

Bridges and Tunnels Committee Meeting

July 2017

Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Monday, 7/24/2017
12:00 - 12:30 PM ET**

1. Public Comments Period

2. Approval of Minutes - June 2017

BT Committee Minutes - June 2017 - Page 3

3. Approval of Committee Work Plan

BT Committee Work Plan - Page 12

4. Report on Operations - May 2017

BT Report on Operations - May 2017 - Page 19

5. Safety Report - May 2017

BT Safety Report - May 2017 - Page 32

6. E-ZPass Performance Report - May 2017

BT E-ZPass Performance Report - May 2017 - Page 36

7. Financial Report - May 2017

BT Financial Report - May 2017 - Page 42

8. Capital Program Project Status Report - June 2017

BT Capital Program Project Status Report - June 2017 - Page 56

9. Procurements

BT Procurements - Page 74

BT Non-Competitive

BT Non-Competitive - Page 77

Competitive

BT Competitive - Page 80

Next Meeting: Monday, September 25, 2017 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting June 2017

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

June 19, 2017

11:30 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Andrew Albert
James Vitiello

Tim Mulligan, Acting President
Dore Abrams, Director, Operating Budget
Brian Bajor, Acting Vice President and Chief Procurement Officer
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
Lloyd Jairam, Acting Controller
Joseph Keane, Vice President and Chief Engineer
Donald Look, Vice President and Chief Security 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
M. Margaret Terry, Senior Vice President and General Counsel

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 19, 2017

Minutes of TBTA Committee held June 19, 2017 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin commended the placement and design of the toll gantries at the Robert F. Kennedy Bridge (RFK Bridge) in areas away from the toll plazas to disconnect toll collection points from toll plazas. He also discussed roadway lane markings and signage.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on May 22, 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 cashless tolling was implemented at the RFK Bridge on June 15th and that the Verrazano-Narrows Bridge (VNB) is next on July 8th. He also stated that TBTA provides nesting boxes for Peregrine Falcons that have taken up residence at the VNB, Throgs Neck (TNB) and Marine Parkway Bridges (MPB). TBTA has been part of the State Nesting Program for over 30 years and this year welcomes new falcon chicks - four at the VNB, two at TNB and four at MPB. Finally, Mr. Mulligan announced that this is his final TBTA Committee Meeting as the recently named President, Cedrick Fulton, will be joining TBTA in July and that he has decades of tolling and bridge and tunnel asset management experience. Mr. Mulligan expressed his appreciation for having had the opportunity to work with dedicated staff and he expressed his gratitude for the support that TBTA staff and this Committee provided to him during the transition.

Report on Operations

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

In April 2017, traffic was lower with 25.3 million crossings as compared to 25.5 million crossings in April 2016, which represents a 0.5% decrease; E-ZPass volume increased in April 2017 by 1.7% as compared to April 2016, while crossings using cash and other payment methods decreased by 14.0%; passenger car travel was at the same level as it was in April 2016 and other vehicle travel decreased 6.6%. Preliminary traffic figures for May 2017 are 1.5% lower than in May 2016. Memorial Day holiday weekend saw more than 4.0 million vehicles traveling through TBTA facilities, which represents a 5.27% decrease from the 2016 Memorial Day holiday weekend. Poor weekend weather contributed to the decline.

Safety Report

With regard to the Report on Safety for April 2017, Mr. Osnes stated that the 12 month average customer collision rate increased from 7.78 in March 2017 to 8.00 in April 2017, which is also higher than the April 2016 rate of 6.36. The 12 month average collision with injury rate for April 2017 remained the same at 1.09 when compared to March 2017. The injury collision rate, compared to March 2016, increased slightly from 1.03 to 1.09. Mr. Osnes stated that Safety and Health has assembled a multi-disciplinary management team consisting of Operations, Maintenance and Engineering and Construction to evaluate roadway conditions and recommend mitigations for conditions that may contribute to collisions. Issues were identified related to signage, line striping and traffic patterns and attention was focused on previously identified collision prone areas. During site visits, a total of 20 findings were made and 16 have been corrected. Corrective actions will

be monitored to determine the positive effects on traffic pattern and driver behavior.

Mr. DeCrescenzo stated that through April 2017, of the 5,160 summonses issued for speeding and other unsafe driving behaviors, 2,902 were issued for disobey traffic control device and unsafe lane changes which is up 28.3% from the same period last year. There has also been a 26.4% increase in total summonses issued and a 17.9% increase in arrests. In April 2017, 564 speeding summonses were issued compared to 704 in April 2016 and, in April 2017, 222 cellphone/electronic device use summonses were issued compared to 148 in April 2016. Finally, Mr. DeCrescenzo stated that additional steps have been taken regarding TBTA's collision reduction and safety plan. Weekly reviews of collisions by Operations, Maintenance, Engineering and Construction and Safety and Health are conducted with a focus on the previous weekend collision statistics and identifying collision locations, times of collisions, the apparent contributing factors and what mitigation measures were taken and/or can be taken. Monthly Collision Task Force meetings are held in addition to quarterly ACROBAT (Achieving Collision Reduction on Bridges and Tunnels) meetings that review collision trends and mitigation actions Authority-wide.

Presentation: Customer Safety – Additional Collision Data

Mr. Parisi discussed collision data for the past 12 months by type, factor and time of day. By type of collision, rear-end collisions were the highest at 54.5% and the factor cited in 43.3% of these collisions was following too closely. Driver inattention at 9.5% may be underrepresented because it is based on driver admission, witness statements or officer observation. The National Highway Safety Administration estimates that 25% to 30% of police reported collisions involve driver distraction. For time of day, midday has 28.6% of the collisions. While traffic volume declines during this period, vehicle speeds at some locations increase as the a.m. peak traffic breaks and temporary work zones are being created to facilitate off-peak construction work and maintenance. The mid-day period contributed 34.9% to the growth in accidents over the past 12 months. Overall, there was a 55% increase in collisions during the non-peak, midday and evening periods. As part of mitigation, TBTA will continue to address unsafe and dangerous driving behavior, deploy resources strategically and use variable message and fixed signs to alert drivers to the dangers of distracted driving and any hazards ahead. Work zones were reviewed, tapers were softened and barriers were adjusted to provide the safest possible merges and delineation will continue to be used to channelize lanes where a high number of collisions occurs from unsafe lane changes. Commissioner Vitiello asked whether any accidents occurred at the RFK Bridge-Manhattan Plaza while the toll plaza was being removed because when he was driving through he noticed that the signage was poor, traffic came to a complete stop and motorists were unsure about what lanes to use. Mr. Parisi responded that he would look into it.

Refer to the video recording of the meeting produced by the Metropolitan Transportation Authority and maintained in MTA records for the content of the statements made regarding this matter.

Mr. Osnes concluded his report by stating that the employee lost time injury rate increased slightly from 7.5 in March 2017 to 7.6 in April 2017, which is higher than the March 2016 rate of 5.4. The construction injury lost time rate decreased from 2.26 for March 2016 to 1.96 for April 2017. With regard to the employee lost time injury rate, several years of incident data are being reviewed based on population to determine trends specific to the type and cause of injury. Commissioner Zuckerman stated that since November 2015 the collision rate has increased to 38% while traffic has only increased by 3%. Commissioner Zuckerman also said that the statistics are unacceptable, the mitigation efforts are clearly not helping, ORT is not to blame because it came after this trend, and driver text messaging is not to blame because other municipalities are not experiencing the same level of increase. Commissioner Zuckerman requested that data be provided monthly that shows by facility and crossings the rise and fall of collision statistics on a more granular basis. Chairman Moerdler requested that the number of summonses issued for unsafe lane change, speeding and following too closely be added to that information. Mr. Mulligan agreed to provide the information.

Financial Report

Ms. Chua stated that the April 2017 year-to-date toll revenue was \$580.5 million, which is \$1.9 million or 0.3% below budget due to a greater number of lower tolled E-ZPass transactions compared to higher tolled

cash and Tolls by Mail transactions than initially forecast. Traffic year-to-date through April 2017 was 93.9 million crossings, which is 1.1% better than budget. Preliminary May 2017 traffic and revenue numbers are running below budget by about 3.3% and 1.5% for revenue and traffic, respectively. Based on preliminary analyses, the unfavorable revenue variance is due to a lower than average toll resulting from higher E-ZPass market shares. Total year-to-date expenses were \$150.7 million, which is \$10.7 million or 6.6% lower than budget. Labor costs were \$7.6 million or 7.8% lower than budget due to payroll vacancies. Non-Labor costs were lower than budget by about \$3.1 million or 4.8% due to timing of maintenance and other operating contracts. Overtime was over budget by \$0.4 million primarily due to the timing of reimbursement of costs for on-going work in the Capital Program. Total support to mass transit was \$345.4 million, which is \$25.1 million or 7.8% better than plan.

Presentation: Open Road Tolling (ORT) Toll Revenue

The ORT Toll Revenue Presentation, which included the E-ZPass Performance Report for April 2017, was discussed by Ms. Terry and Mr. Abrams. Ms. Terry explained the collection and enforcement process for Tolls by Mail customers who cross TBTA facilities without an E-ZPass tag as they constitute the vast majority of toll violators. An image of the license plate is taken, Department of Motor Vehicle (DMV) owner information is obtained, a toll bill is sent to the registered owner and the owner has 30 days to pay. If the owner fails to pay, a second toll bill is sent and the owner gets an additional 30 days to pay. If the owner fails to pay the second bill, a Notice of Violation is sent with either a \$100 violation fee per violation for the major crossings or a \$50 violation fee for the Henry Hudson Bridge (HHB), MPB and Cross Bay Bridge (CBB) crossings. The owner has 30 days to pay before the violations are referred to a collection agency. Under DMV's new regulation, TBTA can ask DMV to suspend vehicle registrations of owners who have three (3) or more unpaid tolls and violation fees for transactions on different days and for commercial vehicles that have \$200 or more in unpaid tolls or violation fees on or after January 20, 2016. License plate recognition cameras are used by TBTA officers and the State Police to match license plates of vehicles crossing TBTA facilities with the DMV list of registrations suspended for toll violations. Those vehicles are stopped, the drivers are summonsed and the vehicles are impounded.

Mr. Abrams discussed mitigation of potential toll evasion by encouraging E-ZPass usage through a strategic marketing program as each facility is converted to ORT. He also discussed E-ZPass market share by facility in 2016 and year-to-date through April 2017 and that the overall market share is near 88%. Commissioner Zuckerman asked whether variations by facility, such as the Bronx-Whitestone Bridge (BWB) which has a much lower market share than the Hugh Carey Tunnel (HCT), occur based on demographics. Mr. Abrams responded that demographically the Bronx crossings have lagged due to the prepaid nature of E-ZPass. Focus groups have been used to address that problem and there are alternative payment programs that have substantially increased the market share. Chairman Moerdler asked if trucks are a factor. Mr. Abrams responded truck traffic is high and has a remarkably high E-ZPass market share at the BWB, TNB and VNB. Commissioner Pally asked whether the E-ZPass market share accounts for all vehicles with E-ZPass tags that use TBTA facilities, whether the only discount that is given is to those who have E-ZPass transponders issued by the New York Customer Service Center (NYCSC), and what the percentages are at the facilities between NYCSC customers and others. Mr. Abrams responded that as to market share and toll discounts Commissioner Pally is correct and that the percentages between NYCSC and others vary by facility so that he would have to look into the breakdown of usage. Chairman Moerdler also asked for the percentage of truck E-ZPass accounts with the NYCSC. Mr. Abrams responded that he has those statistics as well but that the pattern was close to passenger cars. Mr. Abrams discussed the 2016 revenue at the HHB for 2016 by E-ZPass, Tolls by Mail and violation fees transacted, billed, collected and uncollected. Chairman Moerdler asked what impact trucks will have on revenue. Mr. Abrams stated that he is concerned but that he expects the collection rates to be similar to passenger vehicles. Finally, Mr. Mulligan introduced the final slide with a graph showing the first few months of ORT toll collection at the tunnels as ORT facilities and Mr. Abrams agreed that ORT revenue collection at the tunnels thus far is very similar to the HHB. Commissioner Vanterpool asked about progress with regard to DMV suspension reciprocity agreements. Mr. Mulligan stated that there was a discussion with New Jersey but there appears to be a statutory obstacle similar to the one that exists in Connecticut but that we will continue to

work through DMV to try to resolve these issues. Ms. Terry also stated that ongoing discussions are being held with Massachusetts and Pennsylvania and negotiations are underway on the underlying agreement but the practical details of how information will be transmitted are still being discussed.

A copy of the presentation is filed with the minutes of the TBTA Committee held this day and in the video recording of the meeting maintained in MTA records.

Capital Program Status Report

With regard to the Capital Program Status Report for May 2017, Mr. Keane stated that 23 commitments were made with a total value of \$103.0 million. Year to date 98 commitments have been made for a total value of \$394.1 million, which is approximately 75% of the \$527.7 million annual planned commitments. The \$394.1 million in commitments compares to a planned year-to-date amount of \$351.8 million. The most significant commitment made was the award of a design build contract to rehabilitate the substructures at the HHB for \$85.7 million. There were six (6) task level completions in May totaling \$393.5 million, which primarily consisted of several major completions at the VNB that included replacement of the upper level roadway deck and a new bus HOV ramp. Year to date approximately \$400 million in project completions have been made, which represents approximately 75% of the annual completion plan of \$527.4 million. There have been seven (7) task level closeouts totaling \$170,000 and year-to-date there have been 46 closeouts for \$88.7 million.

Procurements

For June 2017, Mr. Bajor stated that there are eight (8) procurements totaling \$40.037 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there are eight (8) competitive procurements totaling \$40.037 million, as follows:

There are two (2) competitively solicited awards: one is a miscellaneous service contract to Design, Upgrade and Maintain a Roadway Weather Information System in the negotiated amount of \$3,566,609 and the other is a personal service contract to provide Design and Construction Support Services for RK-20 Main Bridge Cable Inspection and Rehabilitation at the RFK Bridge in the negotiated amount of \$1,367,570. There are two (2) amendments: one is to a personal service contract to provide additional support and technical consulting services for toll collection and toll violation enforcement at all Authority facilities to support ORT in the not-to-exceed amount of \$2,000,000 and the other is a purchase contract for the License Plate Recognition System in order to strengthen safety, security and law enforcement efforts in the amount of \$1,626,235. There are four (4) public work modifications mainly associated with plaza transformation coordinated with ORT: 1) at the HCT for lighting and electrical power distribution upgrades and a quantity increase to the fire standpipe insulation in the negotiated amount of \$11,531,318; 2) at the Queens Midtown Tunnel (QMT) to fabricate furnish and install tower structures and provide milling and permanent paving of the Queens Plaza in the negotiated amount of \$9,800,000; 3) at the MPB and CBB to purchase long lead time lighting and electrical materials, as well to purchase two new transformers for the lift span in the negotiated amount of \$6,479,010.06 inclusive of \$2,000,000 to commence installation; and 4) at the RFK Bridge to fabricate furnish and install tower structures on the Manhattan Plaza and to construct foundations on the Bronx Plaza in the negotiated amount of \$3,665,502. The total amount committed for these modifications is \$35.102 million. Chairman Moerdler asked when was the last time SAI (significant adverse information) regarding a contractor was not waived. Mr. Bajor and Ms. Terry responded that TBTA has an extensive database on these matters and that they would look into it.

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

Miscellaneous Procurement Contracts

| | | |
|---------------|---|----------------|
| Vaisala, Inc. | Contract No. 16-MNT-2956 | \$3,566,609.00 |
| | TBTA is seeking Board approval in accordance with the All Agency General Contract Procurement Guidelines to award a competitively solicited miscellaneous procurement contract to Design, Upgrade and Maintain a Roadway Weather Information System (RWIS). | |

Personal Service Contracts

| | | |
|------------------------------|---|----------------|
| Ammann Whitney/Parsons JV | & Contract No. PSC-16-2999 | \$1,367,570.00 |
| | TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract to provide Design and Construction Support Services for RK-20 Main Bridge Cable Inspection and Rehabilitation at the Robert F. Kennedy Bridge (RFK). | |

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

| | | |
|--|---|----------------|
| Jacobs Civil Consultants, Inc. Atkins, P.A. d/b/a Atkins Architecture and Engineering | Contract Nos. PSC-13-2941A PSC-13-2941B | \$2,000,000.00 |
| | TBTA is seeking Board Approval in accordance with the All Agency Service Contract Procurement Guidelines to amend the personal service contracts in order to provide additional support and technical consulting services in toll collection and toll violation enforcement at all of the Authority's facilities. | |

Modifications to Purchase and Public Works Contracts

| | | |
|---------------------------------|--|-----------------|
| Tully Construction Co., Inc. | Contract No. BB-28S | \$11,531,318.00 |
| | TBTA 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: furnish and install electrical and LED lighting upgrades at the Manhattan and Brooklyn Plazas to modernize the plazas and coordinate with the new Open Road Tolling (ORT) gantries and furnish and install additional fire standpipe insulation. | |

| | | |
|--|--|----------------|
| Judlau Contracting, Inc. | Contract No. QM-40S TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works contract to fabricate, furnish and install architectural enhancements that include tower structures to modernize the plazas and coordinate with the new Open Road Tolling (ORT) gantries; and provide paving services. | \$9,800,000.00 |
| Kiska Construction, Inc. | Contract No. MP-03/MP-16 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a public works contract for long lead time LED lighting materials to modernize the plazas' appearances, including the new towers to coordinate with the Open Road Tolling (ORT) gantries and related equipment for the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB) and to purchase two (2) transformers for the rehabilitation of the MPB lift span. | \$6,479,010.06 |
| 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 to install foundations, paint gantry pipes, fiber optic integration and fabricate, furnish and install tower structures as architectural enhancements of the Open Road Tolling (ORT) gantries at the Manhattan Plaza of the RFK Bridge. | \$3,665,502.00 |
| Selex ES, Inc. (d/b/a ELSAG North America) | Contract No. PO 3000002520 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a purchase contract to continue the procurement of Selex's proprietary advanced License Plate Recognition System (LPRS) to strengthen safety, security and law enforcement efforts in accordance with the terms and conditions of the New York State Office of General Services (NYSOGS) Contract PC66814. | \$1,626,235.00 |

Mr. Bajor stated that there are no ratifications.

Adjournment

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

Respectfully submitted,

A handwritten signature in blue ink that reads "Julia R. Christ". The signature is written in a cursive, flowing style.

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

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

June 2018

No items scheduled.

July 2018

No items scheduled.

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

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.

MAY 2018 (cont'd)**Diversity Report – 1st Quarter 2018**

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

JUNE 2018

No items scheduled.

JULY 2018

No items scheduled.



Bridges and Tunnels

Report on Operations May 2017



MTA Bridges and Tunnels May 2017 Traffic Trends

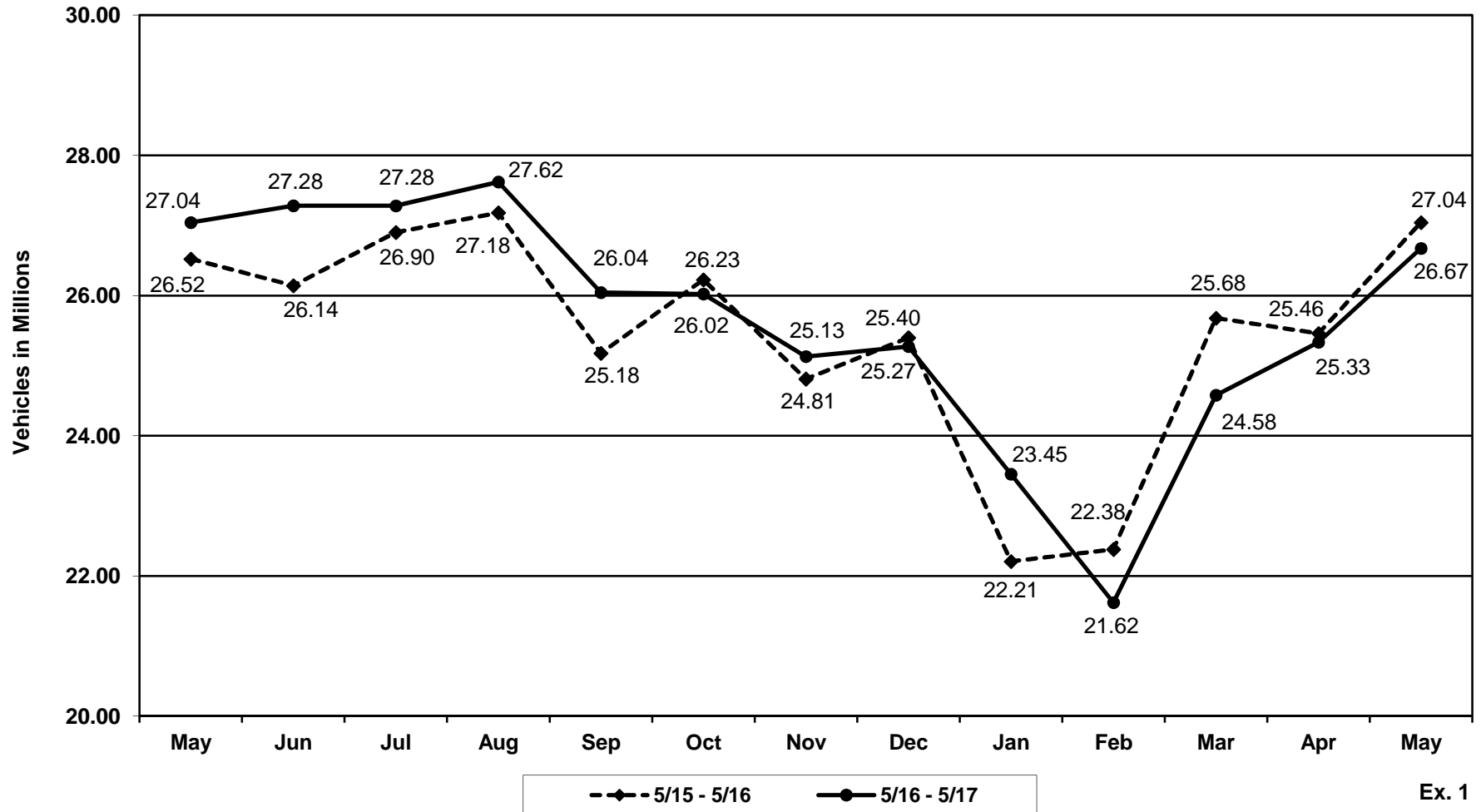
Summary

Traffic was lower on a year-to-year basis, with 26.7 million crossings this month vs. 27.0 million crossings in May 2016 (Exhibit 1).

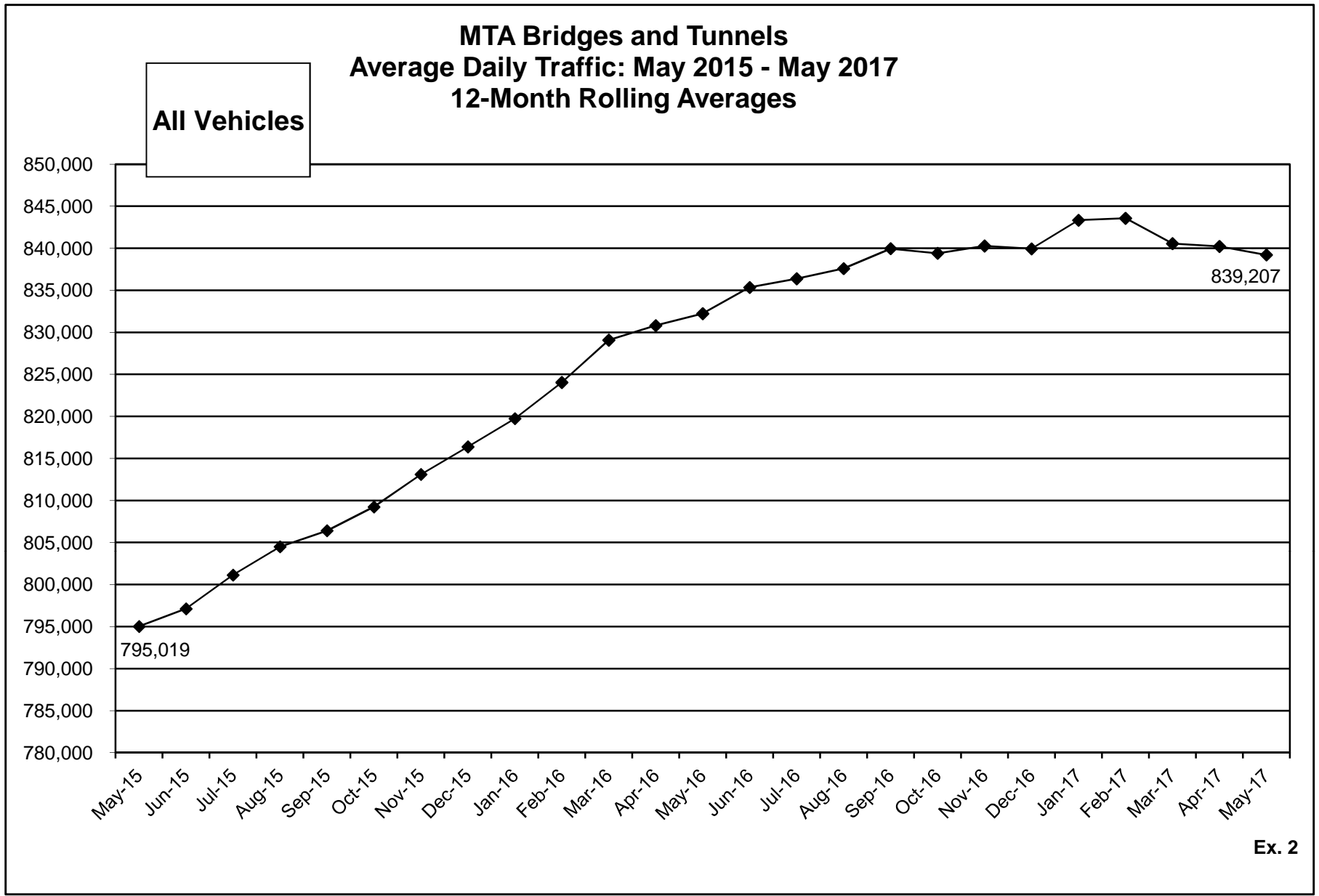
Rainfall this year was 6.0 inches compared to 3.9 inches last year. Gas prices averaged \$2.51 per gallon this May, which was \$0.18 more than last year at this time.

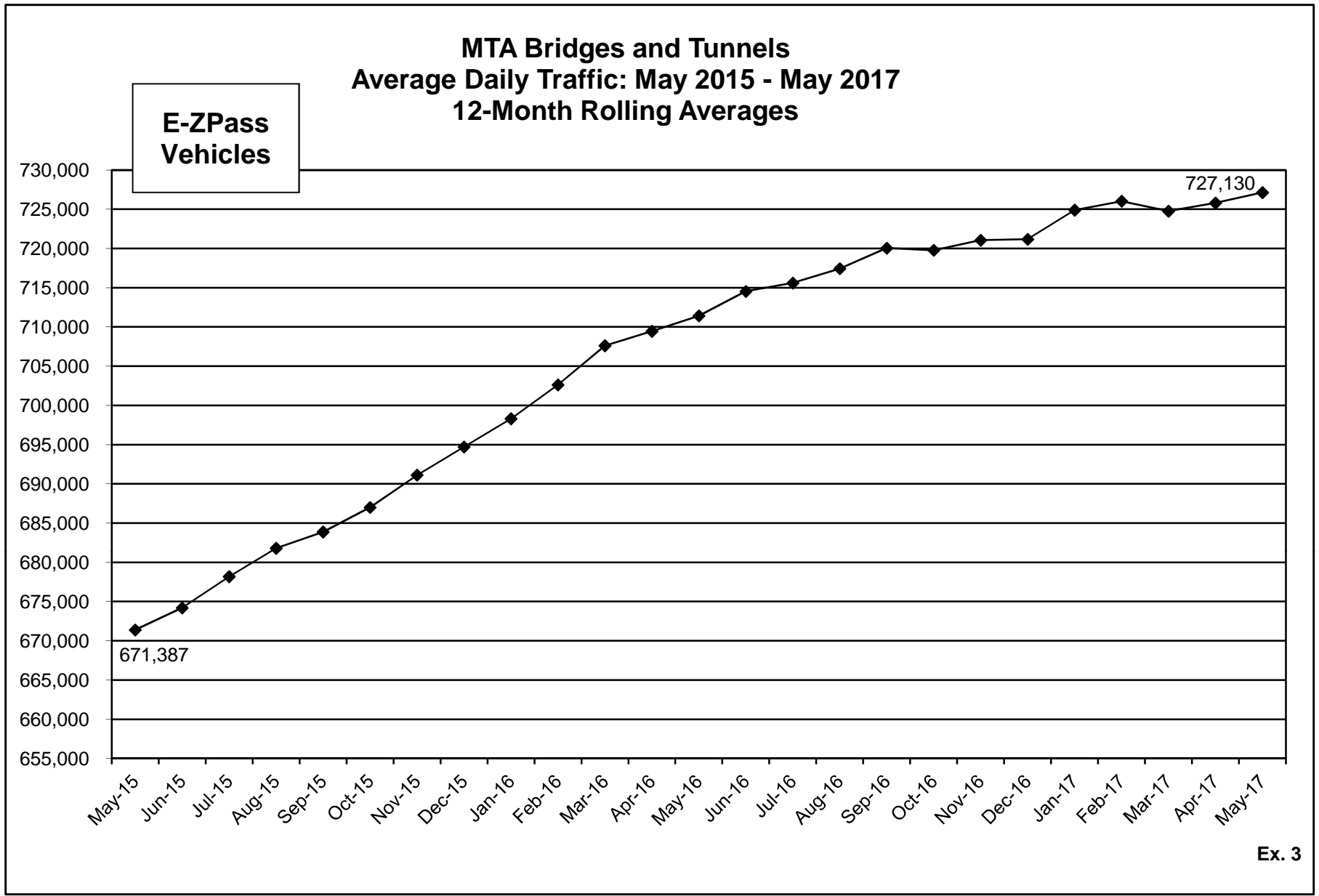
E-ZPass volume increased in May by 2.1% compared to the same month in 2016 and crossings using cash and other payment methods declined by 22.3% (Exhibit 7). Passenger car travel declined by 1.6% and other vehicle travel increased 1.4% from May of 2016 (Exhibit 8).

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



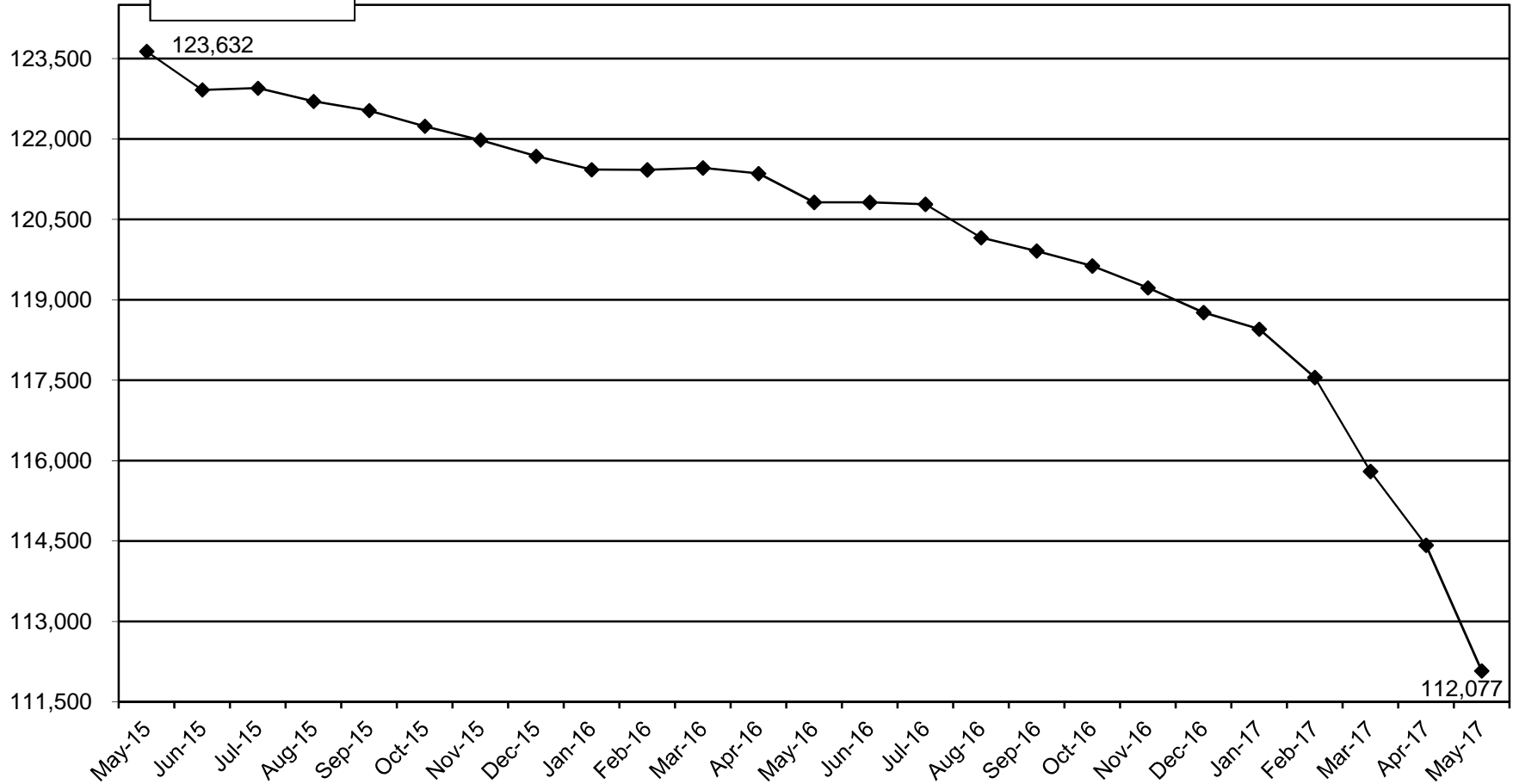
Ex. 1





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

Cash
Vehicles*

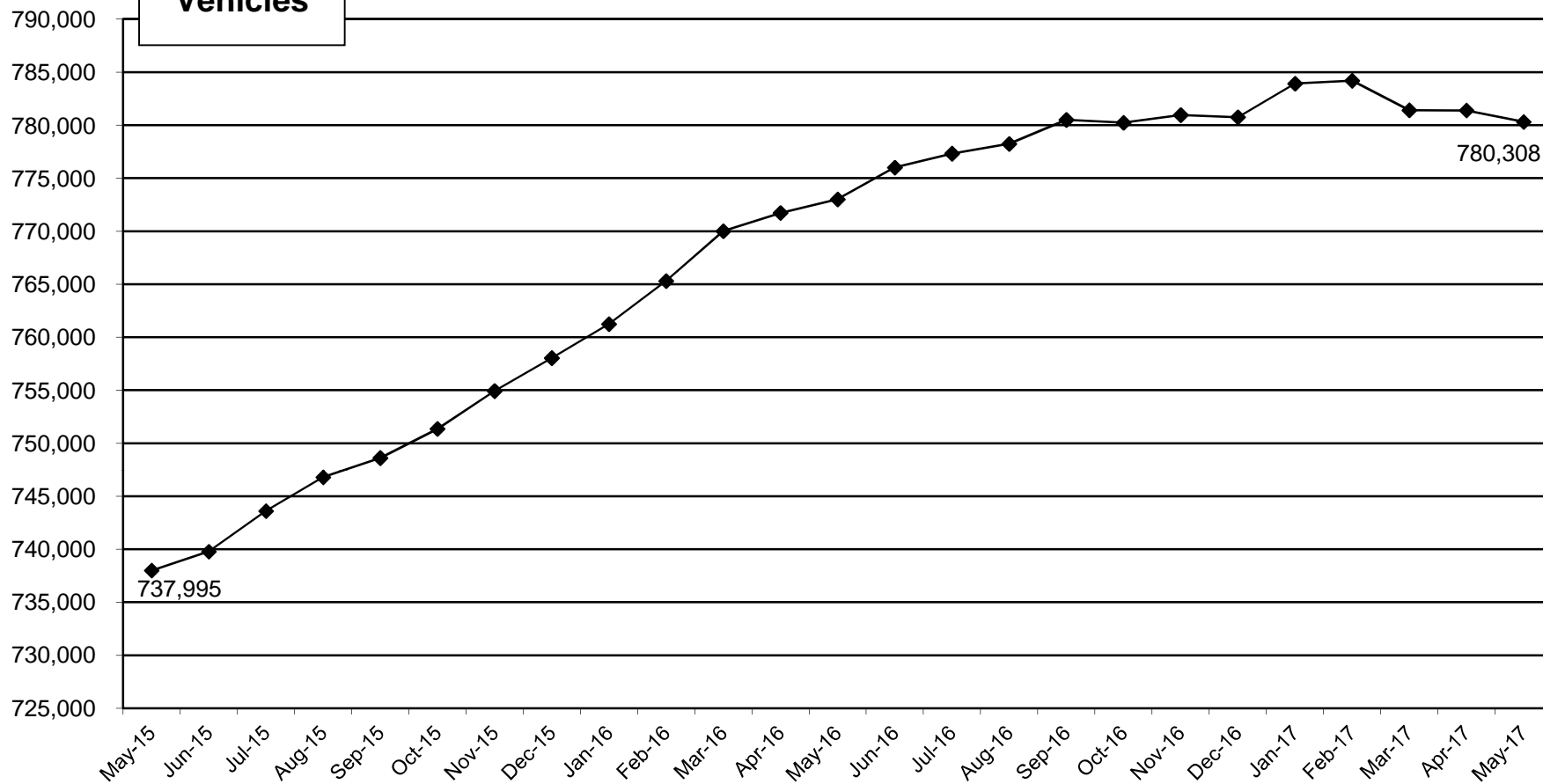


*Includes token, ticket and Tolls by Mail transactions.

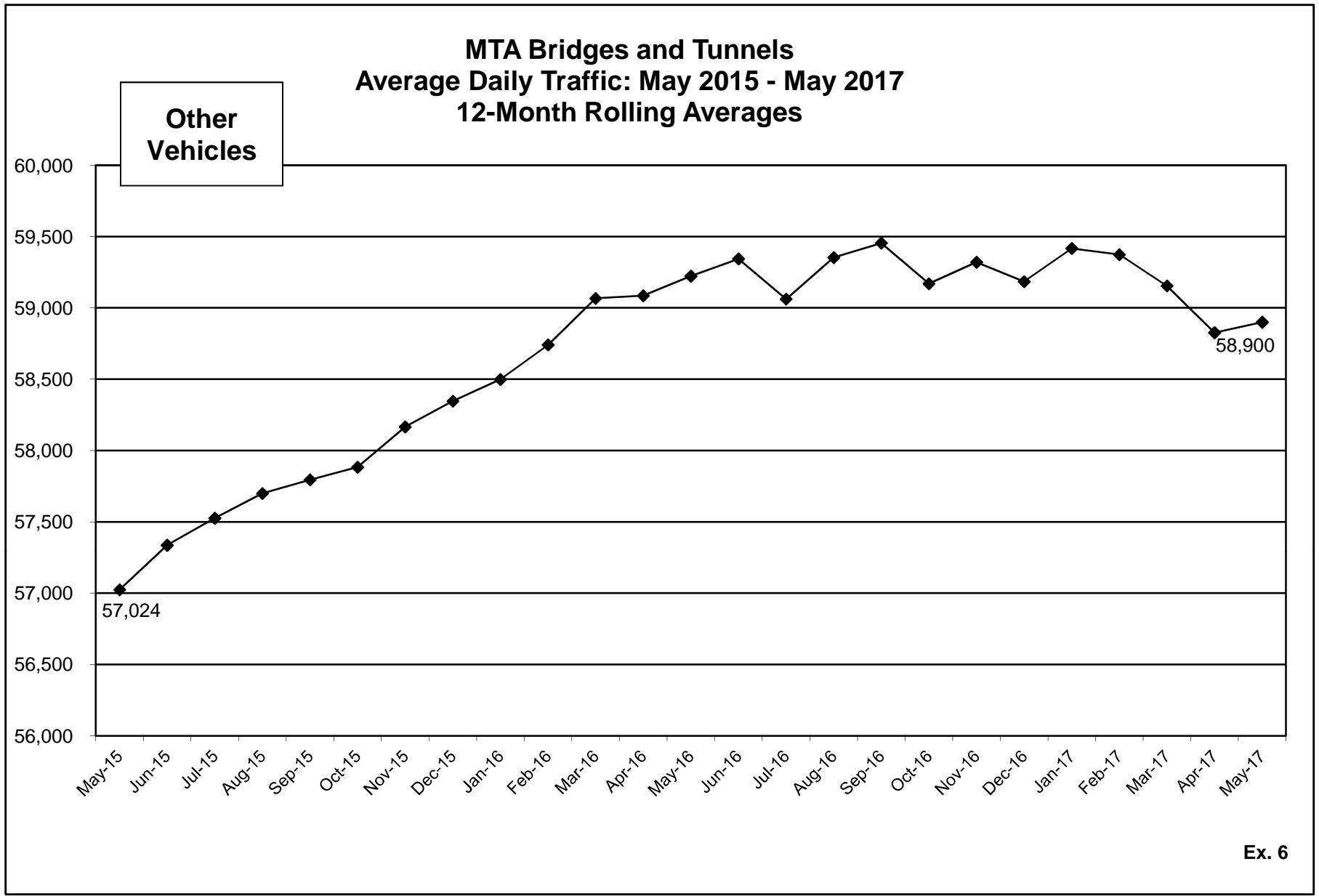
Ex. 4

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

Passenger
Vehicles



Ex. 5



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

| Corridor | Toll Media | May ⁽¹⁾ | 3 Months ⁽²⁾ (Mar-May) | 6 Months ⁽³⁾ (Dec-May) | 9 Months ⁽⁴⁾ (Sep-May) | 12 Months ⁽⁵⁾ (Jun-May) |
|---|-------------------------------------|--------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | -1.4% | -2.0% | -0.3% | 0.3% | 0.8% |
| | E-ZPass | 2.1% | 0.6% | 1.7% | 1.8% | 2.2% |
| | Cash/Tolls by Mail ⁽⁶⁾ | -22.3% | -18.3% | -12.7% | -9.4% | -7.2% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -1.0% | -1.0% | 1.2% | 1.9% | 2.2% |
| | E-ZPass | 3.0% | 2.3% | 3.7% | 4.0% | 4.0% |
| | Cash ⁽⁶⁾ | -18.5% | -15.5% | -9.9% | -7.1% | -5.4% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | -7.7% | -8.1% | -6.5% | -6.2% | -4.9% |
| | E-ZPass | -3.7% | -4.8% | -3.8% | -4.3% | -3.3% |
| | Cash/Tolls by Mail ^(6,7) | -38.5% | -33.7% | -27.1% | -21.6% | -17.2% |
| Verrazano-Narrows Bridge | Total Vehicles | 2.5% | 1.0% | 2.7% | 3.5% | 3.8% |
| | E-ZPass | 4.5% | 2.5% | 4.0% | 4.6% | 4.9% |
| | Cash ⁽⁶⁾ | -10.6% | -9.4% | -6.1% | -3.9% | -3.0% |
| Henry Hudson Bridge | Total Vehicles | 4.7% | 3.6% | 3.7% | 4.3% | 4.3% |
| | E-ZPass | 5.6% | 4.0% | 3.9% | 4.4% | 4.4% |
| | Tolls By Mail | -9.9% | -3.2% | 0.9% | 3.0% | 2.9% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 1.0% | -0.9% | 0.4% | 0.5% | 1.5% |
| | E-ZPass | 8.8% | 3.0% | 2.8% | 2.2% | 2.9% |
| | Cash ^(6,7) | -53.6% | -29.6% | -17.7% | -12.5% | -7.8% |

(1) May 2017 vs. May 2016.

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

(3) December 2016 to May 2017 vs. December 2015 to May 2016.

(4) September 2016 to May 2017 vs. September 2015 to May 2016.

(5) June 2016 to May 2017 vs. June 2015 to May 2016.

(6) Includes tokens and tickets.

(7) Tolls by Mail was implemented at Hugh L. Carey Tunnel on January 4th, Queens Midtown Tunnel on January 10th, Marine Parkway Bridge and Cross Bay Bridge on April 30th.

Ex. 7

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

| Corridor | Vehicle Type | May ⁽¹⁾ | 3 Months ⁽²⁾ (Mar-May) | 6 Months ⁽³⁾ (Dec-May) | 9 Months ⁽⁴⁾ (Sep-May) | 12 Months ⁽⁵⁾ (Jun-May) |
|---|----------------|--------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | -1.4% | -2.0% | -0.3% | 0.3% | 0.8% |
| | Passenger | -1.6% | -2.0% | -0.2% | 0.4% | 0.9% |
| | Other | 1.4% | -3.1% | -1.5% | -1.0% | -0.5% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -1.0% | -1.0% | 1.2% | 1.9% | 2.2% |
| | Passenger | -1.3% | -0.9% | 1.3% | 2.1% | 2.4% |
| | Other | 2.4% | -1.7% | 0.2% | 0.6% | 1.0% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel | Total Vehicles | -7.7% | -8.1% | -6.5% | -6.2% | -4.9% |
| | Passenger | -8.0% | -8.1% | -6.5% | -6.3% | -4.9% |
| | Other | -3.0% | -7.4% | -6.3% | -6.1% | -5.5% |
| Verrazano-Narrows Bridge | Total Vehicles | 2.5% | 1.0% | 2.7% | 3.5% | 3.8% |
| | Passenger | 2.5% | 1.1% | 2.8% | 3.6% | 3.9% |
| | Other | 2.7% | -1.2% | 1.2% | 1.8% | 2.2% |
| Henry Hudson Bridge | Total Vehicles | 4.7% | 3.6% | 3.7% | 4.3% | 4.3% |
| | Passenger | 4.7% | 3.7% | 4.0% | 4.5% | 4.5% |
| | Other | 0.9% | -9.5% | -17.9% | -13.6% | -9.5% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | 1.0% | -0.9% | 0.4% | 0.5% | 1.5% |
| | Passenger | 0.6% | -0.8% | 0.5% | 0.6% | 1.6% |
| | Other | 8.2% | -1.8% | -1.3% | -1.6% | -0.8% |

(1) May 2017 vs. May 2016.

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

(3) December 2016 to May 2017 vs. December 2015 to May 2016.

(4) September 2016 to May 2017 vs. September 2015 to May 2016.

(5) June 2016 to May 2017 vs. June 2015 to May 2016.

Ex. 8

Supplemental Data Page for the Report on Operations

| Traffic & Average Gas Price ¹ | | | Weather ² | | | |
|--|-------------------|---------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 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 | 23,452,652 | \$2.54 | 40 | 3.9 | 10.1 | 15 |
| Feb-17 | 21,620,767 | \$2.49 | 43 | 1.9 | 10.3 | 6 |
| Mar-17 | 24,579,095 | \$2.44 | 41 | 4.7 | 9.8 | 10 |
| Apr-17 | 25,334,978 | \$2.52 | 58 | 4.1 | - | 12 |
| May-17 | 26,672,515 | \$2.51 | 63 | 6.0 | - | 12 |

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

| Traffic & Gas Monthly Inc/(Dec) | | | Weather Monthly Inc/(Dec) | | | |
|---------------------------------|----------------|------------|--------------------------------|--------------------|------------------------|-------------------------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Precipitation Days</u> |
| 2016 vs. 2015 | | | | | | |
| 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 | 1,245,792 | \$0.49 | 4 | (0.3) | (19) | 8 |
| February | (758,678) | \$0.59 | 4 | (2.5) | 5 | (7) |
| March | (1,098,912) | \$0.51 | (8) | 3.4 | 8 | (1) |
| April | (125,084) | \$0.35 | 5 | 2.4 | - | 1 |
| May | (369,044) | \$0.18 | (1) | 2.1 | - | 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

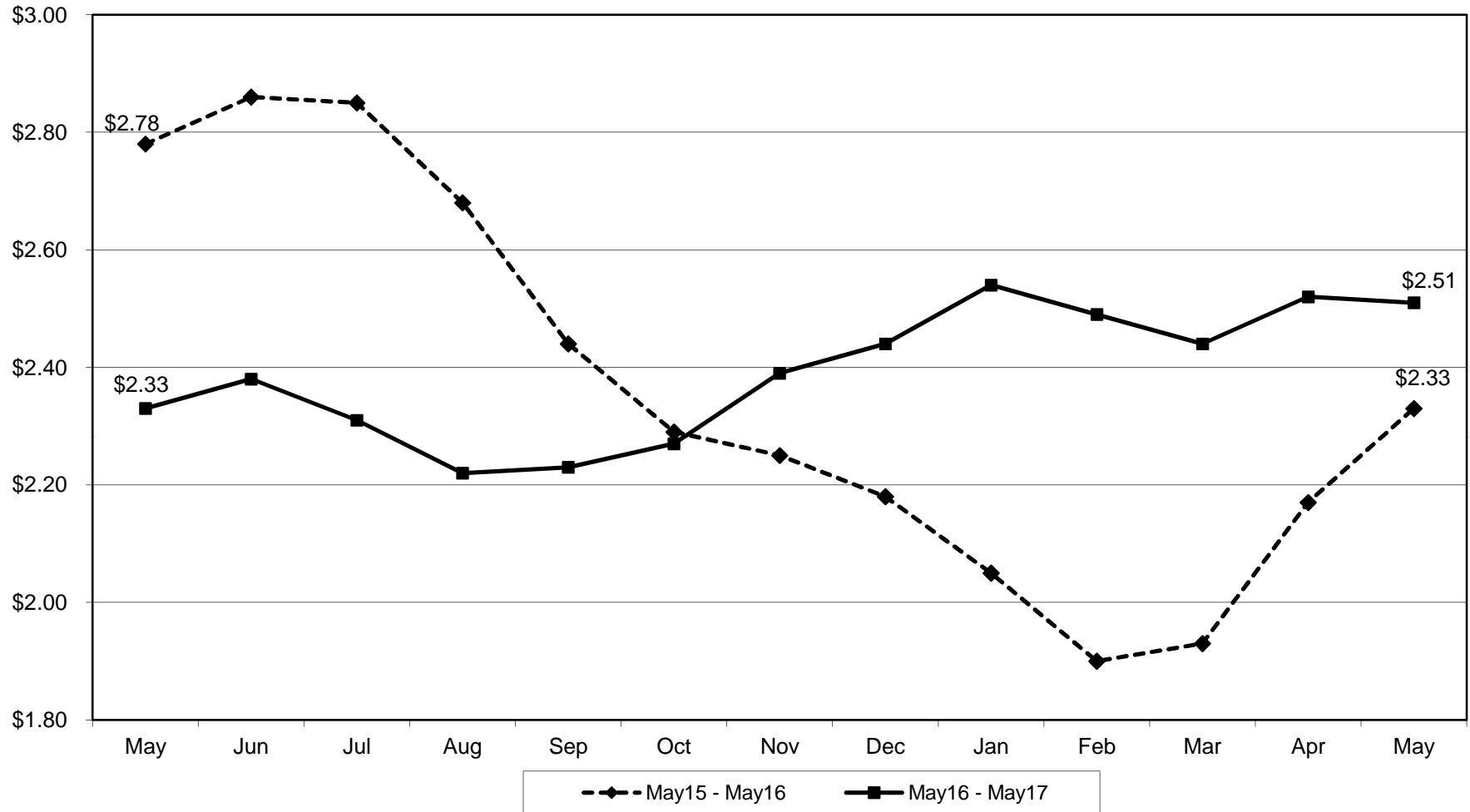
| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Cash²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------|---------------------------------|----------------|-------------------------|------------------|---------------|
| May-15 | 795,019 | 671,387 | 123,632 | 737,995 | 57,024 |
| Jun-15 | 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 | 843,340 | 724,889 | 118,451 | 783,923 | 59,417 |
| Feb-17 | 843,572 | 726,022 | 117,550 | 784,199 | 59,373 |
| Mar-17 | 840,561 | 724,763 | 115,798 | 781,406 | 59,155 |
| Apr-17 | 840,218 | 725,798 | 114,420 | 781,392 | 58,826 |
| May-17 | 839,207 | 727,130 | 112,077 | 780,308 | 58,900 |

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** **May 2015 - May 2017**





Bridges and Tunnels

Safety Report May 2017



Safety Report

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

| Performance Indicator | | | | |
|---|----------------------|----------------------|----------------------|--|
| Performance Indicator | 12-Month Average | | | |
| | June 2014 - May 2015 | June 2015 - May 2016 | June 2016 - May 2017 | |
| Customer Collisions Rate for Bridge Customers per Million Vehicles | 5.64 | 6.63 | 8.16 | |
| Customer Injury Collisions Rate for Bridge Customers per Million Vehicles | 0.94 | 0.97 | 1.06 | |
| Employee Accident Reports | 266 | 242 | 293 | |
| Employee Lost Time Injuries Rate per 200,000 worker hours | 5.1 | 5.6 | 7.9 | |
| Construction Injuries per 200,000 worker hours | 3.13 | 2.34 | 1.77 | |

| Leading Indicators | | | | |
|---|------|----------|------|--------------|
| Roadway Safety | 2016 | | 2017 | |
| | May | Year End | May | Year to Date |
| Workforce Development (# of Participants) | 150 | 740 | 73 | 224 |
| Fleet Preventative Maintenance Insp. | 120 | 1281 | 137 | 598 |
| Safety Taskforce Inspections | 1 | 13 | 0 | 4 |
| Construction Safety | May | Year End | May | Year to Date |
| Construction Safety Inspections | 369 | 4161 | 349 | 1551 |
| Fire Safety | May | Year End | May | Year to Date |
| Fire Code Audits Completed | 1 | 13 | 2 | 5 |
| FDNY Liaison Visits | 2 | 25 | 6 | 17 |

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.

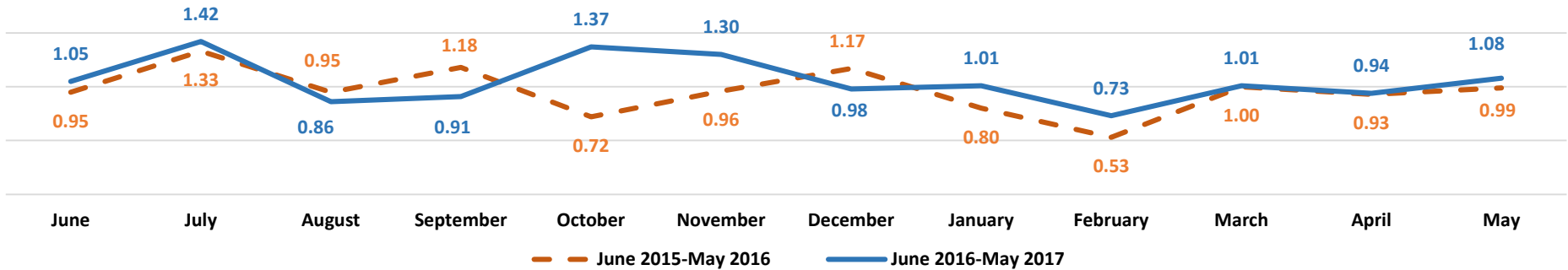
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

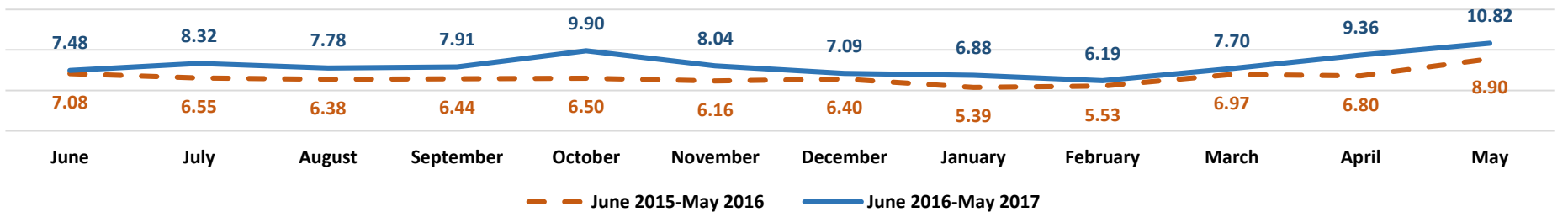


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

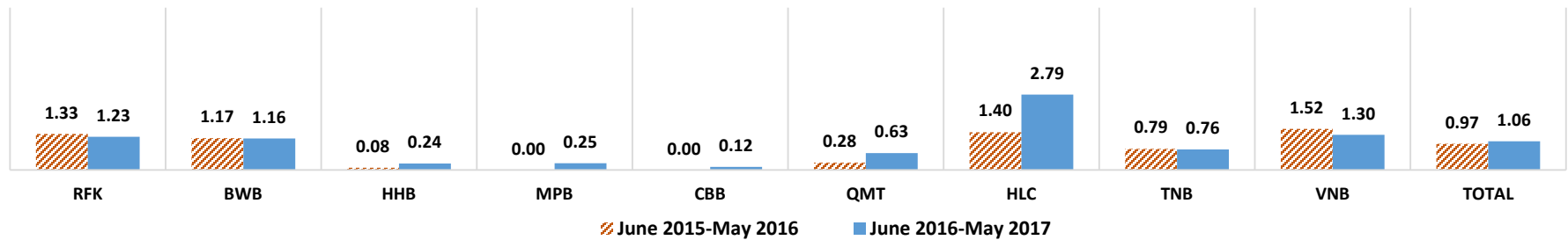




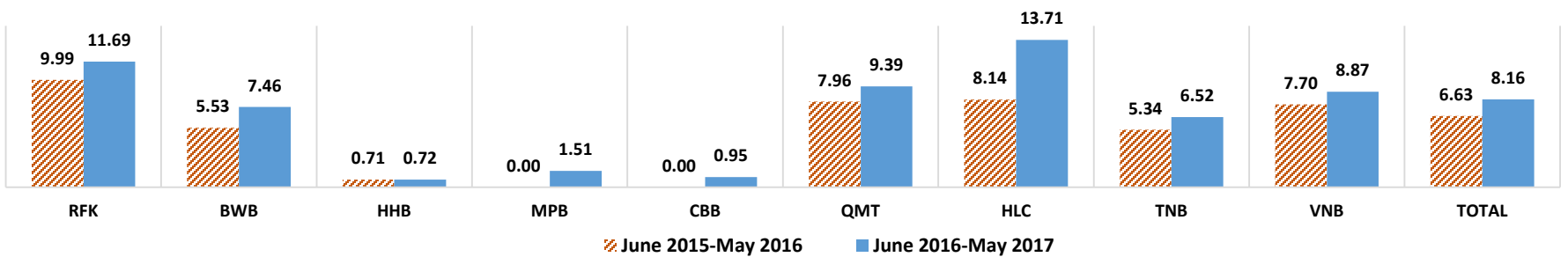
Collision Rates by Facility

Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Bridges and Tunnels

E-ZPass Performance Report May 2017



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

| E-ZPass Performance at All B&T Facilities | | | |
|--|------------|--------------|------------|
| | May 2017 | Year to Date | May 2016 |
| Total E-ZPass Traffic ¹ | 23,700,906 | 107,134,656 | 23,214,867 |
| E-ZPass Market Share: Total | 88.9% | 88.1% | 85.8% |
| Cars | 88.5% | 87.6% | 85.3% |
| Trucks | 93.7% | 93.6% | 93.0% |

| Weekday E-ZPass Performance by Facility² | | | |
|--|---|----------------------|----------------------|
| Facility | May Average E-ZPass Weekday Traffic and Market Share | | |
| | 2017 Average Traffic | 2017 Market Share | 2016 Market Share |
| Bronx-Whitestone Bridge | 110,227 | 85.2% | 82.6% |
| Cross Bay Veterans Memorial Bridge | 23,478 | 94.0% | 87.6% |
| Henry Hudson Bridge | 73,540 | 95.2% | 94.6% |
| Hugh L. Carey Tunnel | 52,999 | 95.8% | 91.6% |
| Marine Parkway-Gil Hodges Memorial Bridge | 23,143 | 95.5% | 90.5% |
| Queens Midtown Tunnel | 74,862 | 95.3% | 91.1% |
| Robert F. Kennedy Bridge - Bronx Plaza | 70,895 | 85.0% | 80.6% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 84,219 | 90.0% | 87.6% |
| Throgs Neck Bridge | 107,506 | 88.1% | 86.5% |
| Verrazano-Narrows Bridge ¹ | <u>183,227</u> | <u>89.9%</u> | <u>88.7%</u> |
| All Facilities ¹ | 804,096 | 90.1% | 87.6% |

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
May 2017
Preliminary data subject to final audit

| Weekday Peak Hour E-ZPass Performance by Facility³ | | | | |
|--|--------------------------|-----------------|-----------------|-----------------|
| Facility | May E-ZPass Market Share | | | |
| | 2017 AM Peak | 2016 AM Peak | 2017 PM Peak | 2016 PM Peak |
| Bronx-Whitestone Bridge | 89.5% | 87.8% | 86.5% | 83.9% |
| Cross Bay Veterans Memorial Bridge | 96.0% | 91.6% | 93.5% | 88.0% |
| Henry Hudson Bridge | 97.0% | 96.4% | 95.3% | 95.0% |
| Hugh L. Carey Tunnel | 97.1% | 94.9% | 95.9% | 91.4% |
| Marine Parkway-Gil Hodges Memorial Bridge | 96.8% | 93.2% | 95.2% | 90.5% |
| Queens Midtown Tunnel | 96.1% | 93.4% | 95.2% | 91.5% |
| Robert F. Kennedy Bridge - Bronx Plaza | 89.3% | 85.8% | 85.7% | 81.7% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 92.4% | 90.3% | 89.4% | 88.6% |
| Throgs Neck Bridge | 91.7% | 90.9% | 89.2% | 86.9% |
| Verrazano-Narrows Bridge ⁴ | N/A | N/A | 92.5% | 91.3% |
| All Facilities | 93.1% | 91.0% | 91.1% | 88.6% |

| Weekend E-ZPass Performance by Facility | | | |
|--|---|----------------------|----------------------|
| Facility | May Average E-ZPass Weekend Traffic and Market Share | | |
| | 2017 Avg. Traffic | 2017 Market Share | 2016 Market Share |
| Bronx-Whitestone Bridge | 98,236 | 79.5% | 75.7% |
| Cross Bay Veterans Memorial Bridge | 18,031 | 91.2% | 81.3% |
| Henry Hudson Bridge | 65,213 | 92.9% | 91.8% |
| Hugh L. Carey Tunnel | 34,298 | 93.2% | 87.3% |
| Marine Parkway-Gil Hodges Memorial Bridge | 17,780 | 93.8% | 86.0% |
| Queens Midtown Tunnel | 41,048 | 92.7% | 86.8% |
| Robert F. Kennedy Bridge - Bronx Plaza | 61,441 | 78.9% | 73.5% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 70,056 | 85.2% | 82.7% |
| Throgs Neck Bridge | 106,727 | 83.4% | 80.6% |
| Verrazano-Narrows Bridge ¹ | <u>163,660</u> | 85.0% | 83.0% |
| All Facilities ¹ | 676,490 | 85.2% | 81.8% |

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
May 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 | May 2017 Total B&T E-ZPass Transactions | May 2017 Percentage of B&T Total Transactions | May 2016 Percentage of B&T Total Transactions |
| New York State Thruway Authority ⁶ | 2,055,626 | 8.72% | 8.31% |
| Port Authority of NY and NJ | 1,275,106 | 5.41% | 5.23% |
| New Jersey Toll Agencies ⁷ | 1,189,985 | 5.05% | 5.15% |
| Massachusetts Turnpike Authority ⁸ | 170,619 | 0.72% | 0.63% |
| Pennsylvania Turnpike Commission | 116,938 | 0.50% | 0.46% |
| Maryland Transportation Authority | 47,795 | 0.20% | 0.19% |
| Virginia Department of Transportation ⁹ | 41,656 | 0.18% | 0.16% |
| New Hampshire Department of Transportation | 18,533 | 0.08% | 0.08% |
| Delaware Department of Transportation | 19,596 | 0.08% | 0.08% |
| Other ¹⁰ | <u>58,705</u> | <u>0.25%</u> | <u>0.23%</u> |
| Total | 4,994,559 | 21.18% | 20.50% |

| Other Agency B&T E-ZPass Transactions | | | |
|--|----------------|------------------|----------------|
| Agency Used By B&T Customers | May 2017 | YTD 2017 | May 2016 |
| New York State Thruway Authority ⁶ | 3,125,392 | 13,437,570 | 3,031,323 |
| Port Authority of NY and NJ | 3,981,902 | 17,552,838 | 3,724,375 |
| New Jersey Toll Agencies ⁷ | 6,743,485 | 29,520,386 | 6,456,536 |
| New York State Bridge Authority | 313,375 | 1,310,830 | 302,173 |
| Massachusetts Turnpike Authority ⁸ | 772,642 | 3,197,363 | 666,372 |
| Pennsylvania Turnpike Commission | 365,225 | 1,413,108 | 360,717 |
| Maryland Transportation Authority | 444,476 | 1,922,216 | 425,197 |
| Virginia Department of Transportation ⁹ | 223,063 | 1,001,627 | 218,039 |
| New Hampshire Department of Transportation | 125,919 | 507,525 | 120,381 |
| Delaware Department of Transportation | 323,660 | 1,300,663 | 314,880 |
| Other ¹⁰ | <u>429,265</u> | <u>1,718,664</u> | <u>452,105</u> |
| Total | 16,848,404 | 72,882,790 | 16,072,098 |

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
May 2017
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

| MTA Bridges and Tunnels Customers | | | | |
|---|---------------|---------------|---------------|--|
| | May 2017 | YTD 2017 | YTD 2016 | |
| Accounts Opened: | | | | |
| Internet | 14,824 | 59,021 | 37,126 | |
| Walk-In | 4,231 | 18,043 | 12,680 | |
| Mail | 457 | 1,829 | 1,386 | |
| On-The-Go | <u>12,514</u> | <u>51,464</u> | <u>45,718</u> | |
| Total Accounts Opened | 32,026 | 130,357 | 96,910 | |
| Total Active Accounts | | 3,214,041 | 2,980,578 | |
| Number of E-ZPass Tags Issued ¹¹ | 71,106 | 309,173 | 234,596 | |
| Total Active Tags ¹² | | 5,049,908 | 4,740,061 | |
| Total Reload Cards Distributed | 3,261 | 166,413 | 159,842 | |
| Reload Card % of Cash Replenishments | 18.7% | 17.8% | 17.0% | |

| Customer Service Indicators | | | | |
|--|----------------|------------------|------------------|--|
| | May 2017 | YTD 2017 | YTD 2016 | |
| Phone Calls Answered by Customer Service Center: | | | | |
| Customer Service Representatives | 355,095 | 1,540,558 | 1,311,824 | |
| Automated System | <u>772,814</u> | <u>3,531,994</u> | <u>2,865,252</u> | |
| Total Phone Calls Answered | 1,127,909 | 5,072,552 | 4,177,076 | |
| Average Phone Call Waiting Time (in min.): | | | | |
| General Call Unit | 0.11 | 0.12 | 0.14 | |
| Commercial Call Unit | 0.24 | 0.22 | 0.32 | |
| Avg. Monthly B&T E-ZPass Trips Per Account | 5.85 | 5.40 | 5.65 | |
| Average Number of Active Tags Per Account | 1.57 | 1.57 | 1.59 | |

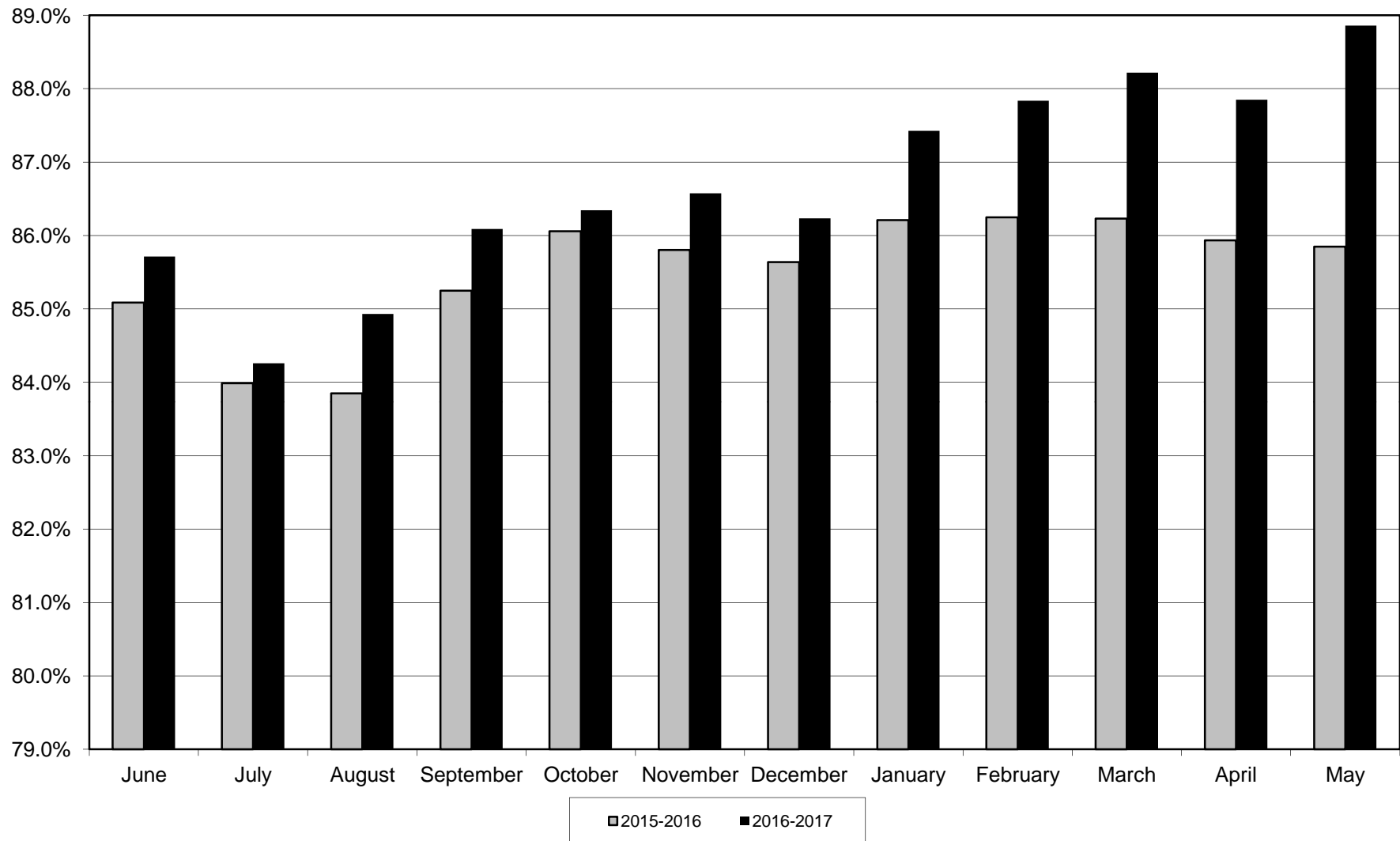
| E-ZPass Tag Replacement Program | | | | |
|--|----------|----------|-----------|--|
| | May 2017 | YTD 2017 | 2011-2017 | |
| Number of Replacement Tags Mailed | 10,933 | 50,068 | 2,008,027 | |
| Number of Tags Returned ¹³ | 10,126 | 44,499 | 1,968,718 | |
| Number of Tags Pending Return | N/A | N/A | 39,309 | |

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
June 2015 through May 2017**





Bridges and Tunnels

Financial Report May 2017



MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of May 31, 2017**

(in thousands)

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

| | |
|--|---------|
| Cash-Unrestricted | 21,539 |
| Investments: | |
| Unrestricted | 124,944 |
| Restricted | 742,298 |
| Accrued interest receivable | 1,281 |
| Accounts receivable | - |
| Less allowance for insurance recovery | -37,825 |
| Tolls due from other agencies | 34,202 |
| Due (to)/from MTA - change in fair value of derivative | -14,413 |
| Prepaid expenses | 4,690 |
| | <hr/> |
| Total current assets | 876,717 |

NONCURRENT ASSETS:

| | |
|---|-----------|
| Investments: | |
| Restricted | 16 |
| Insurance recovery receivable | 126,325 |
| Facilities, less acc.dep of \$1,636,781 | 5,365,121 |
| Capital lease 2 Broadway net acc. dep. | 39,498 |
| Derivative Hedge Assets | 3,564 |
| Security Deposits | - |
| | <hr/> |
| Total noncurrent assets | 5,534,523 |

TOTAL ASSETS:

6,411,240**DEFERRED OUTFLOWS OF RESOURCES:**

| | |
|---|---------|
| Deferred outflows of resources related to Pension | 123,415 |
| Accumulated decreases in fair value of derivative instruments | 176,358 |
| Defeasance costs | 255,939 |
| | <hr/> |

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

555,712**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

6,966,952

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of May 31, 2017
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

| | |
|--|----------------|
| Current portion-long term debt | 217,250 |
| Interest Payable | 25,358 |
| Accounts Payable | 139,928 |
| Accrued Pension Payable | 7,258 |
| Payable to MTA-CAP | 183,337 |
| Due to MTA-Operating Expenses | 4,891 |
| Due to NYCTA-Operating Expenses | 856 |
| Accrued salaries | 24,129 |
| Accrued Vac & Sick Benefits | 17,451 |
| Current portion of estimated liability arising from injury | 3,919 |
| Current portion of capital lease obligation | - |
| Pollution remediation projects | 1,829 |
| Due to New York City Transit Authority | 42,329 |
| Due to Metropolitan Transportation Authority | 56,445 |
| Unredeemed Tolls | 131,542 |
| Tolls due to other agencies | 50,293 |
| E-ZPass Airport Toll Liability | 10,595 |
| | <u>917,407</u> |
| Total current liabilities | |

NONCURRENT LIABILITIES:

| | |
|--|-------------------|
| Long term debt | 9,186,632 |
| Post Employment Benefits Other than Pensions | 675,228 |
| Estimated liability arising from injury | 39,447 |
| Capital lease obligations | 54,525 |
| Derivative Hedge Liabilities | 151,096 |
| Due (to)/from MTA - change in fair value of derivative | 14,413 |
| Net Pension Liability | 307,596 |
| Security deposits-Contra | - |
| | <u>10,428,936</u> |
| Total noncurrent liabilities | |

DEFERRED INFLOW OF RESOURCES

| | |
|---|--------|
| Deferred Inflow of resources related to Pension | 39,856 |
|---|--------|

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES

11,386,200

NET POSITION

-4,419,248 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF

6,966,952

*The negative Net Position of \$4,419,248 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 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 | 172.467 | 166.199 | (6.268) | (3.6) | 0.000 | 0.000 | 0.000 | - | 172.467 | 166.199 | (6.268) | (3.6) |
| Other Operating Revenue | 1.824 | 2.233 | 0.409 | 22.4 | 0.000 | 0.000 | 0.000 | - | 1.824 | 2.233 | 0.409 | 22.4 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 2.028 | 1.598 | (0.430) | (21.2) | 2.028 | 1.598 | (0.430) | (21.2) |
| Investment Income | 0.084 | 0.112 | 0.028 | 33.8 | 0.000 | 0.000 | 0.000 | - | 0.084 | 0.112 | 0.028 | 33.8 |
| Total Revenue | \$174.375 | \$168.544 | (\$5.831) | (3.3) | \$2.028 | \$1.598 | (\$0.430) | (21.2) | \$176.403 | \$170.142 | (\$6.261) | (3.5) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$11.660 | \$9.903 | \$1.756 | 15.1 | \$0.841 | \$0.618 | \$0.223 | 26.5 | 12.501 | \$10.521 | \$1.979 | 15.8 |
| Overtime | 2.111 | 2.589 | (0.478) | (22.6) | 0.135 | 0.057 | 0.078 | 57.8 | 2.246 | 2.646 | (0.400) | (17.8) |
| Health and Welfare | 2.636 | 2.410 | 0.226 | 8.6 | 0.220 | 0.133 | 0.087 | 39.5 | 2.856 | 2.543 | 0.313 | 11.0 |
| OPEB Current Payment | 1.650 | 1.640 | 0.010 | 0.6 | 0.000 | 0.000 | 0.000 | - | 1.650 | 1.640 | 0.010 | 0.6 |
| Pensions | 3.498 | 3.454 | 0.044 | 1.3 | 0.255 | 0.180 | 0.075 | 29.4 | 3.753 | 3.634 | 0.119 | 3.2 |
| Other Fringe Benefits | 0.956 | 1.877 | (0.921) | (96.4) | 0.121 | 0.086 | 0.035 | 28.9 | 1.077 | 1.963 | (0.886) | (82.3) |
| Reimbursable Overhead | (0.456) | (0.524) | 0.068 | 14.9 | 0.456 | 0.524 | (0.068) | (14.9) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$22.055 | \$21.350 | \$0.705 | 3.2 | \$2.028 | \$1.598 | \$0.430 | 21.2 | \$24.083 | \$22.948 | \$1.135 | 4.7 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$0.507 | \$0.338 | \$0.169 | 33.4 | \$0.000 | \$0.000 | \$0.000 | - | \$0.507 | \$0.338 | \$0.169 | 33.4 |
| Fuel | 0.131 | 0.069 | 0.062 | 47.6 | 0.000 | 0.000 | 0.000 | - | 0.131 | 0.069 | 0.062 | 47.6 |
| Insurance | 1.326 | 0.991 | 0.335 | 25.3 | 0.000 | 0.000 | 0.000 | - | \$1.326 | 0.991 | 0.335 | 25.3 |
| 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 | 8.556 | 7.223 | 1.333 | 15.6 | 0.000 | 0.000 | 0.000 | - | 8.556 | 7.223 | 1.333 | 15.6 |
| Professional Service Contracts | 2.979 | 1.532 | 1.446 | 48.6 | 0.000 | 0.000 | 0.000 | - | 2.979 | 1.532 | 1.446 | 48.6 |
| Materials & Supplies | 0.300 | 0.211 | 0.089 | 29.6 | 0.000 | 0.000 | 0.000 | - | 0.300 | 0.211 | 0.089 | 29.6 |
| Other Business Expenses | 2.801 | 3.251 | (0.451) | (16.1) | 0.000 | 0.000 | 0.000 | - | 2.801 | 3.251 | (0.451) | (16.1) |
| Total Non-Labor Expenses | \$16.599 | \$13.615 | \$2.984 | 18.0 | \$0.000 | \$0.000 | \$0.000 | - | \$16.599 | \$13.615 | \$2.984 | 18.0 |
| 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. | \$38.654 | \$34.965 | \$3.689 | 9.5 | \$2.028 | \$1.598 | \$0.430 | 21.2 | \$40.682 | \$36.563 | \$4.119 | 10.1 |
| Depreciation | \$10.654 | \$16.780 | (\$6.126) | (57.5) | \$0.000 | \$0.000 | \$0.000 | - | 10.654 | \$16.780 | (\$6.126) | (57.5) |
| OPEB Obligation | 5.888 | 5.986 | (0.098) | (1.7) | 0.000 | 0.000 | 0.000 | - | 5.888 | 5.986 | (0.098) | (1.7) |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$55.197 | \$57.731 | (\$2.534) | (4.6) | \$2.028 | \$1.598 | \$0.430 | 21.2 | \$57.225 | \$59.329 | (\$2.104) | (3.7) |
| Less: Depreciation | \$10.654 | \$16.780 | (\$6.126) | (57.5) | \$0.000 | \$0.000 | \$0.000 | - | \$10.654 | \$16.780 | (\$6.126) | (57.5) |
| Less: OPEB Obligation | 5.888 | 5.986 | (0.098) | (1.7) | 0.000 | 0.000 | 0.000 | - | 5.888 | 5.986 | (0.098) | (1.7) |
| Less: GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Expenses | \$38.654 | \$34.965 | \$3.689 | 9.5 | \$2.028 | \$1.598 | \$0.430 | 21.2 | \$40.682 | \$36.563 | \$4.119 | 10.1 |
| Net Surplus/(Deficit) | \$135.720 | \$133.579 | (\$2.141) | (1.6) | \$0.000 | \$0.000 | \$0.000 | - | \$135.721 | \$133.579 | (\$2.142) | (1.6) |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 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) | | | | | | | | | \$135.721 | \$133.579 | (\$2.142) | (1.6) |
| Less: Capitalized Assets | | | | | | | | | 1.022 | 1.098 | (0.076) | (7.4) |
| Reserves | | | | | | | | | 2.293 | 2.293 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$132.406 | \$130.188 | (\$2.218) | (1.7) |
| Less: Debt Service | | | | | | | | | 55.376 | 53.557 | 1.819 | 3.3 |
| Income Available for Distribution | | | | | | | | | \$77.030 | \$76.631 | (\$0.399) | (0.5) |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.084 | 0.112 | 0.028 | 33.8 |
| MTA - Distributable Income | | | | | | | | | 43.095 | 43.127 | 0.032 | 0.1 |
| NYCTR - Distributable Income | | | | | | | | | 33.851 | 33.392 | (0.459) | (1.4) |
| Total Distributable Income | | | | | | | | | \$77.030 | \$76.631 | (\$0.399) | (0.5) |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 176.403 | 170.142 | (6.261) | (3.5) |
| Less: Total Operating Expenses | | | | | | | | | <u>40.682</u> | <u>36.563</u> | <u>4.119</u> | 10.1 |
| Net Operating Income/(Deficit) | | | | | | | | | \$135.721 | \$133.579 | (\$2.142) | (1.6) |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 1.022 | 1.098 | (0.076) | (7.4) |
| Reserves | | | | | | | | | 2.293 | 2.293 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 24.903 | 22.349 | 2.555 | 10.3 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$28.218 | \$25.739 | \$2.479 | 8.8 |
| Total Support to Mass Transit | | | | | | | | | \$107.502 | \$107.840 | \$0.337 | 0.3 |

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

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

(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|----------------------------|------------------|--------------|-------------------|----------------------------|------------------|--------------|-------------------|----------------------------|------------------|--------------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent | | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 754.887 | 746.674 | (8.213) | (1.1) | 0.000 | 0.000 | 0.000 | - | 754.887 | 746.674 | (8.213) | (1.1) |
| Other Operating Revenue | 8.967 | 9.908 | 0.941 | 10.5 | 0.000 | 0.000 | 0.000 | - | 8.967 | 9.908 | 0.941 | 10.5 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 9.931 | 10.804 | 0.873 | 8.8 | 9.932 | 10.804 | 0.872 | 8.8 |
| Investment Income | 0.408 | 0.419 | 0.011 | 2.6 | 0.000 | 0.000 | 0.000 | - | 0.408 | 0.419 | 0.011 | 2.6 |
| Total Revenue | \$764.262 | \$757.000 | (\$7.262) | (1.0) | \$9.931 | \$10.804 | \$0.873 | 8.8 | \$774.194 | \$767.804 | (\$6.390) | (0.8) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$56.908 | \$49.073 | \$7.836 | 13.8 | \$4.097 | \$3.871 | \$0.226 | 5.5 | 61.005 | \$52.944 | \$8.062 | 13.2 |
| Overtime | 11.397 | 11.874 | (0.477) | (4.2) | 0.706 | 1.039 | (0.333) | (47.2) | 12.103 | 12.913 | (0.810) | (6.7) |
| Health and Welfare | 12.843 | 11.239 | 1.604 | 12.5 | 1.070 | 0.833 | 0.237 | 22.1 | 13.913 | 12.072 | 1.841 | 13.2 |
| OPEB Current Payment | 8.036 | 8.191 | (0.155) | (1.9) | 0.000 | 0.000 | 0.000 | - | 8.036 | 8.191 | (0.155) | (1.9) |
| Pensions | 17.037 | 17.052 | (0.014) | (0.1) | 1.244 | 1.128 | 0.116 | 9.3 | 18.281 | 18.180 | 0.102 | 0.6 |
| Other Fringe Benefits | 7.421 | 7.778 | (0.357) | (4.8) | 0.593 | 0.541 | 0.052 | 8.8 | 8.014 | 8.319 | (0.305) | (3.8) |
| Reimbursable Overhead | (2.221) | (3.392) | 1.171 | 52.7 | 2.221 | 3.392 | (1.171) | (52.7) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$111.421 | \$101.815 | \$9.606 | 8.6 | \$9.931 | \$10.804 | (\$0.873) | (8.8) | \$121.352 | \$112.619 | \$8.733 | 7.2 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$2.470 | \$1.522 | \$0.949 | 38.4 | 0.000 | \$0.000 | \$0.000 | - | \$2.470 | \$1.522 | \$0.949 | 38.4 |
| Fuel | 0.888 | 0.795 | 0.092 | 10.4 | 0.000 | 0.000 | 0.000 | - | 0.888 | 0.795 | 0.092 | 10.4 |
| Insurance | 6.461 | 4.975 | 1.486 | 23.0 | 0.000 | 0.000 | 0.000 | - | 6.461 | 4.975 | 1.486 | 23.0 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 39.958 | 33.748 | 6.210 | 15.5 | 0.000 | 0.000 | 0.000 | - | 39.958 | 33.748 | 6.210 | 15.5 |
| Professional Service Contracts | 14.929 | 18.593 | (3.664) | (24.5) | 0.000 | 0.000 | 0.000 | - | 14.929 | 18.593 | (3.664) | (24.5) |
| Materials & Supplies | 1.997 | 1.578 | 0.418 | 20.9 | 0.000 | 0.000 | 0.000 | - | 1.997 | 1.578 | 0.418 | 20.9 |
| Other Business Expenses | 14.008 | 13.419 | 0.589 | 4.2 | 0.000 | 0.000 | 0.000 | - | 14.008 | 13.419 | 0.589 | 4.2 |
| Total Non-Labor Expenses | \$80.710 | \$74.630 | \$6.081 | 7.5 | \$0.000 | \$0.000 | \$0.000 | - | \$80.710 | \$74.630 | \$6.081 | 7.5 |
| 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. | \$192.131 | \$176.444 | \$15.687 | 8.2 | \$9.931 | \$10.804 | (\$0.873) | (8.8) | \$202.062 | \$187.248 | \$14.814 | 7.3 |
| Depreciation | \$53.272 | \$54.101 | (\$0.829) | (1.6) | 0.000 | \$0.000 | \$0.000 | - | 53.272 | \$54.101 | (\$0.829) | (1.6) |
| OPEB Obligation | 29.440 | 29.930 | (0.490) | (1.7) | 0.000 | 0.000 | 0.000 | - | 29.440 | 29.930 | (0.490) | (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. | \$274.843 | \$260.476 | \$14.368 | 5.2 | \$9.931 | \$10.804 | (\$0.873) | (8.8) | \$284.774 | \$271.280 | \$13.495 | 4.7 |
| Less: Depreciation | \$53.272 | \$54.101 | (\$0.829) | (1.6) | \$0.000 | \$0.000 | \$0.000 | - | \$53.272 | \$54.101 | (\$0.829) | (1.6) |
| Less: OPEB Obligation | 29.440 | 29.930 | (0.490) | (1.7) | 0.000 | 0.000 | 0.000 | - | 29.440 | 29.930 | (0.490) | (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 | \$192.131 | \$176.444 | \$15.687 | 8.2 | \$9.931 | \$10.804 | (\$0.873) | (8.8) | \$202.062 | \$187.248 | \$14.814 | 7.3 |
| Net Surplus/(Deficit) | \$572.131 | \$580.556 | \$8.425 | 1.5 | \$0.000 | \$0.000 | \$0.000 | - | \$572.131 | \$580.556 | \$8.424 | 1.5 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
MAY 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) | | | | | | | | | \$572.131 | \$580.556 | \$8.424 | 1.5 |
| Less: Capitalized Assets | | | | | | | | | 8.327 | 3.941 | \$4.386 | 52.7 |
| Reserves | | | | | | | | | 11.465 | 11.465 | 0.000 | 0.0 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$552.339 | \$565.150 | \$12.810 | 2.3 |
| Less: Debt Service | | | | | | | | | 276.879 | 269.849 | 7.030 | 2.5 |
| Income Available for Distribution | | | | | | | | | \$275.461 | \$295.301 | \$19.840 | 7.2 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.408 | 0.419 | 0.011 | 2.6 |
| MTA - Distributable Income | | | | | | | | | 160.638 | 172.114 | 11.476 | 7.1 |
| NYCTR - Distributable Income | | | | | | | | | 114.414 | 122.768 | 8.354 | 7.3 |
| Total Distributable Income | | | | | | | | | \$275.461 | \$295.301 | \$19.840 | 7.2 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 774.194 | 767.804 | (6.390) | (0.8) |
| Less: Total Operating Expenses | | | | | | | | | <u>202.062</u> | <u>187.248</u> | <u>14.814</u> | 7.3 |
| Net Operating Income/(Deficit) | | | | | | | | | \$572.131 | \$580.556 | \$8.424 | 1.5 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 8.327 | 3.941 | 4.386 | 52.7 |
| Reserves | | | | | | | | | 11.465 | 11.465 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 124.516 | 111.923 | 12.592 | 10.1 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$144.308 | \$127.329 | \$16.979 | 11.8 |
| Total Support to Mass Transit | | | | | | | | | \$427.823 | \$453.226 | \$25.403 | 5.9 |

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

| Generic Revenue or Expense Category | Favorable/ (Unfavorable) Variance | | May 2017 | Favorable/ (Unfavorable) Variance | | Year-to-Date |
|---|---|--------|--|---|--------|--|
| | \$ | % | Reason for Variance | Reason for Variance | | |
| | | | | \$ | % | |
| Nonreimbursable | | | | | | |
| Vehicle Toll Revenue | (6.268) | -3.6% | Lower toll revenue due to 1.3% lower traffic and a 2.4% lower average toll versus budget | (8.213) | -1.1% | Lower toll revenue due to a 1.7% lower average toll versus budget |
| Other Operating Revenue | 0.409 | 22.4% | Higher Other Operating Revenue primarily due to higher revenue from E-Z Pass administrative fees | 0.941 | 10.5% | Higher Other Operating Revenue primarily due to higher revenue from E-Z Pass administrative fees |
| Investment Income | 0.028 | 33.8% | Minor variance | 0.011 | 2.6% | Minor variance |
| Payroll | 1.756 | 15.1% | Lower payroll expenses against the monthly budget allocation primarily due to vacancies | 7.836 | 13.8% | Lower payroll expenses against the YTD budget allocation primarily due to vacancies |
| Overtime | (0.478) | -22.6% | See overtime tables | (0.477) | -4.2% | See overtime tables |
| Health and Welfare | 0.226 | 8.6% | Lower expenses primarily due to vacancies and the timing of expenses against the monthly budget allocation | 1.604 | 12.5% | Lower expenses primarily due to vacancies and the timing of expenses against the YTD budget allocation |
| OPEB Current Payment | 0.010 | 0.6% | Minor variance | (0.155) | -1.9% | Higher expenses primarily due to the timing of expenses against the YTD budget allocation |
| Pensions | 0.044 | 1.3% | Lower expenses primarily due to the timing of expenses against the monthly budget allocation | (0.014) | -0.1% | Higher expenses primarily due to the timing of expenses against the YTD budget allocation |
| Other Fringe Benefits | (0.921) | -96.4% | Higher expenses due to the timing of accounting adjustments to the workmen's comp reserve against the monthly budget allocation | (0.357) | -4.8% | Higher expenses due to the timing of accounting adjustments to the workmen's comp reserve against the YTD budget allocation |
| Electric Power | 0.169 | 33.4% | Lower electricity expenses primarily due to timing against the monthly budget allocation | 0.949 | 38.4% | No variance |
| Fuel | 0.062 | 47.6% | Lower fuel expenses primarily due to timing against the monthly budget allocation | 0.092 | 10.4% | No variance |
| Insurance | 0.335 | 25.3% | Lower insurance expenses primarily due to timing against the monthly budget allocation | 1.486 | 23.0% | Lower insurance expenses primarily due to timing against the YTD budget allocation |
| Maintenance and Other Operating Contracts | 1.333 | 15.6% | Lower expenses primarily due to timing against the monthly budget allocation for major maintenance projects (\$0.837M) and E-Z Pass Customer Service Center costs (\$1.700M), partially offset by the timing of E-Z Pass tags purchases (\$1.239M) | 6.210 | 15.5% | Lower expenses primarily due to timing against the YTD budget allocation for major maintenance projects (\$3.368 M) and E-Z Pass Customer Service Center costs (\$3.691M), partially offset by the timing of E-Z Pass purchases (\$1.241M) |
| Professional Service Contracts | 1.446 | 48.6% | Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs (\$0.573M), engineering services (\$0.419M) and various consulting services (\$0.662M) | (3.664) | -24.5% | Higher expenses primarily due to the timing of bond issuance costs (\$6.122M) partially offset by lower than budgeted amounts due to the timing of engineering services (\$1.263M) and various consulting services (\$1.456M) |
| Materials & Supplies | 0.089 | 29.6% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly adopted budget allocation | 0.418 | 20.9% | Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD adopted budget allocation |
| Other Business Expense | (0.451) | -16.1% | Higher expenses primarily due to timing against the monthly budget allocation for credit card fees, (\$0.441M) | 0.589 | 4.2% | Lower expenses primarily due to timing against the YTD budget allocation for credit card fees, (\$0.633M) |
| Depreciation | (6.126) | -57.5% | Higher expenses primarily due to accelerated depreciation relating to impairments on toll plazas and toll equipment, causing two additional months of depreciation expense being recorded in May | (0.829) | -1.6% | Higher expenses primarily due to accelerated depreciation relating to impairments on toll plazas and toll equipment, causing two additional months of depreciation expense being recorded in May |
| Other Post Employment Benefits | (0.098) | -1.7% | Higher expense due to increased actuarial assessment of OPEB obligations | (0.490) | -1.7% | Higher expense due to increased actuarial assessment of OPEB obligations |
| Reimbursable | | | | | | |
| Capital and Other Reimbursements | (0.430) | -21.2% | Lower capital reimbursements due to timing against the monthly budget allocation | 0.873 | 8.8% | Higher capital reimbursements due to timing against the YTD budget allocation |
| Payroll | 0.223 | 26.5% | Lower than planned reimbursable expenses due to timing against the monthly budget allocation | 0.226 | 5.5% | Lower than planned reimbursable expenses due to timing against the YTD budget allocation |
| Overtime | 0.078 | 57.8% | See overtime tables | (0.333) | -47.2% | See overtime tables |
| Health and Welfare | 0.087 | 39.5% | Lower than planned reimbursable expenses due to timing against the monthly budget allocation | 0.237 | 22.1% | Lower than planned reimbursable expenses due to timing against the YTD budget allocation |
| OPEB Current Payment | 0.000 | - | No variance | 0.000 | - | No variance |
| Pensions | 0.075 | 29.4% | Lower than planned reimbursable expenses due to timing against the monthly budget allocation | 0.116 | 9.3% | Lower than planned reimbursable expenses due to timing against the YTD budget allocation |
| Other Fringe Benefits | 0.035 | 28.9% | Lower than planned reimbursable expenses due to timing against the monthly budget allocation | 0.052 | 8.8% | Lower than planned reimbursable expenses due to timing against the YTD budget allocation |
| Reimbursable Overhead | (0.068) | -14.9% | Higher than planned reimbursable expenses due to timing against the monthly budget allocation | (1.171) | -52.7% | Higher than planned reimbursable expenses due to timing against the YTD budget allocation |

*Variance exceeds 100%

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

| | May | | | | | | May 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> | 6,720 | \$0.426 | 6,206 | \$0.393 | 514 7.7% | \$0.033 7.7% | 32,328 | \$2.045 | 31,307.99 | \$1.980 | 1,020 3.2% | \$0.065 3.2% |
| <u>Unscheduled Service</u> | 142 | \$0.011 | 158 | \$0.012 | (16) -10.9% | (\$0.001) -9.1% | 751 | \$0.059 | 299.50 | \$0.024 | 452 60.1% | \$0.035 59.3% |
| <u>Programmatic/Routine Maintenance</u> | 1,668 | \$0.137 | 3,001 | \$0.246 | (1,333) -79.9% | (\$0.109) -79.6% | 8,364 | \$0.685 | 10,423.00 | \$0.854 | (2,059) -24.6% | (\$0.169) -24.7% |
| <u>Unscheduled Maintenance</u> | 977 | \$0.080 | 759 | \$0.062 | 218 22.3% | \$0.018 22.5% | 4,885 | \$0.401 | 4,572.00 | \$0.375 | 313 6.4% | \$0.026 6.5% |
| <u>Vacancy/Absentee Coverage</u> | 15,193 | \$1.004 | 21,978 | \$1.452 | (6,785) -44.7% | (\$0.448) -44.6% | 76,013 | \$5.019 | 95,182.01 | \$6.285 | (19,169) -25.2% | (\$1.266) -25.2% |
| <u>Weather Emergencies</u> | 2 | \$0.000 | 75 | \$0.000 | (73) ** | \$0.000 ** | 10,786 | \$0.827 | 10,117.00 | \$0.776 | 669 6.2% | \$0.051 6.2% |
| <u>Safety/Security/Law Enforcement</u> | 2,263 | \$0.150 | 1,461 | \$0.097 | 803 35.5% | \$0.053 35.3% | 11,550 | \$0.764 | 7,075.50 | \$0.468 | 4,475 38.7% | \$0.296 38.7% |
| <u>Other</u> | 160 | \$0.013 | 2,824 | \$0.229 | (2,664) ** | (\$0.216) ** | 800 | \$0.065 | 9,062.84 | \$0.736 | (8,263) ** | (\$0.671) ** |
| <u>*All Other Departments and Accruals</u> | | \$0.290 | | \$0.098 | | \$0.192 66.3% | | \$1.532 | | \$0.376 | | \$1.156 75.4% |
| Subtotal | 27,125 | \$2.111 | 36,460 | \$2.589 | (9,335) -34.4% | (\$0.478) -22.6% | 145,477 | \$11.397 | 168,039.84 | \$11.874 | (22,563) -15.5% | (\$0.477) -4.2% |
| REIMBURSABLE OVERTIME | 1,978 | \$0.135 | 835 | \$0.057 | 1,143 57.8% | \$0.078 57.8% | 10,327 | \$0.706 | 15,976.16 | \$1.039 | (5,649) -54.7% | (\$0.333) -47.2% |
| TOTAL OVERTIME | 29,103 | \$2.246 | 37,295 | \$2.646 | (8,192) -28.1% | (\$0.400) -17.8% | 155,804 | \$12.103 | 184,016 | \$12.913 | (28,212) -18.1% | (\$0.810) -6.7% |

Figures are preliminary.

Totals may not add due to rounding

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

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

**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> | 514 7.7% | \$0.033 7.7% | Lower than planned expenses | 1,020 3.2% | \$0.065 3.2% | Lower than planned expenses |
| <u>Unscheduled Service</u> | (16) -10.9% | (\$0.001) -9.1% | Minor Variance | 452 60.1% | \$0.035 59.3% | Lower than planned expenses |
| <u>Programmatic/Routine Maintenance</u> | (1,333) -79.9% | (\$0.109) -79.6% | Higher than planned expenses | (2,059) -24.6% | (\$0.169) -24.7% | Higher than planned expenses |
| <u>Unscheduled Maintenance</u> | 218 22.3% | \$0.018 22.5% | Lower than planned expenses | 313 6.4% | \$0.026 6.5% | Lower than planned expenses |
| <u>Vacancy/Absentee Coverage</u> | (6,785) -44.7% | (\$0.448) -44.6% | Higher than planned expenses | (19,169) -25.2% | (\$1.266) -25.2% | Higher than planned expenses |
| <u>Weather Emergencies</u> | (73) ** | \$0.000 ** | Minor variance | 669 6.2% | \$0.051 6.2% | Lower than planned expenses |
| <u>Safety/Security/Law Enforcement</u> | 803 35.5% | \$0.053 35.3% | Lower than planned expenses | 4,475 38.7% | \$0.296 38.7% | Lower than planned expenses |
| <u>Other</u> | (2,664) ** | (\$0.216) ** | Higher than planned expenses | (8,263) ** | (\$0.671) ** | Higher than planned expenses |
| <u>*All Other Departments and Accruals</u> | | \$0.192 66.3% | Primarily due to adjustments for the 28-day OT payroll lag | | \$1.156 75.4% | Primarily due to adjustments for the 28-day OT payroll lag |
| Subtotal | (9,335) -34.4% | (\$0.478) -22.6% | | (22,563) -15.5% | (\$0.477) -4.2% | |
| REIMBURSABLE OVERTIME | 1,143 57.8% | \$0.078 57.8% | Primarily due to the timing of billing for projects eligible for reimbursement from the capital program | (5,649) -54.7% | (\$0.333) -47.2% | Primarily due to the timing of billing for projects eligible for reimbursement from the capital program |
| TOTAL OVERTIME | (8,192) | (\$0.400) | | (28,212) | (\$0.810) | |

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 MayYear to date ending May 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 |
| 4.0 | \$27.8 | 3.9 | \$28.5 | -0.8% | 2.6% | Bronx-Whitestone | 18.0 | \$126.0 | 18.3 | \$130.3 | 2.1% | 3.4% |
| 0.7 | 1.6 | 0.7 | 1.5 | 0.4% | 0.0% | Cross Bay | 3.2 | 7.0 | 3.2 | 7.0 | 0.6% | 0.5% |
| 2.2 | 6.8 | 2.3 | 7.8 | 4.7% | 13.2% | Henry Hudson | 9.7 | 29.9 | 10.1 | 33.5 | 3.7% | 4.3% |
| 1.6 | 9.9 | 1.5 | 9.2 | -5.3% | -4.0% | Hugh L. Carey | 7.5 | 45.3 | 7.1 | 42.0 | -4.6% | -5.0% |
| 0.7 | 1.5 | 0.7 | 1.4 | 1.7% | 1.3% | Marine Parkway | 3.0 | 6.4 | 2.9 | 7.0 | -0.8% | 10.9% |
| 2.4 | 15.6 | 2.1 | 13.4 | -12.9% | -11.3% | Queens Midtown | 11.6 | 74.0 | 9.9 | 59.8 | -14.8% | -16.8% |
| 2.6 | 19.0 | 2.5 | 19.1 | -3.1% | 0.4% | RFK - Bronx | 11.9 | 87.7 | 11.6 | 87.9 | -2.6% | 0.2% |
| 2.9 | 18.3 | 2.8 | 18.1 | -4.6% | -0.7% | RFK - Manhattan | 13.0 | 81.5 | 12.8 | 81.8 | -1.0% | 0.4% |
| 3.8 | 29.5 | 3.8 | 30.8 | 0.3% | 4.7% | Throgs Neck | 17.2 | 133.5 | 17.3 | 136.7 | 0.7% | 2.4% |
| 6.0 | 33.6 | 6.2 | 36.2 | 2.5% | 7.7% | Verrazano-Narrows | 27.8 | 154.6 | 28.3 | 160.9 | 2.0% | 4.1% |
| 27.0 | \$163.5 | 26.7 | \$166.2 | -1.4% | 1.7% | Total | 122.8 | \$745.8 | 121.7 | \$746.7 | -0.9% | 0.1% |
| | \$6.045 | | \$6.231 | | 3.1% | Revenue Per Vehicle | | \$6.075 | | \$6.137 | | 1.0% |

Note: Numbers may not add due to rounding.

*Toll increase implemented March 19, 2017

Comparison Actual vs. Adopted Budget:

| May Budget | | May Actual | | Percentage Change | | | YTD Budget | | YTD Actual | | Percentage Change | |
|-------------|----------------|-------------|----------------|-------------------|--------------|----------------------------|--------------|----------------|--------------|----------------|-------------------|--------------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 27.0 | 172.5 | 26.7 | 166.2 | -1.3% | -3.6% | Total All | 120.9 | \$754.9 | 121.7 | \$746.7 | 0.6% | -1.1% |
| | \$6.382 | | \$6.231 | | -2.4% | Revenue Per Vehicle | | \$6.242 | | \$6.137 | | -1.7% |

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
May 2017

| Department | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|----------------|--------------|----------------------------------|--|
| Administration | | | | |
| Executive | 8 | 5 | 3 | 3 Professional vacancies |
| Law ⁽¹⁾ | 16 | 10 | 6 | 6 Professional vacancies |
| CFO ⁽²⁾ | 25 | 25 | - | |
| Administration ⁽³⁾ | 38 | 42 | (4) | 4 Professional overages |
| EEO | 2 | 1 | 1 | 1 Managerial vacancy |
| Total Administration | 89 | 83 | 6 | |
| Operations | | | | |
| Revenue Management | 43 | 39 | 4 | 2 Managerial and 2 Professional vacancies |
| Operations (Non-Security) | 542 | 467 | 75 | 53 Managerial vacancies, 33 BTO vacancies and 11 Professional overages |
| Total Operations | 585 | 506 | 79 | |
| Maintenance | | | | |
| Maintenance | 202 | 195 | 7 | 3 Managerial and 4 Professional vacancies |
| Operations - Maintainers | 181 | 163 | 18 | 18 Maintainer vacancies |
| Total Maintenance | 383 | 358 | 25 | |
| Engineering/Capital | | | | |
| Engineering & Construction | 192 | 159 | 33 | 8 Managerial and 25 Professional vacancies |
| Safety & Health | 10 | 9 | 1 | 1 Professional vacancy |
| Law ⁽¹⁾ | 22 | 17 | 5 | 1 Managerial vacancy and 4 Professional vacancies |
| CFO-Planning & Budget Capital | 29 | 19 | 10 | 5 Managerial and 5 Professional vacancies |
| Total Engineering/Capital | 253 | 204 | 49 | |
| Public Safety | | | | |
| Operations (Security) | 232 | 232 | - | |
| Internal Security - Operations | 47 | 34 | 13 | 5 Managerial and 8 Professional vacancies |
| Total Public Safety | 279 | 266 | 13 | |
| Total Positions | 1,589 | 1,417 | 172 | |
| Non-Reimbursable | 1,502 | 1,330 | 172 | |
| Reimbursable | 87 | 87 | - | |
| Total Full-Time | 1,589 | 1,417 | 172 | |

(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
May 2017

| | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|-------------------|--------------|--|--|
| Administration | | | | |
| Managers/Supervisors | 31 | 26 | 5 | 4 vacancies in CFO and 1 vacancy in EEO |
| Professional, Technical, Clerical | 58 | 57 | 1 | 3 vacancies in Executive, 6 vacancies in Law, 4 overages in Administration and 4 overages in CFO |
| Operational Hourlies | - | - | - | |
| Total Administration | 89 | 83 | 6 | |
| Operations | | | | |
| Managers/Supervisors | 216 | 161 | 55 | 53 vacancies in Operations and 2 vacancies in Revenue Management |
| Professional, Technical, Clerical | 33 | 42 | (9) | 2 vacancies in Revenue Management and 11 overages in Operations |
| Operational Hourlies ⁽¹⁾ | 336 | 303 | 33 | 33 BTO vacancies in Operations |
| Total Operations | 585 | 506 | 79 | |
| Maintenance | | | | |
| Managers/Supervisors | 22 | 19 | 3 | 3 vacancies in Maintenance |
| Professional, Technical, Clerical | 18 | 14 | 4 | 4 vacancies in Maintenance |
| Operational Hourlies ⁽²⁾ | 343 | 325 | 18 | 18 Maintainer vacancies in Operations |
| Total Maintenance | 383 | 358 | 25 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 55 | 41 | 14 | 8 vacancies in Engineering, 1 vacancy in Law and 5 vacancies in CFO |
| Professional, Technical, Clerical | 198 | 163 | 35 | 25 vacancies in Engineering, 5 in CFO, 4 in Law, and 1 in Safety and Health |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 253 | 204 | 49 | |
| Public Safety | | | | |
| Managers/Supervisors | 48 | 43 | 5 | 5 vacancies in Internal Security |
| Professional, Technical, Clerical | 35 | 27 | 8 | 8 vacancies in Internal Security |
| Operational Hourlies ⁽³⁾ | 196 | 196 | - | |
| Total Public Safety | 279 | 266 | 13 | |
| Total Positions | | | | |
| Managers/Supervisors | 372 | 290 | 82 | |
| Professional, Technical, Clerical | 342 | 303 | 39 | |
| Operational Hourlies | 875 | 824 | 51 | |
| Total Positions | 1,589 | 1,417 | 172 | |

(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 June 2017



MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
JUNE 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 June, 21 commitments were made with a total value of \$37.8 million compared to the plan calling for 4 commitments with a total value of \$5.5 million from the 2017 Plan (*See Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

No commitment was made against the 2016 Commitment Plan in June (*See Attachment 9, 2016 Commitment Plan*).

Year to date, 109 commitments have been made with a total value of \$400.1 million against a plan calling for 46 commitments with a total value of \$323.3 million from the 2017 plan. Additionally 10 commitments have been made with a total value of \$31.8 million from the 2016 plan against a plan calling for 17 commitments with a value of \$35.9 million from the 2016 plan.

In aggregate, 119 commitments totaling \$432 million have been made to date, against a plan of 63 commitments with a total value of \$359.2 million.

Completions

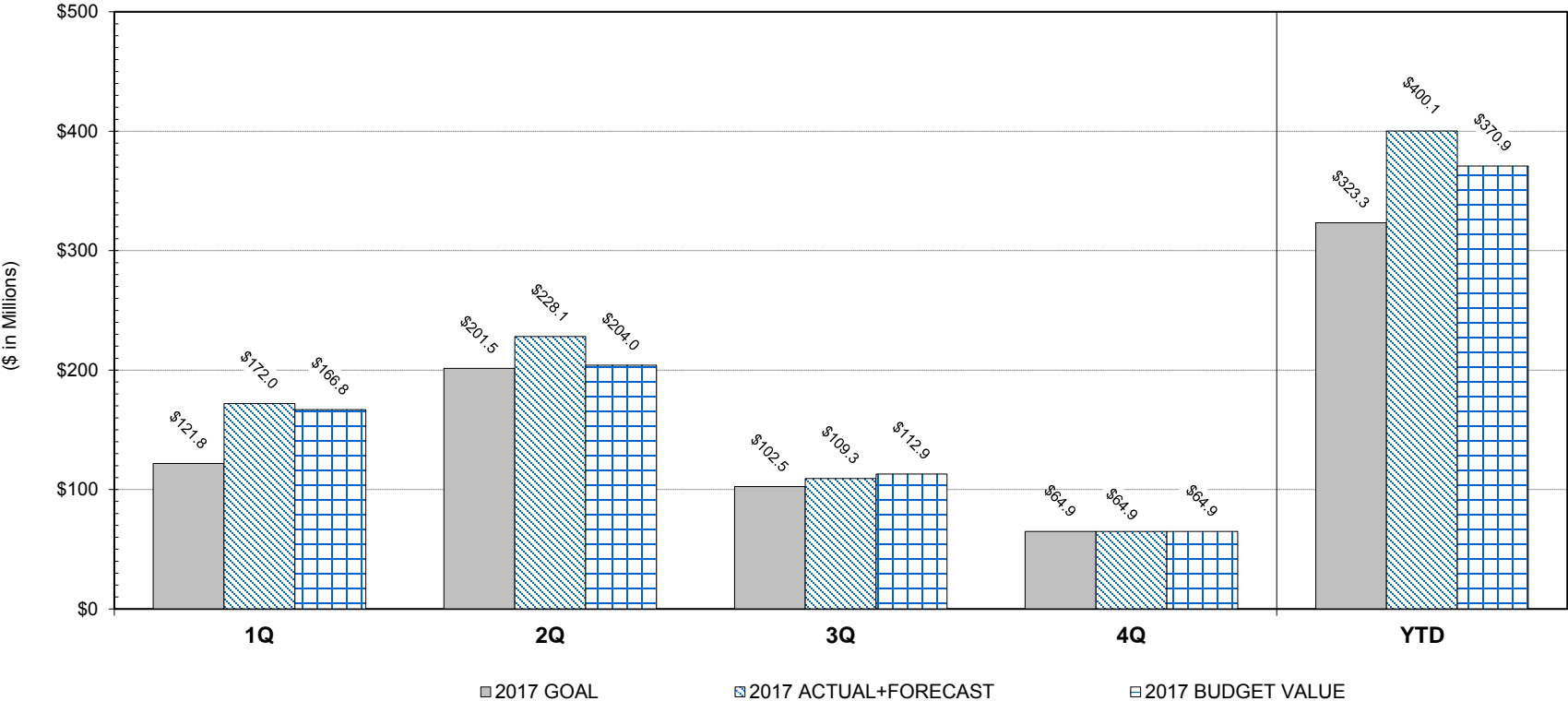
There were no project completions in June. Year to date 7 projects have been completed for \$400.8 million against a plan of 5 projects totaling \$124.3 million accomplishing 322.4% of the year to date goal (*See Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan*).

Close-outs

There were 12 task level closeouts in June for \$25.6 million. Year to date there are 58 task level closeouts for \$114.3 million. (*See Attachment 6 – 2017 Task Level Closeouts*).

MTA Bridges and Tunnels
Commitments as of June 30, 2017

| | | |
|----------------------|---------|----------------------|
| 2017 Budget Goal: | \$490.8 | |
| 2017 Annual Forecast | \$574.4 | |
| YTD Goal: | \$323.3 | |
| YTD Actual: | \$400.1 | (123.8% of YTD Goal) |
| YTD Budgeted Value: | \$370.9 | (114.7% of YTD Goal) |
| Left to Commit: | \$174.2 | |



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

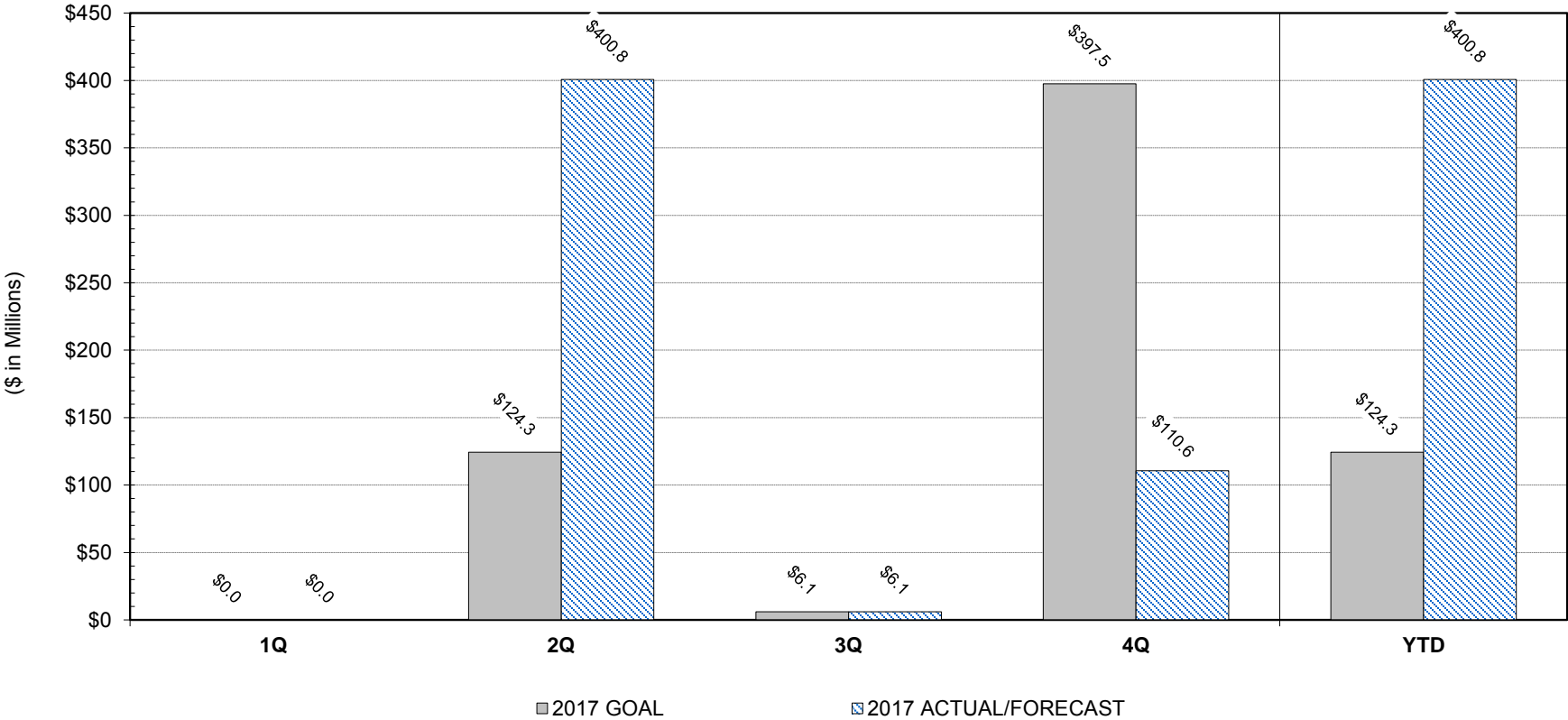
| Project | | Budget (\$ in Millions) | | | Award Date | | | | Notes |
|----------|--|-------------------------|--------------------|----------------|------------|--------------------|-------------------|---|-------|
| | | 2017 Goal | Actual / Forecast* | Budgeted Value | 2017 Goal | Advertisement Date | 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 | \$85.7 | \$66.0 | Apr-17 | Feb-16 | May-17 | A | |
| 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.

Attachment 3
2017 Completion Chart

MTA Bridges and Tunnels
Completions as of June 30, 2017

| | |
|-----------------------|------------------------------|
| 2017 Budget Goal: | \$527.9 |
| 2017 Annual Forecast: | \$517.5 |
| YTD Goal: | \$124.3 |
| YTD Actual: | \$400.8 (322.4% of YTD Goal) |
| Left to Complete: | \$116.7 |



MTA Bridges and Tunnels: Status of Major Completions as of June 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 | 99% | 0% | Jun-17 | May-17 | A | |
| D602VN80 | Replace Upper Level Suspended Span; VN80C: Bus/HOV Access Improvement | \$84,780,020 | \$84,780,020 | 99% | 72% | Jun-17 | May-17 | A | |
| D607VN35 | Paint - Brooklyn & Staten Island Lower Level Ramps | \$15,893,313 | \$15,893,313 | 99% | 0% | Jun-17 | May-17 | A | |
| D601RK23 | Miscellaneous Rehab - Manhattan Approach Ramps | \$102,947,301 | \$102,947,301 | 81% | 3% | Oct-17 | Oct-17 | F | |
| D602VN80 | VN80B Replace Upper Level Suspended Span | \$243,929,977 | \$243,929,977 | 96% | 0% | Nov-17 | May-17 | A | |
| D607VN80 | Paint - Upper Level Superstructure | \$32,908,184 | \$32,908,184 | 96% | 0% | Nov-17 | May-17 | A | |
| ED010324 | MPB / CBB Master Plan & Resiliency Needs (CB-24) | \$10,000,000 | \$10,000,000 | 81% | 0% | Dec-17 | Mar-18 | F | 1 |

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

Note:1: Additional time required for structural data collection and traffic analysis

**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 |
| D503AW35 | Weather Information System | D02420 | Operations-Maintenance F/A (TBTA_D1235) | D00001235B | Jan-17 | \$72,564 |
| D601AW98 | Feasibility Study-BBT/QMT Improvements/Modernization | D02550 | Feasibility Study (PSC-10-2877) | D00001365A | Jan-17 | \$1,808,258 |
| D604QM81 | Controls/ Communication System | D02684 | Design (PSC-13-2942X) | D00001635A | Jan-17 | \$1,483,543 |
| D601MP06 | Substructure & Underwater Scour Protection | D03167 | SBMP-MP06B-Construction South Abutment | D00001622D | Jan-17 | \$851,416 |
| D502TB64 | Replace Deck-Randalls Island Viaduct | D02935 | RK75 CM Repairs Queens-Manhattan (GFM474 #69) | D00001348B | Jan-17 | \$25,788 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D02994 | CM-Safety Flag Repairs ((PSC-08-2849C) | D00001417A | Jan-17 | \$28,960 |
| D602RK75 | Interim Repairs-Toll Plaza Deck | D03131 | Construction Adm. Ph I | D00001581A | Jan-17 | \$361,552 |
| G5140104 | B&T Triborough Hardening | G01817 | Contr Constr: TBB Task 39/C52077 | G00001436G | Jan-17 | \$48,384,212 |
| G5140107 | 08TSG RFK Bridge Hardening | G02423 | Cns.- Suspender Rope Shielding | G00001822B | Jan-17 | \$5,544,000 |
| D704BW39 | Install Electronic Monitoring & Detection Systems | D03418 | BC Development F/A (TBTA-D1772) | D00001772A | Feb-17 | \$57,968 |
| D706AW21 | Program Administration | D03443 | 2016 Indirect Program Adm F/A(TBTA-D1841) | D00001841A | Feb-17 | \$1,976,390 |
| D706AW21 | Program Administration | D03444 | 2017 Program Adm F/A(TBTA-D1842) | D00001842A | Feb-17 | \$233,347 |
| D704HH13 | Replacement of Facility Lighting System | D03361 | PM Design F/A (TBTA-1766) | D00001766A | Feb-17 | \$153,452 |
| D606AW22 | Miscellaneous | D03362 | Independent Design-Build Review BW39?RK60 | D00001879A | Feb-17 | \$5,100 |
| D602BW89 | Deck Replacement-Elevated and On GradeApproach | D02600 | Construction Support Services (PSC-06-2810) | D00001363B | Feb-17 | \$4,002,952 |
| D602TN82 | Rehabilitate Orthotropic Deck-Phase B | D02743 | TN82B-Construction Administration (PSC-10-2888) | D00001396B | Feb-17 | \$2,215,536 |
| D607TN82 | Paint-Bronx and Queens Approach Spans | D02749 | Paint Construction Administration (PSC-10-2888) | D00001397B | Feb-17 | \$2,932,257 |
| D402BW89 | Approach Ramps Replacement & Lower Garage | D01690 | BW89C-Design Phase II- Queens Approach (PSC-06-2810) | D00001170B | Feb-17 | \$5,878,658 |
| ED060201 | Sandy Program Administration | E04012 | 2016 Grants Management (TBTA-E2433) | E00002433A | Feb-17 | \$426,198 |
| ED060201 | Sandy Program Administration | E04013 | 2016 E & C Support (TBTA-E2435) | E00002435A | Feb-17 | \$236,168 |
| D501BW84 | Cable and Anchorage Investigation | D01824 | Design BW84A (PSC-05-2736) | D00001007A | Mar-17 | \$2,585,263 |
| D506AW28 | Scope Development | D02331 | BW/TN Traffic Study (PSC_06-2708A) | D00001165A | Mar-17 | \$457,441 |
| D506AW28 | Scope Development | D02332 | VN Bus HOV Lane Study (PSC-06-2807A) | D00001167A | Mar-17 | \$209,273 |
| D501VN32 | Structural Steel Repairs | D02340 | Construction Support Services (PSC-06-2807A) | D00001179A | Mar-17 | \$92,405 |
| D603AW36 | Installation of CCTV / Fiber Optic Cable | D02486 | PM Const F/A(RFK)(TBTA-D1532) | D00001532A | Mar-17 | \$675,139 |
| D604BB45 | Replace Electrical Switchgear & Equipment | D02566 | Construction Administration (PSC-10-2873) | D00001318A | Mar-17 | \$4,327,511 |
| G5140110 | B&T 2008 BZPP Grant | G03476 | VNB -BZPP CM | G00002509A | Mar-17 | \$41,581 |
| G5140110 | B&T 2008 BZPP Grant | G03487 | TNB - BZPP CM | G00002508A | Mar-17 | \$30,883 |
| D704QM91 | Installation of Smoke Detection/Alarm Systems | D03570 | BC Development F/A(TBTA-D1837) | D00001837A | Mar-17 | \$55,850 |
| D604BW15 | Necklace Lighting | D02588 | Construction Administration (PSC-08-2849A #21) | D00001554C | Mar-17 | \$1,183,728 |
| D603AW48 | 2nd Generation E-Zpass In-Lane | D02833 | AET- Phase I- Gantry Construction Inspection | D00001288A | Mar-17 | \$67,446 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03023 | CM-Safety Flag Repairs ((PSC-08-2849B) | D00001580A | Mar-17 | \$292,243 |
| D606AW22 | Miscellaneous | D03217 | VE-HH88A (PSC-06-2807D WO#20) | D00001616B | Mar-17 | \$90,202 |
| D606AW22 | Miscellaneous | D03242 | Construction Rev-MP03 (PSC-06-2807E WO#16) | D00001639A | Mar-17 | \$53,489 |
| D703AW65 | Toll Collection System Rehabilitation/ Upgrades | D03353 | Design (PSC-12-2891B/ Task #39) | D00001801A | Mar-17 | \$293,091 |
| ED230110 | Portable Emergency Generator NT 2014 | E03450 | Portable Emergency Operations Generator | D00002299A | Mar-17 | \$128,369 |
| D606AW28 | Scope Development | D02472 | ITS-PM Scope Development F/A (TBTA-D1449) | D00001449B | Apr-17 | \$28,999 |
| D601BW97 | Concrete Anchorage Repairs | D02606 | Construction Administration Bronx Anchorage(PSC-11-2905) | D00001506A | Apr-17 | \$1,252,137 |
| D603AW35 | Weather Information Systems | D02883 | BC Development F/A (TBTA-D1337) | D00001337A | May-17 | \$47,431 |

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

| PROJECT | PROJECT DESCRIPTION | TASK | TASK DESCRIPTION | CLOSEOUT WAR | CERTIFICATE DATE | CERTIFICATE AMOUNT |
|--------------|---|--------|--|--------------|------------------|----------------------|
| D701RK20 | Cable Inspection and Rehabilitation | D03606 | BC Development F/A (TBTA-D1851) | D00001851A | May-17 | \$27,631 |
| D702RK65 | Reconstruct Manhattan Toll Plaza & Ramps | D03652 | BC Development F/A-RK65B (TBTA-D1867) | D00001867A | May-17 | \$0 |
| D704AWX3 | Bridge Structural Health Monitoring Initiatives | D03526 | BC Development F/A (TBTA-D1836) | D00001836A | May-17 | \$0 |
| D705RK58 | Rehabilitate Robert Moses Building and Ancillary Facilities | D03425 | BC Development F/A (TBTA-D1777) | D00001777A | May-17 | \$30,698 |
| D707VN49 | Paint Suspended Span Upper & Lower Level Steel | D03826 | BC Development F/A (TBTA-D1834) | D00001834A | May-17 | \$7,598 |
| ED050202 | Hugh L. Carey Tunnel Environmental Cleanup | E02664 | Const. Adm. Phil(PSC-08-2849A,WO#33) | E00001507A | May-17 | \$54,216 |
| D704RK21 | Install Fire Standpipe/UpgradeProtection System | D04041 | Design Build Stipend (Picone) | D00001978A | Jun-17 | \$35,000 |
| D605BB45 | Replace Electrical Switchgear & Equipment | D02565 | PM Construction F/A (TBTA-D1271) | D00001271A | Jun-17 | \$2,010,680 |
| D601CB09 | Substructure & Underwater Work | D02610 | Construction (CB09) | D00001310C | Jun-17 | \$16,268,851 |
| D702TN55 | Study for Bronx/Queens Approach Viaduct Replacement Design | D03693 | BC Development F/A (TBTA-D1861) | D00001861A | Jun-17 | \$27,345 |
| D501CB08 | Deck and Structural Rehabilitation | D01997 | Construction Administration (PSC-06-2787) | D00001068C | Jun-17 | \$3,219,388 |
| D501CB09 | Substructure & Underwater Repair | D02854 | Construction Administration (PSC-06-2787) | D00001309B | Jun-17 | \$1,770,220 |
| D503AW36 | Installation of CCTV/ Fiber Optics | D02155 | CB08/CB09 -Construction Administration (PSC-06-2787) | D00001067B | Jun-17 | \$53,158 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D02734 | Design (PSC-06-2807A Task 42) | D00001497A | Jun-17 | \$193,065 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03020 | Design (PSC-06-2807A Task 42A-2013) | D00001543A | Jun-17 | \$133,359 |
| D606AW28 | Scope Development | D03169 | Scope Development for VN Anchorage (PSC-06-2807A) | D00001558A | Jun-17 | \$409,085 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03024 | Design (TN-52A)PSC-06-2807A #42B | D00001630A | Jun-17 | \$174,993 |
| D602BW89 | Deck Replacement - Elevated and On Grade Approach | D03137 | Traffic Enforce Agents (MOU-08-33) | D00001526B | Jun-17 | \$1,299,948 |
| Total | | | | | 58 | \$114,337,935 |

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 | | | -- | -- |
| 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 | | | Jul-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 | \$2,022,020 | | |
| 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 | \$214,789 | | |
| D703AW65 | Toll Collection System Rehab. | D03969 | Lighting Mock-up CBB | Feb-17 | \$192,831 | \$192,831 | May-17 | \$115,173 | | |
| 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 | D04046 | ORT Civil Construction (BW14/BW84) | Mar-17 | \$2,100,000 | \$2,100,000 | Mar-17 | \$20,276,772 | | |
| 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 | \$138,045 | | |
| D703RK63 | Open Road Tolling Initiative - RFK Bridge | D03968 | ORT - Const. Adm. RFK Bronx/Queens | Mar-17 | \$500,000 | \$500,000 | | | Jul-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 | \$37,911,250 | | |
| | | | | 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 | | | Jul-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 Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|---|-------------|--|---------------------|----------------------|----------------------|-------------------|--------------|---------------------|----------------|
| D701HH89 | Skewback Retrofit | D03523 | CSS | Apr-17 | \$584,929 | \$584,929 | Apr-17 | \$1,604,845 | | |
| D701HH89 | Skewback Retrofit | D03524 | Design/Build | Apr-17 | \$83,680,000 | \$66,012,079 | May-17 | \$85,722,000 | | |
| D701HH89 | Skewback Retrofit | D03528 | Operations F/A | Apr-17 | \$355,988 | \$355,988 | | | Jul-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 | | | Jul-17 | \$533,923 |
| D701RK20 | Cable Inspection and Rehabilitation | D03607 | PM Design F/A | Apr-17 | \$865,929 | \$865,929 | | | -- | -- |
| D701RK70 | Miscellaneous Structural Rehabilitation | D03662 | Design | Apr-17 | \$3,700,000 | \$3,700,000 | | | Jul-17 | \$1,059,554 |
| D707RK70 | Paint Suspended Span/Bronx Truss Steel | D03670 | Design | Apr-17 | \$330,000 | \$330,000 | | | -- | -- |
| D701RK19 | Seismic/Wind Retrofit & Structural Rehab Ph1 | D03592 | Design | Apr-17 | \$3,500,000 | \$3,500,000 | | | Jul-17 | \$2,538,967 |
| | | | | Apr-17 Total | \$184,667,208 | \$156,597,703 | | | | |
| D702TN55 | Study for Bx/Queens Approach Viaduct Replacement | D03694 | PM Design Study F/A(TBTA-D2034) | May-17 | \$1,333,297 | \$1,333,297 | Jun-17 | \$1,333,297 | | |
| D702TN55 | Study for Bx/Queens Approach Viaduct Replacement | D03695 | Study & Geotechnical Survey PSC-16-3003 | May-17 | \$10,000,000 | \$10,000,000 | May-17 | \$8,817,855 | | |
| D702TN55 | Study for Bx/Queens Approach Viaduct Replacement | D03697 | Geotechnical Survey PSC-16-3003 | May-17 | \$0 | \$0 | | | -- | -- |
| | | | | 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 | | | Jul-17 | \$1,700,000 |
| D705AW66 | Operations Command Center Replacement | D03958 | OCCC Workstation equipment purchases | Jun-17 | \$200,000 | \$200,000 | | | Jul-17 | \$200,000 |
| D505QM01 | Service Building Rehab. | D03959 | Renovate Bathroom/Kitchens -Svc. & Vent Bldgs Ph.5 | Jun-17 | \$1,400,000 | \$1,400,000 | | | Jul-17 | \$1,400,000 |
| D701RK20 | Cable Inspection and Rehabilitation | D03608 | Design | Jun-17 | \$2,221,243 | \$2,221,243 | | | Jul-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 | May-17 | \$1,458,888 | | |
| D704BW39 | Install Electronic Monitoring & Detection Systems | D03558 | PM Const.F/A | Jul-17 | \$1,000,000 | \$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 | | | -- | -- |
| 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 Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|---------------------|--|-------------|--|-----------------|---------------------|---------------------|-------------------|--------------|---------------------|----------------|
| D702RK23 | Construction of New Harlem River Drive Ramp | D03632 | PM Design F/A & RFP Dev. | Sep-17 | \$500,000 | \$500,000 | | | Sep-17 | \$500,000 |
| D701RK22 | Interim Repairs - FDR Ramp | D03625 | PM Construction F/A | Sep-17 | \$400,000 | \$400,000 | | | Sep-17 | \$400,000 |
| D701RK22 | Interim Repairs - FDR Ramp | D03626 | Construction Administration | Sep-17 | \$2,300,000 | \$2,300,000 | | | Sep-17 | \$2,300,000 |
| D701RK22 | Interim Repairs - FDR Ramp | D03627 | CSS | Sep-17 | \$600,000 | \$600,000 | | | Sep-17 | \$600,000 |
| D701RK22 | Interim Repairs - FDR Ramp | D03628 | Construction | Sep-17 | \$20,000,000 | \$20,000,000 | | | Sep-17 | \$20,000,000 |
| D705RK58 | Rehab Robert Moses Bldg & Ancillary Facilities | D03639 | PM Design F/A | Sep-17 | \$800,000 | \$800,000 | | | Sep-17 | \$800,000 |
| D705RK58 | Rehab Robert Moses Bldg & Ancillary Facilities | D03640 | Design | Sep-17 | \$2,000,000 | \$2,000,000 | | | Sep-17 | \$2,000,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03960 | TN52-A1-Construction - Catwalk | Sep-17 | \$4,800,000 | \$4,800,000 | | | Sep-17 | \$4,800,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03961 | TN52-A1-Const. Adm. - Catwalk | Sep-17 | \$600,000 | \$600,000 | | | Sep-17 | \$600,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03963 | TN52-A1-PM Construction F/A | Sep-17 | \$220,000 | \$220,000 | | | Sep-17 | \$220,000 |
| D601TN52 | Miscellaneous Structural Rehabilitation | D03964 | 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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|-----------------------|---|-------------|--|-----------------|---------------|---------------|-------------------|--------------|---------------------|----------------|
| 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) | | | \$195,828 | Jan-17 | \$195,828 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03930 | ORT-RFK Kapsch 07-IAG-2782A | | | \$193,344 | Jan-17 | \$193,344 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03929 | ORT-CBB Kapsch 07-IAG-2782A | | | \$95,333 | Jan-17 | \$95,333 | | |
| D706AW28 | Scope Development | D03922 | RKBx Trss Span-Fire Vul(PSC-12-2891L/WO90) | | | \$102,263 | Jan-17 | \$102,263 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03944 | TEB Protection -Design QA | | | \$4,070 | Feb-17 | \$4,070 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03945 | TEB Protection -Construction QA | | | \$11,510 | Feb-17 | \$11,510 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03887 | ORT-BBT Transmit | | | \$61,159 | Feb-17 | \$61,159 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03928 | ORT-MPB Kapsch 07-IAG-2782A | | | \$97,267 | Feb-17 | \$97,267 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03931 | ORT-BWB Kapsch 07-IAG-2782A | | | \$111,938 | Feb-17 | \$111,938 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03932 | ORT-TNB Kapsch 07-IAG-2782A | | | \$121,154 | Feb-17 | \$121,154 | | |
| D703AW63 | Replace Toll Equipment & New Toll Initiatives | D03933 | ORT-VNB Kapsch 07-IAG-2782A | | | \$153,236 | Feb-17 | \$153,236 | | |
| D703HH88 | Toll Plaza & Southbound Approach Reconstruction | D03886 | CM Demolition UL/LL Tollbooths (PSC-14-2950) | | | \$44,138 | Feb-17 | \$44,138 | | |
| ED010301 | Hugh Carey Tunnel Mitigation-Perimeter Work | E04036 | Construction Quality Oversight | | | \$1,150,949 | Feb-17 | \$1,150,949 | | |
| ED010301 | Hugh Carey Tunnel Mitigation-Perimeter Work | E04037 | Design Quality Oversight | | | \$407,042 | Feb-17 | \$407,042 | | |
| ED010304 | Queens Midtown Tunnel Mitigation-Flood Gates & Other Work | E04047 | Construction Quality Oversight | | | \$840,193 | Feb-17 | \$840,193 | | |
| ED010304 | Queens Midtown Tunnel Mitigation-Flood Gates & Other Work | E04048 | Design Quality Oversight | | | \$297,141 | Feb-17 | \$297,141 | | |
| ED050303 | Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls | E04056 | Construction Quality Oversight | | | \$299,247 | Feb-17 | \$299,247 | | |
| ED050303 | Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls | E04057 | Design Quality Oversight | | | \$105,831 | Feb-17 | \$105,831 | | |
| ED060201 | Sandy Program Administration | E04177 | 2017 Grants Management (TBTA-E2777) | | | \$1,000,000 | Feb-17 | \$1,000,000 | | |
| ED060201 | Sandy Program Administration | E04178 | 2017 E & C Support (TBTA-E2778) | | | \$1,000,000 | Feb-17 | \$1,000,000 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03941 | Dsgn for OHVD Syst-BBT(PSC15-2980B/WO#3 | | | \$208,837 | Mar-17 | \$208,837 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03942 | Dsgn for OHVD Syst-QMT(PSC15-2980B/WO#3 | | | \$315,325 | Mar-17 | \$315,325 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03913 | ORT-PM Const F/A (TBTA-D1963) | | | \$680,000 | Mar-17 | \$680,000 | | |

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|----------|--|-------------|---|-----------------|------------|--------------|-------------------|--------------|---------------------|----------------|
| D703QM63 | Open Road Tolling Initiative at QMT | D03971 | ORT-Asb. AbateConduit Remv.(ETS/12HS2894C | | | \$147,265 | Mar-17 | \$147,265 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03977 | ORT-Proj. Monit. Cond.Rem(EPM/PSC-12-2907A/89 | | | \$46,510 | Mar-17 | \$46,510 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03978 | ORT-Proj. Monit. Cond.(L.B./PSC07-2907A | | | \$25,170 | Mar-17 | \$25,170 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03979 | ORT-Air Monit. (ATC/PSC12-2907C/WO90 | | | \$30,232 | Mar-17 | \$30,232 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D04004 | ORT-PM Const Maint F/A (TBTA-D1968) | | | \$323,700 | Mar-17 | \$323,700 | | |
| D705AW66 | Operations Command Center Rehab/Replacement | D03489 | PM Design/Construction F/A (TBTA-D1973) | | | \$710,063 | Mar-17 | \$710,063 | | |
| D703MP63 | Open Road Tolling Initiative at MPP | D04008 | ORT-PM Const Maint F/A (TBTA-D1972) | | | \$100,772 | Mar-17 | \$100,772 | | |
| D703RK63 | Open Road Tolling Initiative at RFK Bridge | D04006 | ORT-PM Const Maint F/A (TBTA-D1971) | | | \$128,913 | Mar-17 | \$128,913 | | |
| D703VN63 | Open Road Tolling Initiative at VNB | D04007 | ORT-PM Const Maint F/A (TBTA-D1970) | | | \$100,163 | Mar-17 | \$100,163 | | |
| D703RK63 | Open Road Tolling Initiative at RFK Bridge | D04003 | ORT-PM ConstF/A (TBTA-D1966) | | | \$1,404,000 | Mar-17 | \$1,404,000 | | |
| D703VN63 | Open Road Tolling Initiative at VNB | D03997 | ORT-PM ConstF/A (TBTA-D1967) | | | \$921,500 | Mar-17 | \$921,500 | | |
| D703MP63 | Open Road Tolling Initiative at MPB | D03987 | ORT-PM ConstF/A (TBTA-D1965) | | | \$385,200 | Mar-17 | \$385,200 | | |
| D704RK21 | Install Fire Standpipe/Upgrade Protection System | D04041 | Design/Build Stipend (Picone) | | | \$35,000 | Mar-17 | \$35,000 | | |
| D703AW65 | Toll Collection System Rehabilitation/Upgrades | D03952 | Lighting Mockup BW | | | \$184,398 | Mar-17 | \$184,398 | | |
| D703BW63 | Open Road Tolling Initiative at BWB | D04043 | ORT-PM Const F/A (TBTA-D1982) | | | \$977,824 | Mar-17 | \$977,824 | | |
| D703BW63 | Open Road Tolling Initiative at BWB | D04048 | ORT-PM Const Maint F/A (TBTA-D1984) | | | \$95,875 | Mar-17 | \$95,875 | | |
| D703TN63 | Open Road Tolling Initiative at TNB | D04059 | Civil Construction (TN60) | | | \$19,056,765 | Mar-17 | \$19,056,765 | | |
| D703TN63 | Open Road Tolling Initiative at TNB | D04056 | ORT-PM Const F/A (TBTA-D1983) | | | \$1,571,171 | Mar-17 | \$1,571,171 | | |
| D703TN63 | Open Road Tolling Initiative at TNB | D04061 | ORT-PM Const Maint F/A (TBTA-D1985) | | | \$94,880 | Mar-17 | \$94,880 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03907 | ORT-PM Const F/A (TBTA-D1964) | | | \$680,000 | Mar-17 | \$680,000 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D04005 | ORT-PM Const Maint F/A (TBTA-D1969) | | | \$223,500 | Mar-17 | \$223,500 | | |
| D702AWX1 | Agency Wide Planning/Strategic Initiatives | D03980 | HC11: Design & CSS | | | \$313,075 | Apr-17 | \$313,075 | | |
| D703HH88 | Toll Plazas & Southbound Approach Reconstruction | D03892 | HH88:ORT Gantry Conceptual Design | | | \$249,134 | May-17 | \$249,134 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D03906 | HC63: ORT Design/CSS (PSC-12-2891L WO) | | | \$275,933 | May-17 | \$275,933 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D03912 | QM63:ORT Design/CSS (PSC-12-2891L WO) | | | \$477,968 | May-17 | \$477,968 | | |
| D703MP63 | Open Road Tolling Initiative at MPP | D04002 | ORT Civil Construction (CB99S) | | | \$1,243,200 | May-17 | \$1,243,200 | | |
| D702RK65 | Reconstruct Manhattan Toll Plaza Structure and Ramps | D03656 | RK65A: ORT Construction Administration | | | \$583,717 | May-17 | \$583,717 | | |
| D606AW22 | Miscellaneous | D03981 | Risk Assessment-RK07 PSC-15-2978B WO#4 | | | \$102,596 | May-17 | \$102,596 | | |
| D701HH89 | Skewback Retrofit | D04033 | Stipend Halmar (HH89) PSC-16-2985A | | | \$166,000 | May-17 | \$166,000 | | |
| D701HH89 | Skewback Retrofit | D04036 | Stipend Judlau (HH89) PSC-16-2985B | | | \$166,000 | May-17 | \$166,000 | | |
| D701HH89 | Skewback Retrofit | D04038 | Stipend Skanska (HH89) PSC-16-2985D | | | \$166,000 | May-17 | \$166,000 | | |
| D701HH89 | Skewback Retrofit | D04037 | Stipend Kiewit (HH89) PSC-16-2985C | | | \$166,000 | May-17 | \$166,000 | | |
| D702AWX1 | Agency Wide Planning/Strategic Initiatives | D04052 | HC11 - PM Construction F/A (TBTA-D2008) | | | \$120,000 | May-17 | \$120,000 | | |
| D703AW65 | Toll Collection System Rehab. | D03955 | Lighting Mockup TN(TN task 26) | | | \$38,510 | May-17 | \$38,510 | | |
| D703RK63 | Open Road Tolling Initiative at RFK Bridge | D03970 | ORT-Design CSS Bronx/Queens RFK(PSC-11-2865) | | | \$2,457,524 | Jun-17 | \$2,457,524 | | |
| D703RK63 | Open Road Tolling Initiative at RFK Bridge | D04075 | Civil Construction-Phase 2 2Way Manhattan | | | \$6,344,919 | Jun-17 | \$6,344,919 | | |
| D703AW65 | Toll Collection System Rehabilitation/Upgrades | D03976 | ORT-CSS-Bridges PSC-16-2891 hwo4-HNTB | | | \$2,458,686 | Jun-17 | \$2,458,686 | | |
| D703TN63 | Open Road Tolling Initiative at TNB | D04057 | Construction Administration (PSC-15-2967) | | | \$1,611,245 | Jun-17 | \$1,611,245 | | |
| D703BW63 | Open Road Tolling Initiative at BWB | D04044 | Construction Admin (PSC-15-2966/ BW14/84C) | | | \$1,257,355 | Jun-17 | \$1,257,355 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D04010 | Artwork-Kaynamaile | | | \$254,492 | Jun-17 | \$254,492 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D04011 | Artwork-Kynemaile | | | \$488,563 | Jun-17 | \$488,563 | | |
| D703HC63 | Open Road Tolling Initiative at HLCT | D04012 | Gateway Tower -Construction | | | \$7,344,289 | Jun-17 | \$7,344,289 | | |

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|-------------|--|-------------|---|------------|---------------|---------------|-------------------|---------------|----------------|----------------|
| | | | | Date | | | | | Date | |
| D703BW63 | Open Road Tolling Initiative at BWB | D04093 | BW63: Gateway Tower -Beacon Purchase | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703HH63 | Open Road Tolling Aesthetics | D04117 | HH63:Gateway Tower -Beacon Purchase (BB28S) | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703CB63 | Open Road Tolling Initiative at CBB | D04095 | CB63: Gateway Tower -Beacon Purchase | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703MP63 | Open Road Tolling Initiative at MPP | D04096 | MP63: Gateway Tower -Beacon Purchase | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D04090 | QM63: Gateway Tower -Beacon Purchase | | | \$661,869 | Jun-17 | \$661,869 | | |
| D703RK63 | Open Road Tolling Initiative at RFK Bridge | D04091 | RK63: Gateway Tower -Beacon Purchase | | | \$661,869 | Jun-17 | \$661,869 | | |
| D703TN63 | Open Road Tolling Initiative at TNB | D04094 | TN63: Gateway Tower -Beacon Purchase | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703VN63 | Open Road Tolling Initiative at VNB | D04092 | VN63: Gateway Tower -Beacon Purchase | | | \$333,156 | Jun-17 | \$333,156 | | |
| D703QM63 | Open Road Tolling Initiative at QMT | D04087 | Queens Portal Decluttering- Construction | | | \$1,411,295 | Jun-17 | \$1,411,295 | | |
| D703MP63 | Open Road Tolling Initiative at MPP | D04024 | Gateway Tower -Construction | | | \$1,837,500 | Jun-17 | \$1,837,500 | | |
| D703CB63 | Open Road Tolling Initiative at CBB | D04027 | Gateway Tower -Construction | | | \$1,837,500 | Jun-17 | \$1,837,500 | | |
| D703AW65 | Toll Collection System Rehabilitation/Upgrades | D04082 | Gateway Tower Design & CSS -HDR-PSC-16-2991 | | | \$5,872,890 | Jun-17 | \$5,872,890 | | |
| | | | | | | \$0 | | | | |
| Grand Total | | | | | \$490,750,758 | \$537,987,024 | YTD Total | \$400,141,522 | Remaining | \$174,229,509 |
| | | | | | | | | | Grand Total | \$574,371,031 |

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 |

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

| ACEP | Project Description | IMPACT Task | Task Description | Original Start Date | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|--|-------------|---|---------------------|-----------------|--------------|--------------|-------------------|--------------|---------------------|----------------|
| D701HH89 | Skewback Retrofit | D03522 | Constr. Quality Oversight PSC-15-2973 wo4 | Dec-16 | Jan-17 | \$2,328,548 | \$2,328,548 | Jan-17 | \$2,328,548 | | |
| D703HH88 | Reconstruction of Toll Plazas and Southbound Approach | D03793 | Construction Adm.(PSC-16-2986) | Nov-16 | Jan-17 | \$7,095,465 | \$6,000,000 | Mar-17 | \$7,095,465 | | |
| D704HH13 | Replacement of Facility Lighting System | D03780 | Construction Adm.(PSC-16-2986) | Nov-16 | Jan-17 | \$463,664 | \$800,000 | Mar-17 | \$463,664 | | |
| D704RK21 | Installation of Fire Standpipe & Upgrade of Fire Protection System | D03396 | Constr. QC and Admin. (PSC-15-2973) | Nov-16 | Jan-17 | \$981,678 | \$981,678 | Jan-17 | \$981,678 | | |
| | | | | | Jan-17 Total | \$10,869,355 | \$10,110,226 | | | | |
| D701BW07 | Fender Protection around Tower Piers (Const) | D03808 | 10% Design & D/B RFP Development | Jun-16 | Feb-17 | \$1,500,000 | \$1,500,000 | May-17 | \$73,270 | | |
| D704BW32 | Installation of Fire Standpipe Connections | D03545 | 10% Design & RFP Dev. | Jun-16 | Feb-17 | \$200,000 | \$200,000 | May-17 | \$210,000 | | |
| 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 | | | Jul-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 | \$250,000 | | |
| D704RK60 | Install Facility-wide Electronic Monitoring & Detection Systems | D03647 | PM Construction F/A | Aug-16 | Mar-17 | \$1,000,000 | \$1,000,000 | May-17 | \$250,000 | | |
| 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 | | | Jul-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 | | | Jul-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 | | | Jul-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 | | | Jul-17 | \$285,000 |
| | | | | | Apr-17 Total | \$909,973 | \$909,973 | | | | |
| D603AW35 | Replacement of Weather Information Systems | D02480 | 3rd Pty-Furnish/install | | Jun-17 | \$1,871,967 | \$1,871,967 | | | Jul-17 | \$1,871,967 |
| D603AW35 | Replacement of Weather Information Systems | D03326 | Capital Materials Purchase | | Jun-17 | \$25,000 | \$25,000 | | | Jul-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 |
| | | | | | Sep-17 Total | \$1,043,331 | \$1,043,331 | | | | |
| | | | | | Grand Total | \$36,938,710 | \$36,179,581 | | | | |
| | | | | | Grand Total | \$36,938,710 | \$36,179,581 | YTD Total | \$31,827,868 | Remaining | \$4,460,172 |
| | | | | | | | | | | Grand Total | \$36,288,040 |

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 July 2017



Staff Summary

| | |
|----------------------------------|---|
| Subject: | Request for Authorization to Award Various Procurements |
| Department: | Procurement |
| Department Head Name | M. Margaret Terry |
| Department Head Signature | |
| Project Manager Name | Various |

| | |
|--------------------------------|------------|
| Date | 07/07/2017 |
| Vendor Name | |
| Contract Number | |
| Contract Manager Name | |
| Table of Contents Ref # | |

| Board Action | | | | | |
|--------------|-------------------|------------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 07/07/2017 | | | |
| 2 | MTA B&T Committee | 07/24/2017 | | | |
| 3 | MTA Board | 07/26/2017 | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|------------------------------|-------|--------------------------------|
| Order | Approval | Order | Approval |
| | President | | VP Operations |
| | Executive Vice President | | VP & Chief Engineer |
| | SVP & General Counsel | | VP & Chief Procurement Officer |
| | VP & Chief Financial Officer | | |

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

PURPOSE:

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

DISCUSSION:

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

| Schedules Requiring Two-Thirds Vote: | # of Actions | \$ Amount |
|---|--------------|-------------------|
| Schedule A: Non-Competitive Purchases and Public Work Contracts | 1 | \$ 23.000M |
| SUBTOTAL | 1 | \$ 23.000M |

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

| Schedules Requiring Majority Vote: | # of Actions | \$ Amount |
|---|--------------|-------------------|
| Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts | 1 | \$ 2.000M |
| Schedule I: Modifications to Purchase and Public Works Contracts | 3 | \$ 11.800M |
| SUBTOTAL | 4 | \$ 13.800M |

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

| | | |
|--------------|----------|-------------------|
| TOTAL | 5 | \$ 36.800M |
|--------------|----------|-------------------|

BUDGET IMPACT:

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

RECOMMENDATION:

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF NON- COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JULY 2017

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

A: Non-Competitive Purchases and Public Work Contracts

(Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive)

- | | | |
|--|-------------------------|--------------------------------------|
| 1. New York State Department of Transportation Contract No. MOU-17-71 | \$ 23,000,000.00 | <u>Staff Summary Attached</u> |
|--|-------------------------|--------------------------------------|

Non-Competitive- Other

B&T is seeking approval under the All Agency Procurement Guidelines to enter into an Agreement (Memorandum of Understanding) with the New York State Department of Transportation (NYSDOT) for the reconstruction and maintenance of Ramp RC connecting the southbound Bruckner Expressway with the Bronx approach to the Robert F. Kennedy Bridge.

Staff Summary

Page 1 of 2

| | | | | | |
|--|---------------------------------------|---------|--|------|-------|
| Item Number 1 (Final) | | | | | |
| Dept & Dept Head Name: Engineering and Construction Joe Keane <i>Chris Poulos</i> | | | | | |
| Division & Division Head Name: Walter Hickey <i>Walter Hickey</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 7/7/17 | | | |
| 2 | MTA B&T Committee | 7/24/17 | | | |
| 3 | MTA Board | 7/26/17 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>Adrian</i> | 4 | Executive Vice President <i>Adrian</i> | | |
| 2 | SVP & General Counsel <i>mmt</i> | | President <i>ET 7/13</i> | | |
| 3 | VP & Chief Procurement Officer | | | | |

| | |
|---|------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name New York State Department of Transportation | Contract Number MOU-17-71 |
| Description Memorandum of Understanding for Rehabilitation and Maintenance of Ramp RC, Connecting RFK to the Bruckner Expressway | |
| Total Amount \$23,000,000.00 | |
| Contract Term (including Options, if any) | |
| 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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" 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

TBTA is seeking approval under the All-Agency Procurement Guidelines to enter in to an Agreement (Memorandum of Understanding), designated as MOU-17-71, with New York State Department of Transportation (NYSDOT) for reconstruction of and for maintenance of Ramp RC connecting the southbound Bruckner Expressway with the Bronx approach to the Robert F. Kennedy Bridge. The Agreement defines the scope of the work, which will be completed in conjunction with NYSDOT's upcoming Bruckner Expressway Project and which is proposed to be jointly funded by TBTA and NYSDOT.

II. DISCUSSION

The New York State Department of Transportation (NYSDOT) is scheduled to award a Design-Build Contract later in 2017 to reconstruct a portion of the Bruckner Expressway (I-278) that extends from the intersection with the RFK Bridge approach to E.141st Street. This project will also include the off ramps from the RFK to the Major Deegan Expressway and the Bruckner Expressway. The costs of reconstruction of these ramps will be borne by NYSDOT. There has been extensive discussion between the TBTA and NYSDOT with respect to jurisdiction over and the ownership of Ramp RC which connects the southbound Bruckner Expressway to the RFK Bridge. The structure is currently jointly maintained by TBTA and NYSDOT. This proposed Memorandum of Understanding defines the scope of work and associated costs to be paid by TBTA for the reconstruction of the ramp and for future maintenance responsibility for the ramp. A similar agreement was executed in 1993 when Ramp RC was last rehabilitated.

Ramp RC is a 2-lane ramp connecting the Bruckner Expressway to the RFK Bridge. The scope of work for Ramp RC has been developed by NYSDOT with input from TBTA and includes i) removal and replacement of the concrete deck, barriers and bridge railing with a new concrete deck and barriers that conform with current standards; ii) removal and replacement of all steel bearings with elastomeric bearings; iii) localized repair of cracks and spalls in the existing piers; and iv) sandblasting and painting of structural steel as necessary per NYSDOT standards.

11/16/17 11:22/141

Staff Summary

TBTA and NYSDOT agree that it is in the interest of both parties as well as the traveling public that Ramp RC be reconstructed to current standards. It is also agreed that to minimize disruption to the traveling public and maximize efficiency of the NYSDOT's Bruckner Project, the ramp reconstruction should be performed in conjunction with the upcoming Bruckner Expressway project.

Under this proposed agreement, NYSDOT will solicit a design-build contract to include the TBTA Work. TBTA and NYSDOT agreed to an estimated cost of the work of \$18,709,262 with contingencies of \$4,209,738. Upon Board approval and execution of the MOU, TBTA will deposit with the State Comptroller, in a project escrow, \$18,709,262 which shall be applied to cover TBTA's share of the costs of soliciting and completing the TBTA reconstruction Work.

III. D/M/WBE INFORMATION

This agreement is not subject to the establishment of goals by the Department of Diversity and Civil Rights (DDCR). All NYSDOT projects are subject to state and federal D/M/WBE participation requirements.

IV. IMPACT ON FUNDING

Funding for this agreement is available in the 2010-2014 Capital Budget under Project D602RKXD.

V. ALTERNATIVES

The following three alternatives were considered:

- i) Continue to maintain the ramp until ramp ownership is resolved and major reconstruction can no longer be deferred. This is not a viable option because it exposes the Authority to recurring and increasing maintenance costs with significant impacts to the traveling public;
- ii) Perform the ramp reconstruction under a new project. This is not a viable option because jurisdiction over the ramp is disputed; and
- iii) Complete the ramp reconstruction via NYSDOT's project. This is the recommended option because doing the work with NYSDOT is cost effective and will minimize the impact on the traveling public.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JULY 2017

Procurements Requiring Majority Vote:

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

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

- | | | |
|--|------------------------|--------------------------------------|
| 1 Parsons Brinckerhoff, Inc. AECOM, USA, Inc. | \$ 2,000,000.00 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

**Contract Nos. PSC-14-2953A
PSC-14-2953B**

5 yr. Contract- Competitive RFP

B&T is seeking Board Approval in accordance with the All Agency Service Contract Procurement Guidelines to amend personal service contracts to provide environmental review of future possible changes in toll policy at B&T facilities.

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. El Sol Contracting & Contracting Corp./El Sol Limited Enterprises J.V. Contract No. RK-65A | \$ 8,117,816.00 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

4 yrs, 6mo. Contract- Competitive Bid

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

- | | | |
|--|------------------------|--------------------------------------|
| 2. Tutor Perini Corp. Contract No. VN-80B | \$ 3,261,708.42 | <u>Staff Summary Attached</u> |
|--|------------------------|--------------------------------------|

5 yr. Contract - Competitive Bid

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to modify this contract for interim reconciliation of contract items and additional new items of work. These items include: (i) Milling of the Staten Island Approach; (ii) Removal and Replacement of the Lower Roadway Finger Joints and Removal and Replacement of Lower Roadway Bearings at the Brooklyn Tower; and (iii) an allowance for Horizontal Jacking Labor required for Lower Level Finger Joint and Bearing Replacement.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JULY 2017

- | | | |
|------------------------------------|----------------------|--------------------------------------|
| 3. 2 Saab Construction Inc. | \$ 420,903.46 | <u>Staff Summary Attached</u> |
| Contract No. QMM-346 | | |

1 yr. Contract - Competitive Bid

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to modify this contract to include labor, material and equipment necessary to provide masonry work to the Manhattan Entrance Plaza Walls and to power wash the Queens Portal of the Queens Midtown Tunnel.

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

Item Number: 1 (Final)

| | | | | | |
|--|--|--|--|---------------------------|--|
| Vendor Name (& Location) Parsons Brinckerhoff, Inc. New York, NY AECOM, USA, Inc. New York, NY | | Contract Number: PSC-14-2953A PSC-14-2953B | | AWO/Modification # | |
| Description: Professional Services As Needed for an Environmental Review of TBTA's Toll Related Actions | | | | | |
| Contract Term (including Options, if any) August 5, 2014 – August 4, 2019 January 15, 2015 – January 14, 2019 | | Original Amount: | | \$ 1,500,000 | |
| | | Prior Modifications: | | \$ 450,000 | |
| | | Prior Budgetary Increases: | | \$ 0.00 | |
| Option(s) included in Total amount? <input type="checkbox"/> Yes <input type="checkbox"/> No | | Current Amount: | | \$ 1,950,000 | |
| Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | This Request: | | \$ 2,000,000 | |
| Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | % of This Request to Current Amount: | | 102% | |
| Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | % of Modifications (including This Request) to Original Amount: | | 163% | |
| Requesting Dept./Div. & Dept./Div. Head Name: Planning and Budget, Mildred Chua, Chief Financial Officer | | | | | |
| <p>Discussion: B&T is seeking Board Approval in accordance the All-Agency Guidelines for Procurement of Services to amend a personal service Contract No PSC-14-2953A with Parsons Brinckerhoff, Inc. (PB) and PSC-14-2953B with AECOM USA, INC. (AECOM) for additional services in the amount of \$2,000,000 to provide environmental review of future possible changes in toll policy at B&T facilities. This contract was competitively awarded to PB in August 2014 and to AECOM in January 2015 for five (5) years to assist in environmental reviews at all B&T facilities. Amendments 1 and 2 increased the contract value by \$450,000.</p> <p>The Consultant will conduct and produce comprehensive, coordinated environmental analyses including environmental assessments and environmental impact statements in compliance with the New York State Environmental Quality Review Act (SEQRA) or the National Environmental Policy Act (NEPA) or both, as directed by the Project Manager. These environmental reviews will be used to support possible future changes in toll policy at B&T facilities, including but not limited to: changes of crossing charges, or the introduction of new toll discount/rebate plans, any of which could affect the general environment. The required services will be assigned on an as-needed basis through the issuance of work orders which will be negotiated separately using the labor, overhead and profit rates. Funds are available in the amount of \$2,000,000 is available in the Operating Budget under GL Code 712516.</p> <p>In connection with previous contracts awarded to PB and AECOM. PB was found responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility findings was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on March 25th, 2008. No new SAI has been found relating to PBI. In addition AECOM was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All-Agency Responsibility Guidelines and such responsibility findings was approved by the Chairman and Chief Executive officer in consultation with Metro-North Railroad's Vice President and General Counsel on May 10th, 2016. No new SAI has been found relating to AECOM.</p> | | | | | |

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 1 (Final)

| | | |
|--|--|---------------------------|
| Vendor Name (& Location) El Sol Contracting & Construction Corp. / El Sol Limited Enterprises J.V. (Maspeth, NY) | Contract Number RK-65A | AWO/Modification # |
| Description Bronx Plaza/Structure Rehabilitation at the RFK Bridge | | |
| Contract Term (including Options, if any) December 12, 2014 – June 11, 2019 | Original Amount: | \$213,400,793.50 |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Prior Modifications: | \$28,281,794.81 |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | Prior Budgetary Increases: | \$0.00 |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | Current Amount: | \$241,682,588.31 |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | This Request: | \$8,117,816.00 |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | % of This Request to Current Amount: | 3.4% |
| | % of Modifications (including This Request) to Original Amount: | 17.1% |

Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-65A, with El Sol Contracting / El Sol Limited Enterprises, JV. (El Sol) for additional civil, structural and electrical infrastructure construction work related to Open Road Tolling (ORT) at the Bronx and Queens approaches to the Robert F. Kennedy Bridge and the modification of existing contract unit price items in the negotiated amount of \$8,117,816.

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

As part of the New York Crossings initiative B&T is embarking on full implementation of cashless all-electronic Open Road Tolling (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.

Under previous amendments ORT infrastructure at the Queens and Bronx approaches to the RFK Bridge was added to the contract and portions of the base contract work were accelerated to mitigate the impact of the work on the traveling public. Under this proposed amendment, the following items of work are now required and/or will be accelerated: i) sawcutting and grooving deck; ii) barrier slip forming (half and full sections; iii) temporary supports for new deck overhang; iv) deep haunches; v) asbestos wire abatement; and vi) existing monument restoration. Additionally, the unit price for treatment and discharge of contaminated groundwater estimated quantity overrun was renegotiated.

El Sol submitted a cost proposal of \$12,685,271.95 for the extra work related to new items, acceleration, monument restoration and the item overrun. Negotiations resulted in B&T and El Sol agreeing to the amount of \$10,823,855, which is .98% above the Engineer's estimate of \$10,718,909.02 and is considered fair and reasonable. Additionally, the change to toll collection methodology results in the deletion of some Contract Work. Twenty contract unit price items are reduced or deleted completely for an aggregate credit of (\$2,706,039) and a net change to the Contract of \$8,117,816.

Funding for the proposed extra work and item overruns at the RFK in the net amount of \$8,185,005 is available in the 2010-2014 Capital Program (Project D703/RK65/D02699) and in Major Maintenance Program under Project RKM-372 in the amount of \$1,482,225 (GL711101); credit for deleted paint work in the amount of \$1,549,414 will be credited to Project D02709.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 2 (Final)

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|--|--|--|---------------------------|
| Vendor Name (& Location) Tutor Perini Corp. | | Contract Number VN-80B | AWO/Modification # |
| Contract Title: Replacement of the Upper Level Roadway Deck Suspension Span at the Verrazano-Narrows Bridge | | | |
| Contract Term (including Options, if any) November 29, 2012 – November 28, 2017 | | Original Amount: \$235,728,000.00 | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | Prior Modifications: \$45,935,694.71 | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | Prior Budgetary Increases: N/A | |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | | Current Amount: \$281,663,694.71 | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | This Request: \$3,261,708.42 | |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | | % of This Request to Current Amount: 1.2% | |
| | | % of Modifications (including This Request) to Original Amount: 20.9% | |

Discussion:

B&T is seeking the Board's approval under the All-Agency Procurement Guidelines to modify this contract with Tutor Perini Corp. (TPC) for interim reconciliation of contract items and additional new items of work in a negotiated net amount totaling \$3,261,708.42.

As the contract work progresses, there are items that were underutilized or exceeded contract quantities that require reconciliation. Among those items underutilized are: construction signs, temporary concrete barrier, overhead sign structures and movement of the moveable median barrier system. Proposed credits to existing items totaled \$1,271,385.59. Among the items that exceeded contract quantities are: removal of roadway deck on suspended spans, removal of maintenance walkways, concrete for full depth repairs, and armored joint system. TPC proposed increases to existing items totaled \$1,235,954.55 which were deemed acceptable.

In addition to those reconciliations, the Engineer determined that various new items of work are required at this time including: (i) Milling of the Staten Island Approach roadway; (ii) Removal and Replacement of the Lower Roadway Finger Joints and Removal and Replacement of Lower Level Roadway Bearings at the Brooklyn Tower; and (iii) an allowance for work associated with restoring the joint assembly to its correct position.

In order for traffic to utilize the reversible 7th lane on the Upper Level that is being added as part of the new orthotropic deck system under VN-80B, modifications to the Staten Island Approach were incorporated into the Contract including removal of the median barrier, replacement of roadway slabs, reconfiguration of the eastbound and westbound curbs to widen the traveled roadway, new drainage, and new and enhanced lighting. To accommodate those modifications milling of the Staten Island Approach is required to tie-in to the existing roadway.

During the 2016 Biennial inspection, it was discovered that the Brooklyn tower main span lower level finger joints were deteriorated. The finger joints are original construction and have been in service for over fifty years and are showing signs of corrosion. This created a condition which required immediate intervention by the Authority and on-site contractor, TPC. Under the first phase of work the Contractor was requested to perform these urgent repairs to free joints that had locked in place. TPC had the skilled workforce already on-site and the ability to organize a crew quickly to expedite the repair and ensure the proper serviceability of the bridge was maintained. As contractor costs for these urgent repairs for freeing of the joints have not been submitted yet, this first phase of work will be negotiated and Contractor will be reimbursed under a future amendment in a not-to-exceed allowance amount of \$1,500,000.

Under the second phase of the joint and bearing work to be performed, the Contractor will provide labor and material required for rehabilitation of the Brooklyn lower level tower span which includes replacement of main span tower joints and bearings along with the necessary work involved to physically reset the entire lower level tower span finger joint system using hydraulic jacks (horizontal and vertically). An allowance of \$100,000 was recommended and agreed upon for horizontal jacking labor due to the unknowns involved with this work. In addition, eight spare finger plates will be fabricated to be used as spares for future replacement needs at the Staten Island Tower, which was determined to be in the Authority's best interest.

Overall, TPC proposed \$3,520,557.73 for the above new items of work (which does not include urgent repair work for freeing the joints); the Engineer estimates for those items totaled \$3,386,606.11. Based on comparison to those estimates, the negotiated amount of \$3,297,139.46 is 2.6% below the estimate. When the increase and decreases to existing items is added to the amount for new items the overall net increase of \$3,261,708.42 to the contract is considered fair and reasonable.

Funding for this amendment is available in the 2010-2014 Capital Program under Project D602VN80 Construction, Phase II Deck VN80B.

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

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 3 (Final)

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|--|--|---------------------------|
| 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: | \$495,498.04 |
| 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: | \$1,763,741.17 |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | This Request: | \$420,903.46 |
| 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: | 23.9% |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E. | % of Modifications (including This Request) to Original Amount: | 72.3% |

Discussion:

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this contract with 2 Saab Construction Inc. to include the labor, material and equipment necessary to provide masonry work to the Manhattan Entrance Plaza Walls and to power wash the Queens Portal of the Queens Midtown Tunnel in the amount of \$420,903.46.

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 manpower, equipment and material necessary for the Restoration of the Queens Plaza Wall and Emergency Garage Envelope Repair at the Queens Midtown Tunnel Facility for a duration of twelve (12) months, in an amount not-to-exceed \$1,268,243.13.

B&T determined that the conditions of the Manhattan Entrance Plaza Walls are far more deteriorated than anticipated and are in need of immediate repair. The original contract quantities required repair of a large portion of the Plaza Walls. However, as the contractor commenced work, it was determined that 100% of the Walls required restoration. In addition, the QM-40 construction and the removal of VMS signs resulted in the Queens Plaza Portal Entrance Walls collecting an excessive amount of dirt. In order to maintain the location in a state of good repair, a thorough cleaning of the Portal Walls is necessary to remove any accumulated excess dirt.

2 Saab submitted a proposal in the amount of \$420,903.46. The Engineer's estimate is \$421,493.03. The proposed amount is 0.14% below the estimate and is considered fair and reasonable. 2 Saab was granted authorization to proceed in the not-to-exceed amount of \$100,000 to begin the work required to repair the Manhattan Entrance Plaza Walls.

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