

Bridges and Tunnels Committee Meeting

May 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, 5/22/2017
12:00 AM - 12:30 PM ET**

1. Public Comments Period

2. Approval of Minutes - April 2017

BT Committee Minutes - April 2017 - Page 4

3. Approval of Committee Work Plan

BT Committee Work Plan - Page 13

4. Report on Operations - March 2017

BT Report on Operations - March 2017 - Page 20

5. Customer Environment Survey - First Quarter 2017

BT Customer Environment Survey - First Quarter 2017 - Page 33

6. Safety Report - March 2017

BT Safety Report - March 2017 - Page 44

7. E-ZPass Performance Report - March 2017

BT E-ZPass Performance Report - March 2017 - Page 46

8. Financial Report - March 2017

BT Financial Report - March 2017 - Page 52

9. Capital Program Project Status Report - April 2017

BT Capital Program Project Status Report - April 2017 - Page 66

10. Procurements

BT Procurements - Page 82

Competitive

BT Competitive - Page 85

11. Diversity Report - First Quarter 2017

BT Diversity Report - First Quarter 2017 - Page 98

Next Meeting: Monday, June 19, 2017 at 11:30 a.m.



Bridges and Tunnels

Minutes of Committee Meeting April 2017

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

April 24, 2017

11:30 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Andrew Albert

Tim Mulligan, Acting President
Angelo Cerbone, Assistant Vice President and Controller
Julia R. Christ, Deputy General Counsel
Mildred Chua, Vice President and Chief Financial Officer
Daniel DeCrescenzo, Acting Vice President and Chief of Operations
Sharon Gallo-Kotcher, Vice President, Labor Relations, Administration and Employee Development
Joseph Keane, Vice President and Chief Engineer
Gavin Masterson, Vice President and Chief Procurement Officer
Shawn Moore, Chief Equal Employment Opportunity Officer
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Albert Rivera, Acting Executive Vice President

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

April 24, 2017

Minutes of TBTA Committee held April 24, 2017 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin stated that among MTA Bridges and Tunnels, New York City and State Departments of Transportation, and the Port Authority of New York and New Jersey, there should be unified control of roadways to increase safety. He also complimented the easy-to-read electronic sign at the Robert F. Kennedy Bridge (RFKB) that is promoting New York State's economy.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on March 20, 2017 were approved.

Committee Work Plan

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

Acting President Mulligan's Opening Remarks

Mr. Mulligan stated that he appreciates the opportunity to serve as Acting President of MTA Bridges and Tunnels and he looks forward to working with the Committee and Board Members as well as the Bridges and Tunnels employees who work very hard to provide a vital service to the entire metropolitan region. He also expressed his appreciation for the support of Interim Executive Director Hakim and Acting Chairman Ferrer as he advances the priorities of Bridges and Tunnels during a time of transformative change, implementing the Governor's vision of Open Road Tolling (ORT) and a new aesthetic for New York crossings. Mr. Mulligan announced that Bridges and Tunnels will be going live with ORT at the Rockaway Bridges on April 30, 2017.

In addition, Mr. Mulligan stated that Gavin Masterson is retiring on May 1, 2017 after a remarkable 27-year career with Bridges and Tunnels. Gavin started as a Contract Manager and moved through the ranks to his current position as Vice President and Chief Procurement Officer, where he oversees the Major Maintenance, Capital and Service Programs. Throughout his career, Gavin has made tremendous contributions to this Agency and Mr. Mulligan thanked him for his service.

Report on Operations

With regard to the Report on Operations for February 2017, Mr. DeCrescenzo stated the following:

In February 2017, traffic was lower with 21.6 million crossings as compared to 22.4 million crossings in February 2016, with 2016's leap day accounting for most of the 2017 decline; snowfall amounts totaled 10.3 inches in February 2017 versus snowfall amounts of 5.6 inches in February 2016; E-ZPass volume increased in February 2017 by 1.8% as compared to February 2016, while crossings using cash and other payment methods decreased by 11.9%; passenger car travel increased 0.2% and other vehicle travel decreased 3.2%. Preliminary traffic figures for March 2017 are 4.3% lower than in March 2016. Winter Storm Stella accounted for most of the decline of more than 900,000 vehicles.

Safety Report

At the outset, Chairman Moerdler stated that as collisions continue to increase, Mr. Mulligan has asked the Committee to defer until next month in-depth discussion on safety until he has had an opportunity to complete his safety study. With regard to the Report on Safety for February 2017, Mr. Osnes stated that compared to January 2017, the 12 month average customer collision rate increased from 7.69 to 7.74, which is

also higher than the 6.03 average rate for the 12 months that ended in February 2016. Compared to January 2017, the 12 month average injury collision rate, per one million vehicles, increased from 1.12 to 1.14, which was slightly higher than the customer injury rate of 1.00 for the 12 months ending February 2016. Mr. Osnes acknowledged the Committee's request at the March 2017 meeting for data analysis and introduced the "Customer Safety Additional Collision Data for April Safety Report" presentation by Mr. Parisi and Mr. DeCrescenzo.

Mr. Parisi discussed page 1 and the 12 month rolling average for collisions by facility and noted that varying complexities at each of the facilities leads to the disparity among the rates. Whether it be the challenge of changing traffic patterns, physical characteristic changes, the impacts of off-property conditions or other challenges, Mr. Parisi stated that they are being addressed with respect to collisions. For example, weekend challenges at the Verrazano-Narrows Bridge (VNB) are caused by back-ups from the Belt Parkway onto the Bridge exit ramps, which increases rear-end collisions in the eastbound direction. The challenge at the Hugh Carey Tunnel (HCT) is the evolving traffic patterns and a midday two-way traffic operation to support the ongoing reprofiling, paving and infrastructure work.

With regard to page 2, Mr. Parisi discussed an update to the highest accident-prone location at each facility since the October 2016 Committee meeting report. Mr. Parisi stated that while five of the six locations saw a decrease in collisions, the one location is being addressed and other locations are being evaluated as to whether they are emerging collision-prone locations.

As to page 3, Mr. Parisi stated that we are continuing to collect and analyze data to better understand the problems at each of the sites and implement both short-term and long-term solutions and, in some instances, modifications for improvement have already been implemented such as the I-678 pavement markings at the BWB to better align drivers and avoid last minute lane changes as well as movement of Jersey barriers and extended delineation at the RFKB Deegan/Bruckner split to also prevent unsafe lane changes.

Mr. DeCrescenzo stated that strategies also consist of targeted enforcement efforts. These efforts are specifically geared toward unsafe driver behaviors such as:

- Speeding
- Disobey traffic control device
- Unsafe lane changes
- Cellphone use, etc.

By using the data, the Special Operations Highway Units are being redeployed in conjunction with facility based enforcement resources at areas of increased collision activity, which include specific times of day and specific days of the week. Historical data is also being analyzed to deploy enforcement resources based on seasonality and regional scheduled events. Mr. DeCrescenzo stated that for the First Quarter 2017 as compared to First Quarter 2016, there has been a 20% increase in summonses issued and a 14% increase in arrests. Trends will continue to be identified and analyzed based on the data to better understand the issues contributing to an increase in customer collisions.

Mr. Osnes continued the Safety Report and stated that the employee 12 month average lost time injury rate, per 200 thousand employees, decreased from 6.7 in January 2017 to 6.6 in February 2017, but it is higher than the rate of 4.8 in February 2016. Approximately 44% of the lost time injuries in the past 12 months occurred from July 2016 through September 2016. The last five months ending with February 2017 have experienced a rate decrease of 65% in comparison to the peak Third Quarter of 2016. Incident data is being analyzed to determine if causation is based on unsafe acts or unsafe conditions and continued efforts are focused on:

- Safety Committees
- Joint Task Force/Daily Inspections
- Root Cause Analysis of Employee incidents
- Job Hazard Analysis

Commissioner Vanterpool asked whether there has been a reduction in collisions at the Henry Hudson Bridge (HHB) now that it is an ORT facility and the toll plazas have been removed. Mr. Parisi responded that data is being collected but that work is still being performed on the lower level islands at the HHB. At the Queens Midtown Tunnel (QMT) and HCT there is reprofiling and repaving work being performed. Collisions were reduced in February at the QMT due to stabilizing lane channelization. Commissioner Zuckerman stated that he is encouraged by Mr. Mulligan's presence and his comments both publically and privately regarding his commitment to analyze the collision rates, which Commissioner Zuckerman stated have increased materially both before he joined the Committee and since he has become a Committee member. He wants the management team to be committed to address this because the collision increases predate ORT with the exception of the HHB. Chairman Moerdler asked what percentage of collisions are rear-end and side-swipes. If rear-end collisions are predominant then drivers need to be made aware to increase space between vehicles. Mr. Mulligan stated that the statistics will be provided and that in terms of a full and robust action plan, an analysis is being undertaken to address this multifaceted problem. Action has already been taken to address some of these issues and as more information become available there will be a greater understanding of the issues. With regard to employee accident reports, Commissioner Vanterpool asked why there was a substantial increase. Mr. Osnes responded that he has worked with his staff and union delegates to look at operations and facilities and he has not found anything that is ostensibly unsafe. Findings are being looked at against the severity of the injury and the injury rate. March was a bad month perhaps due to weather and other factors such as behavioral, cultural and environmental. He also stated he is not sure if the root cause of the injuries can be identified because the injuries are of a nonspecific soft tissue type origin and trying to tie those injuries to an actual workplace event is difficult. Mr. Osnes is hopeful that a unified response from a systematic perspective will bring the injury rate down.

E-ZPass Performance Report

With regard to the E-ZPass Performance Report for February 2017, Ms. Chua stated that the E-ZPass market share was 87.9%, the highest one month market share ever, which was 1.7 percentage points higher than the prior February. The average weekday market share at the tunnels, where TBTA has targeted its marketing efforts for ORT, grew by approximately 3.3 percentage points with the HCT market share at 95.4% and the QMT market share at 94.5%. Five facilities, HHB, HLC, Marine Parkway Bridge (MPB), QMT and VNB, are above 90% on an average weekday and almost 19,500 E-ZPass accounts were opened in February 2017.

Financial Report

Ms. Chua stated that the February 2017 year to date toll revenue was \$270.2 million, which is \$7.5 million or 2.8% better than budget. Traffic for the year to date through February 2017 was up against the budget by 4.3% or 1.8 million crossings. Preliminary March 2017 traffic is at 24.6 million vehicles, which is down 3.5% against plan due to Winter Storm Stella and toll revenue is \$150.5 million, which is \$7.9 million or 5.0% lower than budget. Total year to date expenses was \$72.2 million, which is \$4.8 million or 6.3% lower than plan. Labor costs were \$4.3 million or 8.8% lower than plan due to payroll vacancies. Non-Labor costs were \$0.6 million or 2.1% lower due to timing of expenses in the maintenance and other operating contract category. Overtime was down 7.7% or \$0.4 million against the budget. Total support to mass transit was \$151.217 million, which is \$14.1 million or 10.3% better than plan.

2016 Year-End Report

Ms. Chua stated that 2016 year-end toll revenue was nearly \$1.87 billion, which is \$1.2 million or 0.1% above the final estimate. Traffic was up 0.8% against the final estimate. Total non-reimbursable expenses were \$464.9 million, which is \$30.9 million or 6.2% below the final estimate. This was due primarily to lower non-labor costs of \$26.2 million (from lower maintenance and operating contract expenses and lower expenses for professional service contracts) and lower labor costs of \$4.6 million or 1.9% (from lower payroll expenses and lower overtime). For 2016, overtime was \$23.6 million, which is \$2.7 million or 10.2% better than plan. Total support to mass transit was \$1.126 billion, which is \$61.2 million or 5.8% above the final estimate.

Capital Program Status Report

With regard to the Capital Program Status Report for March 2017, Mr. Keane stated that 34 commitments were made with a total value of \$141.9 million, which compares to a monthly plan of 11 commitments with a total value of \$82.5 million. The most significant commitments include over \$88 million in Open Road Tolling (ORT) related commitments at the VNB, RFKB, BWB, TNB and Rockaway Bridges as well as a design-build award for fire standpipe system installation at the RFK Bridge. Year to date 69 commitments have been made with a total value of \$189.8 million, which is 36% of the \$526.9 million annual commitment plan. This compares to a planned cumulative year to date amount of 37 commitments with a value of \$154.9 million. There were no project completions planned or made in March 2017. There were 12 task level closeouts in March totaling \$9.8 million and year to date there have been 33 task level closeouts totaling \$86.5 million.

Procurements

For April 2017, Mr. Masterson stated that there are 10 procurements totaling \$190.7 million.

Non-Competitive Procurements

Mr. Masterson stated that there is one (1) non-competitive procurement, which is a modification to an agreement with the City of New York and the New York Police Department for funding to support additional traffic enforcement agents on city streets adjacent to construction projects at TBTA facilities in the ceiling amount of \$7.0 million.

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

City of New York	Contract No. MOU-08-33 TBTA 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 TBTA facilities on an as-needed basis.	\$7,000,000.00
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Competitive Procurements

Mr. Masterson stated that there are nine (9) competitive procurements totaling \$183.7 million, as follows:

One (1) is a new competitively solicited personal service contract for design and construction support services for wind studies and miscellaneous structural repairs at the RFK Bridge, for a two year three month period in the negotiated amount of \$3,439,915.

Eight (8) procurement modifications, of which seven (7) are ORT related, as follows: a) three (3) personal service modifications with the first for funds to support the Conduent Customer Service Center's

implementation of ORT tolling transactions at six (6) remaining toll facilities which will go-live this year through the contract expiration in September 2020 in an amount of \$150,730,274; the second is for additional design and construction support services at the RFK Bronx Plaza to support ORT implementation in the negotiated amount of \$2,690,499; and the third is to add funding for additional construction inspection services at the RFK Manhattan Plaza as a result of the additional work required to implement ORT in the negotiated amount of \$824,073; b) five (5) public work procurement modifications with the first for Phase 2 ORT work at the VNB for toll booth demolition and other civil, structural and electrical work, in the negotiated amount of \$13,725,000; the second is for additional ORT civil, structural and electrical work at the RFK Manhattan plaza, in the negotiated amount of \$6,042,780; the third is for work at the HCT associated with the architectural enhancements of the plazas and ORT gantries, as well as the long lead materials fabrications to complete the Morris Street Pedestrian Overpass, and tunnel transition zone waterproofing in certain locations, in the negotiated amount of \$4,241,583; the fourth is for amending a design-build contract at the Rockaway Bridges to allow for necessary redesign and installation work in order to complete the ORT roadway work, in the negotiated amount of \$1,184,000; and the fifth is non-ORT related, but is a reconciliation of unit quantities and adds certain necessary work to complete the new ramp locations at the VNB as well as widen the approach ramps to facilitate the addition of a seventh lane to operate as an HOV lane in the negotiated amount of \$796,439.

Personal Service Contracts

Ammann & Whitney/ WSP Parsons Brinckerhoff JV	Contract No. PSC-16-2996 TBTA 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.	\$3,439,915.00
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**Modifications to Personal Service Contracts and Miscellaneous Service Contracts
Awarded as Contracts for Services**

Conduent State and Local Solutions, Inc.	Contract No. PSC-05-2741 TBTA 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 TBTA Toll Facilities.	\$150,730,274.00
WSP Sells/HNTB JV	Contract No. PSC-11-2865 TBTA 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.	\$2,690,499.31
Parsons/GPI	Contract No. PSC-14-2956	\$824,042.78

TBTA 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.

Modifications to Purchase and Public Works Contracts

Tutor Perini Corp.	Contract No. VN-80B TBTA 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 Upper and Lower Levels within the Staten Island Plaza and Approach in the westbound direction at the Verrazano-Narrows Bridge.	\$13,725,000.00
DeFoe Corp.	Contract No. RK-23A TBTA 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.	\$6,042,780.00
Tully Construction Co., Inc.	Contract No. BB-28S TBTA 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 architectural fabrications and structural steel for the Morris Street Pedestrian Overpass (MSPO) and (iv) perform tunnel transition zone waterproofing at the Manhattan Blower	\$4,241,583.00

Building (MBB), Brooklyn Ventilation Building (BVB) and at Woodhull Street.

John P. Picone, Inc.

Contract No. CB-99S/MP-03S

\$1,184,000.00

TBTA 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 Bridge (MPB) and Cross Bay Bridge (CBB) Facilities for necessary redesign and additional installation work.

El Sol Contracting and Construction Corp. / El Sol Ltd. Enterprises, JV

Contract No. VN-80C/VN-35

\$796,439.06

TBTA 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.

Chairman Moerdler asked when the RFK Bridge Manhattan work will be completed. Mr. Keane responded that substantial completion is expected before July 2017 for the replacement of the Manhattan approach ramps and that the second of two stages for the onbound ramp from 125th street onto the Bridge is expected to be completed in July 2017.

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

Ratifications

Mr. Masterson stated that there are no ratifications.

Commissioner Trottenberg discussed a letter written by former TBTA President Donald Spero to Community Board 6 regarding studying two-way tolling at the VNB, the effects it may have on the surrounding area, which should include City streets, and whether TBTA has committed to doing the study as indicated in Mr. Spero's letter. Mr. Mulligan stated that two-way tolling at the VNB requires an act of Congress and the request to study it is being considered but he assured the Committee that they will be kept informed regarding this matter. Commissioner Pally stated that he assumes ORT will change the nature of driver's habits. Chairman Moerdler asked why anyone would want two-way tolling at the VNB. Commissioner Trottenberg responded that drivers can avoid paying tolls leaving Staten Island and then take alternate routes to avoid paying tolls into New Jersey, which will lead to congested streets.

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

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

May 2018

Customer Environment Survey – 1st Quarter 2018
Diversity Report – 1st Quarter 2018

Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

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

E-ZPass Performance Report

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

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.

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.

MAY 2018

Customer Environment Survey – 1st Quarter 2018

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 2018

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



Bridges and Tunnels

Report on Operations March 2017



MTA Bridges and Tunnels March 2017 Traffic Trends

Summary

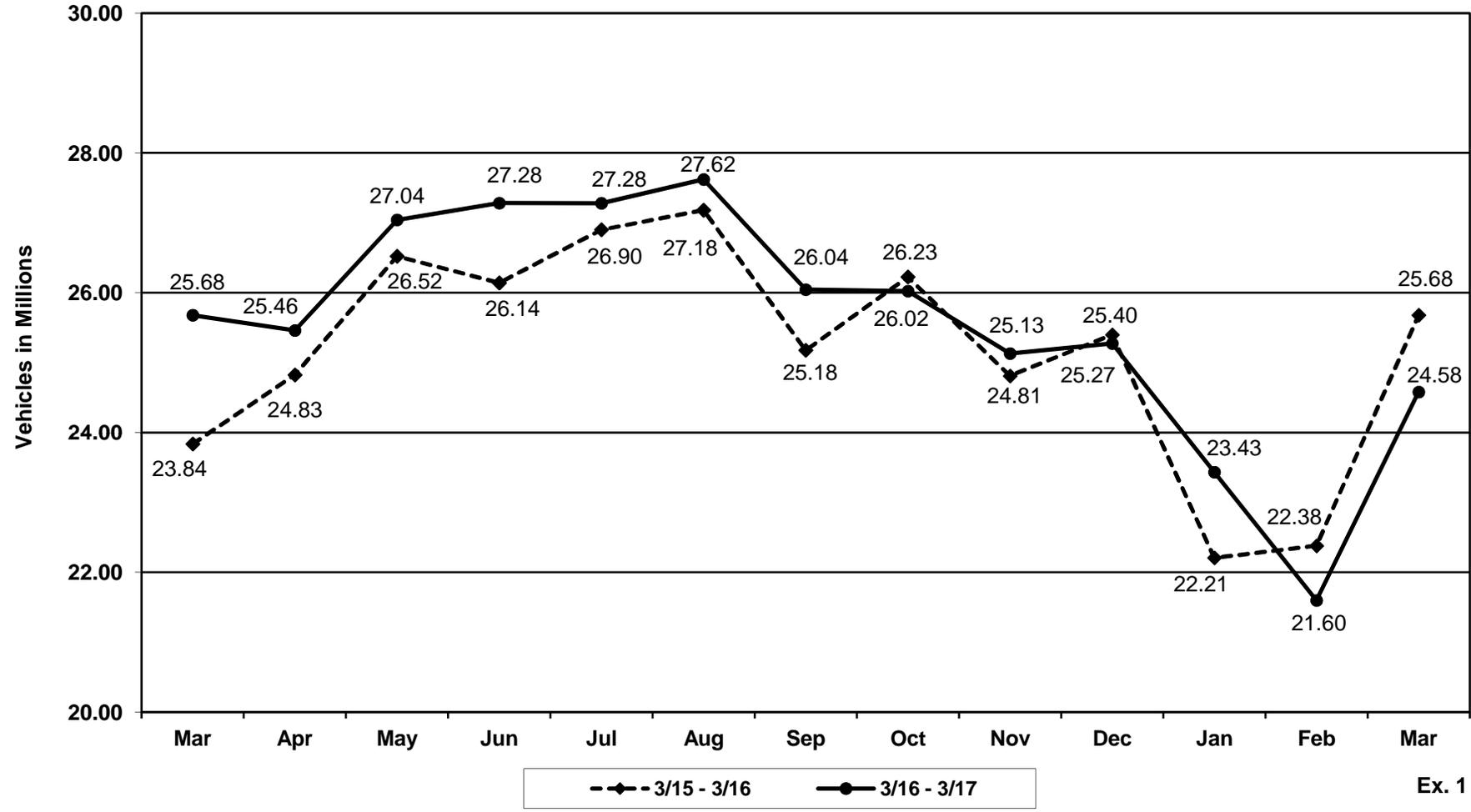
Traffic was lower on a year-to-year basis, with 24.6 million crossings this month vs. 25.7 million crossings in March 2016 (Exhibit 1).

Factors that impacted year-to-year changes in traffic for the month include:

- Two relatively significant snowstorms in March of this year. The first storm fell on March 10th and saw 2.4 inches of snow. The second was Winter Storm Stella, which fell on March 14th and saw a mix of 7.4 inches of snow and 1.0 inch of rain. Last year, snowfall for the month totaled 1.8 inches over two relatively minor storms.
- Gas prices averaged \$2.44 per gallon this March, which was \$0.51 higher than last year at this time.
- The toll increase implemented on March 19th.

E-ZPass volume decreased in March by 2.1% compared to the same month in 2016 and crossings using cash and other payment methods declined by 18.1% (Exhibit 7). Passenger car travel was down 4.3% and other vehicle travel declined 4.2% from March of 2016 (Exhibit 8).

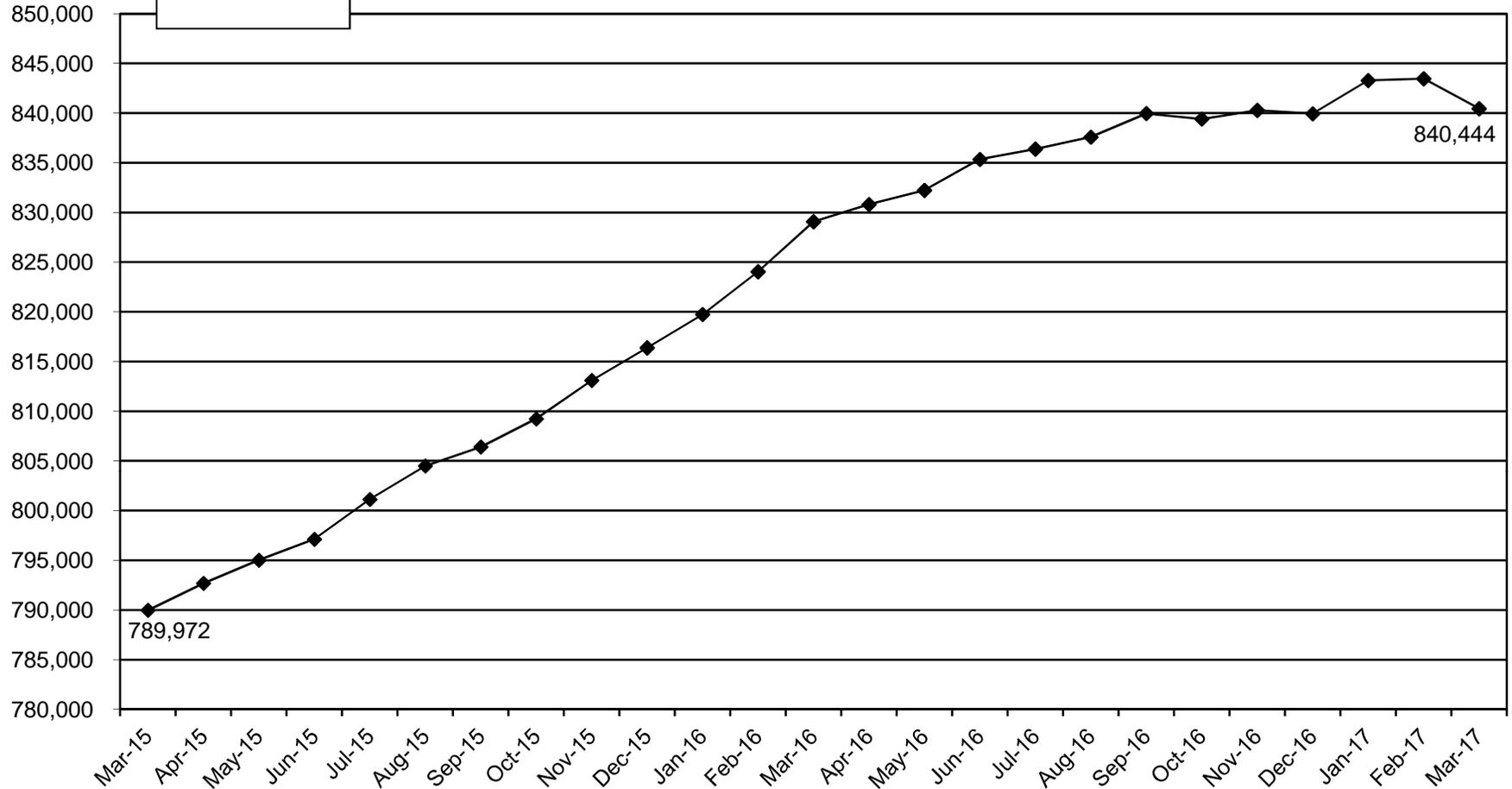
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending March 2017



Ex. 1

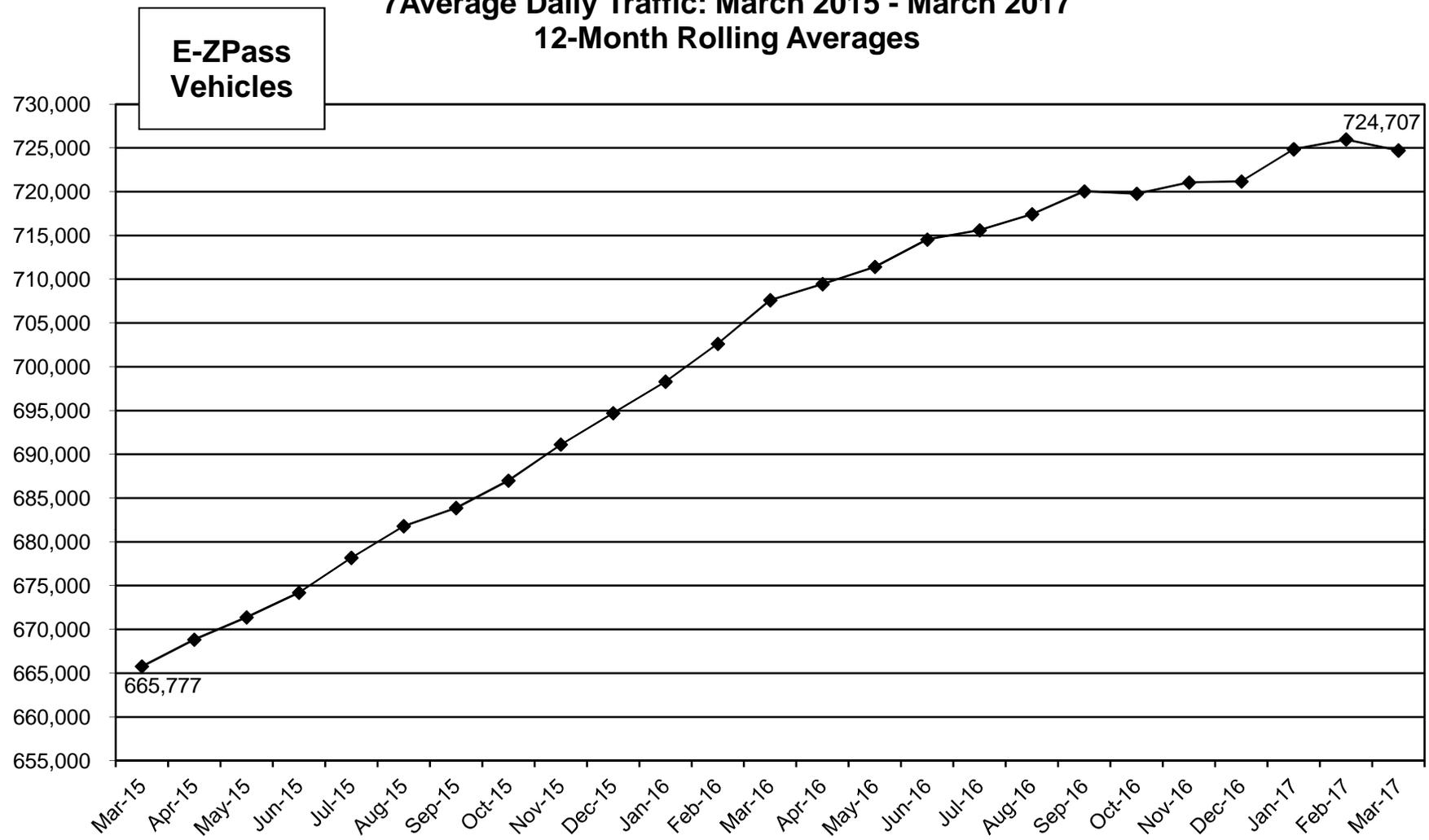
MTA Bridges and Tunnels Average Daily Traffic: March 2015 - March 2017 12-Month Rolling Averages

All Vehicles



Ex. 2

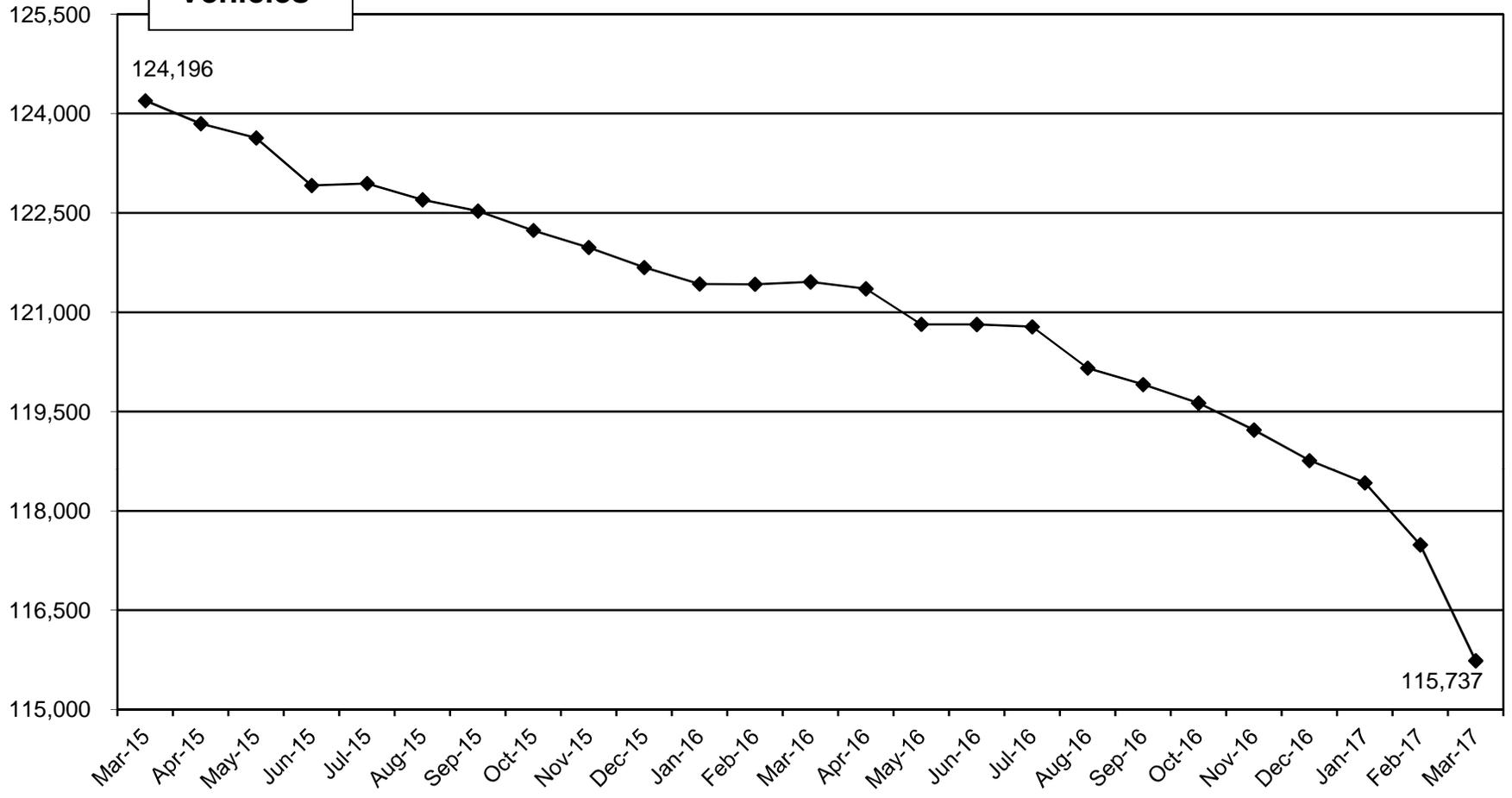
MTA Bridges and Tunnels Average Daily Traffic: March 2015 - March 2017 12-Month Rolling Averages



Ex. 3

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

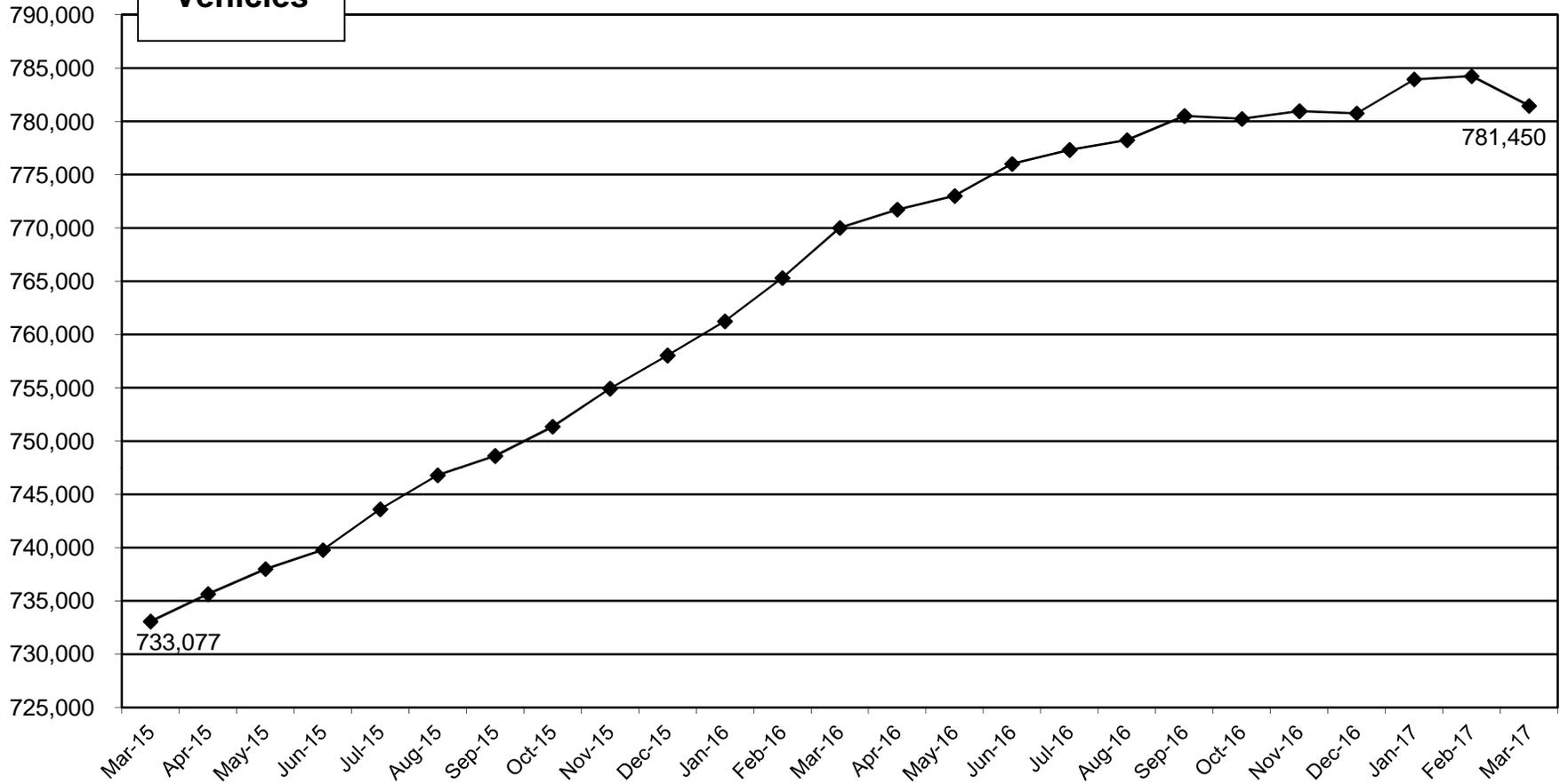
**Cash
Vehicles***



*Includes token, ticket and Tolls by Mail transactions.

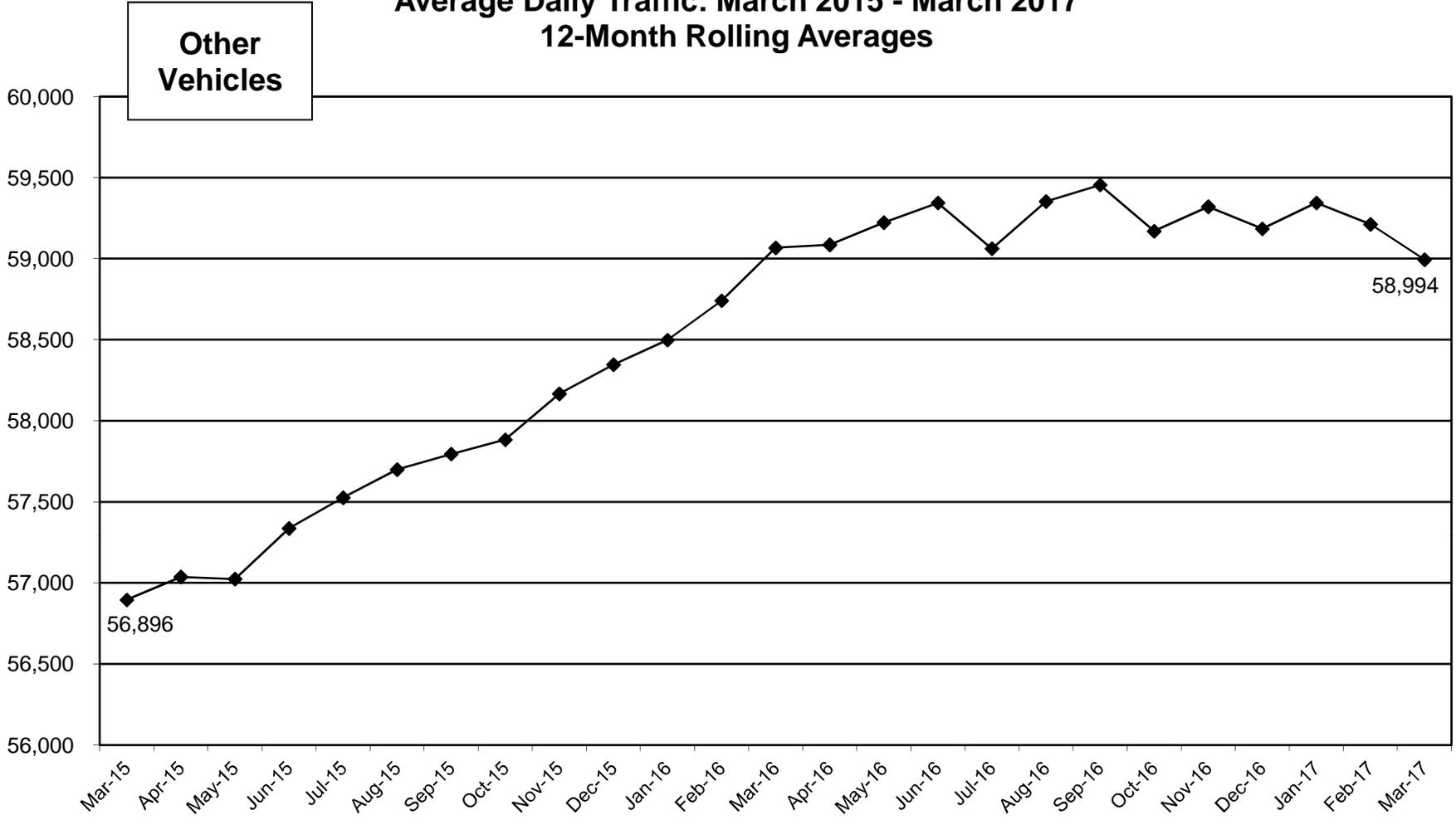
MTA Bridges and Tunnels Average Daily Traffic: March 2015 - March 2017 12-Month Rolling Averages

Passenger
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Mar ⁽¹⁾	3 Months ⁽²⁾ (Jan-Mar)	6 Months ⁽³⁾ (Oct-Mar)	9 Months ⁽⁴⁾ (Jul-Mar)	12 Months ⁽⁵⁾ (Apr-Mar)
All Facilities	Total Vehicles	-4.3%	0.2%	0.1%	0.8%	1.4%
	E-ZPass	-2.1%	2.1%	1.3%	1.9%	2.4%
	Cash/Tolls by Mail ⁽⁶⁾	-18.1%	-11.7%	-7.5%	-5.7%	-4.7%
RFK Bridge-Bronx Plaza	Total Vehicles	-3.0%	1.8%	2.3%	2.5%	2.7%
Bronx-Whitestone Bridge	E-ZPass	-0.3%	4.0%	3.9%	4.0%	4.1%
Throgs Neck Bridge	Cash ⁽⁶⁾	-15.0%	-8.2%	-4.9%	-3.7%	-3.0%
RFK Bridge-Manhattan Plaza	Total Vehicles	-9.0%	-5.2%	-6.7%	-5.1%	-3.7%
Queens Midtown Tunnel	E-ZPass	-5.9%	-2.4%	-5.0%	-3.7%	-2.5%
Hugh L. Carey Tunnel	Cash/Tolls by Mail ^(6,7)	-33.7%	-27.3%	-19.9%	-15.2%	-12.8%
Verrazano-Narrows Bridge	Total Vehicles	-2.2%	2.5%	3.2%	3.9%	4.0%
	E-ZPass	-0.7%	3.9%	4.2%	4.9%	5.0%
	Cash ⁽⁶⁾	-12.3%	-6.9%	-3.6%	-2.4%	-2.4%
Henry Hudson Bridge	Total Vehicles	-1.1%	3.2%	3.2%	3.7%	4.1%
	E-ZPass	-0.8%	3.3%	3.1%	3.7%	4.1%
	Tolls By Mail	-5.2%	1.7%	4.1%	4.0%	3.5%
Marine Parkway Bridge	Total Vehicles	-3.8%	0.5%	0.3%	0.8%	1.6%
Cross Bay Bridge	E-ZPass	-2.3%	1.7%	0.9%	1.6%	2.3%
	Cash ⁽⁶⁾	-15.6%	-8.6%	-4.5%	-4.3%	-2.7%

(1) March 2017 vs. March 2016.

(2) January 2017 to March 2017 vs. January 2016 to March 2016.

(3) October 2016 to March 2017 vs. October 2015 to March 2016.

(4) July 2016 to March 2017 vs. July 2015 to March 2016.

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

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

Corridor	Vehicle Type	Mar ⁽¹⁾	3 Months ⁽²⁾ (Jan-Mar)	6 Months ⁽³⁾ (Oct-Mar)	9 Months ⁽⁴⁾ (Jul-Mar)	12 Months ⁽⁵⁾ (Apr-Mar)
All Facilities	Total Vehicles	-4.3%	0.2%	0.1%	0.8%	1.4%
	Passenger	-4.3%	0.3%	0.2%	0.9%	1.5%
	Other	-4.2%	-1.4%	-1.6%	-0.8%	-0.1%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-3.0%	1.8%	2.3%	2.5%	2.7%
	Passenger	-3.0%	1.9%	2.5%	2.7%	2.9%
	Other	-3.1%	0.1%	0.3%	0.8%	1.3%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-9.0%	-5.2%	-6.7%	-5.1%	-3.7%
	Passenger	-9.1%	-5.2%	-6.7%	-5.1%	-3.7%
	Other	-8.0%	-4.9%	-6.4%	-5.7%	-4.6%
Verrazano-Narrows Bridge	Total Vehicles	-2.2%	2.5%	3.2%	3.9%	4.0%
	Passenger	-2.2%	2.7%	3.3%	4.0%	4.1%
	Other	-1.5%	0.3%	1.1%	2.1%	2.4%
Henry Hudson Bridge	Total Vehicles	-1.1%	3.2%	3.2%	3.7%	4.1%
	Passenger	-0.9%	3.4%	3.4%	3.8%	4.2%
	Other	-15.5%	-13.9%	-21.0%	-11.9%	-7.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.8%	0.5%	0.3%	0.8%	1.6%
	Passenger	-3.7%	0.8%	0.6%	1.0%	1.8%
	Other	-5.7%	-4.0%	-4.1%	-2.5%	-0.8%

(1) March 2017 vs. March 2016.

(2) January 2017 to March 2017 vs. January 2016 to March 2016.

(3) October 2016 to March 2017 vs. October 2015 to March 2016.

(4) July 2016 to March 2017 vs. July 2015 to March 2016.

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

Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic & Average Gas Price¹</u>		<u>Weather²</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
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
Mar-17	24,579,095	\$2.44	41	4.7	9.8	10

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

<u>Month</u>	<u>Traffic & Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
2016 vs. 2015						
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)
March	(1,098,912)	\$0.51	(8)	3.4	8	(1)

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

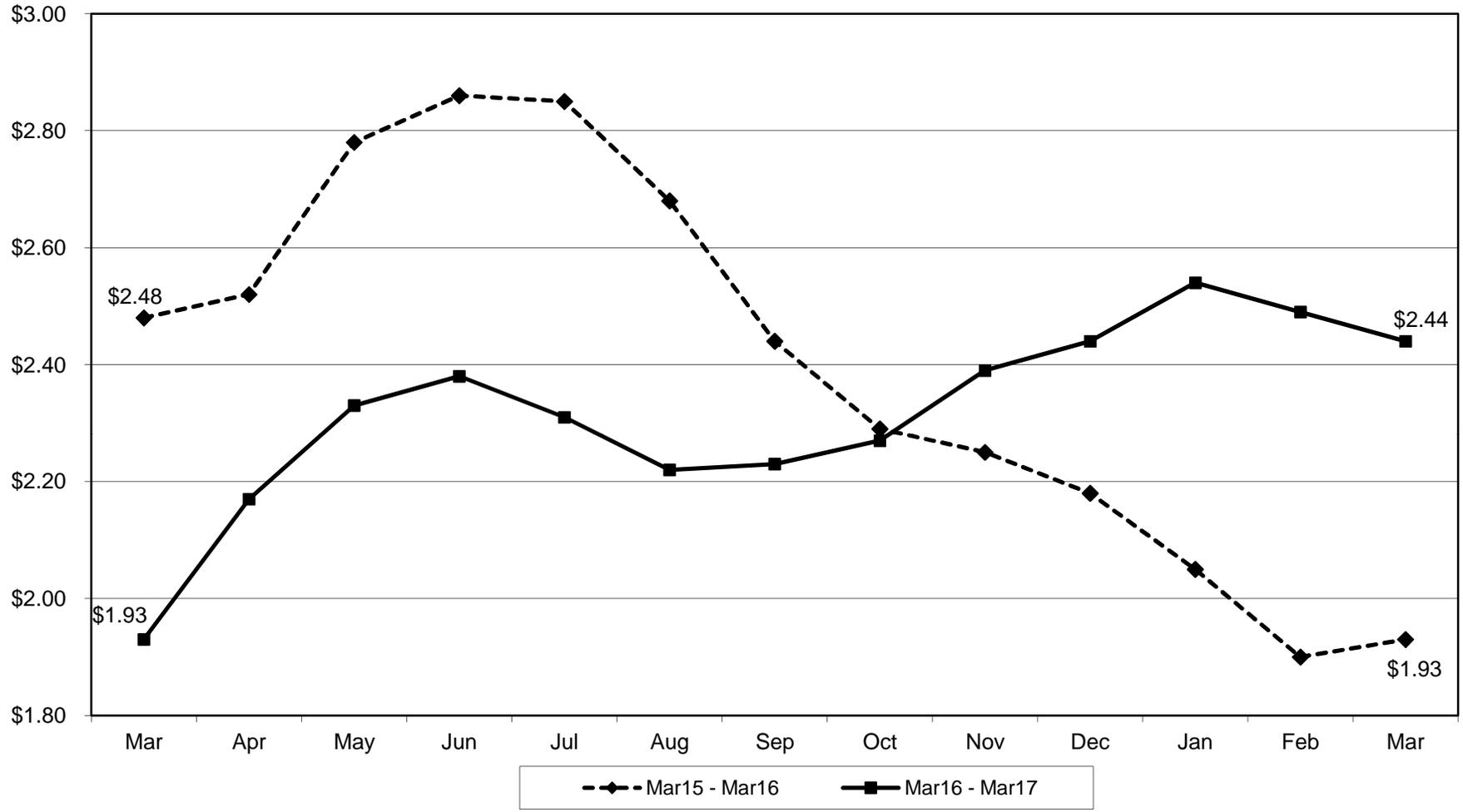
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Cash²</u>	<u>Passenger</u>	<u>Other</u>
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
Mar-17	840,444	724,707	115,737	781,450	58,994

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 March 2015 - March 2017





Bridges and Tunnels

Customer Environment Survey First Quarter 2017



KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 300 million vehicles over its facilities annually.

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

- 6 Open Road Tolling Zones (Henry Hudson Bridge, Queens Midtown Tunnel, and Hugh L. Carey Tunnel)
- 126 toll booths
- 5.4 miles of pedestrian walkways
- 149 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,549 fixed roadway signs
- 40 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 14 administration buildings
- 431 vehicles including trucks, patrol vehicles, specialized equipment, and a Central Fleet Garage Facility

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of first quarter 2017 results:

Customer Environment

In the first quarter of 2017, B&T striped 68,327 linear feet of roadway at the Bronx-Whitestone, Robert F. Kennedy, and Verrazano-Narrows bridges and the Queens Midtown and Hugh L. Carey tunnels. To enhance the customer environment, B&T repaired 1,109 potholes and swept 3,033 miles of roadway in the first quarter of 2017.

Customer Safety

The overall collisions per million vehicles rate was 6.87 in the first quarter of 2017, versus 5.95 in the first quarter of 2016. The collision with injury rate per million vehicles in the first quarter 2017 was 0.92, versus 0.89 in the first quarter 2016.

Customer Service

B&T exceeded its E-ZPass toll lane availability goal of 99.5% in the first quarter 2017.



PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority conditions that directly impact customers. During the first quarter 2017, B&T completed 3,543 work orders, 6 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.4 days.

Roadway Lights in Service (%)

In the first quarter 2017, 91.5% of roadway lights were in service, while 89.2% of roadway lights were in service in first quarter 2016.

Roadway Sweeping

B&T swept 3,033 miles of roadway in the first quarter 2017, 7.7% lower than in first quarter 2016.

Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the first quarter 2017, B&T striped 68,327 linear feet of roadway at the Bronx-Whitestone, Robert F. Kennedy, and Verrazano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels.

Potholes Repaired

B&T repaired 1,109 potholes in 2017, 46% less than in 2016 because there were fewer potholes due to less frequent freeze/thaw cycles.

Storm Drains

B&T cleaned 155 storm drains in the first quarter of 2017, compared to 342 storm drains cleaned in the first quarter of 2016.

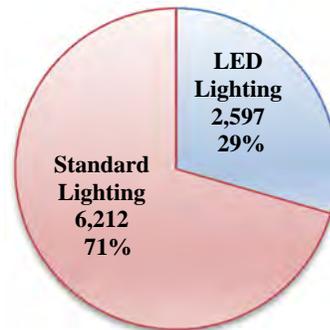
Roadway Assistance

B&T responded to 2,105 roadway incidents in the first quarter of 2017. Incidents include disabled vehicles, collisions and debris in the roadway. The average response time was 7 minutes and 45 seconds.

LED Lighting

B&T continues to upgrade standard lighting (roadway, necklace, plaza, etc.) with high efficiency LED lighting as it moves through maintenance and infrastructure projects. As of first quarter 2017, B&T has upgraded 29% of its roadway lighting to LED.

**Standard vs. LED Lighting:
1st Qtr 2017**



Performance Statistics	Year-End			YTD 2017	1st Qtr 2016	1st Qtr 2017	% Change
	2014	2015	2016				
Completed Maintenance Work Orders (All)	13,511	9,615	12,434	3,543	3,649	3,543	(2.9%)
Maintenance Work Orders (Emergency)	25	20	24	6	9	6	(33.3%)
Avg. days to completion for emergency work order	0.5	0.2	0.4	0.4	0.3	0.4	(33.3%)
Potholes repaired	3,480	5,088	4,120	1,109	2,069	1,109	(46.4%)
Roadway sweeping (miles)	13,767	15,563	12,906	3,033	3,287	3,033	(7.7%)
Roadway lights in service (%)	88.1%	90.2%	88.7%	91.5%	89.2%	91.5%	2.6%
Storm drains cleaned	N/A	2,115	2,098	155	342	155	(54.7%)
Tunnel cleaning -walls and ceilings (linear ft.) *	1,211,564	1,821,638	113,901	0	0	0	N/A
Roadway striping replaced (linear ft.)	239,830	430,803	379,087	68,327	5,652	68,327	1,108.9%

Roadway Assistance	Year-End 2016	YTD 2017	1st Qtr 2017
Emergency Wrecker Response Time (min:sec)	7:47	7:45	7:45
# of Emergency Wrecker Response/Roadway Assistance	9607	2105	2105

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

Travel Time

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

Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods			
	1st Qtr 2016	1st Qtr 2017	YE 2016
Throgs Neck Bridge	97.0%	94.3%	92.2%
Bronx-Whitestone Bridge	91.3%	80.1%	82.0%
Robert F. Kennedy Bridge	61.2%	48.0%	52.6%
Verrazano-Narrows Bridge	81.1%	64.6%	78.4%
Marine Parkway Bridge	95.6%	92.7%	96.3%
Cross Bay Bridge	99.7%	95.6%	99.6%
Bridges Combined	83.0%	72.9%	77.7%

During the first quarter 2017, 72.9% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 83.0% in the first quarter 2016. Facilities which have implemented ORT are seeing 10% to 20% improvements in travel time.

In the first quarter of 2017, travel speed at the Bronx-Whitestone Bridge was impacted by heavy traffic volume on the I-678 Whitestone expressway during weekday peak periods.

Ongoing construction and lane closures have affected travel speed at the Robert F. Kennedy Bridge.

Toll plaza construction and lane closures have affected travel speed at the Verrazano-Narrows Bridge.

ORT Travel Time

Open Road Tolling (ORT) travel times are based on the same peak periods as all other facilities. Pre-ORT travel time for the Henry Hudson Bridge is based on 2010 data, as the facility went gateless in early 2011. Pre-ORT travel time for the Hugh L. Carey and Queens-Midtown Tunnels are based on 2016 data. The Henry Hudson Bridge switched to ORT in December 2016. The Hugh L. Carey Tunnel switched to ORT on January 4, 2017, and the Queens Midtown Tunnel switched on January 10, 2017.

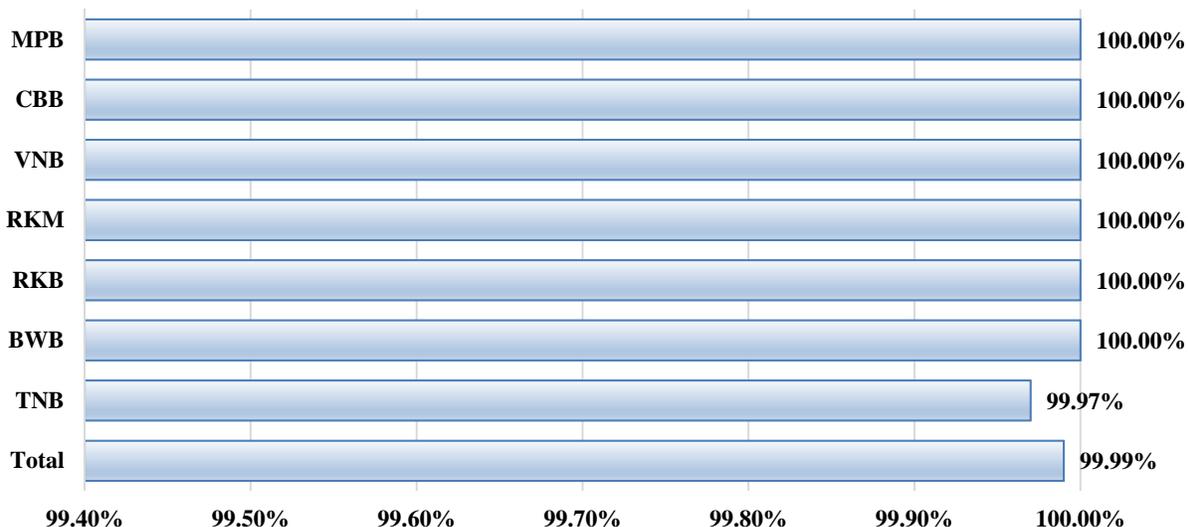
1st Qtr 2017 Travel Time: Cashless Open Road Tolling Facilities				
Facility	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	0:56	0:45	19.6%	
Hugh L. Carey Tunnel	4:13	3:49	9.8%	
Queens-Midtown Tunnel	6:00	5:02	16.1%	



E-ZPass Toll System Availability

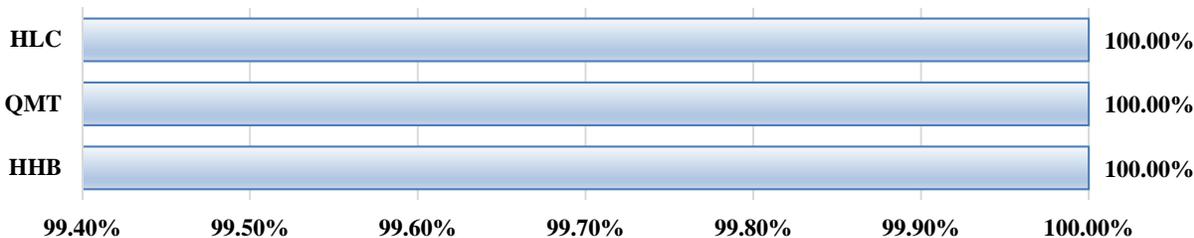
E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. The following chart shows first quarter 2017 performance against first quarter 2016. Performance in this area has been consistently strong and goals were met in each of the periods.

**E-ZPass Toll Lane Availability:
1st Qtr 2017**



Cashless Open Road Tolling (ORT) was implemented at the Henry Hudson Bridge, Queens-Midtown Tunnel and Hugh L. Carey Tunnel, where new toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. These new systems are scheduled to be in place at all B&T crossings by the end of 2017. Cashless ORT system availability was 100.00% during the first quarter of 2017.

**Cashless ORT System Availability:
1st Qtr 2017**



Customer Safety

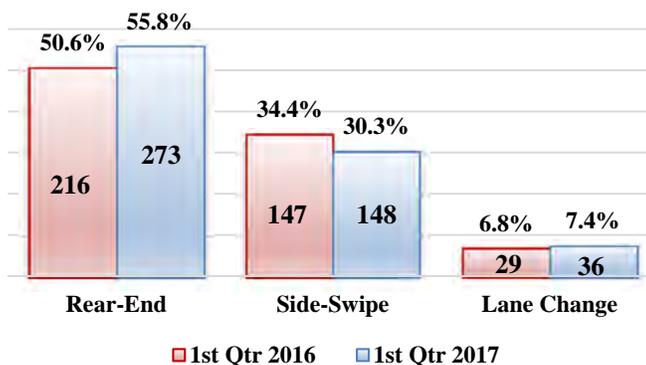
In the first quarter 2017, the collision rate per million vehicles was 6.87 and the collision with injury rate per million vehicles was 0.92, as compared to 5.95 and 0.89, respectively, for the same period in 2016.

Performance Statistics	Year-End			YTD 2017	1st Qtr 2016	1st Qtr 2017	% Change
	2014	2015	2016				
Collision Rate per Million Vehicles	5.56	5.84	7.56	6.87	5.95	6.87	(15.6%)
Collision with Injury Rate per Million Vehicles	0.92	0.96	1.10	0.92	0.89	0.92	(2.7%)

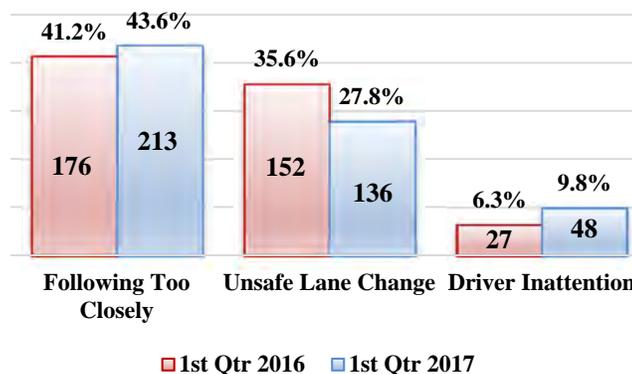
55.8% of the collisions at B&T facilities in the first quarter 2017 were rear-end collisions, slightly higher than in the first quarter 2016 (50.6%). Side-swipe collisions accounted for 30.3% of all collisions in the first quarter 2017, marking a slight decrease from 34.4% in the first quarter 2016. Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 43.6% of collisions in the first quarter 2017 and 41.2% in the first quarter 2016.

B&T is taking active measures to increase targeted speed enforcement, aggressive driving enforcement, and improve its management of changing traffic patterns.

Leading Types of Collisions

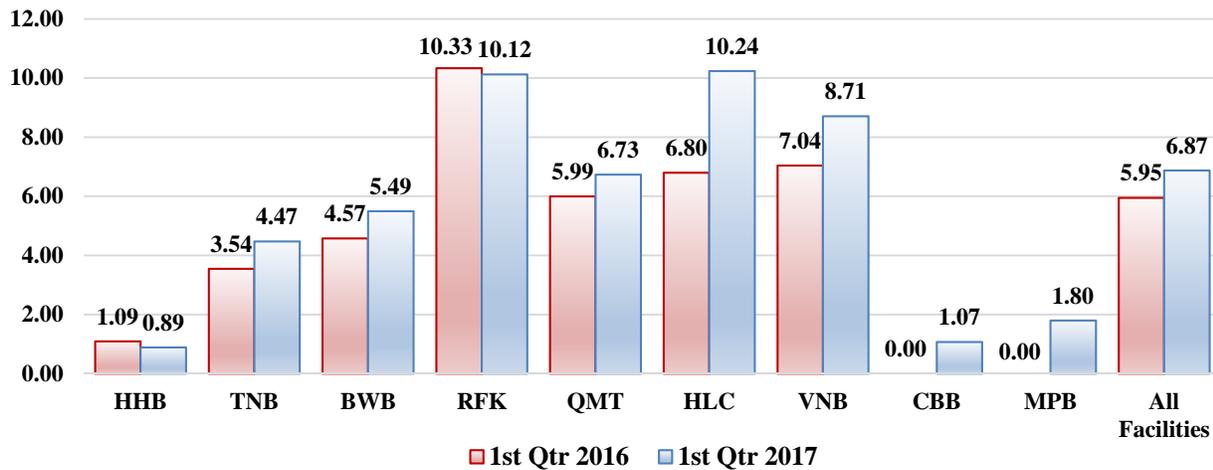


Leading Collision Factors

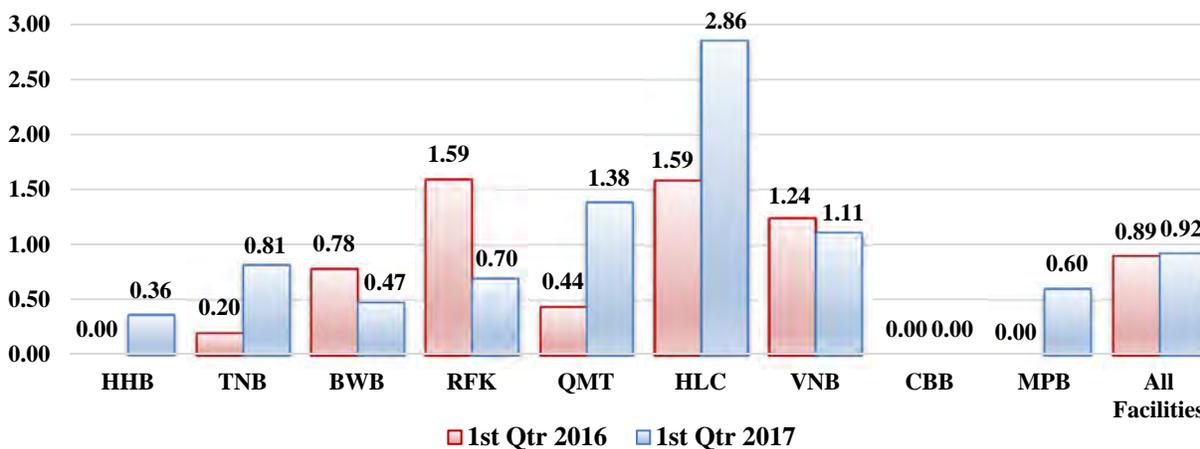


In the comparison below of first quarter 2017 and first quarter 2016 collision rates, the Hugh L. Carey Tunnel has the most significant increase as B&T completes its toll plaza demolition with repaving and shifting traffic patterns. The facility with the greatest contribution to the overall increase in B&T collision rates is the Verrazano-Narrows Bridge, which is undergoing traffic pattern shifts from extensive infrastructure rehabilitation.

1st Qtr 2017 vs. 1st Qtr 2016 Total Collision Rates per Million Vehicles



1st Qtr 2017 vs. 1st Qtr 2016 Injury Collision Rates per Million Vehicles



First quarter 2017 B&T Law Enforcement activity addressed unsafe driver behavior, including factors that contribute to accidents, resulting in:

- 9,582 summonses issued in the first quarter 2017, 20.2% higher than in the same period in 2016.
- 69.6% (6,677) of the summonses issued in the first quarter 2017 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T's Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to coordinate patrol deployment across all facilities.

Total Summonses	1st Qtr 2016	1st Qtr 2017	% Change
	7,969	9,582	20.2%



INDICATOR DEFINITIONS

CUSTOMER ENVIRONMENT		
Indicator	Description	Source
Roadway Striping Replaced	Percentage of roadway striping completed versus plan. Roadway striping is measured in linear feet	Central Maintenance Contracts – Project Management group and Engineering & Construction Department
Potholes Repaired	Number of potholes repaired	Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
Roadway Sweeping (Miles)	Length of roadway swept measured in miles	Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
Completed Maintenance Work Order	The completion of a maintenance task that is either scheduled or requested	Computerized Maintenance Management System (CMMS)
Average Days to Completion for Emergency Work Orders	The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer / employee safety and/or an impact on travel.	Central Maintenance North and South through the Computerized Maintenance Management System (CMMS)
Storm Drains Cleaned	Number of storm drains cleaned	Reported by facilities on the third weekend of each month
Roadway Lights in Service (%)	Percent of all roadway lights in service at a monthly point in time	Reported by facilities on the third weekend of each month
Tunnel Cleaning (Walls and Ceilings)	Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.	Queens Midtown and Hugh L. Carey Tunnel facility management
Roadway Assistance	The average time recorded from the time a call is reported to the time B&T personnel arrives on the scene. This includes responses to collisions, disabled vehicles, and debris in roadway.	Facility Database
LED Lighting	Standard Lighting (High Pressure Sodium/High Intensity Discharge/ Incandescent) vs. High Efficiency LED Lighting	Reported by facilities on the third weekend of each month



CUSTOMER SERVICE		
Indicator	Description	Source
Travel Speed / Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.	TRANSMIT
Bronx-Whitestone Bridge (Point to Point Distance-6,978 Feet)	Queens: Plaza to Queens anchorage Bronx: Queens anchorage to plaza	
Throgs Neck Bridge (Point to Point Distance-10,300 Feet)	Queens: Plaza to sign gantry 7S Bronx: Sign gantry 7S to plaza	
Henry Hudson Bridge (Point to Point Distance- 2740 Feet, Average Distance Between Upper and Lower Level Gantry to Kappock Street)	Manhattan: Kappock Street to ORT Gantry Bronx: ORT Gantry to Kappock Street	
Hugh L. Carey Tunnel (Point to Point Distance-9,135 Feet)	Brooklyn: Manhattan ORT Gantry to Brooklyn Portal Manhattan: Brooklyn Portal to Manhattan ORT Gantry	
Queens Midtown Tunnel (Point to Point Distance-8130 Feet, Average Distance Between North and South Tubes Ort Gantries to Lie NYSDOT Gantry)	Queens: Manhattan ORT Gantry to LIE NYSDOT Gantry Manhattan: LIE NYSDOT Gantry to Manhattan ORT Gantry	
Verrazano-Narrows Bridge (Point to Point Distance-13,464 Feet)	Brooklyn: Fingerboard to 93rd Street or Fingerboard to Belt Parkway Staten Island: 93rd Street to Fingerboard or Belt Parkway to Fingerboard	
Marine Parkway Bridge (Point to Point Distance - 4,850 Feet)	Brooklyn: Signal Gantry 1 to Plaza Queens: Plaza to Signal Gantry 1	
Robert F. Kennedy Bridge	Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet) Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet) Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)	
Cross Bay Bridge	Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet) Rockaways: Plaza to Beach Channel Drive (point to point distance - 3,985 feet)	
E-ZPass Toll Lane Availability (%)	Percent of E-ZPass toll lanes available for customer use.	Toll system maintenance



CUSTOMER SAFETY

Indicator	Description	Source
Collision Rate per Million Vehicles	The rate of vehicular collisions for every one million vehicles.	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data.
Collisions by Type per Million Vehicles	The total number of collisions associated with each type of accident per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.
Collisions by Factor per Million Vehicles	The total number of collisions attributed to each of the causal factors per million vehicles.	CARS database. Traffic data is supplied by the Revenue Management Department.



Bridges and Tunnels

Safety Report March 2017



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	April 2014 - March 2015	April 2015 - March 2016	April 2016 - March 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.65	6.23	7.78
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.93	1.02	1.09
Employee Accident Reports	294	230	292
Employee Lost Time Injuries Rate per 200,000 worker hours	6.4	4.9	7.5
Construction Injuries per 200,000 worker hours	3.43	2.19	1.82

Leading Indicators				
Roadway Safety	2016		2017	
	March	Year End	March	Year to Date
Workforce Development (# of Participants)	51	740	29	109
Fleet Preventative Maintenance Insp.	119	1281	112	349
Safety Taskforce Inspections	1	13	1	2
Construction Safety	March	Year End	March	Year to Date
Construction Safety Inspections	384	4161	302	855
Fire Safety	March	Year End	March	Year to Date
Fire Code Audits Completed	2	13	3	3
FDNY Liaison Visits	1	25	1	1

Definitions:

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

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

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

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

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

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



Bridges and Tunnels

E-ZPass Performance Report March 2017



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

E-ZPass Performance at All B&T Facilities			
	March 2017	Year to Date	March 2016
Total E-ZPass Traffic ¹	21,683,143	61,156,920	22,142,718
E-ZPass Market Share: Total	88.2%	87.9%	86.2%
Cars	87.8%	87.4%	85.7%
Trucks	93.9%	93.9%	93.5%

Weekday E-ZPass Performance by Facility²			
Facility	March Average E-ZPass Weekday Traffic and Market Share		
	2017 Average Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	101,679	84.5%	82.8%
Cross Bay Veterans Memorial Bridge	19,946	89.5%	88.2%
Henry Hudson Bridge	62,396	94.8%	94.7%
Hugh L. Carey Tunnel	49,542	95.5%	91.9%
Marine Parkway-Gil Hodges Memorial Bridge	18,623	91.7%	90.7%
Queens Midtown Tunnel	68,746	94.7%	91.2%
Robert F. Kennedy Bridge - Bronx Plaza	62,845	83.5%	80.3%
Robert F. Kennedy Bridge - Manhattan Plaza	77,039	89.2%	87.5%
Throgs Neck Bridge	98,131	87.9%	86.7%
Verrazano-Narrows Bridge ¹	<u>166,830</u>	<u>90.1%</u>	<u>89.0%</u>
All Facilities ¹	725,777	89.4%	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
March 2017**
Preliminary data subject to final audit

Weekday Peak Hour E-ZPass Performance by Facility³				
Facility	March E-ZPass Market Share			
	2017 AM Peak	2016 AM Peak	2017 PM Peak	2016 PM Peak
Bronx-Whitestone Bridge	89.0%	87.7%	85.5%	83.7%
Cross Bay Veterans Memorial Bridge	92.8%	91.8%	90.4%	88.8%
Henry Hudson Bridge	96.7%	96.4%	95.0%	94.6%
Hugh L. Carey Tunnel	96.8%	94.8%	95.8%	91.7%
Marine Parkway-Gil Hodges Memorial Bridge	93.5%	93.0%	91.6%	90.8%
Queens Midtown Tunnel	96.0%	92.9%	94.9%	91.3%
Robert F. Kennedy Bridge - Bronx Plaza	87.9%	85.7%	84.1%	81.4%
Robert F. Kennedy Bridge - Manhattan Plaza	90.8%	90.0%	89.7%	88.1%
Throgs Neck Bridge	92.0%	91.1%	87.3%	87.3%
Verrazano-Narrows Bridge ⁴	N/A	N/A	92.8%	91.8%
All Facilities	92.3%	90.9%	90.3%	88.6%

Weekend E-ZPass Performance by Facility			
Facility	March Average E-ZPass Weekend Traffic and Market Share		
	2017 Avg. Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	97,506	78.9%	76.3%
Cross Bay Veterans Memorial Bridge	15,241	85.8%	83.7%
Henry Hudson Bridge	54,896	92.5%	91.9%
Hugh L. Carey Tunnel	33,079	93.2%	88.1%
Marine Parkway-Gil Hodges Memorial Bridge	13,593	89.0%	87.5%
Queens Midtown Tunnel	40,767	91.9%	87.4%
Robert F. Kennedy Bridge - Bronx Plaza	55,728	77.6%	72.7%
Robert F. Kennedy Bridge - Manhattan Plaza	67,343	85.7%	82.6%
Throgs Neck Bridge	93,652	82.8%	80.7%
Verrazano-Narrows Bridge ¹	<u>151,978</u>	84.5%	83.1%
All Facilities ¹	623,783	84.4%	82.1%

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
March 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	March 2017 Total B&T E-ZPass Transactions	March 2017 Percentage of B&T Total Transactions	March 2016 Percentage of B&T Total Transactions
New York State Thruway Authority ⁶	1,868,136	8.60%	8.37%
Port Authority of NY and NJ	1,175,815	5.41%	5.26%
New Jersey Toll Agencies ⁷	1,056,464	4.86%	5.07%
Massachusetts Turnpike Authority ⁸	133,765	0.62%	0.56%
Pennsylvania Turnpike Commission	96,436	0.44%	0.43%
Maryland Transportation Authority	34,387	0.16%	0.16%
Virginia Department of Transportation ⁹	30,165	0.14%	0.13%
New Hampshire Department of Transportation	11,383	0.05%	0.07%
Delaware Department of Transportation	14,951	0.07%	0.07%
Other ¹⁰	<u>48,801</u>	<u>0.22%</u>	<u>0.21%</u>
Total	4,470,303	20.57%	20.35%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	March 2017	YTD 2017	March 2016
New York State Thruway Authority ⁶	2,581,287	7,426,756	2,631,340
Port Authority of NY and NJ	3,455,072	10,035,228	3,478,790
New Jersey Toll Agencies ⁷	5,300,438	16,052,309	5,771,577
New York State Bridge Authority	247,089	708,515	254,351
Massachusetts Turnpike Authority ⁸	596,668	1,764,824	563,514
Pennsylvania Turnpike Commission	255,545	707,276	306,522
Maryland Transportation Authority	324,974	1,006,309	365,045
Virginia Department of Transportation ⁹	204,465	552,120	198,921
New Hampshire Department of Transportation	96,415	274,289	93,949
Delaware Department of Transportation	225,082	671,264	245,246
Other ¹⁰	<u>331,873</u>	<u>913,915</u>	<u>358,254</u>
Total	13,618,908	40,112,805	14,267,509

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
March 2017
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

MTA Bridges and Tunnels Customers				
	March 2017	YTD 2017	YTD 2016	
Accounts Opened:				
Internet	10,885	30,034	19,985	
Walk-In	3,580	9,991	7,125	
Mail	327	1,020	864	
On-The-Go	<u>9,604</u>	<u>26,972</u>	<u>24,380</u>	
Total Accounts Opened	24,396	68,017	52,354	
Total Active Accounts		3,129,395	2,915,035	
Number of E-ZPass Tags Issued ¹¹	59,769	161,421	133,155	
Total Active Tags ¹²		4,929,974	4,685,051	
Total Reload Cards Distributed	2,372	181,725	156,079	
Reload Card % of Cash Replenishments	17.6%	17.5%	17.1%	

Customer Service Indicators				
	March 2017	YTD 2017	YTD 2016	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	318,624	880,261	766,034	
<u>Automated System</u>	<u>698,641</u>	<u>1,999,787</u>	<u>1,655,511</u>	
Total Phone Calls Answered	1,017,265	2,880,048	2,421,545	
Average Phone Call Waiting Time (in min.):				
General Call Unit	0.13	0.12	0.17	
Commercial Call Unit	0.23	0.23	0.34	
Avg. Monthly B&T E-ZPass Trips Per Account	5.51	5.20	5.41	
Average Number of Active Tags Per Account	1.58	1.57	1.59	

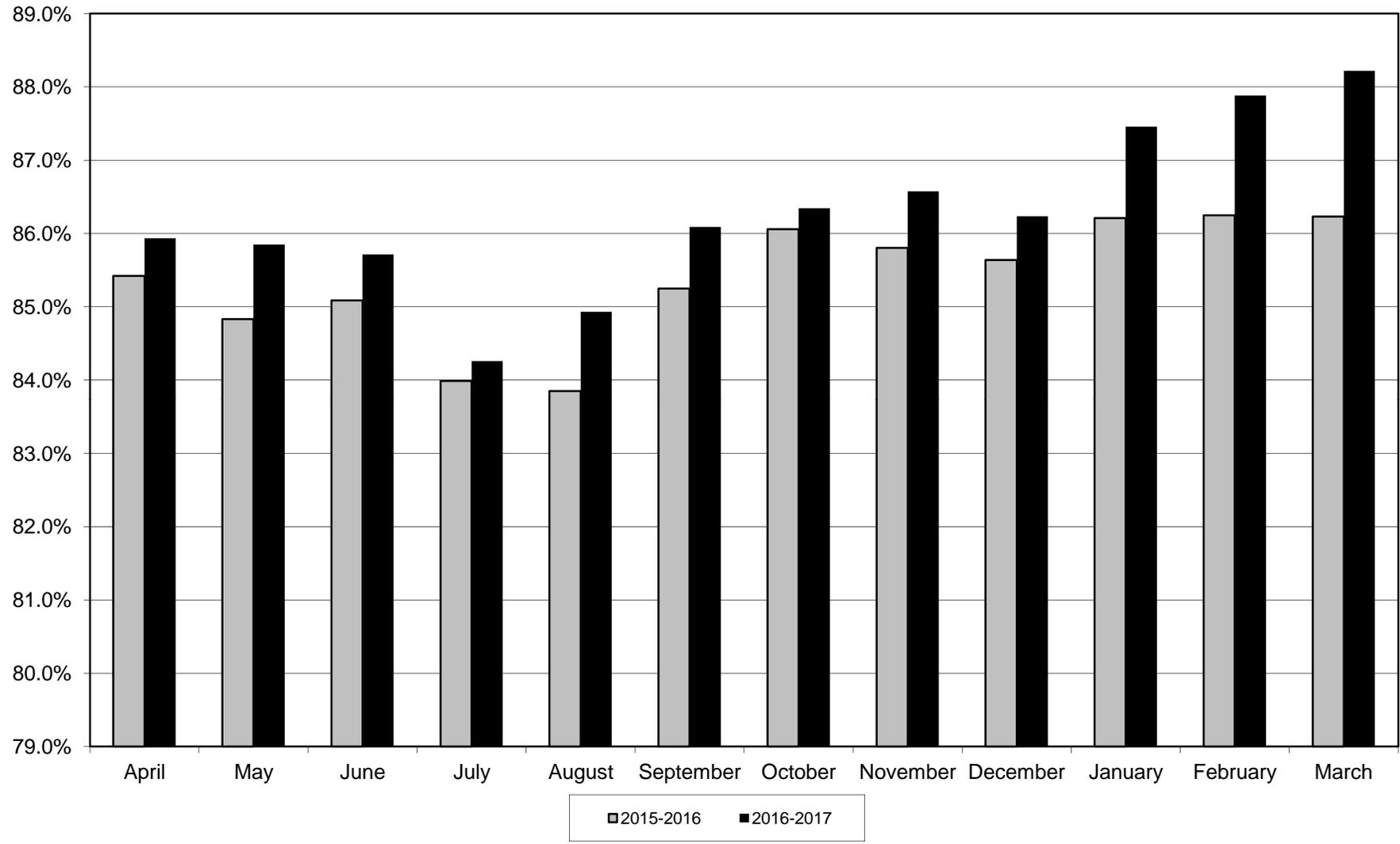
E-ZPass Tag Replacement Program				
	March 2017	YTD 2017	2011-2017	
Number of Replacement Tags Mailed	10,135	30,099	1,988,058	
Number of Tags Returned ¹³	12,463	27,620	1,951,839	
Number of Tags Pending Return	N/A	N/A	36,219	

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 April 2015 through March 2017





Bridges and Tunnels

Financial Report March 2017



MTA BRIDGES & TUNNELS

STATEMENT OF NET POSITION

As of March 31, 2017

(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	9,912
Investments:	
Unrestricted	97,562
Restricted	874,779
Accrued interest receivable	1,247
Accounts receivable	6,253
Tolls due from other agencies	30,396
Prepaid expenses	5,723
	<hr/>
Total current assets	1,025,871

NONCURRENT ASSETS:

Investments:	
Restricted	15
Insurance recovery receivable	126,325
Facilities, less acc.dep of \$1,588,369	5,327,247
Capital lease 2 Broadway net acc. dep.	39,672
Derivative Hedge Assets	3,564
Security Deposits	0
	<hr/>
Total noncurrent assets	5,496,823

TOTAL ASSETS: 6,522,695

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	123,415
Accumulated decreases in fair value of derivative instruments	136,894
Defeasance costs	255,939
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 516,248

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 7,038,943

MTA BRIDGES & TUNNELS

STATEMENT OF NET POSITION

As of March 31, 2017

(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	290,000
Interest Payable	110,588
Accounts Payable	153,888
Accrued Pension Payable	0
Payable to MTA-CAP	176,877
Due to MTA-Operating Expenses	4,438
Due to NYCTA-Operating Expenses	709
Accrued salaries	20,727
Accrued Vac & Sick Benefits	17,451
Current portion of estimated liability arising from injury	16,337
Current portion of capital lease obligation	0
Pollution remediation projects	1,829
Due to New York City Transit Authority	25,778
Due to Metropolitan Transportation Authority	38,801
Unredeemed Tolls	165,301
Tolls due to other agencies	23,456
E-ZPass Airport Toll Liability	8,033
	<u>1,054,211</u>

NONCURRENT LIABILITIES:

Long term debt	9,113,882
Post Employment Benefits Other than Pensions	663,256
Estimated liability arising from injury	27,651
Capital lease obligations	38,345
Derivative Hedge Liabilities	140,458
Net Pension Liability	307,596
Security deposits-Contra	0
	<u>10,291,187</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

11,385,254

NET POSITION

-4,346,312 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET POSITION

7,038,943

*The negative Net Position of \$4,346,312 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
MARCH FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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	158.525	151.451	(7.075)	(4.5)	0.000	0.000	0.000	-	158.525	151.451	(7.075)	(4.5)
Other Operating Revenue	1.824	2.057	0.233	12.8	0.000	0.000	0.000	-	1.824	2.057	0.233	12.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.038	4.310	2.272	*	2.038	4.310	2.272	*
Investment Income	0.084	0.075	(0.008)	(10.1)	0.000	0.000	0.000	-	0.084	0.075	(0.008)	(10.1)
Total Revenue	\$160.433	\$153.584	(\$6.850)	(4.3)	\$2.038	\$4.310	\$2.272	*	\$162.471	\$157.894	(\$4.578)	(2.8)
Expenses												
<i>Labor:</i>												
Payroll	\$11.659	\$9.408	\$2.252	19.3	\$0.841	\$1.415	(\$0.574)	(68.3)	12.500	\$10.823	\$1.678	13.4
Overtime	2.226	2.036	0.190	8.5	0.144	0.741	(0.597)	*	2.370	2.777	(0.407)	(17.2)
Health and Welfare	2.636	2.100	0.536	20.3	0.220	0.304	(0.084)	(38.2)	2.856	2.404	0.452	15.8
OPEB Current Payment	1.650	1.624	0.025	1.5	0.000	0.000	0.000	-	1.650	1.624	0.025	1.5
Pensions	3.498	3.227	0.271	7.8	0.255	0.412	(0.157)	(61.6)	3.753	3.639	0.114	3.0
Other Fringe Benefits	2.465	2.402	0.063	2.5	0.122	0.165	(0.043)	(35.2)	2.587	2.567	0.020	0.8
Reimbursable Overhead	(0.456)	(1.273)	0.817	*	0.456	1.273	(0.817)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$23.679	\$19.525	\$4.154	17.5	\$2.038	\$4.310	(\$2.272)	*	\$25.717	\$23.834	\$1.882	7.3
<i>Non-Labor:</i>												
Electric Power	\$0.507	\$0.234	\$0.273	53.8	\$0.000	\$0.000	\$0.000	-	\$0.507	\$0.234	\$0.273	53.8
Fuel	0.196	0.379	(0.183)	(93.4)	0.000	0.000	0.000	-	0.196	0.379	(0.183)	(93.4)
Insurance	1.326	0.999	0.327	24.6	0.000	0.000	0.000	-	\$1.326	0.999	0.327	24.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.453	12.129	(0.676)	(5.9)	0.000	0.000	0.000	-	11.453	12.129	(0.676)	(5.9)
Professional Service Contracts	3.399	3.882	(0.483)	(14.2)	0.000	0.000	0.000	-	3.399	3.882	(0.483)	(14.2)
Materials & Supplies	0.600	0.813	(0.213)	(35.5)	0.000	0.000	0.000	-	0.600	0.813	(0.213)	(35.5)
Other Business Expenses	2.818	2.697	0.121	4.3	0.000	0.000	0.000	-	2.818	2.697	0.121	4.3
Total Non-Labor Expenses	\$20.299	\$21.134	(\$0.835)	(4.1)	\$0.000	\$0.000	\$0.000	-	\$20.299	\$21.134	(\$0.835)	(4.1)
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.	\$43.978	\$40.658	\$3.319	7.5	\$2.038	\$4.310	(\$2.272)	*	\$46.016	\$44.968	\$1.048	2.3
Depreciation	\$10.654	\$9.341	\$1.314	12.3	\$0.000	\$0.000	\$0.000	-	10.654	\$9.341	\$1.314	12.3
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.	\$60.520	\$55.985	\$4.535	7.5	\$2.038	\$4.310	(\$2.272)	*	\$62.558	\$60.295	\$2.263	3.6
Less: Depreciation	\$10.654	\$9.341	\$1.314	12.3	\$0.000	\$0.000	\$0.000	-	\$10.654	\$9.341	\$1.314	12.3
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	\$43.978	\$40.658	\$3.319	7.5	\$2.038	\$4.310	(\$2.272)	*	\$46.016	\$44.968	\$1.048	2.3
Net Surplus/(Deficit)	\$116.455	\$112.925	(\$3.529)	(3.0)	\$0.000	\$0.000	\$0.000	-	\$116.455	\$112.925	(\$3.530)	(3.0)

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
MARCH FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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)									\$116.455	\$112.925	(\$3.530)	(3.0)
Less: Capitalized Assets									4.599	1.652	2.948	64.1
Reserves									2.293	2.293	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$109.563	\$108.981	(\$0.582)	(0.5)
Less: Debt Service									55.376	53.818	1.557	2.8
Income Available for Distribution									\$54.187	\$55.163	\$0.975	1.8
Distributable To:												
MTA - Investment Income									0.084	0.075	(0.008)	(10.1)
MTA - Distributable Income									31.674	32.993	1.319	4.2
NYCTR - Distributable Income									22.429	22.094	(0.335)	(1.5)
Total Distributable Income									\$54.187	\$55.163	\$0.975	1.8
Support to Mass Transit:												
Total Revenues									162.471	157.894	(4.578)	(2.8)
Less: Total Operating Expenses									<u>46.016</u>	<u>44.968</u>	<u>1.048</u>	2.3
Net Operating Income/(Deficit)									\$116.455	\$112.925	(\$3.530)	(3.0)
Deductions from Net Operating Income:												
Capitalized Assets									4.599	1.652	2.948	64.1
Reserves									2.293	2.293	0.000	0.0
B&T Debt Service									24.903	16.761	8.143	32.7
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$31.796	\$20.705	\$11.090	34.9
Total Support to Mass Transit									\$84.660	\$92.220	\$7.560	8.9

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
MARCH FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH Year-To-Date
(\$ 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	421.284	421.672	0.388	0.1	0.000	0.000	0.000	-	421.284	421.672	0.388	0.1
Other Operating Revenue	5.357	5.749	0.392	7.3	0.000	0.000	0.000	-	5.357	5.749	0.392	7.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	5.938	8.888	2.950	49.7	5.938	8.888	2.950	49.7
Investment Income	0.243	0.229	(0.015)	(6.0)	0.000	0.000	0.000	-	0.243	0.229	(0.015)	(6.0)
Total Revenue	\$426.884	\$427.649	\$0.765	0.2	\$5.938	\$8.888	\$2.950	49.7	\$432.822	\$436.537	\$3.715	0.9
Expenses												
<i>Labor:</i>												
Payroll	\$33.936	\$28.672	\$5.264	15.5	\$2.442	\$3.030	(\$0.588)	(24.1)	36.378	\$31.702	\$4.676	12.9
Overtime	7.194	6.355	0.839	11.7	0.437	1.279	(0.842)	*	7.631	7.634	(0.003)	(0.0)
Health and Welfare	7.654	6.541	1.114	14.6	0.638	0.638	0.000	0.0	8.292	7.179	1.114	13.4
OPEB Current Payment	4.790	4.917	(0.128)	(2.7)	0.000	0.000	0.000	-	4.790	4.917	(0.128)	(2.7)
Pensions	10.154	10.045	0.109	1.1	0.742	0.865	(0.123)	(16.6)	10.896	10.910	(0.014)	(0.1)
Other Fringe Benefits	5.533	5.018	0.515	9.3	0.355	0.382	(0.027)	(7.6)	5.888	5.400	0.488	8.3
Reimbursable Overhead	(1.324)	(2.694)	1.370	*	1.324	2.694	(1.370)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$67.938	\$58.855	\$9.084	13.4	\$5.938	\$8.888	(\$2.950)	(49.7)	\$73.876	\$67.743	\$6.134	8.3
<i>Non-Labor:</i>												
Electric Power	\$1.472	\$0.805	\$0.667	45.3	0.000	\$0.000	\$0.000	-	\$1.472	\$0.805	\$0.667	45.3
Fuel	0.578	0.648	(0.070)	(12.2)	0.000	0.000	0.000	-	0.578	0.648	(0.070)	(12.2)
Insurance	3.851	3.018	0.832	21.6	0.000	0.000	0.000	-	3.851	3.018	0.832	21.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	24.280	21.038	3.242	13.4	0.000	0.000	0.000	-	24.280	21.038	3.242	13.4
Professional Service Contracts	9.068	14.959	(5.891)	(65.0)	0.000	0.000	0.000	-	9.068	14.959	(5.891)	(65.0)
Materials & Supplies	1.403	1.109	0.294	20.9	0.000	0.000	0.000	-	1.403	1.109	0.294	20.9
Other Business Expenses	8.496	7.813	0.683	8.0	0.000	0.000	0.000	-	8.496	7.813	0.683	8.0
Total Non-Labor Expenses	\$49.149	\$49.391	(\$0.242)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$49.149	\$49.391	(\$0.242)	(0.5)
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.	\$117.087	\$108.246	\$8.841	7.6	\$5.938	\$8.888	(\$2.950)	(49.7)	\$123.025	\$117.133	\$5.892	4.8
Depreciation	\$31.963	\$27.976	\$3.987	12.5	0.000	\$0.000	\$0.000	-	31.963	\$27.976	\$3.987	12.5
OPEB Obligation	17.664	17.958	(0.294)	(1.7)	0.000	0.000	0.000	-	17.664	17.958	(0.294)	(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.	\$166.714	\$154.180	\$12.535	7.5	\$5.938	\$8.888	(\$2.950)	(49.7)	\$172.652	\$163.067	\$9.585	5.6
Less: Depreciation	\$31.963	\$27.976	\$3.987	12.5	\$0.000	\$0.000	\$0.000	-	\$31.963	\$27.976	\$3.987	12.5
Less: OPEB Obligation	17.664	17.958	(0.294)	(1.7)	0.000	0.000	0.000	-	17.664	17.958	(0.294)	(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	\$117.087	\$108.246	\$8.841	7.6	\$5.938	\$8.888	(\$2.950)	(49.7)	\$123.025	\$117.133	\$5.892	4.8
Net Surplus/(Deficit)	\$309.797	\$319.404	\$9.607	3.1	\$0.000	\$0.000	\$0.000	-	\$309.797	\$319.404	\$9.607	3.1

Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
MARCH FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MARCH 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)								\$309.797	\$319.404	\$9.607	3.1	
Less: Capitalized Assets								6.414	2.176	\$4.238	66.1	
Reserves								6.879	6.879	0.000	0.0	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$296.504	\$310.349	\$13.845	4.7	
Less: Debt Service								166.127	162.395	3.732	2.2	
Income Available for Distribution								\$130.377	\$147.954	\$17.577	13.5	
Distributable To:												
MTA - Investment Income								0.243	0.229	(0.015)	(6.0)	
MTA - Distributable Income								78.934	88.795	9.861	12.5	
NYCTR - Distributable Income								51.200	58.930	7.730	15.1	
Total Distributable Income								\$130.377	\$147.954	\$17.577	13.5	
Support to Mass Transit:												
Total Revenues								432.822	436.537	3.715	0.9	
Less: Total Operating Expenses								<u>123.025</u>	<u>117.133</u>	<u>5.892</u>	4.8	
Net Operating Income/(Deficit)								\$309.797	\$319.404	\$9.607	3.1	
Deductions from Net Operating Income:												
Capitalized Assets								6.414	2.176	4.238	66.1	
Reserves								6.879	6.879	0.000	0.0	
B&T Debt Service								74.710	66.912	7.797	10.4	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$88.002	\$75.967	\$12.035	13.7	
Total Support to Mass Transit								\$221.795	\$243.436	\$21.642	9.8	

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
MARCH FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(7.075)	-4.5%	Lower toll revenue due to 4.5% less traffic	0.388	0.1%	Minor variance
Other Operating Revenue	0.233	12.8%	Higher Other Operating Revenue primarily due to higher revenue from E-Z Pass administrative fees.	0.392	7.3%	Higher Other Operating Revenue primarily due to higher revenue from E-Z Pass administrative fees.
Investment Income	(0.008)	-10.1%	Minor variance	(0.015)	-6.0%	Minor variance
Payroll	2.252	19.3%	Lower payroll expenses against the monthly budget allocation primarily due to vacancies	5.264	15.5%	Lower payroll expenses against the YTD budget allocation primarily due to vacancies
Overtime	0.190	8.5%	See overtime tables	0.839	11.7%	See overtime tables
Health and Welfare	0.536	20.3%	Lower expenses primarily due to vacancies and the timing of expenses against the monthly budget allocation	1.114	14.6%	Lower expenses primarily due to vacancies and the timing of expenses against the YTD budget allocation
OPEB Current Payment	0.025	1.5%	Lower expenses primarily due to the timing of expenses against the monthly budget allocation	(0.128)	-2.7%	Higher expenses primarily due to the timing of expenses against the YTD budget allocation
Pensions	0.271	7.8%	Lower expenses primarily due to the timing of expenses against the monthly budget allocation	0.109	1.1%	Lower expenses primarily due to the timing of expenses against the YTD budget allocation
Other Fringe Benefits	0.063	2.5%	Lower expenses primarily due to vacancies	0.515	9.3%	Lower expenses primarily due to vacancies
Electric Power	0.273	53.8%	Lower electricity expenses primarily due to timing against the monthly budget allocation	0.667	45.3%	Lower electricity expenses primarily due to timing against the YTD budget allocation
Fuel	(0.183)	-93.4%	Higher fuel expenses primarily due to timing against the monthly budget allocation	(0.070)	-12.2%	Higher fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.327	24.6%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.832	21.6%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	(0.676)	-5.9%	Higher expenses primarily due to timing against the monthly budget allocation for major maintenance projects (\$0.756M), E-Z Pass equipment maintenance costs (\$0.429M) and security and surveillance equipment (\$0.426M), partially offset by lower E-Z Pass Customer Service Center costs (\$0.431M) and E-Z Pass tags (\$0.759M)	3.242	13.4%	Lower expenses primarily due to timing against the YTD budget allocation for major maintenance projects (\$1.495M) and E-Z Pass Customer Service Center costs (\$1.343M)
Professional Service Contracts	(0.483)	-14.2%	Higher expenses primarily due to timing against the monthly budget allocation for engineering services (\$0.470M)	(5.891)	-65.0%	Higher expenses primarily due to the timing of Bond Issuance costs (\$6.787M) partially offset by lower than budgeted amounts for engineering services (\$0.493M) and various consulting services (\$0.287M)
Materials & Supplies	(0.213)	-35.5%	Higher expenses primarily due to additional de-icing materials required for Winter Storm Stella	0.294	20.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly adopted budget allocation
Other Business Expense	0.121	4.3%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees	0.683	8.0%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees
Depreciation	1.314	12.3%	Variance primarily due to lower than budgeted expenses	3.987	12.5%	Variance primarily due to lower than budgeted expenses
Other Post Employment Benefits	(0.098)	-1.7%	Higher expense due to increase in OPEB obligations	(0.294)	-1.7%	Higher expense due to increase in OPEB obligations
Reimbursable						
Capital and Other Reimbursements	2.272	*	Higher capital reimbursements against the monthly budget allocation	2.950	49.7%	Higher capital reimbursements against the YTD budget allocation
Payroll	(0.574)	-68.3%	Higher than planned reimbursable expenses against the monthly budget allocation	(0.588)	-24.1%	Higher than planned reimbursable expenses against the YTD budget allocation
Overtime	(0.597)	*	See overtime tables	(0.842)	*	See overtime tables
Health and Welfare	(0.084)	-38.2%	Higher than planned reimbursable expenses against the monthly budget allocation	0.000	-	No variance
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.157)	-61.6%	Higher than planned reimbursable expenses against the monthly budget allocation	(0.123)	-16.6%	Higher than planned reimbursable expenses against the YTD budget allocation
Other Fringe Benefits	(0.043)	-35.2%	Higher than planned reimbursable expenses against the monthly budget allocation	(0.027)	-7.6%	Higher than planned reimbursable expenses against the YTD budget allocation
Reimbursable Overhead	(0.817)	*	Higher than planned reimbursable expenses against the monthly budget allocation	(1.370)	*	Higher than planned reimbursable expenses against the YTD budget allocation

*Variance exceeds 100%

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

	March						March 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>	6,446	\$0.408	6,031	\$0.382	415	\$0.026	19,314	\$1.221	19,167	\$1.212	147	\$0.009
					6.4%	6.4%					0.8%	0.7%
<u>Unscheduled Service</u>	151	\$0.012	16	\$0.001	136	\$0.011	460	\$0.036	76	\$0.006	385	\$0.030
					89.7%	91.7%					83.6%	83.3%
<u>Programmatic/Routine Maintenance</u>	1,674	\$0.137	1,764	\$0.144	(90)	(\$0.007)	5,022	\$0.411	5,581	\$0.457	(559)	(\$0.046)
					-5.4%	-5.1%					-11.1%	-11.2%
<u>Unscheduled Maintenance</u>	974	\$0.080	1,046	\$0.086	(72)	(\$0.006)	2,932	\$0.241	2,884	\$0.237	49	\$0.004
					-7.3%	-7.5%					1.7%	1.7%
<u>Vacancy/Absentee Coverage</u>	15,150	\$1.000	16,312	\$1.077	(1,162)	(\$0.077)	45,678	\$3.015	52,101	\$3.439	(6,423)	(\$0.424)
					-7.7%	-7.7%					-14.1%	-14.1%
<u>Weather Emergencies</u>	1,560	\$0.120	4,751	\$0.365	(3,191)	(\$0.245)	10,641	\$0.815	7,760	\$0.594	2,881	\$0.221
					**	**					27.1%	27.1%
<u>Safety/Security/Law Enforcement</u>	2,331	\$0.154	1,688	\$0.112	643	\$0.042	7,009	\$0.463	4,171	\$0.275	2,839	\$0.188
					27.6%	27.3%					40.5%	40.6%
<u>Other</u>	160	\$0.013	4	\$0.000	156	\$0.013	480	\$0.039	432	\$0.035	48	\$0.004
					97.5%	100.0%					10.0%	10.3%
*All Other Departments and Accruals		\$0.302		(\$0.131)		\$0.433		\$0.953		\$0.100		\$0.853
						**						89.5%
Subtotal	28,446	\$2.226	31,611	\$2.036	(3,165)	\$0.190	91,536	\$7.194	92,171	\$6.355	(635)	\$0.839
					-11.1%	8.5%					-0.7%	11.7%
REIMBURSABLE OVERTIME	2,104	\$0.144	6,389	\$0.741	(4,285)	(\$0.597)	6,383	\$0.437	15,141	\$1.279	(8,758)	(\$0.842)
					**	**					**	**
TOTAL OVERTIME	30,550	\$2.370	38,000	\$2.777	(7,450)	(\$0.407)	97,919	\$7.631	107,312	\$7.634	(9,393)	(\$0.003)
					-24.4%	-17.2%					-9.6%	0.0%

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
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>	415 6.4%	\$0.026 6.4%	Lower than planned expenses	147 0.8%	\$0.009 0.7%	Lower than planned expenses
<u>Unscheduled Service</u>	136 89.7%	\$0.011 91.7%	Lower than planned expenses	385 83.6%	\$0.030 83.3%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(90) -5.4%	(\$0.007) -5.1%	Higher than planned expenses	(559) -11.1%	(\$0.046) -11.2%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	(72) -7.3%	(\$0.006) -7.5%	Higher than planned expenses	49 1.7%	\$0.004 1.7%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	(1,162) -7.7%	(\$0.077) -7.7%	Higher than planned expenses	(6,423) -14.1%	(\$0.424) -14.1%	Higher than planned expenses
<u>Weather Emergencies</u>	(3,191) **	(\$0.245) **	Higher than planned expenses due to Winter Storm Stella	2,881 27.1%	\$0.221 27.1%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	643 27.6%	\$0.042 27.3%	Lower than planned expenses	2,839 40.5%	\$0.188 40.6%	Lower than planned expenses
<u>Other</u>	156 97.5%	\$0.013 100.0%	Lower than planned expenses	48 10.0%	\$0.004 10.3%	Lower than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.433 **	Primarily due to adjustments for the 28-day OT payroll lag		\$0.853	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	(3,165) -11.1%	\$0.190 8.5%		(635) -0.7%	\$0.839 11.7%	
REIMBURSABLE OVERTIME	(4,285) **	(\$0.597) **	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program	(8,758) **	(\$0.842) **	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program
TOTAL OVERTIME	(7,450)	(\$0.407)		(9,393)	(\$0.003)	

Figures are preliminary.

Totals may not add due to rounding

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

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

**Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
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 March

Year to date ending March 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
3.8	\$26.4	3.8	\$26.7	-0.3%	0.9%		Bronx-Whitestone	10.2	\$72.0	10.5	\$73.8	2.8%
0.7	1.5	0.7	1.4	-2.5%	-2.4%	Cross Bay	1.8	4.0	1.8	4.0	0.6%	0.0%
2.0	6.1	2.0	6.9	-1.1%	1.2%	Henry Hudson	5.5	16.8	5.6	18.8	2.1%	2.3%
1.6	9.6	1.5	8.8	-6.3%	-8.2%	Hugh L. Carey	4.3	26.1	4.2	24.0	-3.5%	-5.8%
0.6	1.3	0.6	1.3	-5.2%	-4.5%	Marine Parkway	1.7	3.6	1.7	3.5	-1.8%	-2.5%
2.5	15.7	2.0	12.7	-17.9%	-19.4%	Queens Midtown	6.8	42.9	5.8	35.0	-14.8%	-16.4%
2.5	18.3	2.3	17.4	-6.2%	-4.9%	RFK - Bronx	6.8	50.5	6.7	49.8	-1.2%	-1.3%
2.7	16.9	2.6	16.5	-2.5%	-2.0%	RFK - Manhattan	7.4	46.4	7.4	46.2	0.1%	-0.4%
3.6	28.0	3.5	27.5	-3.7%	-1.9%	Throgs Neck	9.8	76.1	9.8	76.1	-0.3%	0.0%
5.8	32.2	5.7	32.2	-2.2%	-0.2%	Verrazano-Narrows	16.0	89.0	16.2	90.5	1.4%	1.7%
25.7	\$156.0	24.6	\$151.5	-4.3%	-2.9%	Total	70.3	\$427.3	69.6	\$421.7	-0.9%	-1.3%
	\$6.077		\$6.162		1.4%	Revenue Per Vehicle		\$6.081		\$6.058		-0.4%

*Toll increase implemented on March 19, 2017

Note: Numbers may not add due to rounding

Comparison Actual vs. Adopted Budget:

Mar Budget		Mar Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
25.5	158.5	24.6	151.5	-3.5%	-4.5%		Total All	68.7	\$421.3	69.6	\$421.7	1.4%
	\$6.226		\$6.162		-1.0%	Revenue Per Vehicle		\$6.137		\$6.058		-1.3%

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
March 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	25	-	
Administration ⁽³⁾	38	42	(4)	4 Professional overages
EEO	2	1	1	1 Managerial vacancy
Total Administration	89	84	5	
Operations				
Revenue Management	43	39	4	2 Managerial and 2 Professional vacancies
Operations (Non-Security)	542	477	65	45 Managerial vacancies, 24 BTO vacancies and 4 Professional overages
Total Operations	585	516	69	
Maintenance				
Maintenance	202	195	7	7 Managerial vacancies
Operations - Maintainers	181	167	14	14 Maintainer vacancies
Total Maintenance	383	362	21	
Engineering/Capital				
Engineering & Construction	192	159	33	8 Managerial and 25 Professional vacancies
Safety & Health	10	9	1	1 Professional vacancy
Law ⁽¹⁾	22	18	4	4 Professional vacancies
CFO-Planning & Budget Capital	29	19	10	6 Managerial and 4 Professional vacancies
Total Engineering/Capital	253	205	48	
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	1,436	153	
Non-Reimbursable	1,502	1,349	153	
Reimbursable	87	87	-	
Total Full-Time	1,589	1,436	153	

(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
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 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	57	1	4 vacancies in Executive, 5 vacancies in Law, 4 overages in Administration and 4 overages in CFO
Operational Hourlies	-	-	-	
Total Administration	89	84	5	
Operations				
Managers/Supervisors	216	169	47	45 vacancies in Operations and 2 vacancies in Revenue Management
Professional, Technical, Clerical	33	35	(2)	2 vacancies in Revenue Management and 4 overages in Operations
Operational Hourlies ⁽¹⁾	336	312	24	24 BTO vacancies in Operations
Total Operations	585	516	69	
Maintenance				
Managers/Supervisors	22	15	7	7 vacancies in Operations
Professional, Technical, Clerical	18	18	-	
Operational Hourlies ⁽²⁾	343	329	14	14 Maintainer vacancies in Operations
Total Maintenance	383	362	21	
Engineering/Capital				
Managers/Supervisors	55	41	14	8 vacancies in Engineering and 6 in CFO
Professional, Technical, Clerical	198	164	34	25 vacancies in Engineering, 4 in CFO, 4 in Law, and 1 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	205	48	
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	296	76	
Professional, Technical, Clerical	342	303	39	
Operational Hourlies	875	837	38	
Total Positions	1,589	1,436	153	

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

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

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



Bridges and Tunnels

Capital Program Project Status Report April 2017



MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
APRIL 30, 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 April, 6 commitments were made with a total value of \$88.0 million compared to the plan calling for 13 commitments with a total value of \$184.7 million from the 2017 Plan (*See Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

No commitments were made against the 2016 Commitment Plan in April compared to plan calling for 4 commitments for \$0.9 million (*See Attachment 9, 2016 Commitment Plan*).

The most notable commitments made in April are as follows:

- | | |
|---|---------|
| • HH88-Toll Plazas and Southbound Approach Reconstruction | \$73.0M |
| • HH13-Replacement of Facility Lighting System | \$10.0M |

Year to date, 69 commitments have been made with a total value of \$246.8 million against a plan calling for 39 commitments with a total value of \$306.5 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 15 commitments with a value of \$34.0 million from the 2016 plan.

In aggregate, 75 commitments totaling \$277.8 million have been made to date, against a plan of 54 commitments with a total value of \$340.5 million.

Completions

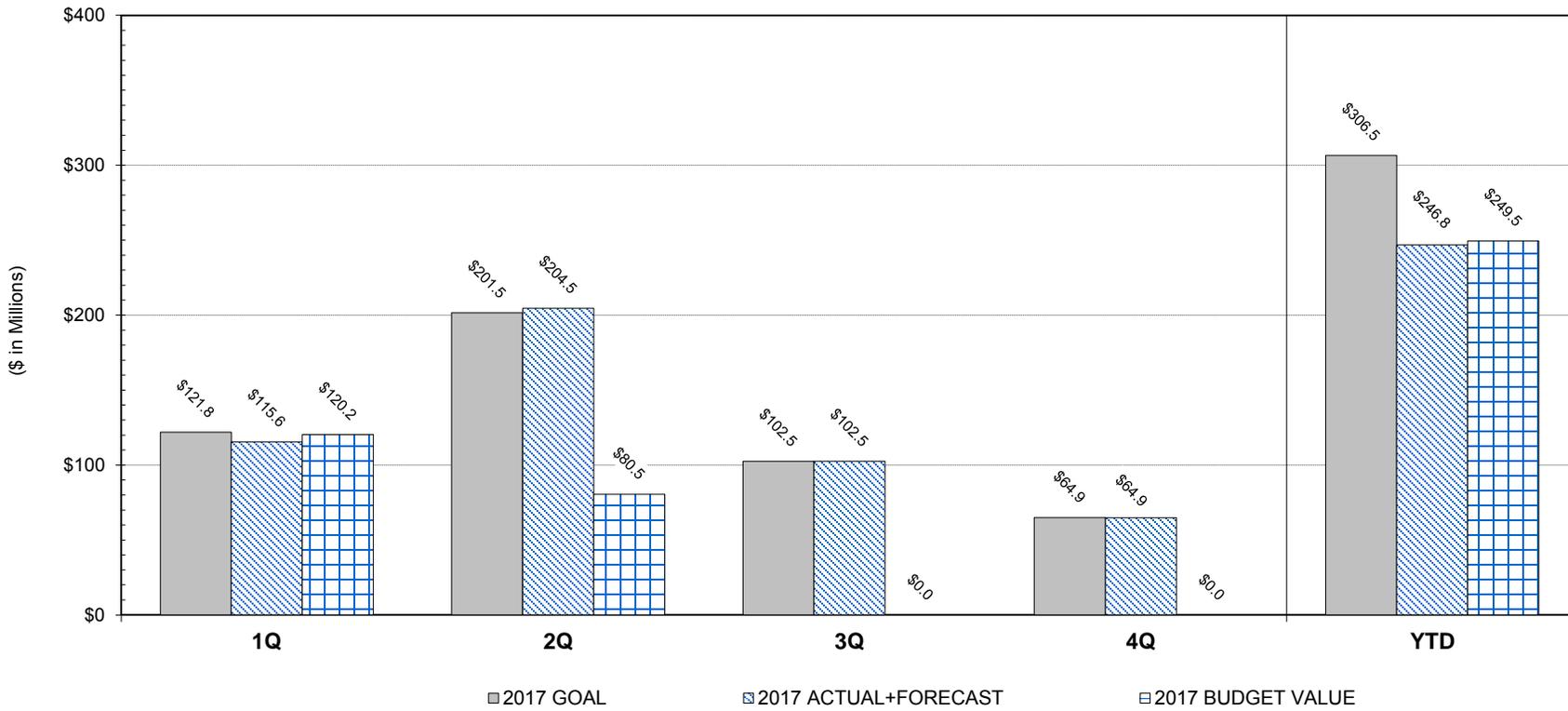
ED050301: Flood Mitigation, Relocate Revenue Equipment on VN was completed in April for \$7.3 million in the 2017 Plan (*See Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan*).

Close-outs

There were 2 task level closeouts in April for \$1.3 million. Year to date there are 35 task level closeouts for \$87.8 million (*See Attachment 6 – 2017 Task Level Closeouts*).

MTA Bridges and Tunnels
Commitments as of April 30, 2017

2017 Budget Goal:	\$490.8	
2017 Annual Forecast:	\$487.5	
YTD Goal:	\$306.5	
YTD Actual:	\$246.8	(80.5% of YTD Goal)
YTD Budgeted Value:	\$249.5	(81.4% of YTD Goal)
Left to Commit:	\$284.2	



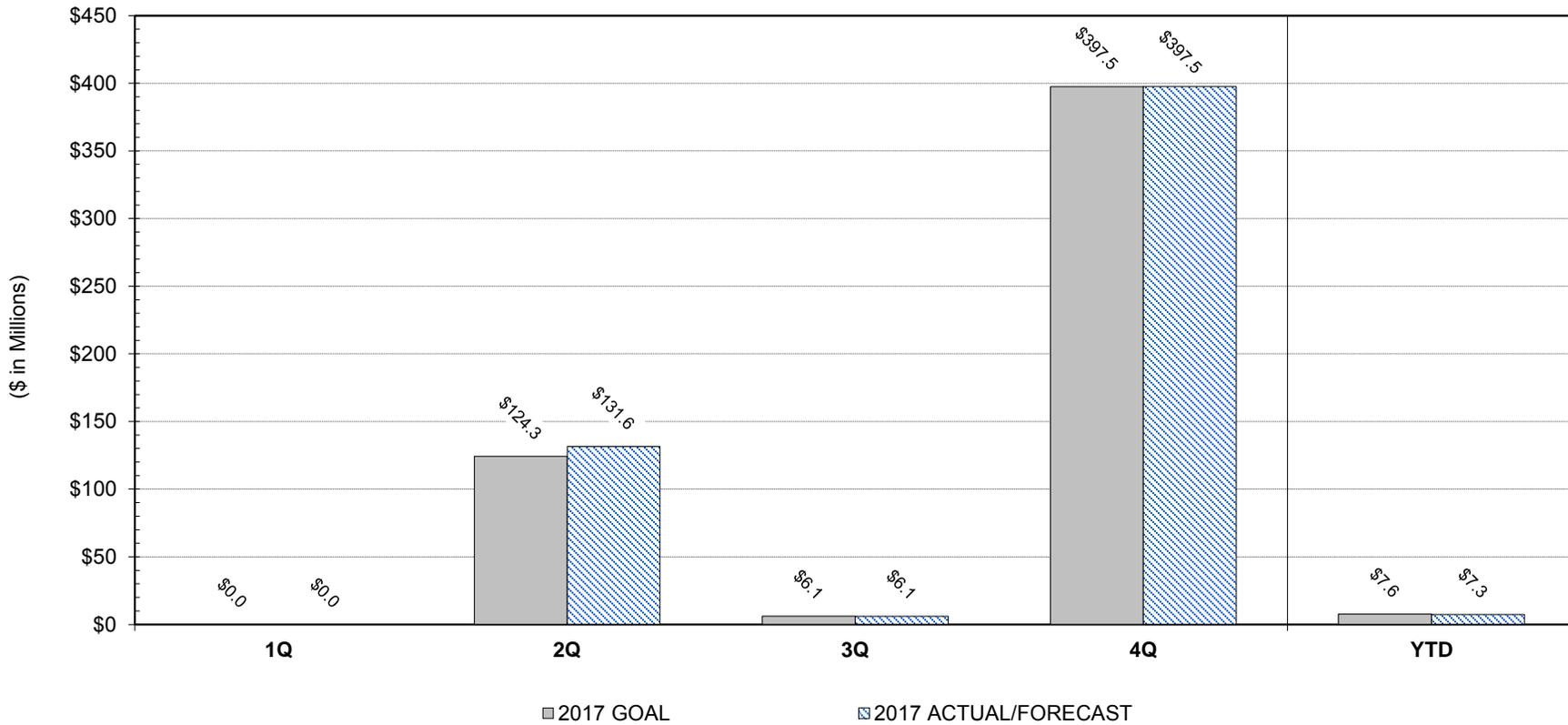
MTA Bridges and Tunnels: Status of Major Commitments as of April 30, 2017

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	\$73.0	\$65.6	Apr-17	Oct-16	Apr-17	A	
D704HH13	Replacement of Facility Lighting System	\$14.0	\$10.0	\$12.2	Apr-17	Oct-16	Apr-17	A	
D701HH89	Skewback Retrofit	\$83.7	\$83.7	\$83.7	Apr-17	Feb-16	May-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 April 30, 2017

2017 Budget Goal:	\$527.9	
2017 Annual Forecast:	\$535.1	
YTD Goal:	\$7.6	
YTD Actual:	\$7.3	(95.6% of YTD Goal)
Left to Complete:	\$527.9	



MTA Bridges and Tunnels: Status of Major Completions as of April 30, 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	96%	0%	Jun-17	Jun-17	F
D602VN80	Replace Upper Level Suspended Span; VN80C: Bus/HOV Access Improvement	\$84,780,020	\$84,780,020	96%	16%	Jun-17	Jun-17	F
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	\$15,893,313	\$15,893,313	96%	0%	Jun-17	Jun-17	F
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$102,947,301	\$102,947,301	73%	0%	Oct-17	Oct-17	F
D602VN80	VN80B Replace Upper Level Suspended Span	\$243,929,977	\$243,929,977	95%	0%	Nov-17	Nov-17	F
D607VN80	Paint - Upper Level Superstructure	\$32,908,184	\$32,908,184	95%	0%	Nov-17	Nov-17	F
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10,000,000	\$10,000,000	79%	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	\$7,260,566	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				
<u>Unplanned Completions</u>									
Grand Total:				\$527,853,817	\$527,853,817		\$7,260,566	Remaining	\$527,853,817

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

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE	
					DATE	CERTIFICATE AMOUNT
D701RK19	Seismic/ Wind Retrofit & Structural Rehabilitation Phase I	D03424	BC Development F/A (TBTA-D1783)	D00001783A	Jan-17	\$31,904.36
D503AW35	Weather Information System	D02420	Operations-Maintenance F/A (TBTA_D1235)	D00001235B	Jan-17	\$72,564.22
D601AW98	Feasibility Study-BBT/QMT Improvements/Modernization	D02550	Feasibility Study (PSC-10-2877)	D00001365A	Jan-17	\$1,808,257.78
D604QM81	Controls/ Communication System	D02684	Design (PSC-13-2942X)	D00001635A	Jan-17	\$1,483,542.59
D601MP06	Substructure & Underwater Scour Protection	D03167	SBMP-MP06B-Construction South Abutment	D00001622D	Jan-17	\$851,416.08
D502TB64	Replace Deck-Randalls Island Viaduct	D02935	RK75 CM Repairs Queens-Manhattan (GFM474 #69)	D00001348B	Jan-17	\$25,787.84
D601TN52	Miscellaneous Structural Rehabilitation	D02994	CM-Safety Flag Repairs ((PSC-08-2849C)	D00001417A	Jan-17	\$28,959.74
D602RK75	Interim Repairs-Toll Plaza Deck	D03131	Construction Adm. Ph I	D00001581A	Jan-17	\$361,552.43
G5140104	B&T Triborough Hardening	G01817	Contr Constr: TBB Task 39/C52077	G00001436G	Jan-17	\$48,384,211.92
G5140107	08TSG RFK Bridge Hardening	G02423	Cns.- 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 Grade Approach	D02600	Construction Support Services (PSC-10-2810)	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
D606AW28	Scope Development	D02472	ITS-PM Scope Development F/A (TBTA-D1449)	D00001449B	Apr-17	\$28,999.00
D601BW97	Concrete Anchorage Repairs	D02606	Construction Administration Bronx Anchorage(PSC-11-2905)	D00001506A	Apr-17	\$1,252,136.68
Total					35	\$87,771,818.47

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			May-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			May-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			May-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			May-17	\$328,354
D703AW65	Toll Collection System Rehab.	DXAW65	Lighting Mock-up CBB	Feb-17	\$192,831	\$192,831			May-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			May-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			May-17	\$556,000
D703RK63	Open Road Tolling Initiative - RFK Bridge	D03968	ORT - Const. Adm. RFK Bronx/Queens	Mar-17	\$500,000	\$500,000			May-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			May-17	\$750,000
D704HH13	Replacement of Facility Lighting System	D03781	CSS	Apr-17	\$325,662	\$300,000	Apr-17	\$308,753		
D704HH13	Replacement of Facility Lighting System	D03782	Construction	Apr-17	\$13,955,582	\$12,188,462	Apr-17	\$10,016,650		

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

ACEP	Project Description	IMPACT Task	Task Description	Goal			Actual		Forecast	
				Start Date	Goal Value	Budget Value	Start Date	Actual Value	Start Date	Forecast Value
D701HH89	Skewback Retrofit	D03523	CSS	Apr-17	\$584,929	\$584,929	Apr-17	\$1,604,845		
D701HH89	Skewback Retrofit	D03524	Design/Build	Apr-17	\$83,680,000	\$66,012,079			May-17	\$83,680,000
D701HH89	Skewback Retrofit	D03528	Operations F/A	Apr-17	\$355,988	\$355,988			May-17	\$355,988
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03795	Construction	Apr-17	\$73,266,804	\$65,555,329	Apr-17	\$73,004,170		
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03794	CSS	Apr-17	\$2,818,391	\$1,921,064	Apr-17	\$2,796,165		
D703HH88	Toll Plazas & Southbound Approach Reconstruction	D03797	Operations F/A	Apr-17	\$533,923	\$533,923			May-17	\$533,923
D701RK20	Cable Inspection and Rehabilitation	D03607	PM Design F/A	Apr-17	\$865,929	\$865,929			May-17	\$865,929
D701RK70	Miscellaneous Structural Rehabilitation	D03662	Design	Apr-17	\$3,700,000	\$3,700,000			May-17	\$3,700,000
D707RK70	Paint Suspended Span/Bronx Truss Steel	D03670	Design	Apr-17	\$330,000	\$330,000			May-17	\$330,000
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	D03592	Design	Apr-17	\$3,500,000	\$3,500,000			May-17	\$3,500,000
				Apr-17 Total	\$184,667,208	\$156,597,703				
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03694	PM Design Study F/A	May-17	\$1,333,297	\$1,333,297			May-17	\$1,333,297
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03695	Study/PSC-16-3003	May-17	\$7,000,000	\$7,000,000			May-17	\$7,000,000
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	D03697	Geotechnical Survey PSC-16-3003	May-17	\$3,000,000	\$3,000,000			May-17	\$3,000,000
				May-17 Total	\$11,333,297	\$11,333,297				
D705AW66	Operations Command Center Replacement	D03957	Video Display Wall Furnish/Install	Jun-17	\$1,700,000	\$1,700,000			Jun-17	\$1,700,000
D705AW66	Operations Command Center Replacement	D03958	OCCC Workstation equipment purchases	Jun-17	\$200,000	\$200,000			Jun-17	\$200,000
D505QM01	Service Building Rehab.	D03959	Renovate Bathroom/Kitchens -Svc. & Vent Bldgs Ph	Jun-17	\$1,400,000	\$1,400,000			Jun-17	\$1,400,000
D701RK20	Cable Inspection and Rehabilitation	D03608	Design	Jun-17	\$2,221,243	\$2,221,243			Jun-17	\$2,221,243
				Jun-17 Total	\$5,521,243	\$5,521,243				
D706AW18	Protective Liability Insurance	D03440	2017-AAPL	Jul-17	\$2,500,000	\$2,500,000			Jul-17	\$2,500,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03559	Constr. QC and Admin.	Jul-17	\$1,727,250	\$1,727,250			Jul-17	\$1,727,250
D704BW39	Install Electronic Monitoring & Detection Systems	D03560	CSS	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03566	Design/Build	Jul-17	\$22,955,703	\$22,955,703			Jul-17	\$22,955,703
D704RK60	Install Electronic Monitoring & Detection Systems	D03647	PM Construction F/A	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704RK60	Install Electronic Monitoring & Detection Systems	D03648	Constr. QC and Admin.	Jul-17	\$2,263,689	\$2,263,689			Jul-17	\$2,263,689
D704RK60	Install Electronic Monitoring & Detection Systems	D03649	CSS	Jul-17	\$1,000,000	\$1,000,000			Jul-17	\$1,000,000
D704RK60	Install Electronic Monitoring & Detection Systems	D03650	Design/Build	Jul-17	\$34,270,492	\$34,270,492			Jul-17	\$34,270,492
				Jul-17 Total	\$67,717,134	\$67,717,134				
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				

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ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date			Date		Date	
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

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ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date					Date	
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
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ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date			Date		Date	
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	\$46,510		
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		
D702AWX1	Agency Wide Planning/Strategic Initiatives	D03980	HC11: Design & CSS				Apr-17	\$313,075		
				Grand Total	\$490,750,758	\$462,681,253	YTD Total	\$246,794,780	Remaining	\$284,217,399
								Grand Total	\$531,012,179	

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

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					Date					Start Date		Start Date
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			May-17	\$1,500,000	
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	Feb-17	\$200,000	\$200,000			May-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			May-17	\$609,901	
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000			May-17	\$1,000,000	
D704RK60	InstallFacility-wide Electronic Monitoring & Detection Systems	D03647	PM Construction F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000			May-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			May-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			May-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			May-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			May-17	\$285,000	
						Apr-17 Total	\$909,973	\$909,973				
D603AW35	Replacement of Weather Information Systems	D02480	3rd Ply-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	

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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 May 2017



MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 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. Henningson, Durham &
Richardson, P.C.
Contract No. PSC-16-3003 | \$ 8,397,955.51 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

3yr, 4mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a competitively solicited personal service contract, Study for Project TN-55, Replacement of the Bronx and Queens Approach Viaducts and Structural Rehabilitation at the Throgs Neck Bridge to Henningson, Durham & Richardson, P.C. (HDR).

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. LiRo Engineers, Inc.
Contract No. PSC-15-2967 | \$ 1,534,519.00 | <u>Staff Summary Attached</u> |
|---|------------------------|--------------------------------------|

3yr, 3mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-15-2967, Construction Administration and Inspection Services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration into the Anchorages at the Throgs Neck Bridge (TNB) for additional services and funding to support the implementation of Open Road Tolling (ORT) and other priority initiatives being performed under Project TN-60 at the TNB.

- | | | |
|--|------------------------|--------------------------------------|
| 2. Greenman-Pedersen, Inc.
Contract No. PSC-15-2966 | \$ 1,197,480.44 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

3yr, 8mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-15-2966 in order to provide additional construction administration and inspection services for Projects BW-14/BW-84C, Various Structural Repairs and Removal of Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge (BWB) in connection with the implementation of Open Road Tolling (ORT) and other priority initiatives being performed under Projects BW-14/BW-84C at the BWB.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
MAY 2017

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. **Tully Construction Co., Inc.** **\$ 8,277,806.00** **Staff Summary Attached**
Contract No. BB-28S

3yr, 4mo. Contract- Competitive RFP

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public work contract, Contract BB-28S, in order to: fabricate, furnish and install architectural enhancements that include tower structures to transform the plazas and coordinate with the new Open Road Tolling (ORT) gantries, related equipment and reconfigured roadway; and fabricate light beacon fixtures for remaining B&T facilities.

2. **Kiska Construction, Inc.** **\$ 3,500,000.00** **Staff Summary Attached**
Contract No. MP-03/MP-16

3yr. Contract- Competitive Bid

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract MP-03/MP-16 for long lead time fabrication and delivery of tower structures to transform the plazas' appearances and coordinate with the new Open Road Tolling (ORT) gantries, related equipment and reconfigured roadway for the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB).

3. **Judlau Contracting, Inc.** **\$ 3,039,643.33** **Staff Summary Attached**
Contract No. QM-40S

3yr., 3mo. Contract- Competitive RFP

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract QM-40S for: (i) various civil, structural, electrical, architectural and temporary signage modifications to Project QM-40S, Sandy Restoration and Mitigation; (ii) additional ORT related plaza demolition and civil construction work; (iii) perform initial prototype architectural and lighting enhancements as well as additional plaza removals for the Queens-Midtown Tunnel.

4. **2 Saab Construction Inc.** **\$ 516,058.63** **Staff Summary Attached**
Contract No. QMM-346

1yr. Contract- Competitive Bid

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify Contract No. QMM-346 for additional work associated with the restoration and cleaning of the Manhattan Exit Plaza Walls of the Queens Midtown Tunnel.

Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. <div style="text-align: center; font-size: 2em; color: blue; margin-top: 10px;"><i>Joe Keane</i></div>					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	5/2/17			
2	MTA B&T Committee	5/22/17			
3	MTA Board	5/24/17			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President		
3	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name Henningson, Durham & Richardson, P.C.	Contract Number PSC-16-3003
Description: Study for Project TN-55, Replacement of the Bronx and Queens Approach Viaducts and Structural Rehabilitation of the Throgs Neck Bridge	
Total Amount \$8,397,955.51	
Contract Term (Including Options, if any) Three (3) Years, Four (4) 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 competitively solicited personal service contract, Study for Project TN-55, Replacement of the Bronx and Queens Approach Viaducts and Structural Rehabilitation to Henningson, Durham & Richardson, P.C. (HDR) in the negotiated amount of \$8,397,955.51 for a duration of three (3) years, four (4) 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 developing an overall strategy to determine feasible traffic and structural improvements at the Throgs Neck Bridge (TNB) that will be implemented as part of the future reconstruction of the TNB approach. The Study will produce a Master Plan with conceptual designs that address: the reconstruction of the Bronx and Queens Approach Viaducts and existing Cross Island Parkway (CIP) Ramps; determine the potential capacity improvements and other associated modifications to the existing TNB/CIP Ramps to improve traffic safety and flow. The study will take into consideration the relocation/replacement of utilities and substations and potential relocation of the Lower Garage. The selected Consultant shall produce design briefs with recommended alternatives for each item in the scope of services.

The service requirements were publicly advertised. Five (5) firms submitted qualification information for review and evaluation by the selection committee and all five firms were chosen to receive the Request For Proposal (RFP). The firms are: AECOM USA, Inc. (\$7,290,204.48); Ammann & Whitney (\$11,398,842.00); HDR (\$8,796,678.00); Parsons

(rev. 1/22/14)

Staff Summary

Transportation Group of New York (\$8,244,954.27); and WSP|Parsons Brinckerhoff (\$6,992,575.57). The 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.

The selection committee unanimously recommended that negotiations be conducted with HDR. HDR demonstrated the most extensive expertise in bridge/viaduct design, traffic modeling and analysis and MPT, geotechnical, environmental, safety, project management and master planning experience required to perform this study as compared to the other proposers. HDR's team includes project leaders and technical experts with extensive experience with master planning, permitting and executing major bridge rehabilitations. HDR demonstrated experience with new viaduct design and construction over water as well as their successful efforts in the required areas of permitting and regulatory coordination.

The other proposers did not fully demonstrate all the technical aspects required for this study that include: master planning experience; geotechnical experience and bridge work over active waterways, as compared to HDR. The unsuccessful proposers provided fewer potential structural alternatives than HDR. Furthermore, two proposers' man-hours were significantly lower (24% and 40%) than the estimated man-hours, which indicated that they may not have fully accounted for the scope and level of effort required for the study.

Finally, through negotiation HDR's cost proposal is in excess of \$900,000 below the Engineer's Estimate. This demonstrates a strong understanding of the effort and efficiency required to perform this study. Based on the foregoing, HDR offered the most comprehensive, well organized technical approach at a reasonable cost.

HDR submitted a cost proposal in the amount of \$8,796,678.00. The Engineer's estimate is \$9,326,495.93. Negotiations resulted in B&T and HDR agreeing to the amount totaling \$8,397,955.51, which is approximately 10% lower than the estimate. The negotiated amount totaling \$8,397,955.51 is considered most advantageous to B&T and is fair and reasonable. HDR is considered a responsible consultant.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE and 15% WBE for this contract. HDR has achieved their M/WBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Study for Project TN-55, Replacement of the Bronx and Queens Approach Viaducts and Structural Rehabilitation of the Throgs Neck Bridge as follows: Task D03695 \$5,397,955.51; Task D03697 \$3,000,000.00.

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) LiRo Engineers, Inc. (Syosset, NY)	Contract Number PSC-15-2967	AWO/Modification #
Description Construction Administration and Inspection Services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration into the Anchorages at the Throgs Neck Bridge (TNB)	Original Amount:	\$4,552,375.00
Contract Term (including Options, if any) December 21, 2015 - March 20, 2019	Prior Modifications:	None
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$4,552,375.00
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$1,534,519.00
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:	33.7%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	33.7%

Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend Contract PSC-15-2967, Construction Administration and Inspection Services for Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration into the Anchorages at the Throgs Neck Bridge with LiRo Engineers, Inc. (LiRo), for additional services and funding to support the implementation of Open Road Tolling (ORT) and other priority initiatives are to be performed under Project TN-60 at the TNB in the negotiated amount of \$1,534,519.

In December 2015 subsequent to Board approval the subject contract was awarded to LiRo in the amount of \$4,552,375 for a duration of three (3) years, three (3) months. The scope of services required LiRo to provide construction administration and inspection services necessary to assist B&T's Engineering and Construction Department in the oversight under Project TN-60, Dehumidification System for the Main Cable Splays and Elimination of Water Infiltration into the Anchorages at the TNB. The required services include: i) pre-construction; (ii) construction administration and inspection and (iii) project closeout.

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 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 were performed by others.

B&T determined that the most reliable means to accomplish the expedited implementation of these initiatives at the TNB was to amend the ongoing Project TN-60 contract whereby efficiencies could be realized to include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule. At this time, it is necessary that B&T amend the Contract to include the scope for ORT gantry and toll equipment building installations and toll booth demolition under Contract PSC-15-2967 in order to provide the additional funding for LiRo's ongoing construction administration and inspection services. Additional funding for subsequent phases of work may be included in future requests to the Board.

LiRo submitted a proposal in the amount of \$1,827,900. The Engineer's estimate is \$1,598,008. Negotiations resulted in B&T and LiRo agreeing to an amount of \$1,534,519. The negotiated amount is 3.9% below the estimate and is considered fair and reasonable. This increase to the Contract will be funded via 2015-2019 Capital Program under Project D703/TN63/D04057.

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

Item Number: 3(Final)

Vendor Name (& Location) Greenman-Pedersen, Inc. (Babylon, NY)	Contract Number PSC-15-2966	AWO/Modification#
Description Construction Administration and Inspection Services for Projects BW-14/BW-84C, Various Structural Repairs and Removal of Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge	Original Amount:	\$6,410,168.14
Contract Term (including Options, if any) October 6, 2015 – June 5, 2019	Prior Modifications:	\$0.00
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$6,410,168.14
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$1,197,480.44
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:	18.7%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	18.7%

Discussion:

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to amend this Contract with Greenman-Pedersen, Inc. (GPI) to provide additional construction administration and inspection services for Projects BW-14/BW-84C, Various Structural Repairs and Removal of Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge (BWB) in connection with the accelerated implementation of Open Road Tolling (ORT) at the BWB in the amount of \$1,197,480.44.

In October 2015 pursuant to Board approval the subject contract was awarded to GPI in the agreed amount of \$6,410,168.14 for a duration of three (3) years, eight (8) months to perform complete construction administration and inspection services (CA & I) for Projects BW-14/BW-84C. CA & I tasks include: (i) pre-construction services; (ii) construction inspection and administration with confirmatory testing requirements and (iii) post construction and close-out services. The construction Scope of Work includes: structural steel and concrete repairs; main cable opening, inspection and testing; suspender rope inspection, testing and replacements; removal of the tuned mass damper and appurtenances; electrical transformer installation; replacement of roadway lighting and anchorage interior lighting with LED lighting; painting of bridge tower interiors, including lead abatement and abrasive blast surface preparation; painting of the main cable, suspender ropes and other locations; abatement of asbestos and lead containing materials and maintenance and protection of traffic.

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 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 were performed by others.

B&T determined that the most reliable means to accomplish the expedited implementation of this initiative at the BWB was to amend Contract BW-14/BW-84C where efficiencies are being realized to include mobilization cost savings, early commitment for long lead items, enhanced coordination and overall reduction of project schedule. At this time, it is necessary that B&T amend the Contract to include the scope for ORT gantry and toll equipment building installations and toll booth demolition under Contract PSC-15-2966 in order to provide the additional funding for GPI's ongoing construction administration and inspection services.

GPI submitted a proposal totaling \$1,197,480.44, which is 1.5% below the Engineer's estimate of \$1,215,824.00. During negotiation the scope and proposal were discussed and B&T accepted GPI's proposal in the amount of \$1,197,480.44, which is fair and reasonable. Funding in the amount of \$1,197,480.44 is available in the 2015-2019 Capital Program under Project D703/BW63/D04044.

In connection with a previous contract awarded to GPI, the firm 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 B&T's General Counsel on November 20, 2014. No new SAI has been found relating to GPI and it has been found to be responsible.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

Vendor Name (& Location) Tully Construction Co., Inc., Flushing, New York	Contract Number BB-28S	AWO/Modification #
Description Sandy Restoration and Project BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel	Original Amount:	\$282,454,276.12
Contract Term (including Options, if any) December 12, 2014 – March 31, 2018	Prior Modifications:	\$38,196,048.91
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:	\$320,650,325.03
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$8,277,806.00
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:	2.6%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	16.5%

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public work contract, Contract BB-28S, with Tully Construction Co., Inc. (Tully) to: fabricate, furnish and install tower structures as architectural enhancements to transform the plazas and coordinate with the new Open Road Tolling (ORT) gantries, related equipment and reconfigured roadway; and fabricate light beacon fixtures for remaining B&T facilities in the negotiated amount totaling \$8,277,806.00, which includes the ratification of funding in an amount totaling \$3,164,455.

The Contract was awarded to Tully in December 2014 in the amount of \$282,454,276.12 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 \$38,196,048.91, inclusive of ORT amendments totaling \$6,201,544.14. B&T is accelerating the substantial completion of the Project, which is now scheduled for March 31, 2018.

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 that include: foundations; tower structures; mesh; beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&T tunnel plazas. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives are being finalized and shall be presented to the Board for approval in subsequent procurement actions.

The architectural work includes the fabrication and installation of foundations and tower structures (inclusive of light beacon fixtures) to modernize the plazas at the HCT. Tully submitted proposals totaling \$6,314,843.28. The estimates total \$3,948,376. Negotiations resulted in B&T and Tully agreeing to an amount totaling \$5,113,351 (inclusive of \$642,833 for materials previously ratified by the Board). The negotiated amount is considered fair and reasonable. The estimates did not account for work being performed during nights and continuously on weekends at premium time, which increased the pricing for the installation and construction work. Furthermore, limited tunnel tube closures and access during the week and on weekends impact the Contractor's ability to work efficiently.

Fabricated beacon light fixtures at all B&T facilities are to provide a uniform appearance; therefore, B&T is purchasing the fixtures for all B&T facilities under Contract BB-28S. This decision insures uniformity of materials, welding and fabrication techniques and consistent placement for lenses and LED lights. Tully submitted a proposal in the amount of \$3,329,557. The estimate is \$3,235,677. Negotiations resulted in the Authority and Tully agreeing to an amount totaling \$3,164,455, which is 2.2% below the estimate and is fair and reasonable. B&T authorized Tully to commence the fabrication and B&T is seeking the Board's ratification for this work.

The negotiated total amount of the amendment is \$8,277,806 and is considered fair and reasonable.

Funding for the proposed towers and architectural enhancements at the HCT in the amount of \$5,113,351 is available in the 2015-2019 Capital Program under Project D703HC63 Task D04012 (Gateway Towers). Funding for facility wide beacon fabrication totaling \$3,164,455 is as follows: D703QM63, Task D04090 (\$630,351.85); D703RK63, Task D04091 (\$630,351.85); D703CB63, Task D04095 (\$317,291.89); D703HH63, Task D04088 (\$317,291.89); D703MP63, Task D04096 (\$317,291.88); D703VN63, Task D04092 (\$317,291.88); D703TN63, Task D04094 (\$317,291.88); and D703BW63, Task D04062 (\$317,291.88). This action modifies B&T's 2015-2019 Capital Program to reflect the new D703HH63 project. 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: 5 (Final)

Vendor Name (& Location) Kiska Construction, Inc., Long Island City, New York	Contract Number MP-03/MP-16	AWO/Modification #
Description Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Parkway-Gil Hodges Memorial Bridge	Original Amount:	\$98,500,000.00
Contract Term (including Options, if any) December 11, 2015 – December 10, 2018	Prior Modifications:	\$15,468,199.74
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:	\$113,968,199.74
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$3,500,000 (MPB-\$1,750,000; CBB-\$1,750,000)	
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:	3.1%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	19.3%

Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract MP-03/MP-16 with Kiska Construction, Inc. (Kiska) for long lead time fabrication and delivery of tower structures to transform the plazas' appearances and coordinate with the new Open Road Tolling (ORT) gantries, related equipment and reconfigured roadway for the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB) in the negotiated amount totaling \$3,500,000 (inclusive of \$1,000,000 authorization to commence fabrication for the long lead time items).

The Contract was awarded to Kiska in December 2015 in the amount of \$98,500,000 subsequent to competitive bidding with a duration of three (3) years. The Scope of Work requires the following: replacement of lift span motors and drives, PLCs, droop cables and barrier gates; other lift span electrical upgrades; mechanical replacements and upgrades for the machinery room; installation of new auxiliary counterweight ropes; installation of new fire line system and hydrants; architectural upgrades and repairs; various structural steel and grid deck repairs; furnish and install structural health monitoring system; rope socket enhancements; abatement of asbestos and lead containing materials; painting and maintenance and protection of traffic. Four amendments totaling \$15,468,199.74 have been issued, inclusive of \$14,295,000 for phased ORT, civil, structural, electrical and toll booth demolition work at the MPB and CBB.

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 that include: foundations; tower structures; mesh; beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&T bridge plazas. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives are being finalized and shall be presented to the Board for approval in subsequent procurement actions.

The fabrication and delivery of architectural tower structures to modernize the plazas at the MPB and CBB require the expedited placement of fabrication orders and deposits to ensure the timely delivery of materials in order to meet the installation schedules. Kiska submitted a proposal in the amount of \$4,625,861.35. The Engineer's estimate is \$3,378,723.09. Negotiations resulted in B&T and Kiska agreeing to an amount totaling \$3,500,000, which is 3.6% above the estimate and is fair and reasonable.

Funding for the proposed towers and architectural enhancements at the Rockaway Crossings in the amount of \$3,500,000 is available in the 2015-2019 Capital Program (Project D703/AW65). Funds are being reallocated in the 2015-2019 Capital Program to establish funding in Project D703/MP63/D04024 (\$1,750,000) and Project D703/CB63/D04027 (\$1,750,000). 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.

(rev. 3/16/07)

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 6 Final)

Vendor Name (& Location) Judlau Contracting, Inc, College Point, New York	Contract Number QM-40S	AWO/Modification #
Description Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel	Original Amount:	\$236,500,000.00
Contract Term (including Options, if any) April 23, 2015 – July 9, 2018	Prior Modifications:	\$36,473,053.40
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:	\$ 272,973,053.40
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$3,039,643.33
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:	1.1%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	16.7%

Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract QM-40S with Judlau Contracting, Inc. (Judlau) for: (i) various civil, structural, electrical, architectural and temporary signage modifications to Project QM-40S, Sandy Restoration and Mitigation; (ii) additional Open Road Tolling (ORT) related plaza demolition and civil construction work; (iii) perform initial prototype architectural and lighting enhancements as well as additional removals to commence the transformation of the plazas in the negotiated amount totaling \$3,039,643.33, which includes the ratification of funding in the amount totaling \$1,100,298.32.

The Contract was awarded to Judlau in April 2015 in the amount of \$236,500,000 (inclusive of incentives totaling \$6,460,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required the contractor to restore the Queens Midtown Tunnel (QMT) to a pre-storm state of good repair including system replacements as follows: tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; tunnel structural and civil repairs; tunnel wall tile; ceiling panels; polymer panels; catwalk, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Additionally Project QM-18 includes the rehabilitation of the Manhattan Exit Plaza. Amendments to date total \$36,473,053.40, inclusive of ORT amendments totaling \$10,954,000. B&T is accelerating the substantial completion of the Project, which is now scheduled for July 9, 2018.

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 that include: foundations; tower structures; mesh; beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&T tunnel plazas. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives are being finalized and shall be presented to the Board for approval in subsequent procurement actions.

For work referenced in item (i) of the first paragraph of this Staff Summary, Judlau submitted proposals for various civil, structural, electrical and temporary signage modifications to Project QM-40S, Sandy Restoration and Mitigation work for the following: additional construction signs requested by local community groups; replacement of concrete above the light trench that for reasons of safety required removal; installation of inner duct in asbestos containing transite ducts; upgrades to the E-box enclosures; replacement of security switch materials; electrical modifications to tunnel way finding lights and additional wall tile removals. Judlau submitted proposals totaling \$1,453,097.33. The Engineer's estimates total \$1,149,096.95. Negotiations resulted in B&T and Judlau agreeing to the negotiated amount totaling \$1,230,255, which is 7.1% above the Engineer's estimate and is fair and reasonable.

For items (ii) and (iii) of the same paragraph for initial architectural enhancements and removals that include: installation of prototype architectural mesh above the gantries; prototype lighting; removals of signage and structures; demolition of the Queens Emergency Garage and associated plaza wall restoration. Judlau submitted proposals totaling \$2,156,718.22. The Engineer's estimates total \$1,842,117.10. Negotiations resulted in B&T and Judlau agreeing to an amount totaling \$1,809,388.33 which is 1.8% below the Engineer's estimate and is fair and reasonable. In order to meet the expedited schedule for this work, B&T authorized Judlau to commence the work and B&T is seeking ratification in the amount of \$1,100,298.32.

The funding for this work in the total amount of \$3,039,643.33 is available as follows; in the 2010-2014 Capital Program, way finding lighting and MPT signage, Project D601QM40 (\$99,650.20); in the 2015-2019 Capital Program, Queens Emergency Garage Demo and plaza wall restoration and Architectural enhancements, Project D703QM63, Task(s) D03914 (\$217,500.00), D04087 (\$1,344,090.01) and D04011 (\$465,298.32) for the total amount of \$2,026,888.33; and the Sandy Capital Program, Project ED010240, Task E02057 (\$562,954.60) for concrete replacement, Project ED010240 Task E04339 (\$217,258) for tile removal and signs, Project ED040281, Task E02189 (\$117,339.60) for E-box modification and signs, Project ED020203, Task E02121 (\$690.90) for signs, and Project ED050203, Task E02308 (\$14,861.70) for signs for the total amount of \$913,104.80. 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.

In connection with a previous contract awarded to the Judlau, Judlau was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of Judlau's responsibility since the prior contract award, new SAI was identified and Judlau was found to be responsible notwithstanding such new SAI and such responsibility finding was subsequently approved by the TBTA President in consultation with the TBTA General Counsel on February 21, 2017.

Schedule I: Modifications to Purchase and Public Works Contracts
Item Number: 7 (Final)

Vendor Name (& Location) 2 Saab Construction Inc., Brooklyn, NY	Contract Number QMM-346	AWO/Modification #
Contract Title Queens Plaza Wall Restoration and Emergency Garage Envelope Repair at the Queens Midtown Tunnel Facility	Original Amount:	\$1,268,243.13
Contract Term (including Options, if any) August 9, 2016 – August 8, 2017	Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$1,268,243.13
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$516,058.63
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:	40.7%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	40.7%

Discussion:

B&T is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify the Contract with 2 Saab Construction Inc. for additional work associated with the restoration and cleaning of the Manhattan Exit Plaza Walls of the Queens Midtown Tunnel in the negotiated amount of \$516,058.63.

On August 9, 2016, Contract QMM-346 was awarded to 2 Saab Construction Inc. (2 Saab) under the Small Business Mentoring Program for furnishing all labor, material, equipment, superintendence and all items necessary for the restoration of the Queens Plaza Walls and Emergency Garage Envelope Repairs at the Queens Midtown Tunnel Facility for a duration of twelve (12) months, in an amount not-to-exceed \$1,268,243.13.

After conduit and utility removals in the area of Manhattan Exit Plaza Walls, B&T determined that concrete rehabilitation and wall cleaning was required in order to maintain the location in a state of good repair. The Manhattan Exit Plaza work required concrete restoration, re-pointing of the granite and power wash cleaning.

2 Saab submitted a proposal in the amount of \$530,598.87. The Engineer's estimate is \$527,452.23. Negotiations resulted in B&T and 2 Saab agreeing to an amount of \$516,058.63. The negotiated amount is 2.1% below the estimate and is fair and reasonable. 2 Saab was granted authorization to proceed in the not-to-exceed amount of \$100,000 so as to avoid any scheduling conflicts with the ongoing plaza construction work.

Funding for this amendment is available in the 2017 Major Maintenance Programs under Project R706AW94 / R03173.



Bridges and Tunnels

Diversity Report First Quarter 2017



EEO First Quarter 2017 Executive Summary

- ❑ MTA Bridges and Tunnels' (B&T) overall workforce is currently comprised of **1,434** employees; of which **322 (22%)** are Females, * **785 (55%)** are Minorities and **94 (7%)** are Veterans.*
- ❑ The percentage of Females in the B&T workforce has remained constant compared to their representation of Females in the first quarter of 2016.
- ❑ The overall composition of B&T's workforce increased by **2 %** as it relates to Race and Ethnicity as compared to the first quarter of 2016.
- ❑ The percentage of Veterans employed has remained constant compared to the first quarter of 2016.
- ❑ B&T hired **14** employees, of which **6 (43%)** were Females, **9 (64%)** were Minorities and **0 (0%)** were Veterans.
- ❑ B&T processed a total of **10** EEO complaints, of which **6** were internal and **4** were external.
- ❑ MTA Bridges and Tunnels handled a total of **0** Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

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



EEO First Quarter 2017 Executive Summary

The table below is a snapshot as of March 31, 2017 of MTA Bridges and Tunnels number of employees with percentages of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL ¹	FEMALES ²		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	185	46	25%	108	58%	77	42%	41	22%	11	6%	15	8%	0	0%	1	0%	9	5%	7	4%
Professionals	258	101	39%	101	39%	157	61%	53	21%	43	17%	45	17%	1	0%	0	0%	15	6%	9	3%
Technicians	114	22	19%	58	51%	56	49%	18	16%	27	24%	7	6%	0	0%	0	0%	4	4%	9	8%
Protective Services	508	109	21%	184	36%	324	64%	169	33%	121	24%	20	4%	1	0%	0	0%	13	3%	52	10%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	40	33	83%	8	20%	32	80%	19	48%	6	15%	5	13%	0	0%	0	0%	2	5%	3	8%
Skilled Craft	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	329	11	3%	190	58%	139	42%	68	21%	47	14%	11	3%	2	1%	0	0%	11	3%	14	4%
Total	1434	322	22%	649	45%	785	55%	368	26%	255	18%	103	7%	4	0%	1	0%	54	4%	94	7%

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

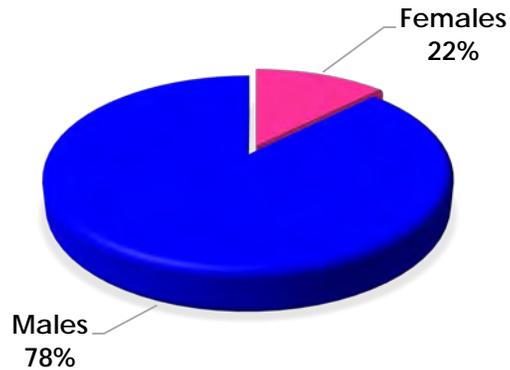
² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

Note: All percentages have been rounded up to the nearest whole number.

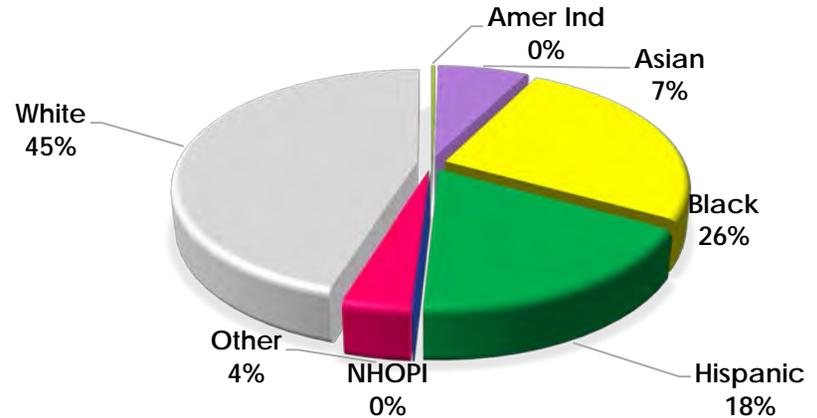


MTA Bridges and Tunnels' Workforce as of March 31, 2017

WORKFORCE BY GENDER



MTA BRIDGES AND TUNNELS WORKFORCE BY RACE/ETHNICITY

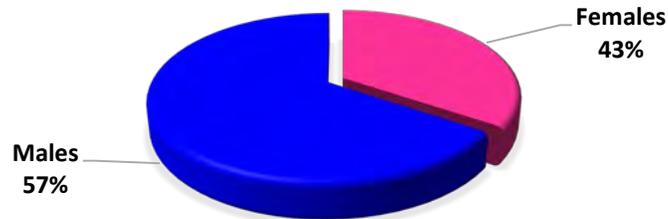


- ❑ MTA Bridges and Tunnels' workforce consist of **1,434** employees.
- ❑ **22%** Females, **55%** Minorities and **7%** Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities has increased by **1%** as it relates to Race and Ethnicity since the prior quarter.

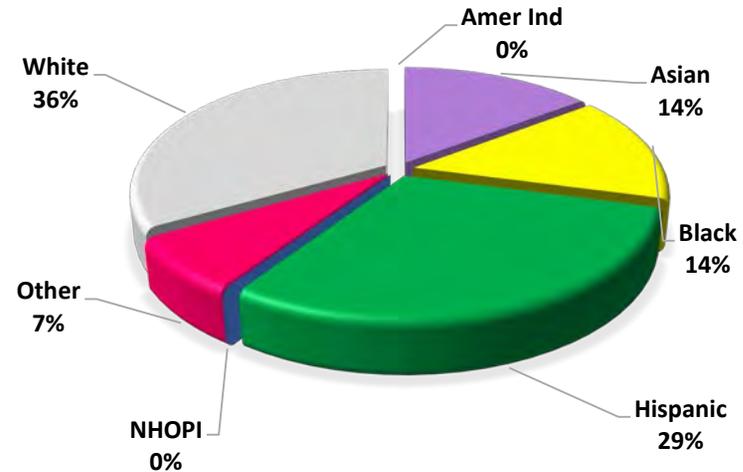


MTA Bridges and Tunnels' New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to March 31, 2017

MTA BRIDGES AND TUNNELS NEW HIRES
BY GENDER



MTA BRIDGES AND TUNNELS NEW HIRES
BY RACE/ETHNICITY

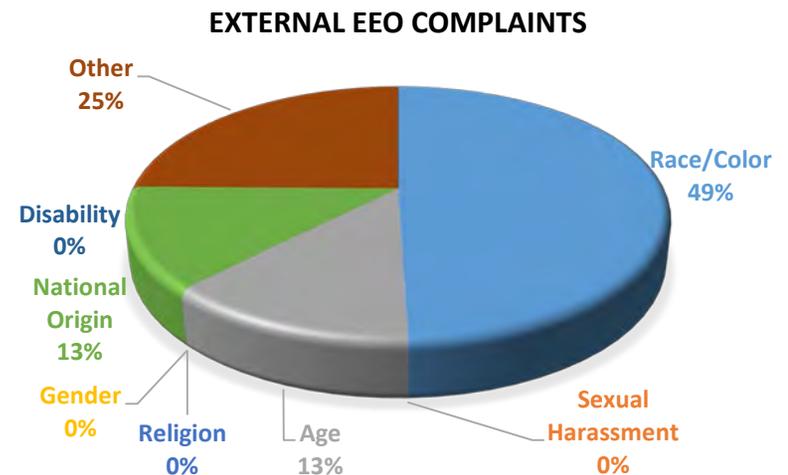
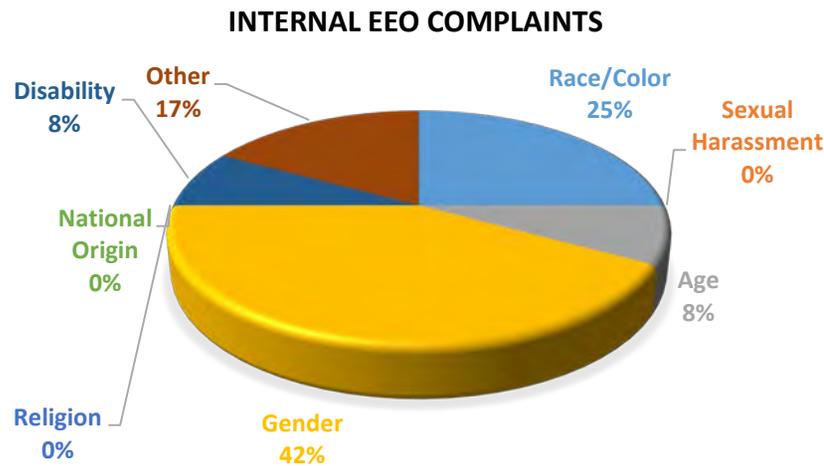


MTA Bridges and Tunnels hired **14** Employees and **0** Veterans

- 43% Females of which 0% were Veterans.
- 64% Minorities of which 0% were Veterans.
- 0% Veterans overall were hired.



MTA Bridges and Tunnels' Internal/External EEO Complaints January 1, 2017 to March 31, 2017



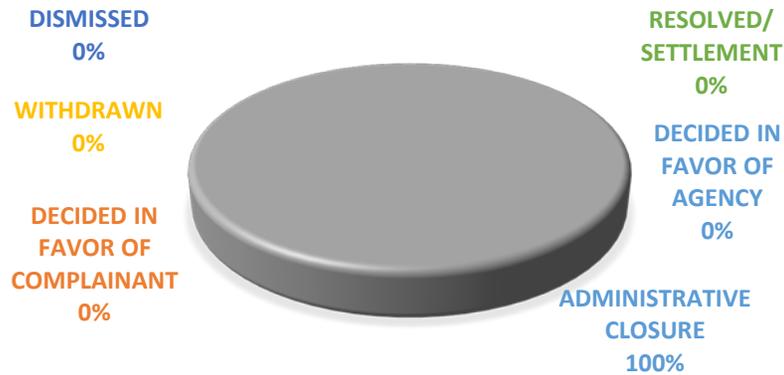
- ❑ MTA Bridges and Tunnels handled **10** EEO complaints, citing **20** separate allegations.
- ❑ **6** filed Internal
- ❑ **4** filed External
- ❑ The most frequently cited bases Internally was **Gender** and Externally was **Race/Color**.

These charts includes all pending matters as of the date of the report: including matters filed prior to the reporting period.
 "Other" contains all EEO categories not otherwise specially mentioned on the chart, i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.

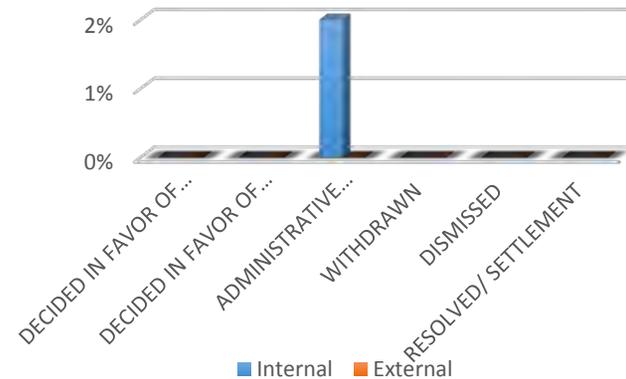


MTA Bridges and Tunnels EEO Internal/External Discrimination Complaint Dispositions January 1, 2017 to March 31, 2017

OVERALL EEO COMPLAINT DISPOSITIONS



EEO INTERNAL VS. EXTERNAL DISPOSITIONS



MTA Bridges and Tunnels handled **10** Title EEO complaints, citing **20** separate allegations.

- ❑ 0% decided in Favor of the Agency.
- ❑ 0% decided in Favor of the Complainant.
- ❑ 100% were Administrative Closures (Two cases closed on the basis of non subject-matter jurisdiction).



MTA Bridges and Tunnels
Title VI Discrimination Complaints and Dispositions
January 1, 2017 to March 31, 2017

There are no Title VI Complaints this reporting period.

