensure aerodynamic stability. The Consultant will analyze primary members of RFK Bridge superstructure and substructure for HS-25 loading and specified permit truck loads, and provide design details to strengthen the bridge structures accordingly. In addition, the Consultant shall prepare structural retrofit repair details, as well as explore the feasibility of minimizing the number of transverse roadway joints of the orthotropic deck on the suspension bridge.

The service requirements were publicly advertised. Four (4) firms submitted qualification information for review and evaluation by the selection committee and three of these firms were chosen to receive the Request For Proposal (RFP) based on a review of those qualifications. All three firms submitted proposals: A&W and WSP|PB (\$3,458,058.00); Parsons Transportation Group of New York (\$3,328,050.32); and TY Lin International & Thornton Tomasetti (\$4,491,327.00). The

Staff Summary

proposals were evaluated against established criteria set forth in the RFP, including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the review of all submittals and its consideration of proposed costs, the Authority Selection Committee unanimously recommended A&W and WSP|PB.

The selection committee recommended that negotiations be conducted with A&W and WSP|PB. While all the proposers were technically qualified, A&W and WSP|PB submitted a proposal that was very close in terms of effort and cost to the Engineer's Estimate, was close to the lowest proposed cost and demonstrated superior understanding of RFP requirements and relevant recent experience. The Committee's recommendation is based on the following:

- A&W and WSP|PB's team member(s) demonstrated experience performing design and construction support for prototype repairs similar to those specified in the RFP.
- Demonstrated experience in collection and analyzing weigh in motion (WIM) data.
- A&W and WSP|PB has ample qualified staff to complete the work within the aggressive design and testing schedule.
- A&W and WSP|PB recent completion of the biennial bridge inspection at the RFK Bridge under the new FHWA requirements.
- A&W and WSP|PB demonstrated the most comprehensive understanding of the technical requirements, including the impact of this work to existing electrical and mechanical utilities.

A&W and WSP|PB submitted a cost proposal in the amount of \$3,458,058.00. The negotiated amount of \$3,439,915.00 is 0.9% above the Engineer's Estimate of \$3,408,000.00 and is deemed to be fair and reasonable. The total contract amount includes an allowance of \$1,250,000. Services for the allowance are: (i) services of an approved testing facility to crash test the proposed open side barrier and median barrier developed for the existing orthotropic deck; (ii) confirm the minimum TL-4 service level or potential TL-5 service level for the proposed barriers; (iii) wind tunnel testing the final configuration of the open side barrier, median barrier and potential stiffening truss modifications; (iv) confirm the minimum flutter speed as outlined in the wind climate study. These services will be provided via work orders on an as-needed basis.

In connection with a previous contract awarded to the Consultant, WSP|Parsons Brinckerhoff 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 25, 2008. No new SAI has been found relating to the consultant and WSP|PB has been found to be responsible.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 11.39% MBE and 11.53 % WBE for this contract. A&W and WSP|PB have achieved their M/WBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project RK-19 for \$2,425,573.00 and RK-70 for \$1,014,342.00.

V. ALTERNATIVES

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

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

Item Number: 2 (Final)

Vendor Name (& Location) Conduent State and Local Solutions, Inc.(Conduent)		Contract Number PSC-05-2741	AWO/Modification
Description E-ZPass New York Customer Service Center Services		Original Amount:	\$184,000,000
Contract Term (including Options, if any) September 27, 2007– September 26, 2020		Prior Modifications:	\$159,478,359
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$343,478,359
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$150,730,274
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	34%
Requesting Dept./Div. & Dept./Div Head Name: Revenue Management, AVP/Controller, Angelo Cerbone		% of Modifications (including This Request) to Original Amount:	183%

PURPOSE

MTA Bridges and Tunnels (B&T) is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Personal Service Contract No. PSC-05-2741 with Conduent State and Local Solutions, Inc. (formerly known as Xerox) for additional work in the not-to-exceed amount of \$150,730,274 to support the implementation of cashless Open Road Tolling (ORT) at the six (6) remaining B&T Toll Facilities. This contract was competitively awarded to Conduent in September 2007 in the amount of \$184,000,000 for a duration of ten years to provide customer service center services for E-ZPass customers. In May 2016, the Board approved a three-year renewal option to extend the contract through September 2020.

DISCUSSION

In September 2007 pursuant to a competitively procured joint solicitation, B&T, NYSTA and PANYNJ (together the NYCSC agencies) each executed contracts with Conduent to operate a single E-ZPass New York Customer Service Center (NYCSC) that would provide services to customers of all the NYCSC agencies. The Contract was for an initial period of ten (10) years with one three-year option to renew. Today, the NYCSC manages over five million active E-ZPass accounts, processes over 800 million toll transactions, collects over 38 million payments, receives over ten million telephone calls and handles over one million pieces of correspondence on an annual basis for all three agencies. B&T accounts for approximately 60% of the volume for all of these categories. Since the Board approved the original contract, nine amendments have been issued including an amendment to add cashless Open Road Tolling (ORT) to the contract for three (3) facilities. The NYCSC agencies are in the process of preparing a joint Request for Proposal to procure a new contract for these services.

As part of the New York Crossings initiatives, B&T intends to implement cashless ORT at all toll facilities by the end of 2017. Currently, B&T has ORT operating at three facilities (Henry Hudson Bridge, Hugh L. Carey Tunnel and the Queens-Midtown Tunnel) and processes over 5.8 million Tolls by Mail transactions per year. Funding was added to the contract for these facilities under a prior amendment. With the implementation of cashless ORT at the remaining six facilities, Tolls by Mail transactions are expected to increase to as many as 39 million transactions per year. An additional \$150,730,274 is required to fund Conduent's implementation and operation of the ORT programs at the six (6) facilities until the end of the contract. This cost includes: (i) the modification of the existing NYCSC to accommodate an additional 43 workstations; (ii) the build-out of a new CSC facility in upstate New York for cashless ORT CSC services to accommodate up to 270 workstations; (iii) call center, image review, and correspondence processing labor; (iv) postage, production and supplies for mailing toll bills and violation notices; and (v) DMV name/address acquisition costs.

As a result of negotiations, Conduent has agreed to restructure its pricing for the cashless ORT operation, negotiated in the prior amendment, which will reduce current prices by 17% to 19%. It is anticipated that these price reductions will save B&T over \$30 million over the remaining contract term. B&T's estimated cost for the additional services will not exceed \$150,730,274 (\$42 million for ORT account maintenance; \$42 million for Tolls by Mail Bills and violation notices; \$38 million for image review/Optical Character Recognition (OCR) of license plate images; \$18 million for DMV name/address acquisition costs; \$6 million for facility build-out; and \$5 million allowance for future needs).

IMPACT ON FUNDING

The not-to-exceed amount of this contract change is \$150,730,274. The negotiation rates in the proposed amendment are lower than those in the current contract and are considered fair and reasonable. Funding is available in the operating budget under General Ledger No.711413.

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

Item Number: 3 (Final)

Vendor Name (& Location) WSP Sells/HNTB JV., Briarcliff Manor, NY		Contract Number PSC-11-2865	AWO/Modification#
Description Design and Construction Support Services for Bronx Plaza Structure Rehabilitation and Interim Rehabilitation of the Manhattan Plaza at the RFK Bridge			
Contract Term (including Options, if any) December 30, 2011–June 29, 2019		Original Amount: \$10,428,880.09	
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications: \$8,413,635.58	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Prior Budgetary Increases: \$0.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Current Amount: \$18,842,515.67	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request: \$2,690,499.31	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount: 14.3%	
		% of Modifications (including This Request) to Original Amount: 106.5%	

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this Contract with WSP Sells/HNTB JV. (W/H) to add funding for design and construction support services (CSS) for Project RK-65A, Bronx Plaza Structure Rehabilitation in the amount of \$2,690,499.31.

In December 2011 pursuant to Board approval the subject contract was awarded to W/H for Design and Construction Support Services for Bronx Plaza Structure Rehabilitation and Interim Rehabilitation of the Manhattan Plaza at the RFK Bridge. At that time, B&T informed the Board that future requests for CSS funding would be submitted once the construction scope had been finalized. Under previous amendments, funds were added to the Contract for additional design services and construction support services totaling \$8,413,635.58.

Subsequently, issues were encountered that require additional effort from W/H, which include: (i) additional analyses and design services as a result of differing field conditions and (ii) additional design and CSS required for plaza reconfiguration as a result of open road tolling (ORT) implementation.

W/H submitted an initial proposal totaling \$2,672,341.48. Based on an analysis of the remaining work and the anticipated level of effort required, W/H submitted a revised proposal in the amount of \$2,340,499.31 which is 4.25% below the Engineer's estimate of \$2,440,000 and is fair and reasonable. The Engineer also deems it prudent to include an allowance for unanticipated changes in the amount of \$350,000.

This increase to the Contract will be funded via 2015-2019 Capital Program D703/RK63/D03970 - \$2,340,499.31 and 2010-2014 Capital Program D602/RK65/D03006 - \$350,000.

Parsons Brinckerhoff, Inc. is a wholly owned subsidiary of WSP. In connection with a previous contract awarded to the Consultant, Parsons Brinckerhoff, 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 Brinckerhoff, Inc., and likewise WSP, has been found to be responsible.

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

Item Number: 4 (Final)

Vendor Name (& Location) Parsons GPI RK23A JV, Babylon, NY	Contract Number PSC-14-2956	AWO/Modification#
Description Construction Administration and Inspection Services for Project RK-23A, Reconstruction and Rehabilitation of the 125 th Street Manhattan Approach Ramps to the RFK Bridge		
Contract Term (including Options, if any) December 19, 2014–July 18, 2018		
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		
	Original Amount:	\$ 6,827,695.06
	Prior Modifications:	\$2,885.31
	Prior Budgetary Increases:	\$0.00
	Current Amount:	\$6,830,580.37
	This Request:	\$824,042.78
	% of This Request to Current Amount:	12.06%
	% of Modifications (including This Request) to Original Amount:	12.11%

Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-14-2956, Construction Administration and Inspection Services for Project RK-23A, Reconstruction and Rehabilitation of the 125th Street Manhattan Approach Ramps to the RFK Bridge with Parsons GPI RK23A JV (PTG/GPI) for additional construction administration and inspection services for Projects RK-63, RK-65B and RK-23A for Open Road Tolling (ORT) infrastructure at the Manhattan Plaza, including interim deck replacement and existing tollbooth removal, in the agreed amount of \$824,042.78 and for a time extension of five months.

This Contract was awarded to PTG/GPI on a competitive basis and pursuant to Board approval in December 2014 in the amount of \$6,827,695.06 and for a duration of three years, seven months.

As part of the New York Crossings Initiative, B&T is embarking on full implementation of cashless, all-electronic ORT at all B&T facilities by the end of 2017. This initiative necessitates additional administration and inspection efforts to support ORT infrastructure installation at the Manhattan Plaza of the RFK Bridge, full depth Phase I deck replacement at the vicinity of the ORT tolling zone, removal of existing toll booths, and FDR Ramp median barrier restoration repairs.

B&T accepted the PTG/GPI proposal in the amount of \$824,042.78, which is 2.1% below the Engineer's estimate of \$841,333.00 and is fair and reasonable.

This increase to the Contract will be funded via the 2010-2014 Capital Program D601RK23/D02687 - \$136,650.02, and 2015-2019 Capital Program D703RK63/D03967 - \$131,471.69 and D702RK65/D03656 - \$555,921.07.

Parsons GPI RK23A JV is a joint venture of Greenman-Pedersen, Inc. and Parsons Transportation Group. Greenman-Pedersen, Inc. was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. Parsons Transportation Group and Parsons GPI RK23A JV were found to be responsible pursuant to the All-Agency Responsibility Guidelines.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 5 (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:	32,210,694.71
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:	\$267,938,694.71
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$13,725,000.00
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:	5.1%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	19.5%

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 second phase (Phase 2) 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 \$13,725,000.00.

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 seventh roadway lane for bus and high occupancy vehicle use.

As part of the New York Crossings initiative B&T is embarking on full implementation of cashless all-electronic ORT at Authority facilities which requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries. These gantries will be outfitted with E-ZPass tag readers and cameras, which will be provided under a separate contract along with related software and integration services. Additionally, portions of the steel reinforced concrete roadway will be replaced to avoid interfering with ORT functionality and to maintain the roadway in a state of good repair, and the tollbooths will be demolished to create 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 several phases. Phase I, which was awarded in March 2017 subsequent to Board approval in an amount of \$23,500,000, entailed 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.

The proposed amendment for Phase 2 work includes electrical work, roadway restoration, tollbooth demolition, final striping and permanent signage to enable ORT to go live, and the construction of two additional gantries for the Vehicle Occupancy Detection System (VODS) required for enforcing the Staten Island Car Pool Plan.

TPC proposed a cost of \$15,669,380.34 for Phase 2 work. The Engineer's estimate is \$13,576,058.92. Negotiations resulted in B&T and TPC agreeing to the amount of \$13,725,000.00 for the Phase 2 work. The agreed upon amount of \$13,725,000 is 1.1% above the Engineer's estimate. Based on comparison to the estimate, the negotiated amount of \$13,725,000 is considered fair and reasonable.

Phase 3 ORT work is currently in design development, and will include civil, architectural, electrical and other related ORT integration work which will be addressed and submitted to the Board in a subsequent procurement action.

Funding for the proposed ORT infrastructure and civil work for Phase 2 at the VNB in the amount of \$13,725,000.00 is available in the 2015-2019 Capital Program (Project D702/RK65). 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 of funding ORT initiatives through a combination of efficiencies generated from other projects including eliminating planned 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.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 6 (Final)

Vendor Name (& Location) DeFoe Corp., Mount Vernon, NY		Contract Number RK-23A	AWO/Modification
Description Reconstruction and Rehabilitation of the 125 th Street Manhattan Approach Ramps to the RFK Bridge			
Contract Term (including Options, if any) December 22, 2014 – December 21, 2017		Original Amount:	\$68,300,000.70
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Modifications:	\$23,851,660.01
Procurement <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:	\$92,151,660.71
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request:	\$6,042,780.00
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		% of This Request to Current Amount:	6.6%
		% of Modifications (including This Request) to Original Amount:	43.8%

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-23A, with DeFoe Corp. (DeFoe) for the required civil, structural and electrical infrastructure for Open Road Tolling (ORT) at the Manhattan approach to the Robert F. Kennedy Bridge in the negotiated amount of \$6,042,780.00.

The Contract was awarded to DeFoe in December 2014 in the amount of \$68,300,000.70 (inclusive of an incentive totaling \$1,165,440.00) subsequent to a competitive sealed bid process. The Scope of Work required replacing the on and off-bound ramps from 125th Street in Manhattan to the RFK Bridge, inclusive of maintenance and protection of traffic and incidental lead abatement. Previous amendments totaling \$23,051,660.01 have been issued to compensate the Contractor for changed field conditions and to add the initial phase of construction (Phase 1) for implementation of ORT at the Manhattan approach to the RFK bridge.

As part of the New York Crossings initiative B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities which requires necessary civil, structural and electrical infrastructure construction work that enable the installation of ORT hardware and software that will be performed under a separate contract. These gantries will then be outfitted with E-ZPass tag readers and cameras, which will be installed under a separate contract along with related software and integration services. As part of this phase portions of the steel reinforced concrete roadway will be replaced to avoid interferences with ORT functionality and to maintain the roadway in a state of good repair. This phase also includes demolition of the toll booths in order to move to a fully open road tolling environment.

The goals for the ORT implementation are to reduce customer travel time and congestion at B&T's facilities, as well as a reduction of vehicular exhaust emissions caused by idling traffic. B&T has determined that the most reliable and expeditious means to accomplish the implementation of ORT at the Manhattan approach to the RFK Facility is to amend Contract RK-23A. Efficiencies realized by amending Contract RK-23A include mobilization cost savings, early commitment for long lead items, enhanced coordination and an overall reduction of project schedule and risk. 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.

The proposed amendment (Phase 2) includes extending the gantries across both travel directions for future two-way tolling operation, associated strengthening of the steel superstructure to support the wider gantry and its associated architectural work along with electrical work and roadway restoration. The remaining work for ORT (Phase 3) is currently in design development and will include: civil, architectural, electrical, and other related two-way tolling operation work that will be submitted to the Board for approval in a procurement action.

DeFoe's Phase 2 cost proposal is \$6,433,684.00. The Engineer's estimate is \$5,814,522.99. Negotiations resulted in B&T and DeFoe agreeing to the amount of \$6,042,780.00, which is 3.9% above the Engineer's estimate and is fair and reasonable.

Funding for the proposed ORT infrastructure and civil work at the Manhattan approach to the RFK in the amount of \$6,042,780.00 is available in the 2015-2019 Capital Program (Project D703/RK63/D03950). The strategy for funding the ORT initiatives will be through a combination of efficiencies generated from other projects including eliminating planned 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: 7 (Final)

Vendor Name (& Location) Tully Construction Co., Inc., Flushing, New York	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Contract Number BB-28S</td> <td style="width: 50%;">AWO/Modification #</td> </tr> <tr> <td colspan="2" style="height: 20px;"></td> </tr> <tr> <td>Original Amount:</td> <td style="text-align: right;">\$282,454,276.12</td> </tr> <tr> <td>Prior Modifications:</td> <td style="text-align: right;">\$33,954,465.91</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td>Current Amount:</td> <td style="text-align: right;">\$316,408,934.03</td> </tr> <tr> <td>This Request:</td> <td style="text-align: right;">\$4,241,583.00</td> </tr> <tr> <td>% of This Request to Current Amount:</td> <td style="text-align: right;">1.3%</td> </tr> <tr> <td>% of Modifications (including This Request) to Original Amount:</td> <td style="text-align: right;">13.5%</td> </tr> </table>	Contract Number BB-28S	AWO/Modification #			Original Amount:	\$282,454,276.12	Prior Modifications:	\$33,954,465.91	Prior Budgetary Increases:	\$0.00	Current Amount:	\$316,408,934.03	This Request:	\$4,241,583.00	% of This Request to Current Amount:	1.3%	% of Modifications (including This Request) to Original Amount:	13.5%
Contract Number BB-28S	AWO/Modification #																		
Original Amount:	\$282,454,276.12																		
Prior Modifications:	\$33,954,465.91																		
Prior Budgetary Increases:	\$0.00																		
Current Amount:	\$316,408,934.03																		
This Request:	\$4,241,583.00																		
% of This Request to Current Amount:	1.3%																		
% of Modifications (including This Request) to Original Amount:	13.5%																		
Description Sandy Restoration and Project BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel																			
Contract Term (including Options, if any) December 12, 2014 – March 31, 2018																			
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																			
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.																			
Discussion: <p>B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract BB-28S, with Tully Construction Co., Inc. (Tully) for: (i) revisions to Project BB-54, Rehabilitation of the Brooklyn Plaza to align with the implementation of open road tolling (ORT) and the demolition of the toll booths; (ii) furnish and install structural foundations and anchors for the upcoming architectural enhancements of the plazas and ORT gantries; (iii) ratify the authorization for the procurement of fabricated long lead time materials associated with the architectural fabrications and structural steel for the Morris Street Pedestrian Overpass (MSPO) and (iv) perform tunnel transition zone waterproofing at the Manhattan Blower Building (MBB), Brooklyn Ventilation Building (BVB) and at Woodhull Street in the negotiated amount totaling \$4,241,583.</p> <p>The Contract was awarded to Tully in December 2014 in the amount of \$282,454,276.12 (current incentive amount totals \$1,400,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required to restore the Hugh L. Carey Tunnel (HCT) to a pre-storm state of good repair includes system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Also, Capital Program Projects BB-28, Ph. II and BB-54 scopes include fire line replacements and rehabilitation of the Brooklyn Plaza. Amendments to date total \$33,954,465.91, inclusive of ORT amendments totaling \$6,201,544.14 and B&T is accelerating the substantial completion of the Project, which is now scheduled for March 31, 2018.</p> <p>As part of the New York Crossings initiative B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities. The implementation required 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 were performed by others. Additionally architectural enhancements at the HCT have commenced, which include towers at the tunnel entrances and architectural mesh installed above the gantries, are intended to screen and enhance the appearance of the ORT gantry system. Similar towers will be installed at all nine B&T facilities in order to create a unifying theme for the various bridges and tunnels. Furthermore, under an additional initiative, B&T has taken ownership of the MSPO from NYCDOT and is commencing the process of replacing the structure. Replacement of the Morris Street Pedestrian Overpass will be done in conjunction with the architectural enhancements in order to increase efficiency, facilitate architectural coordination and reduce construction time. The remaining work for related ORT and other initiatives are being finalized and shall be presented to the Board for approval in subsequent procurement actions.</p> <p>(i) The implementation of ORT and subsequent demolition of the tollbooths in Brooklyn necessitates revisions to the Brooklyn Plaza Rehabilitation (Project BB-54), as the plaza needs to be re-profiled to accommodate higher vehicle speeds now that toll booths have been removed. Tully submitted a proposal for revised quantities and additional unit price items (inclusive of acceleration) totaling \$2,337,175.50. The Engineer's estimate is \$1,652,088. Negotiations resulted in B&T and Tully agreeing to a net increase totaling \$1,929,808.73, which is considered fair and reasonable. There is no impact on funding because allowances remain in Project BB-54 that were intended for E-ZPass toll lane rehabilitation.</p>																			

(ii) Foundations and anchors for the architectural enhancements are required in the Manhattan and Brooklyn Plazas, this work requires: removal and re-installation of existing retaining wall granite; core drilling the existing sidewalk slab and installation of rock anchors. Tully submitted proposals totaling \$1,608,468.69. The Engineer's estimates total \$1,408,070. Negotiations resulted B&T and Tully agreeing the negotiated amount totaling \$1,480,750, which is 5.2% above the estimate and is fair and reasonable.

(iii) The initiatives undertaken by B&T for ORT related work, Project BB-54 Brooklyn Plaza restoration, completion of architectural enhancements, as well as the replacement of the MSPO require fabricated materials with long lead times. In order to mitigate the impacts to the public that utilize the MSPO and to B&T customers, the procurement of long lead time materials have commenced. B&T is requesting ratification for the commitment of architectural screening material and associated features and MSPO structural steel in an amount totaling \$2,292,833, which is considered fair and reasonable and shall be offset against final negotiated amounts for the Work.

(iv) The areas at the transition between the cut and cover and bored tunnel sections require waterproofing to prevent water infiltration in the rehabilitated tunnel. The work requires on-grade excavation to expose areas that cannot be waterproofed from inside the tunnel at three locations, two areas at the Brooklyn Vent Building and one at the Manhattan Blower Building and subsequent installation of a waterproofing membrane. Tully submitted a proposal in the amount of \$536,986.01. The Engineer's estimate is \$511,421. Negotiations resulted in B&T and Tully agreeing to the negotiated amount of \$468,000, which is 8.5% below the estimate and is fair and reasonable.

The negotiated total amount of the amendment is \$4,241,583 and is considered fair and reasonable.

Funding is currently available in the Contract for this work from the 2010-2014 Capital Program under Project D602BB54, Task D02574 in the amount of \$1,929,808.73, which is to be drawn down from the existing allowance. Also, 2010-2014 Capital Program funding in the amount of \$468,000 is available under Project D601BB28, Task D02562. Funding for the proposed ORT tower, artwork and MSPO at the HCT in the amount of \$3,773,583 is available in the 2015-2019 Capital Program as follows: D703HC63 Task D04012 (Gateway Towers) in the amount of \$1,881,210; D703HC63, Task D04010 (Artwork) in the amount of \$242,373 and D702AWX1, Task D04053 (MSPO) in the amount of \$1,650,000. The strategy for funding these initiatives will be through a combination of efficiencies generated from other projects including eliminating planned 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 8 (Final)

Vendor Name (& Location) John P. Picone, Inc., Lawrence, New York	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Contract Number CB-99S/MP-03S</td> <td style="width: 50%;">AWO/Modification #</td> </tr> </table>	Contract Number CB-99S/MP-03S	AWO/Modification #						
Contract Number CB-99S/MP-03S	AWO/Modification #								
Description Design/Build Services for Replacement of Electrical and Mechanical Equipment at Marine Parkway and Cross Bay Bridge Facilities	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Original Amount:</td> <td style="width: 50%; text-align: right;">\$21,237,000.00</td> </tr> <tr> <td>Prior Modifications:</td> <td style="text-align: right;">\$ 331,435.00</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td style="text-align: right;">\$ 0.00</td> </tr> <tr> <td>Current Amount:</td> <td style="text-align: right;">\$21,568,435.00</td> </tr> </table>	Original Amount:	\$21,237,000.00	Prior Modifications:	\$ 331,435.00	Prior Budgetary Increases:	\$ 0.00	Current Amount:	\$21,568,435.00
Original Amount:	\$21,237,000.00								
Prior Modifications:	\$ 331,435.00								
Prior Budgetary Increases:	\$ 0.00								
Current Amount:	\$21,568,435.00								
Contract Term (including Options, if any) November 13, 2015 – November 12, 2017	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">This Request:</td> <td style="width: 50%; text-align: right;">\$1,184,000.00</td> </tr> </table>	This Request:	\$1,184,000.00						
This Request:	\$1,184,000.00								
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">% of This Request to Current Amount:</td> <td style="width: 50%; text-align: right;">5.5%</td> </tr> </table>	% of This Request to Current Amount:	5.5%						
% of This Request to Current Amount:	5.5%								
Procurement <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">% of Modifications (including This Request) to Original Amount:</td> <td style="width: 50%; text-align: right;">7.1%</td> </tr> </table>	% of Modifications (including This Request) to Original Amount:	7.1%						
% of Modifications (including This Request) to Original Amount:	7.1%								
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:									
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy									
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.									

Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend Contract CB-99S/MP-03S, Design/Build Services for Replacement of Electrical and Mechanical Equipment at Marine Parkway (MPB) and Cross Bay Bridge (CBB) Facilities with John P. Picone, Incorporated (Picone) in the negotiated amount totaling \$1,184,000 to perform the following:

- Redesign and additional work for the installation of transformers, duct banks, manholes and conduits for the new 5kV switchgear substation at the MPB;
- Redesign the layout and additional work for the installation of the MPB 5kV Substation equipment;
- Provide temporary electrical service at the MPB prior to the transfer of utility power in order to safely maintain uninterrupted facility power until the new 5kV substation is completed.

Subsequent to Board approval the Contract was awarded to Picone in November 2015 in the amount of \$21,237,000 with a duration of two (2) years, three (3) months. The Scope of Work includes complete design-build services to furnish and install: (i) new elevated electrical platforms and enclosures to house the 5kV LIPA and Con Edison electrical service equipment and 350kW emergency generator at the CBB; (ii) replace and reconfigure the existing electrical and mechanical equipment in the CBB Service Building electrical and mechanical rooms; (iii) a new elevated prefabricated enclosure adjacent to the MPB Service Building to house new 5kV service equipment; (iv) a new emergency back-up diesel generator and enclosure for the entire MPB facility including the lift bridge; (v) reconfigure the MPB electrical systems; (vi) provide new power monitoring equipment and systems at both facilities and (vii) demolition and removal of all equipment to be replaced; (viii) abatement of lead and asbestos containing materials. To date, one amendment totaling \$331,435.00 has been issued.

As part of the New York Crossings Project initiatives B&T is embarking on full implementation of cashless all-electronic ORT at B&T 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. ORT toll revenue collection at the MPB is scheduled to commence on April 30, 2017.

The ORT work being performed under a separate contract (MP-03/MP-16) requires modification to the construction activities being performed under Project CB-99S/MP-03S. In order to complete the ORT roadway work, Picone must redesign and perform additional work for the installation of transformers, duct banks, manholes and conduits for the new 5kV switchgear substation at the MPB so as not to utilize the manholes in the plaza roadway, which must be demolished during roadway re-construction related to ORT implementation. The re-design effort also requires: modifications to the original staging sequences to transfer temporary and Con Edison electrical power during construction; revisions to provide temporary 5kV power to the MPB facility and lift bridge; the MPB 5kV substation equipment and reconfiguration of the

MPB parking area. Picone submitted proposals totaling \$1,253,678.00. The Engineer's estimates total \$1,213,957.00. Negotiations resulted in B&T and Picone agreeing to the amount totaling \$1,184,000.00, which is 2.4% below the estimate and is fair and reasonable.

Funding for the proposed ORT electrical infrastructure work at the MPB in the amount of \$1,184,000 is available in the 2015-2019 Capital Program under Project D703MP63, Task D04002.

In connection with a previous contract awarded to the Contractor, Picone 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 January 6, 2015. No new SAI has been found related to the Contractor and Picone has been found to be responsible.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 9 (Final)

Vendor Name (& Location) El Sol Contracting and Construction Corp./El Sol Ltd. Enterprises, JV	Contract Number VN-80C/VN-35	AWO/Modification #
Contract Title: Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano-Narrows Bridge		
Contract Term (including Options, if any) December 24, 2013 - June 23, 2017	Original Amount:	\$84,300,000.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Modifications:	\$6,512,662.43
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Prior Budgetary Increases:	N/A
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	Current Amount:	\$90,812,662.43
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	This Request:	\$796,439.06
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of This Request to Current Amount:	0.8%
	% of Modifications (including This Request) to Original Amount:	8.7%

Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract VN-80C/VN-35 with El Sol Contracting and Construction Corp./El Sol Ltd. Enterprises JV (El Sol) for interim reconciliation of contract items and additional new items of work in a negotiated net amount totaling \$796,439.06.

The Contract was awarded to El Sol in December 2013 in the amount of \$84,300,000 subsequent to a competitive sealed bid process. The Scope of Work requires: construction of a new ramp at the Verrazano-Narrows Bridge (VNB) upper level to the Gowanus Expressway; widening the approach spans to accommodate the addition of a seventh lane to operate as an HOV lane; demolish and rebuild the existing Ramp F extension and Ramp B; miscellaneous steel repairs and paint coating replacement at the Brooklyn Lower Level approach ramps, as well as abatement of lead and asbestos containing materials.

As the contract work progresses towards substantial completion, there are contract items of work that require reconciliation. Among the item quantities that required increases, the primary cost items include: superstructure slab; insulated wire cable; downspout system improvements; and survey operations. El Sol proposed quantity increases totaling \$831,568.56 which was reduced through negotiations to \$825,216.24. Offsetting those quantity increases are credits for the item quantities that will not be utilized. The primary credit items based on cost include: protective shielding; concrete barriers; resetting and restoring bearings; grading and drainage and structural steel. Credits totaling (\$2,300,667.77) were agreed upon by B&T and El Sol.

Furthermore, the Engineer determined that new items of work are required at this time to include: (i) Replacement of Portion of Westbound Lower Level Deck; (ii) Upper Level Asphalt Transitions; (iii) Permanent Upgraded Reusable Attenuators; (iv) Barrier Modifications at Pier WB-7; (v) Additional Demolition at Ramp F Span 7; (vi) Light Pole Arm Replacement on two locations; (vii) New Lower Level Lighting Feeds on the Brooklyn Approach; (viii) Interim Drainage modifications in lieu of specified final drainage work for the Brooklyn Yard to address field conditions, improve safety and best serve future project requirements. Overall, El Sol proposed \$2,354,806.61 for the new items of work; the Engineer estimates total \$2,235,640.56. Based on comparison to those estimates B&T and El Sol agreed to the negotiated amount totaling \$2,271,890.59, which is 1.6% above estimate and is fair and reasonable.

Overall the proposed amendment results in a total net increase of \$796,439.06 (\$825,216.24 + \$2,271,890.59 – \$2,300,667.77), which is considered fair and reasonable.

Funding for this amendment is available in the 2010-2014 Capital Program under Projects: D602VN80 - VN80C (\$596,439.06) and D601VN35-Steel Repairs (\$200,000).