



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

November 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, 11/13/2017

12:00 - 12:30 PM ET

1. Public Comments Period

2. Approval of Minutes - October 2017

B&T Committee Minutes - October 2017 - Page 4

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

4. Review of B&T Committee Charter

Review of B&T Committee Charter - Page 17

5. Report on Operations - September 2017

B&T Report on Operations - September 2017 - Page 21

6. Safety Report - September 2017

B&T Safety Report - September 2017 - Page 34

7. Customer Environment Survey - 3rd Quarter 2017

B&T Customer Environment Survey - 3rd Quarter 2017 - Page 40

8. E-ZPass Performance Report - September 2017

B&T E-ZPass Performance Report - September 2017 - Page 51

9. Financial Report - September 2017

B&T Financial Report - September 2017 - Page 57

10. 2018 Preliminary Budget - Materials Previously Submitted

11. Capital Program Project Status Report - October 2017

B&T Capital Program Project Status Report - October 2017 - Page 71

12. Procurements

B&T Procurements - Page 90

B&T Non-Competitive

B&T Non-Competitive - Page 93

B&T Competitive

B&T Competitive - Page 96

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



Bridges and Tunnels

Minutes of Committee Meeting October 2017

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

October 23, 2017

11:30 a.m.

In attendance were the Honorable:

Mitchell H. Pally, Acting Chairman
Norman Brown
Ira Greenberg
Polly Trottenberg
Peter Ward
Neal Zuckerman

Also in Attendance:
Scott Rechler

Cedrick T. Fulton, President
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, Acting Vice President and Chief of Staff
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Albert Rivera, Executive Vice President
M. Margaret Terry, Senior Vice President and General Counsel

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

October 23, 2017

Minutes of TBTA Committee held October 23, 2017 at 11:30 a.m. A list of those in attendance is attached.

Public Speakers

There were two (2) public speakers. Omar Vera stated that tolls should be eliminated at the Cross Bay Bridge (CBB) and he commended Cashless Tolling. Murray Bodin stated that because certain roadway signage and lane line markings are not in compliance with the law, which causes confusion to motorists, the TBTA's Chief Engineer should be replaced.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on September 25, 2017 were approved.

Committee Work Plan

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

President Fulton's Opening Remarks

Mr. Fulton stated that on September 30, 2017 the TBTA fully implemented Cashless Tolling at its final two facilities, the Throgs Neck (TNB) and Bronx-Whitestone (BWB) Bridges. In its history, TBTA collected more than 12 billion separate cash tolls at its facilities. Cashless Tolling will provide improved mobility and air quality.

Mr. Fulton stated that as the fifth anniversary of Superstorm Sandy approaches, TBTA has taken a significant step forward in flood resiliency of its tunnels by installing permanent flood gates at the Manhattan entrance of the Hugh L. Carey Tunnel (HLC) and Queens entrance of the Queens Midtown Tunnel (QMT). These flood gates will enable the tunnel entrances to be sealed at their most flood-prone locations and supplement temporary measures that have been in effect since Superstorm Sandy.

Finally, Mr. Fulton stated that TBTA is continuing to focus on improving its customer safety performance. Added to the Report on Safety is a compilation, by facility, of specific mitigation efforts that have been taken to address both ongoing collision challenges and emerging risk areas.

Report on Operations

With regard to the Report on Operations for August 2017, Mr. DeCrescenzo stated that compared to August 2016, traffic was higher by 1.9%; E-ZPass volume increased by 9.2%, while crossings using cash, Tolls by Mail and other payment methods decreased by 39.3%; passenger car travel increased by 1.8%; and other vehicle travel increased by 2.8%.

Compared to the same periods last year, preliminary traffic figures for September 2017 are 1.2% higher. Mr. DeCrescenzo also commented on notable changes to TBTA facility operations:

- On September 30, 2017, the TNB and BWB commenced Cashless Tolling operations, which completed the transition of all TBTA facilities to Cashless Tolling;
- On October 11, 2017, the Verrazano-Narrows Bridge (VNB) opened a "slip ramp" for MTA express buses to provide the buses with full access to the VNB's HOV lane. The buses can cross over from the VNB's upper level to lower level Staten Island bound in order to access Staten Island local exits.

Acting Chairman Pally stated that his trips from Long Island to Westchester using the TNB have been much more pleasurable with the implementation of Cashless Tolling and he thanked TBTA.

Safety Report

With regard to the Safety Report for August 2017, Mr. Osnes stated that the 12 month average customer collision rate increased from 8.42 in July 2017 to 8.47 in August 2017, which is also higher than the August 2016 rate of 6.82. The 12 month average rate for injury collisions increased from 0.98 in July 2017 to 1.03 in August 2017, and is higher than the 0.94 rate for the 12 months ending August 2016.

In order to better address concerns raised by the Committee, Mr. Osnes also stated that:

- While total collisions were slightly higher in August 2017, as compared to the same period last year, there was an increase in collisions with injuries;
- The total collision rate for 12 months through August 2017 continues to be higher for every facility as compared to the same period last year;
- The collisions with injuries rate for 12 months through August 2017 is lower at the Robert F. Kennedy Bridge (RFKB), VNB and TNB and higher at all other TBTA facilities as compared to the same period last year; and
- In August 2017, the BWB and VNB are the primary contributors to TBTA's overall collision rate.

Mr. Osnes also stated that TBTA has undertaken a range of mitigation efforts and the key strategies underlying these efforts are:

- Reviewing construction zones to make changing traffic patterns safer, including providing for more channelization and softening pinch points;
- Enhancing the physical characteristics of facilities and roadways, including better design and maintenance of permanent line striping;
- Improved customer information, including signage with specific fines for safety violations and variable message signage;
- Enforcement efforts that are focused on safety violations; and
- Engaging outside experts, such as the Texas Transportation Institute which is currently conducting fieldwork, to evaluate conditions and recommend best practices.

Mr. DeCrescenzo discussed how TBTA has applied mitigation measures through a focused approach by directing immediate efforts to those facilities which were driving TBTA's collision numbers by targeting specific collision-prone locations or zones. In August 2017, three out of nine TBTA facilities had an increase in collisions as compared to the same period last year with two out of three facilities representing the majority of the collisions. Mr. DeCrescenzo then discussed mitigation measures implemented at the VNB since it had the highest number of collisions with injuries in August and was one of the two facilities with the highest increase in collisions, with most of the collisions occurring on the upper level Brooklyn-bound. The mitigation efforts, including increased enforcement, resulted in a 17% decrease in collisions with injuries at the VNB upper level Brooklyn-bound location from August to September.

Preliminary September total collision numbers are higher than the same period last year. With the end of the summer travel season, reopening of schools, motorist familiarization with Cashless Tolling and seasonal changes to traffic flow, TBTA continues to closely monitor collision data to focus its resources on specific facility locations that are experiencing the highest increase in collisions and collisions with injuries.

Preliminary data for October show that collision rates appear to be lower at all TBTA facilities as compared to the same period last year. TBTA remains fully committed to this safety effort to create a safer environment for our customers as they cross our facilities.

Mr. Osnes stated that the 12 month average employee lost time injury rate per 200,000 work hours decreased from 7.3 injuries in July 2017 to 6.6 injuries in August 2017 and is lower than the rate of 6.7 for the 12 months ending June 2016. TBTA reviews incidents to identify trends as it transitions from a toll plaza environment to Cashless Tolling and over the five month period of May through September 2017, TBTA has achieved an IOD reduction rate of approximately 30% compared to the same period in 2016. The 12 month average construction injury rate increased from 1.91 injuries per 200,000 work hours in July 2017 to 1.98 in August 2017 and is higher than the rate of 1.94 for the 12 months ending August 2016.

Commissioner Zuckerman commented on the “Collision Rate per Million Vehicles vs. Average Daily Traffic 12 Month Rolling Average” chart on page 37 of the Committee materials that he had suggested and noted that it indicated an incorrect over period increase of 47% when the percentage is actually 46% and requested that the data be kept accurate. He also thanked Governor Cuomo for Cashless Tolling and he has had a much better experience traveling through TBTA facilities. Commissioner Greenberg asked how TBTA collision rates compare to New York City’s collision rates. Mr. Rivera responded that Texas Transportation Institute is currently analyzing national and city trends and Mr. Parisi responded that TBTA will obtain that data. Commissioner Zuckerman also stated that in discussions he had with Commissioner Trottenberg, she had indicated to him that the collision rates are much higher on TBTA facilities. Mr. Fulton stated that some of the key differences are the type of facility, constriction points, multiple traffic feeds and higher speeds where the average speed on a city street is far different than on TBTA’s crossings. He said that TBTA is working on categorizing its facility type in the context of other facilities across the country. Acting Chairman Pally expressed his interest in the differences in collision rate based on the type of facility and its specific characteristics, including what happens in the neighboring areas. Commissioner Brown asked how cellular telephone use by motorists is addressed. Mr. DeCrescenzo stated that over 2,000 summonses for cellular telephone use have been issued and that summons issuance for unsafe driver behavior is up overall by 68%.

E-ZPass Performance Report

With regard to the E-ZPass Performance Report for August 2017, Ms. Chua stated that TBTA’s E-ZPass Market Share was 91.0%, which is the highest market share ever and 6.1 percentage points higher than the year before. All TBTA facilities except the TNB and BWB have weekday E-ZPass market shares over 90%. Nearly 43,000 E-ZPass accounts were opened in August 2017. Active E-ZPass accounts at the end of August totaled over 3.3 million, which was 9% above the active account level compared to the same period last year.

Financial Report

Ms. Chua stated that through August 2017, toll revenue was \$1.263 billion, which is \$4.4 million or 0.3% lower than the mid-year forecast. For September 2017, preliminary toll revenue is up 0.6% against the mid-year forecast, which brings down the current unfavorable year to date variance to 0.2%. Through August 2017, traffic is 0.3% above forecast at 204.3 million crossings. Preliminary September 2017 traffic is up by 1.0% for the month, which brings the year-to-date favorable variance up to 0.4% against the July plan. Total expenses through August 2017 were \$316.0 million, which is \$16.5 million or 5.0% lower than plan. Labor costs were \$7.1 million or 3.8% lower than budget due to payroll vacancies. Non-Labor costs were lower than budget by about \$9.4 million or 6.4% due to timing of expenses. Total support to mass transit was \$770.4 million, which is \$38.4 million or 5.2% better than plan.

Ms. Chua stated that the 2017 Night Truck Discount Program was intended to move truck traffic out of the peak travel periods to reduce the potential traffic congestion impacts of Penn Station construction. The program provided 50% toll discounts from 10:00 p.m. to 5:00 a.m. five nights per week (Sunday night to Friday morning) starting July 9 and ending September 1. The program resulted in slight shifts in truck traffic. The total truck traffic over the eight week period was 2.2% higher than the same period last year and growth in the discounted overnight period was 4.9% or 2.7% higher than the overall trend. Trucks traveling in the a.m. rush period (5:00 a.m. to 9:00 a.m.) were 0.6% lower than the overall trend and trucks traveling in the p.m. rush

period were 2.7% below trend. During the midday period (9:00 a.m. to 3:00 p.m.) and evening period (7:00 p.m. to 10:00 p.m.) tracked 0.8% above the overall trend. The \$3.3 million program cost will be fully reimbursed by the MTA so there is no impact on TBTA toll revenue. Acting Chairman Pally commented that during the next toll discussion, some consideration should be given to making this permanent in order to shift truck traffic from peak to non-peak commuter periods.

Capital Program Status Report

With regard to the Capital Program Status Report for September 2017, Mr. Keane stated that there were seven commitments made with a total value of \$4.5 million, which compares to a monthly plan calling for 11 commitments with a value of \$34.7 million. There were no major commitments made in September. Year to date, 155 commitments have been made with a total value of \$513 million, which is approximately 97.2% of the \$527.7 million annual commitment plan. This compares to a cumulative year-to-date plan of 86 commitments with a value of \$462.8 million. Year to date, there were nine completions totaling \$423.4 million, which is 80% of the \$527.8 million annual completion plan and is compared to a plan calling for six completions for \$130.4 million. There were five task level closeouts in September for \$1.5 million. Through September there have been 82 task level closeouts totaling \$168 million.

Procurements

For October 2017, Mr. Bajor stated that there is one (1) procurement totaling \$1.74 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there is one (1) competitive procurement that is a public works modification at the VNB for work associated with unlocking the lower level roadway finger joints totaling \$1,740,928.91

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

Modifications to Purchase and Public Works Contracts

Tutor Perini Corp.	Contract No. VN-80B TBTA is seeking the Board's approval under the All Agency General Contract Procurement Guidelines to modify Contract VN-80B for work associated with unlocking the Lower Level Roadway finger joints.	\$1,740,928.91
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Mr. Bajor stated that there are no ratifications.

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>November 2017</u>	
Customer Environment Survey – 3rd Quarter 2017	Operations
2018 Preliminary Budget	Planning & Budget
B&T Committee Charter – Review	MTA Board
<u>December 2017</u>	
2018 Proposed Committee Work Plan	Committee Chair & Members
2018 Proposed Final Budget	Planning & Budget
Diversity Report – 3 rd Quarter 2017	EEO
<u>January 2018</u>	
Approval of 2018 Work Plan	Committee Chair & Members
<u>February 2018</u>	
Preliminary Review of 2017 Operating Budget Results	Planning & Budget
2018 Adopted Budget/Financial Plan 2018-2021	Planning & Budget
2017 B&T Operating Surplus	Controller
Customer Environment Survey – 4 th Quarter 2017	Operations
Diversity Report – 4 th Quarter 2017	EEO
<u>March 2018</u>	
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2018</u>	
Final Review of 2017 Year-End Operating Results	Planning & Budget
<u>May 2018</u>	
Customer Environment Survey – 1 st Quarter 2018	Operations
Diversity Report – 1 st Quarter 2018	EEO

June 2018

No items scheduled.

July 2018

No items scheduled.

August 2018

No meeting scheduled.

September 2018

Customer Environment Survey – 2nd Quarter 2018
2019 Preliminary Budget
Diversity Report – 2nd Quarter 2018

Operations
Planning & Budget
EEO

October 2018

2019 Preliminary Budget

Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations/Safety

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

E-ZPass Performance Report

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

Financial Report

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

Capital Program Project Status Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2017

Customer Environment Survey – 3rd Quarter 2017

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

2018 Preliminary Budget

Public comment will be accepted on the 2017 Preliminary Budget.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

DECEMBER 2017

2018 Proposed Committee Work Plan

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

2018 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2017

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

JANUARY 2018

Approval of Work Plan for 2018

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

FEBRUARY 2018

Preliminary Review of 2017 Operating Budget Results

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

2018 Adopted Budget and February Financial Plan 2018-2021

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

2017 B&T Operating Surplus

The Committee will recommend action to the Board.

FEBRUARY 2018 (cont'd)

Customer Environment Survey – 4th Quarter 2017

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

Diversity Report – 4th Quarter 2017

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

MARCH 2018

Annual Procurement Contracts Report

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

APRIL 2018

Final Review of 2017 Year-End Operating Results

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

MAY 2018

Customer Environment Survey – 1st Quarter 2018

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

Diversity Report – 1st Quarter 2018

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

JUNE 2018

No items scheduled.

JULY 2018

No items scheduled.

AUGUST 2018

No meeting scheduled.

SEPTEMBER 2018

Customer Environment Survey – 2nd 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.

2019 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 2018

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

OCTOBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.



Bridges and Tunnels

Review of B&T Committee Charter





THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), ~~on July 24, 2013.~~ as amended on November 15, 2017.

I. ~~I.~~ PURPOSE

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority ~~(together with its subsidiaries, “B&T”).~~

II. ~~II.~~ COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the B&T. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. ~~III.~~ COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. ~~IV.~~ COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities

Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, **B&T**, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of the B&T shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. ~~V.~~ COMMITTEE REPORTS:

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. ~~VI.~~ KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;

5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;
8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs; ~~and~~.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
- ~~1.2.~~ conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; ~~and~~
- ~~2.3.~~ review and assess the adequacy of this Charter annually; and
- ~~3.4.~~ report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



Bridges and Tunnels

Report on Operations September 2017



MTA Bridges and Tunnels September 2017 Traffic Trends

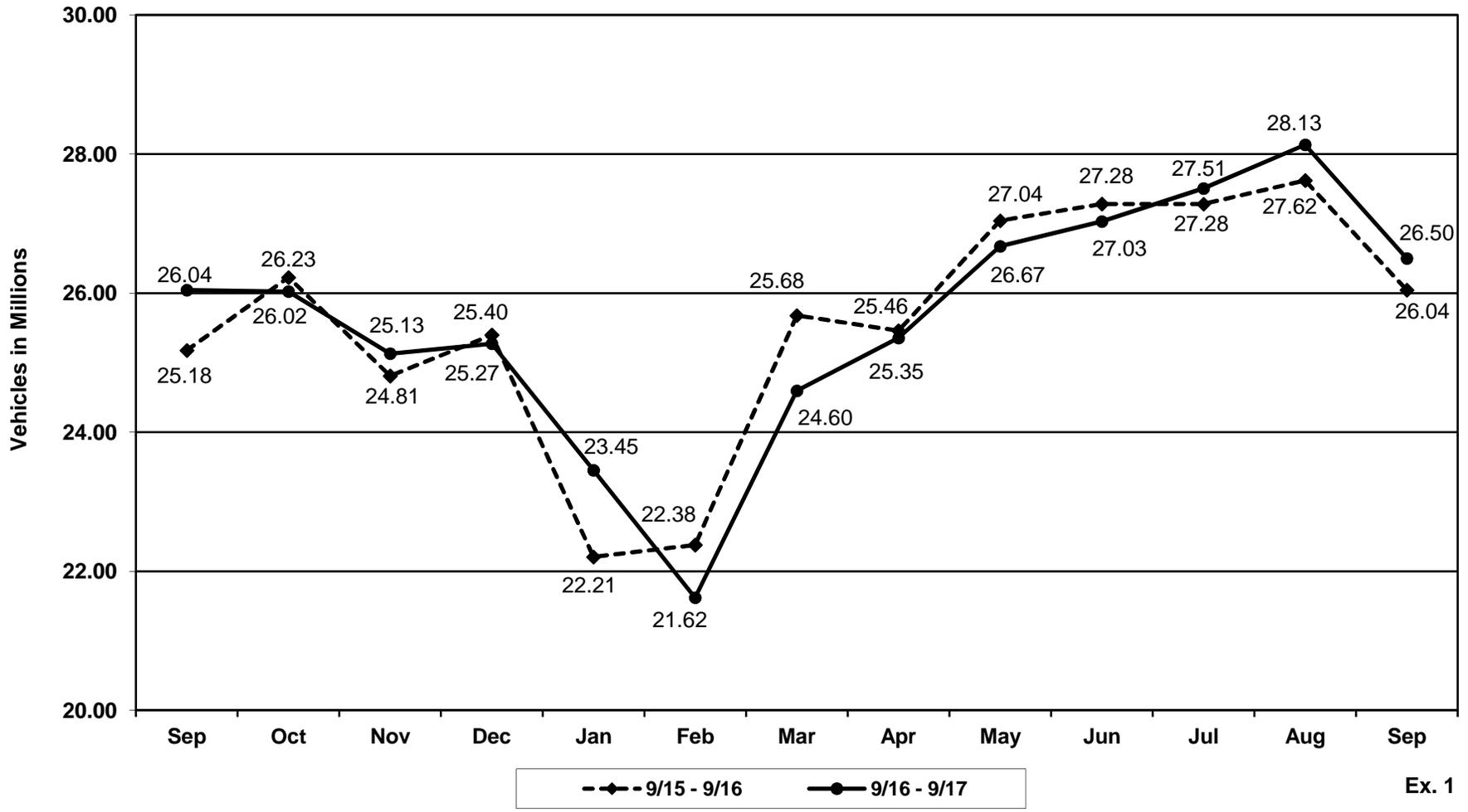
Summary

Traffic was higher on a year-to-year basis, with 26.5 million crossings this month vs. 26.0 million crossings in September 2016, an increase of 1.7% (Exhibit 1).

Rainfall this year was 1.8 inches over 5 days compared to 2.5 inches over 9 days last year. Gas prices averaged \$2.83 per gallon this September, which was \$0.60 more than last year at this time.

E-ZPass volume increased in September by 9.2% compared to the same month in 2016 and crossings using Tolls by Mail, cash and other payment methods declined 44.6% (Exhibit 7). Passenger car travel increased 1.9% and other vehicle travel declined 0.4% from September of 2016 (Exhibit 8).

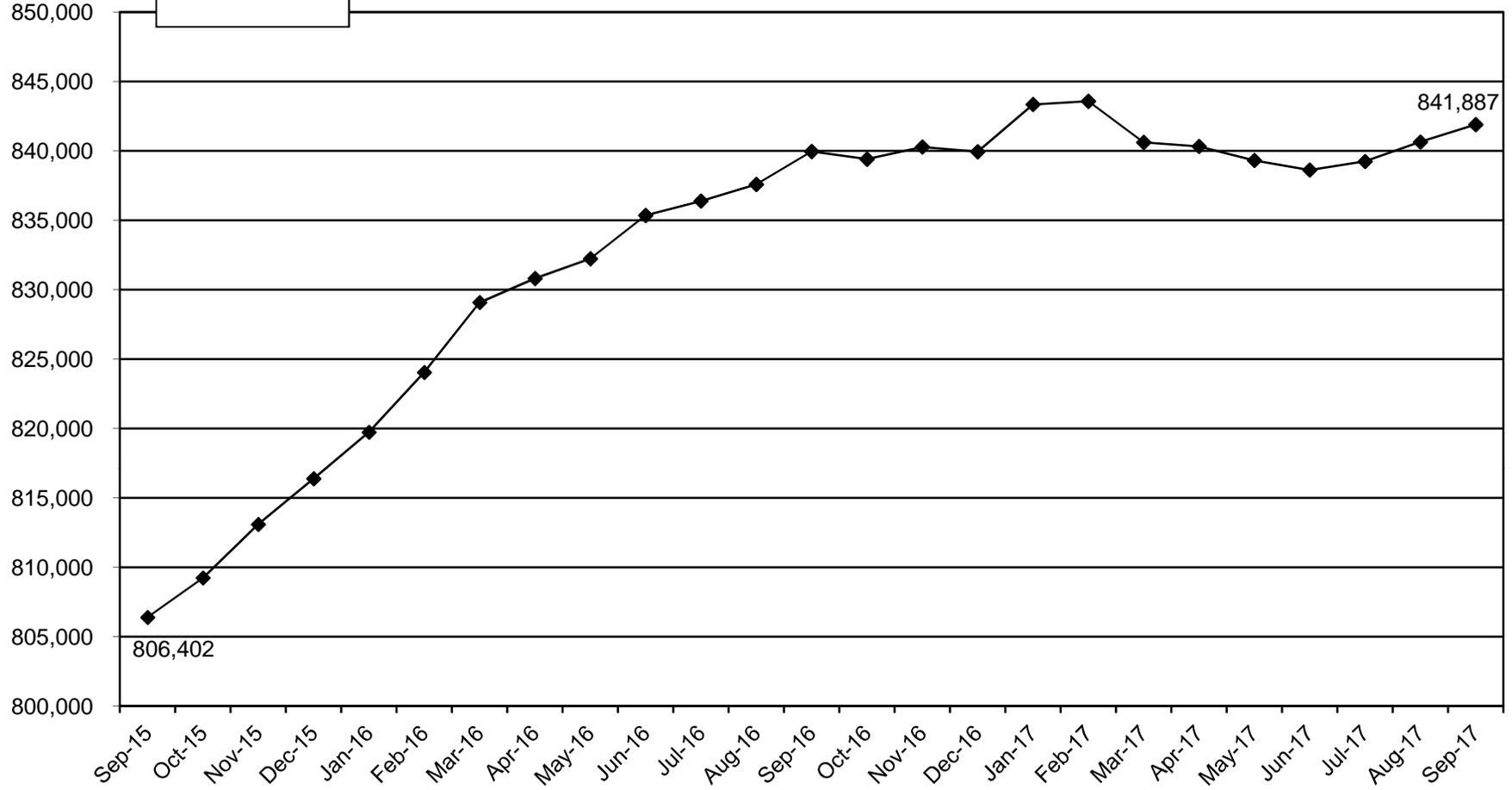
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending September 2017



Ex. 1

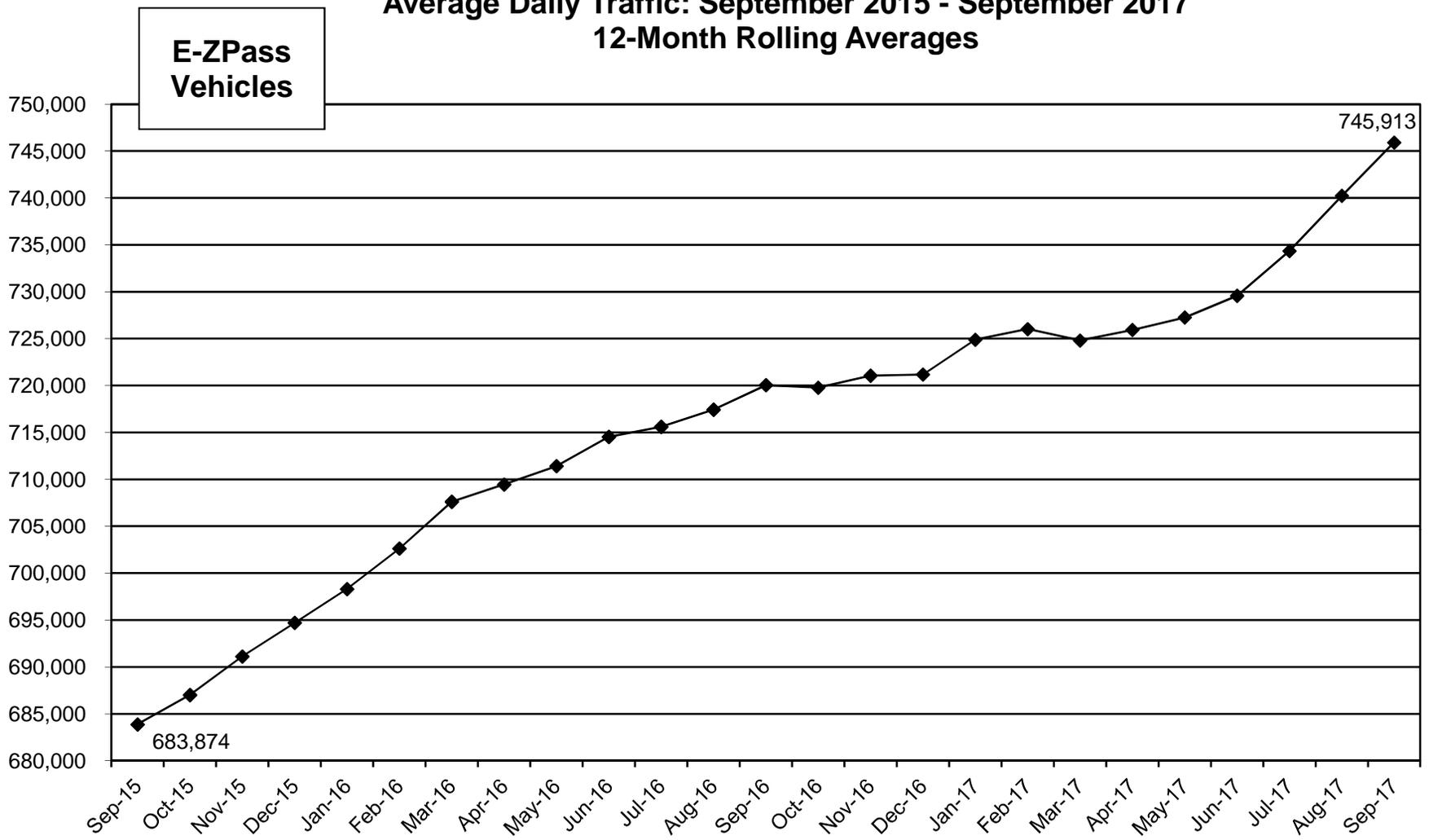
MTA Bridges and Tunnels Average Daily Traffic: September 2015 - September 2017 12-Month Rolling Averages

All Vehicles



Ex. 2

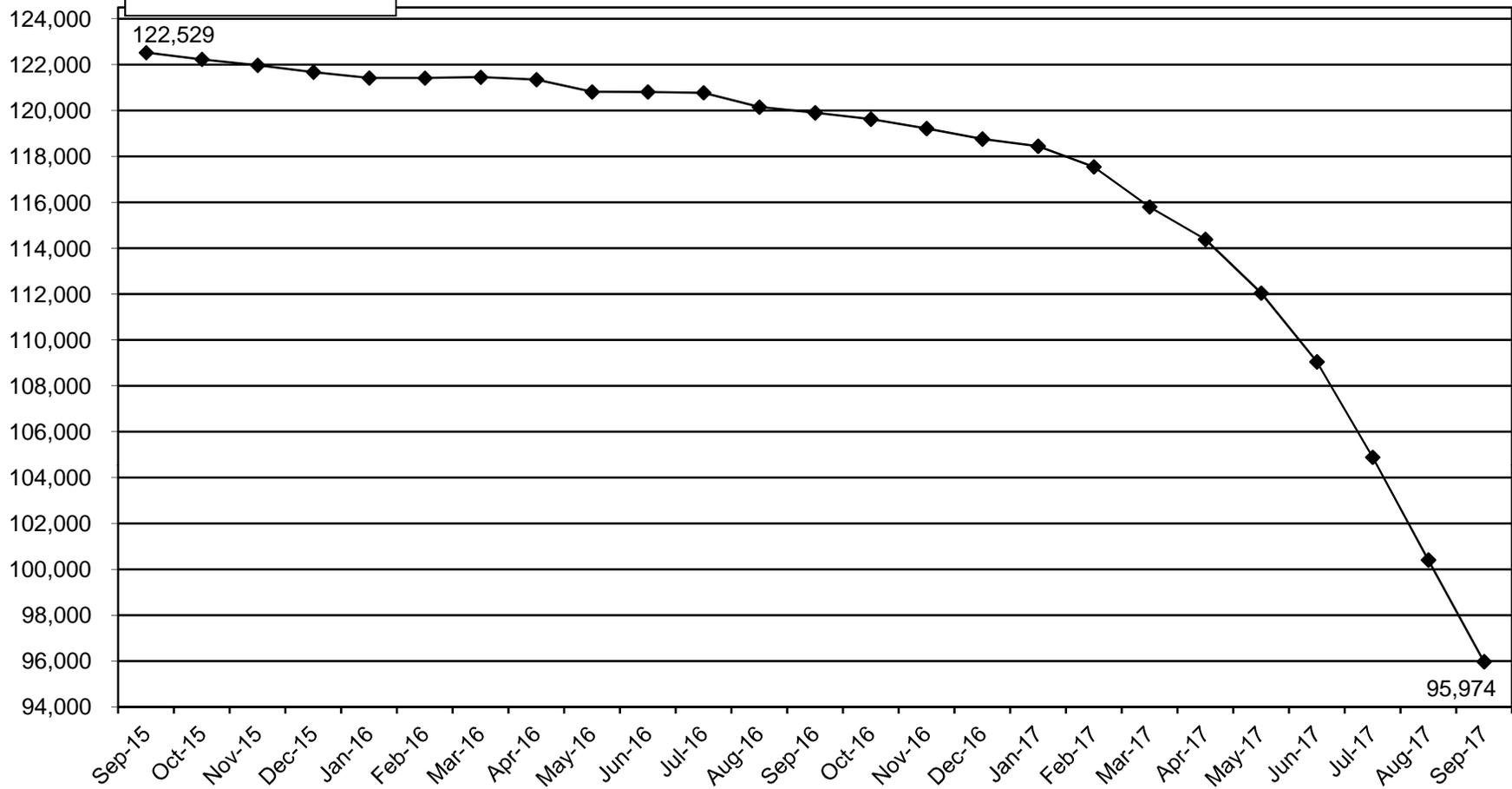
MTA Bridges and Tunnels Average Daily Traffic: September 2015 - September 2017 12-Month Rolling Averages



Ex. 3

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

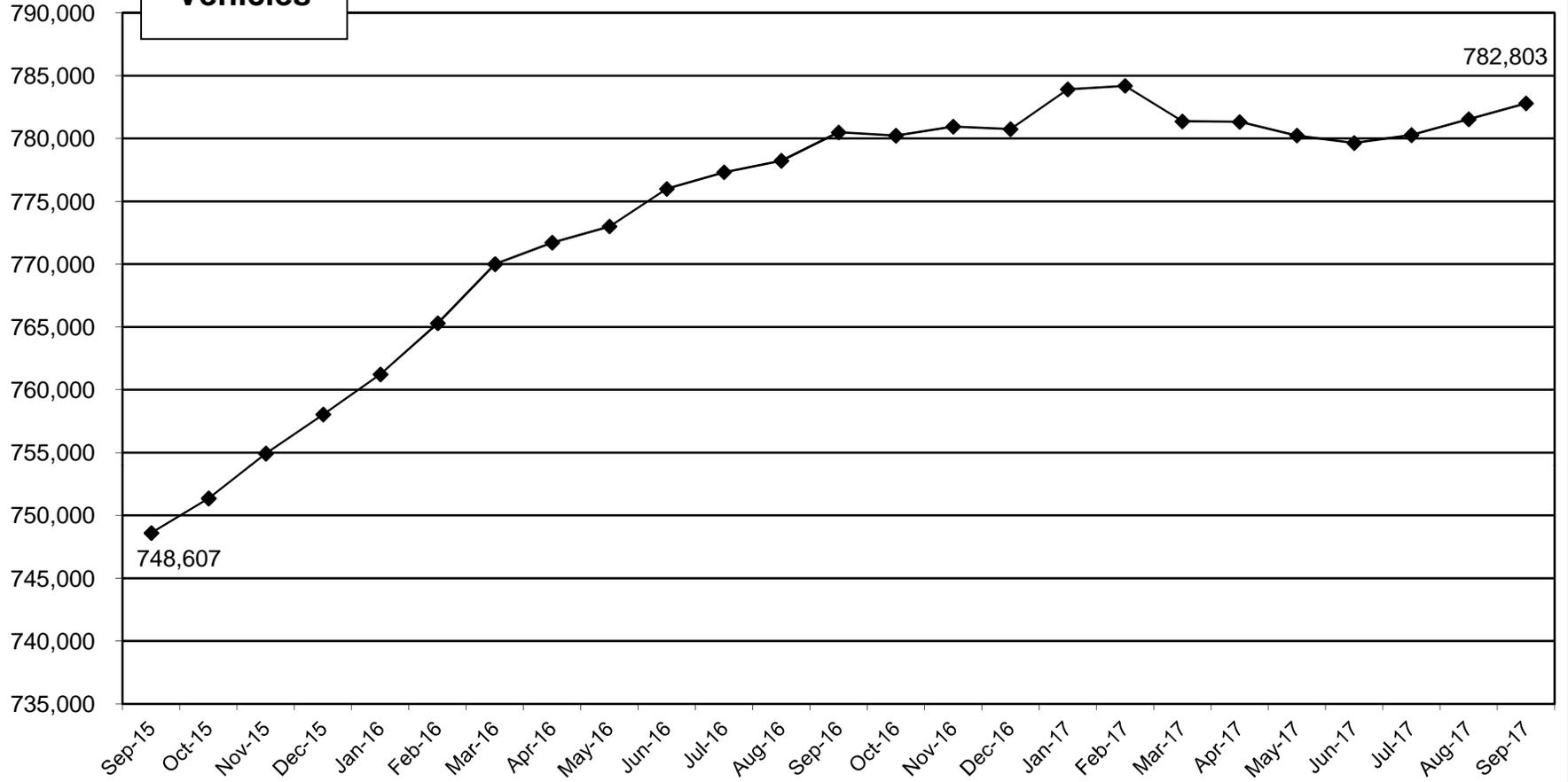
**Non-E-ZPass
Vehicles***



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

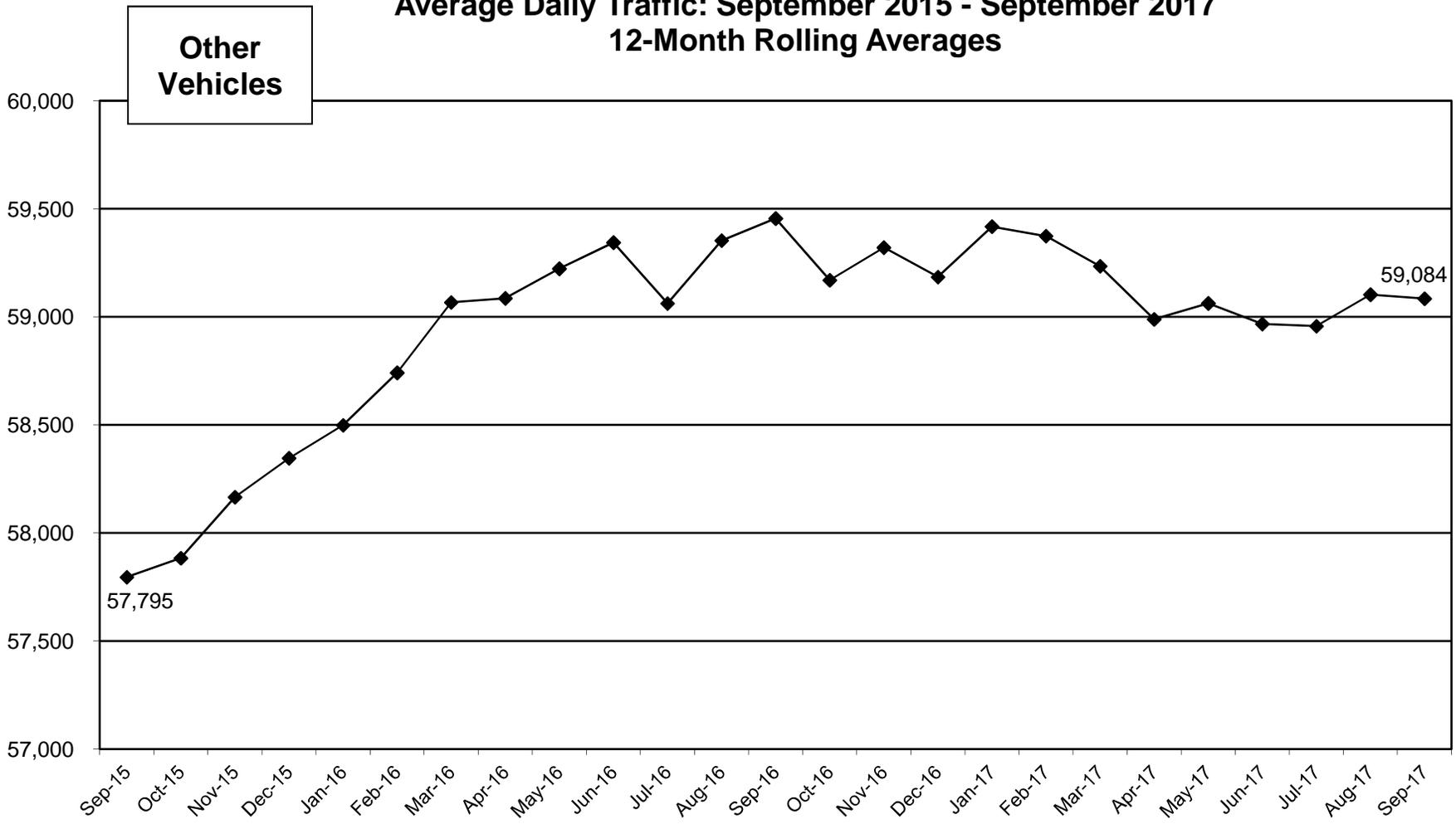
MTA Bridges and Tunnels Average Daily Traffic: September 2015 - September 2017 12-Month Rolling Averages

Passenger
Vehicles



Ex. 5

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



Ex. 6

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

Corridor	Toll Media	Sep ⁽¹⁾	3 Months ⁽²⁾ (Jul-Sep)	6 Months ⁽³⁾ (Apr-Sep)	9 Months ⁽⁴⁾ (Jan-Sep)	12 Months ⁽⁵⁾ (Oct-Sep)
All Facilities	Total Vehicles	1.7%	1.5%	0.3%	0.3%	0.2%
	E-ZPass	9.2%	8.7%	5.6%	4.6%	3.6%
	Cash/Tolls by Mail ⁽⁶⁾	-44.6%	-39.5%	-30.9%	-25.2%	-20.0%
RFK Bridge	Total Vehicles	5.0%	4.9%	0.8%	0.8%	0.9%
	E-ZPass	17.9%	17.2%	9.8%	7.9%	6.5%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-58.5%	-51.3%	-40.9%	-32.2%	-25.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-1.0%	-1.7%	-6.4%	-7.3%	-9.0%
	E-ZPass	4.5%	3.7%	-1.4%	-2.8%	-5.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-53.0%	-49.6%	-51.5%	-49.2%	-41.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.7%	-1.4%	0.0%	-2.6%	1.3%
	E-ZPass	3.1%	3.1%	3.8%	0.9%	3.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-25.2%	-21.8%	-17.5%	-25.2%	-10.9%
Verrazano-Narrows Bridge	Total Vehicles	4.1%	3.6%	2.8%	2.8%	3.0%
	E-ZPass	13.5%	12.4%	8.1%	6.9%	6.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-58.9%	-51.4%	-31.4%	-24.0%	-18.3%
Henry Hudson Bridge	Total Vehicles	3.2%	3.2%	4.4%	4.1%	3.8%
	E-ZPass	4.9%	4.7%	5.5%	4.9%	4.4%
	Tolls By Mail	-20.1%	-15.8%	-10.5%	-7.1%	-3.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.7%	1.0%	1.2%	1.1%	0.8%
	E-ZPass	10.9%	10.4%	9.1%	7.0%	5.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-55.8%	-53.0%	-47.7%	-38.0%	-30.2%

(1) September 2017 vs. September 2016.

(2) July 2017 to September 2017 vs. July 2016 to September 2016.

(3) April 2017 to September 2017 vs. April 2016 to September 2016.

(4) January 2017 to September 2017 vs. January 2016 to September 2016.

(5) October 2016 to September 2017 vs. October 2015 to September 2016.

(6) Includes tokens and tickets.

(7) Tolls by Mail was implemented on the following schedule in 2017: Hugh L. Carey Tunnel, January 4th; Queens Midtown Tunnel, January 10th; Marine Parkway and Cross Bay Bridges, April 30; RFK Bridge, June 15; Verrazano-Narrows Bridge, July 8.

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

Corridor	Toll Media	Sep ⁽¹⁾	3 Months ⁽²⁾ (Jul-Sep)	6 Months ⁽³⁾ (Apr-Sep)	9 Months ⁽⁴⁾ (Jan-Sep)	12 Months ⁽⁵⁾ (Oct-Sep)
All Facilities	Total Vehicles	1.7%	1.5%	0.3%	0.3%	0.2%
	Passenger	1.9%	1.5%	0.3%	0.4%	0.3%
	Other	-0.4%	0.8%	-0.5%	-0.2%	-0.6%
RFK Bridge	Total Vehicles	5.0%	4.9%	0.8%	0.8%	0.9%
	Passenger	5.1%	5.0%	0.8%	0.8%	1.0%
	Other	3.3%	3.5%	0.8%	0.5%	-0.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-1.0%	-1.7%	-6.4%	-7.3%	-9.0%
	Passenger	-0.7%	-1.5%	-6.4%	-7.4%	-9.2%
	Other	-4.9%	-3.6%	-6.4%	-6.1%	-6.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.7%	-1.4%	0.0%	-2.6%	1.3%
	Passenger	-1.4%	-1.3%	0.1%	-2.7%	1.4%
	Other	-4.6%	-2.6%	-1.2%	-2.3%	0.2%
Verrazano-Narrows Bridge	Total Vehicles	4.1%	3.6%	2.8%	2.8%	3.0%
	Passenger	4.1%	3.5%	2.8%	2.8%	3.0%
	Other	3.9%	5.1%	2.8%	3.1%	2.8%
Henry Hudson Bridge	Total Vehicles	3.2%	3.2%	4.4%	4.1%	3.8%
	Passenger	3.4%	3.3%	4.5%	4.2%	4.0%
	Other	-7.1%	-6.3%	-5.3%	-7.8%	-12.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	2.7%	1.0%	1.2%	1.1%	0.8%
	Passenger	2.1%	0.5%	0.9%	0.9%	0.8%
	Other	13.3%	11.6%	6.8%	4.4%	2.3%

(1) September 2017 vs. September 2016.

(2) July 2017 to September 2017 vs. July 2016 to September 2016.

(3) April 2017 to September 2017 vs. April 2016 to September 2016.

(4) January 2017 to September 2017 vs. January 2016 to September 2016.

(5) October 2016 to September 2017 vs. October 2015 to September 2016.

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>
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 ⁽³⁾	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,672,515	\$2.51	63	6.0	-	12
Jun-17	27,030,355	\$2.49	74	4.2	-	9
Jul-17	27,505,587	\$2.44	79	4.3	-	8
Aug-17	28,132,320	\$2.51	76	3.3	-	13
Sep-17	26,498,572	\$2.83	72	1.8	-	5

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						
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	(1,082,389)	\$0.51	(8)	3.4	8	(1)
April	(105,232)	\$0.35	5	2.4	-	1
May	(369,044)	\$0.18	(1)	2.1	-	1
June	(251,118)	\$0.11	0	2.0	-	0
July	225,747	\$0.13	(2)	(0.7)	-	(4)
August	511,874	\$0.29	(6)	2.2	-	3
September	455,316	\$0.60	(2)	(0.7)	-	(4)

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 19, 2017

Supplemental Data Page for Exhibits 2 through 6

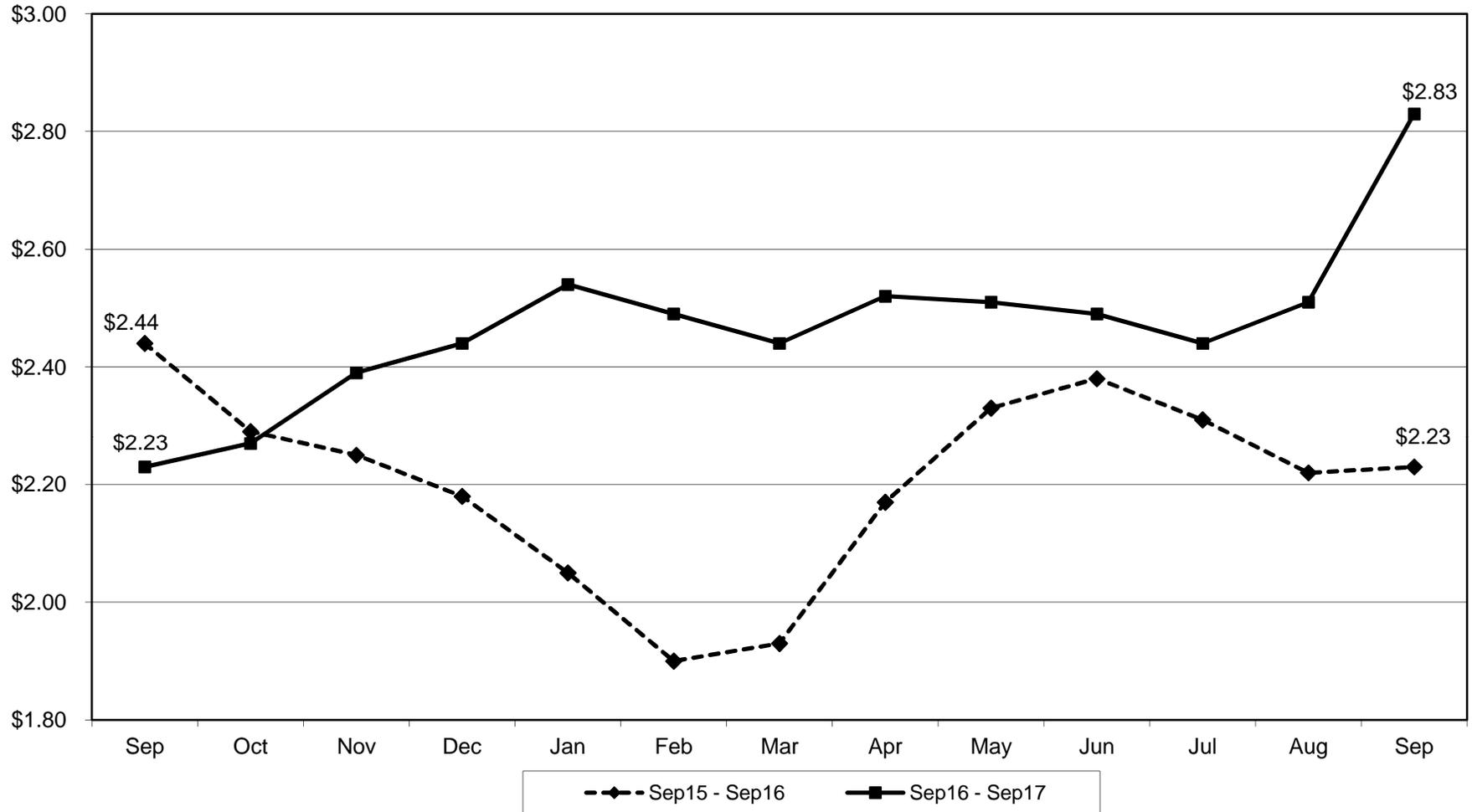
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
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	840,606	724,805	115,801	781,372	59,234
Apr-17	840,318	725,931	114,387	781,329	58,989
May-17	839,307	727,263	112,044	780,245	59,062
Jun-17	838,619	729,572	109,047	779,652	58,967
Jul-17	839,237	734,350	104,887	780,281	58,957
Aug-17	840,640	740,234	100,406	781,537	59,103
Sep-17	841,887	745,913	95,974	782,803	59,084

Note: Bold numbers are preliminary.

1. Numbers may not add due to rounding.
2. Includes Tolls by Mail, cash, token, and ticket transactions

Supplemental Graph Gas Prices in the NY-NJ-CT-PA Area September 2015 - September 2017





Bridges and Tunnels

Safety Report September 2017



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	October 2014 - September 2015	October 2015 - September 2016	October 2016 - September 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.75	7.07	8.56
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.94	0.92	1.07
Employee Accident Reports	263	256	252
Employee Lost Time Injuries Rate per 200,000 worker hours	5.2	6.9	6.3
Construction Injuries per 200,000 worker hours	2.94	1.76	1.80

Leading Indicators				
Roadway Safety	2016		2017	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	35	740	138	693
Fleet Preventative Maintenance Insp.	106	1281	125	1056
Safety Taskforce Inspections	1	13	0	7
Construction Safety	September	Year End	September	Year to Date
Construction Safety Inspections	381	4161	280	2578
Fire Safety	September	Year End	September	Year to Date
Fire Code Audits Completed	2	13	2	11
FDNY Liaison Visits	1	25	1	19

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.

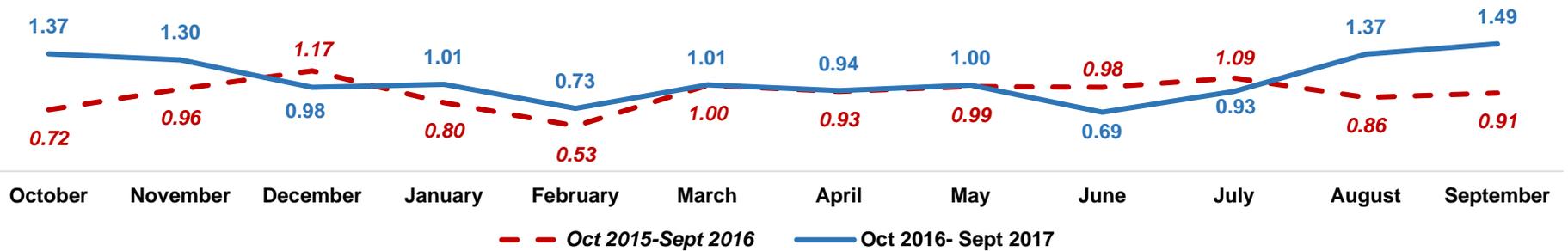
Fire Code Audits are required by the NYS Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

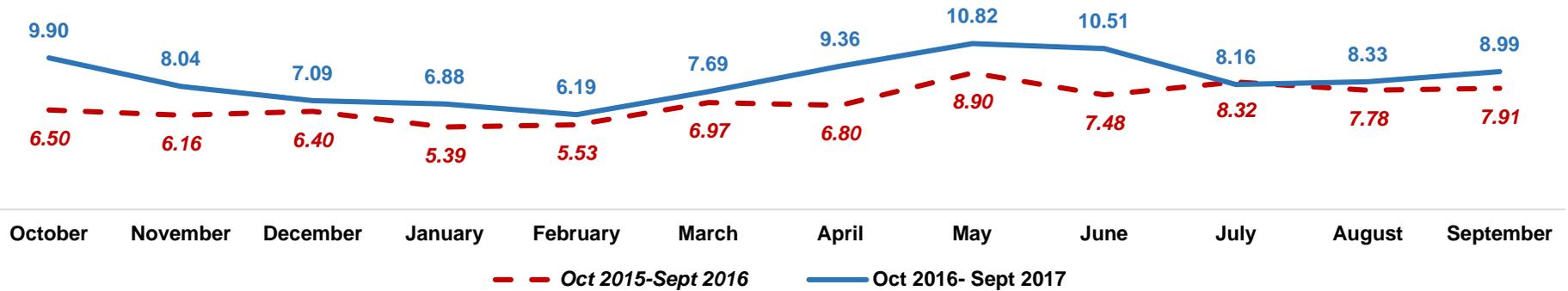


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



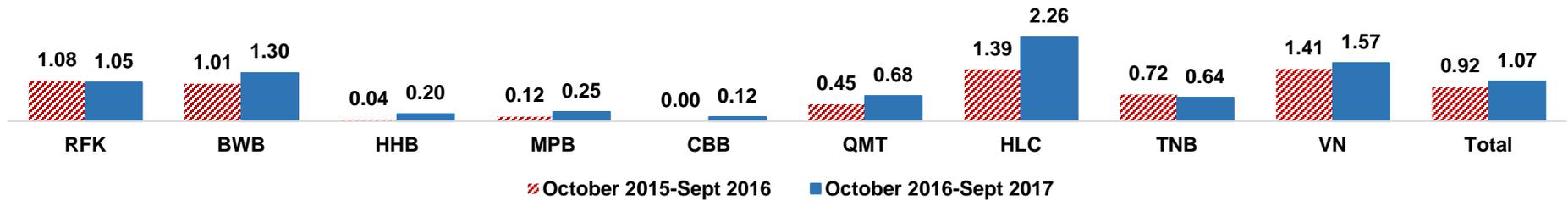
Total Collisions per Million Vehicles



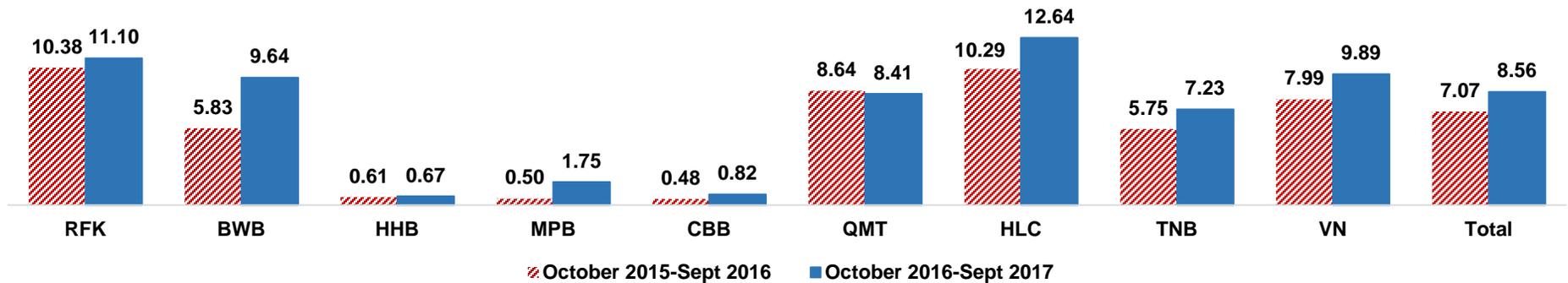


Collision Rates by Facility Year over Year Comparison of 12 Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: October 2016 – September 2017

	16-Oct	16-Nov	16-Dec	17-Jan	17-Feb	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep
RFK	11.12	14.13	8.82	6.56	9.64	13.98	13.79	18.17	14.11	6.94	8.87	7.51
BWB	10.10	7.91	4.75	5.37	5.22	6.09	11.34	11.61	13.58	11.30	13.35	13.28
TNB	6.13	4.73	2.79	3.32	3.93	6.01	5.93	11.73	12.71	9.14	8.19	10.40
VNB	10.56	7.23	8.93	10.27	9.24	7.83	10.29	9.79	11.02	11.82	10.43	10.67
QMT	14.68	7.96	10.70	10.30	2.21	7.36	11.78	7.93	11.18	3.64	5.51	7.93
HLC	27.38	13.63	18.16	15.78	7.63	7.36	8.99	14.16	6.56	10.23	6.94	14.78
HHB	0.46	1.87	0.98	0.54	0.57	1.50	0.46	0.43	0.43	0.45	0.46	0.00
MPB	0.00	0.00	1.62	1.76	1.97	1.67	5.03	1.41	0.00	3.51	2.45	1.42
CBB	0.00	0.00	1.49	0.00	0.00	2.99	1.49	0.00	1.22	1.18	0.00	1.38
Total	9.90	8.04	7.09	6.88	6.19	7.69	9.36	10.82	10.51	8.16	8.33	8.99



B&T Law Enforcement

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

- 39,414 summonses issued in the YTD September 2017 period—67.7% higher than in the same period in 2016.
- 3,954 summonses issued in August 2017—55.5% higher than in September 2016.
- 74.8% (29,468) of the summonses issued in the YTD September 2017 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- 76.8% (3,036) of the summonses issued in September 2017 were safety related.

Summons Type	September 2017	September 2016	% Change
Speed	561	252	122.6%
Disobey Signs/Traffic Control Device	1,095	549	99.5%
Cell Phone/Texting	184	147	25.2%
Unsafe Lane Change/Failure to Signal	260	96	170.8%
*All Other	1,854	1,498	23.8%
Total	3,954	2,542	55.5%

Summons Type	YTD September 2017	YTD September 2016	% Change
Speed	4,432	4,291	3.3%
Disobey Signs/Traffic Control Device	10,744	5,010	114.5%
Cell Phone/Texting	1,884	1,150	63.8%
Unsafe Lane Change/Failure to Signal	2,165	687	215.1%
*All Other	20,189	12,808	57.6%
Total	39,414	23,946	64.6%

*All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.



Bridges and Tunnels

Customer Environment Survey 3rd Quarter 2017

KEY CUSTOMER SERVICE AREAS

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

SCOPE OF THE OPERATIONS DEPARTMENT

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

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

- 16 Open Road Tolling Zones (Henry Hudson, Cross Bay, Marine Parkway, Verrazano-Narrows and Robert F. Kennedy Bridges, and Queens Midtown and Hugh L. Carey Tunnels)
- 34 toll booths (Throgs Neck and Bronx-Whitestone bridges)
- 5.4 miles of pedestrian walkways
- 149 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,634 fixed roadway signs
- 27 electronic variable message signs
- 7,972 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 14 administration buildings
- 431 vehicles including trucks, patrol vehicles, specialized equipment, and a Central Fleet Garage Facility

CRITICAL OBJECTIVES

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

EXECUTIVE SUMMARY

The following is a summary of third quarter 2017 results:

Customer Environment

In the third quarter 2017, B&T striped 197,086 linear feet of roadway at the Bronx-Whitestone, Throgs Neck, Verrazano-Narrows and Robert F. Kennedy Bridges and at the Queens Midtown and Hugh L. Carey Tunnels. To enhance the customer environment, B&T repaired 391 potholes and swept 2,736 miles of roadway in the third quarter 2017.

Customer Safety

The overall collisions per million vehicles rate was 8.49 in the third quarter 2017, versus 8.00 in the third quarter 2016. The collision with injury rate per million vehicles in the third quarter 2017 was 1.26, versus 0.95 in the third quarter 2016.

Customer Service

B&T exceeded its E-ZPass toll lane availability goal of 99.5% in the third quarter 2017. Non ORT Facilities: 99.96% and Cashless ORT Facilities: 99.99%



PERFORMANCE REPORT

Maintenance Work Orders

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested; an emergency work order relates to high priority safety conditions that directly impact customers. During the third quarter 2017, B&T completed 3,464 work orders, 5 of which were emergencies. During this period, the average time to complete emergency work orders was 0.2 days.

Roadway Lights in Service (%)

In the third quarter 2017, 91.3% of roadway lights were in service, while 88.2% of roadway lights were in service in third quarter 2016.

Roadway Sweeping

B&T swept 2,736 miles of roadway in the third quarter 2017, as compared to the 3,158 miles swept in the third quarter 2016.

Roadway Striping

Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the third quarter 2017, B&T striped 197,086 linear feet of roadway at Bronx-Whitestone, Throgs Neck, Verrazano-Narrows and Robert F. Kennedy Bridges and at the Queens Midtown and Hugh L. Carey Tunnels.

Potholes Repaired

B&T repaired 391 potholes in the third quarter 2017, 40.7% less than in the third quarter 2016.

Storm Drains

B&T cleaned 1,107 storm drains in the third quarter 2017, compared to 372 storm drains cleaned in the third quarter 2016.

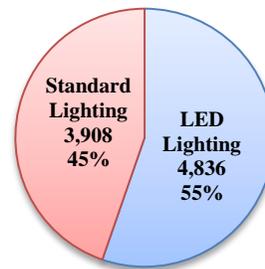
Roadway Assistance

B&T responded to 2,632 roadway incidents in the third quarter 2017. Incidents include disabled vehicles, collisions and debris in the roadway. The average response time was 7 minutes and 16 seconds.

LED Lighting

B&T continues to upgrade its conventional roadway lighting to high efficiency LED lighting. As of third quarter 2017, B&T has upgraded 55% of its roadway lighting to LED.

**Standard Lighting vs. LED Lighting:
3rd Quarter 2017**



Performance Statistics	Year-End			YTD 2017	3rd Qtr 2016	3rd Qtr 2017	% Change
	2014	2015	2016				
Completed Maintenance Work Orders (All)	13,511	9,615	12,434	10,398	3,286	3,464	5.4%
Maintenance Work Orders (Emergency)	25	20	24	17	5	5	0.0%
Avg. days to completion for emergency work order	0.5	0.2	0.4	0.3	0.3	0.2	33.3%
Potholes repaired	3,480	5,088	4,120	2,460	659	391	(40.7%)
Roadway sweeping (miles)	13,767	15,563	12,906	8,931	3,158	2,736	(13.4%)
Roadway lights in service (%)	88.1%	90.2%	88.7%	89.9%	88.2%	91.3%	3.5%
Storm drains cleaned	N/A	2,115	2,098	1,937	372	1,107	197.6%
Tunnel cleaning -walls and ceilings (linear ft.)*	1,211,564	1,821,638	113,901	474,792	113,892	192,351	68.9%
Roadway striping replaced (linear ft.)	239,830	430,803	379,087	432,822	129,114	197,086	52.6%

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

Roadway Assistance	Year-End 2016	YTD 2017	3rd Qtr 2016	3rd Qtr 2017
Emergency Response Time (min:sec)	7:47	7:43	7:59	7:16
# of Emergency Response/Roadway Assistance	9607	7724	2730	2632



Travel Speed

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

Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods			
Bridges	3rd Qtr 2016	3rd Qtr 2017	YE 2016
Throgs Neck Bridge	89.4%	77.8%	92.2%
Bronx-Whitestone Bridge	79.5%	59.1%	82.0%
Bridges Combined	84.5%	68.5%	87.1%

During the third quarter 2017, 68.5% of vehicle crossings at bridges during weekday peak periods traveled above 30 miles per hour Authority-wide, versus 84.5% in the third quarter 2016.

Toll plaza construction and lane closures have affected travel speed at all major bridges during the third quarter 2017.

Also, travel speed at the Bronx-Whitestone Bridge was impacted by heavy traffic volume on the Whitestone Expressway during weekday peak periods.

ORT Travel Time

Cashless Open Road Tolling (ORT) travel times are based on weekday peak periods (6am-9am and 4pm-7pm) at both the bridges and tunnels. Pre-ORT travel times are facility averages from periods prior to implementation. The following are dates that facilities switched to ORT: Henry Hudson Bridge, November 20, 2016; Hugh L. Carey Tunnel, January 4, 2017; Queens Midtown Tunnel, January 10, 2017; Marine Parkway and Cross Bay Bridges, April 30, 2017; Robert F. Kennedy Bridge, June 15, 2017; Verrazano-Narrows Bridge, July 8, 2017.

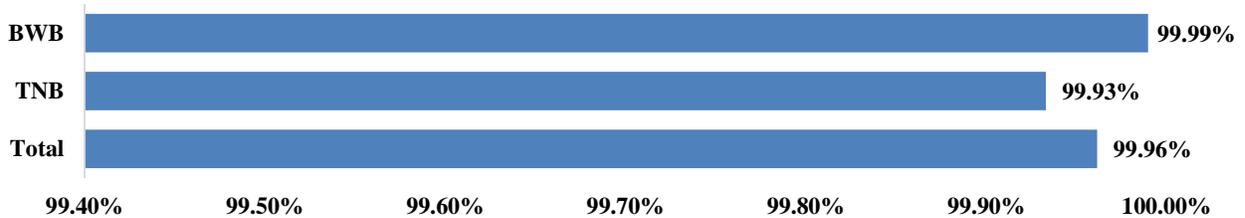
3rd Qtr 2017 Peak Travel Time: Cashless Open Road Tolling Facilities				
Facility	Pre-ORT Average Travel Time (Min:Sec)	Post-ORT Average Travel Time (Min:Sec)	% Change	Change
Henry Hudson Bridge	0:56	0:40	28.6%	↓
Hugh L. Carey Tunnel	4:12	3:55	11.3%	↓
Queens-Midtown Tunnel	6:00	4:32	24.4%	↓
Marine Parkway Bridge	1:58	1:26	25.4%	↓
Cross Bay Bridge	1:20	1:08	15.0%	↓
Robert F. Kennedy Bridge	5:51	4:40	20.2%	↓
Verrazano-Narrows Bridge	7:13	4:58	31.2%	↓
Cashless ORT Total			22.5%	↓



E-ZPass Toll System Availability

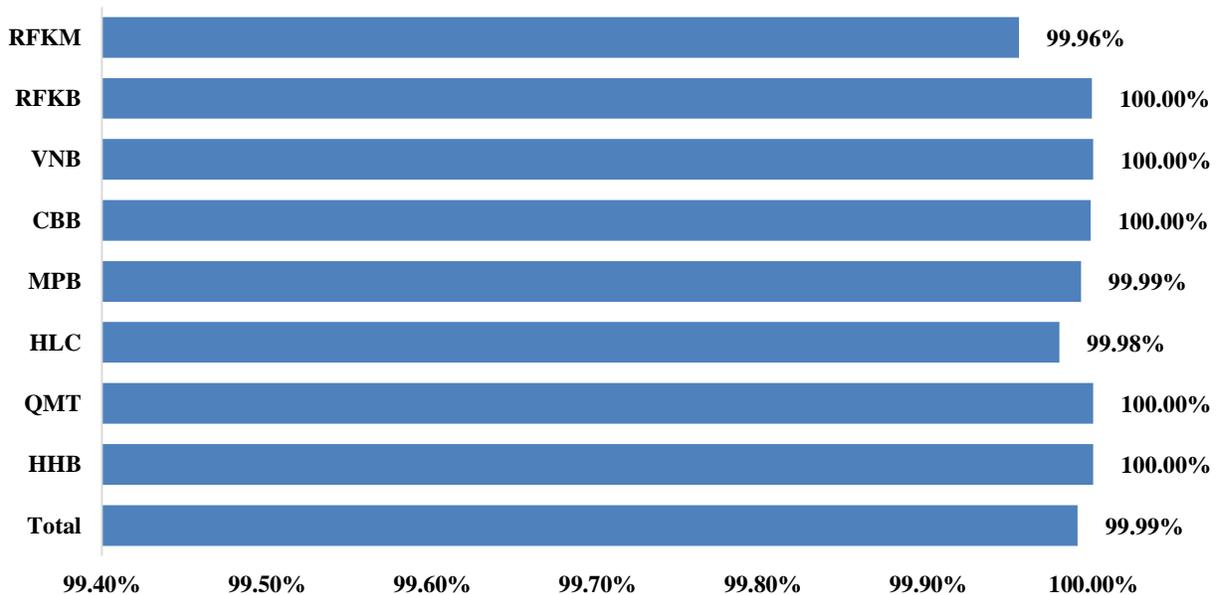
E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. The following chart shows third quarter 2017 performance against third quarter 2016. Performance in this area has been consistently strong and goals (99.5%) were met in each of the periods.

**E-ZPass Toll Lane Availability:
3rd Qtr 2017**



Cashless Open Road Tolling (ORT) was implemented at the Henry Hudson, Robert F. Kennedy, Verrazano-Narrows, Marine Parkway, and Cross Bay Bridges, and the Queens-Midtown and Hugh L. Carey Tunnels, where new toll collection equipment, cameras and sensors are attached to gantries above the roadway. The ORT system combines data sources to read and charge E-ZPass accounts or to classify vehicles for Tolls by Mail processing. ORT system availability was 99.99% during the third quarter 2017.

**ORT E-ZPass Toll Lane Availability:
3rd Qtr 2017**





Customer Safety

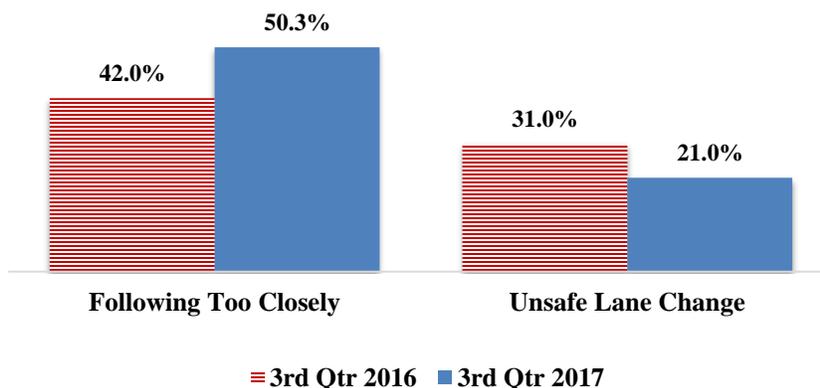
In the third quarter 2017, the collision rate per million vehicles was 8.49 and the collision with injury rate per million vehicles was 1.26, as compared to 8.00 and 0.95, respectively, for the same period in 2016.

Performance Statistics	Year-End			YTD	3rd Qtr	3rd Qtr	% Change (B/(W))
	2014	2015	2016	2017	2016	2017	
Collision Rate per Million Vehicles	5.56	5.86	7.57	8.63	8.00	8.49	(6.0%)
Collision with Injury Rate per Million Vehicles	0.92	0.97	0.99	1.03	0.95	1.26	(32.5%)

69.5% of the collisions at B&T facilities in the third quarter 2017 were rear-end collisions, 15.7% higher than in the third quarter 2016 (53.8%). Side-swipe/Lane Change collisions accounted for 26.1% of all collisions in the third quarter 2017, marking a decrease from 38.2% in the third quarter 2016. Following Too Closely remains the leading factor for collisions at B&T facilities, contributing to 50.3% of collisions in the third quarter 2017 and 42.0% in the third quarter 2016.

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

Leading Collision Factors

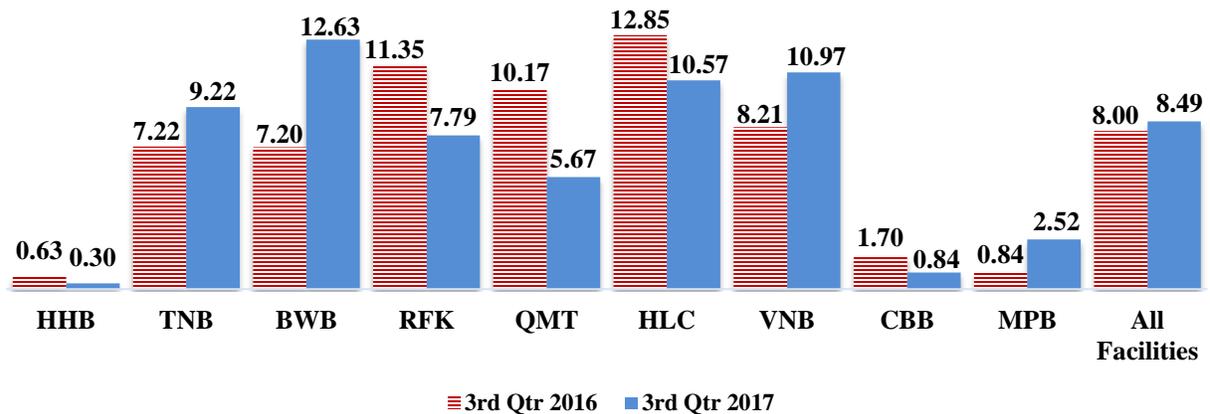


Leading Collision Types

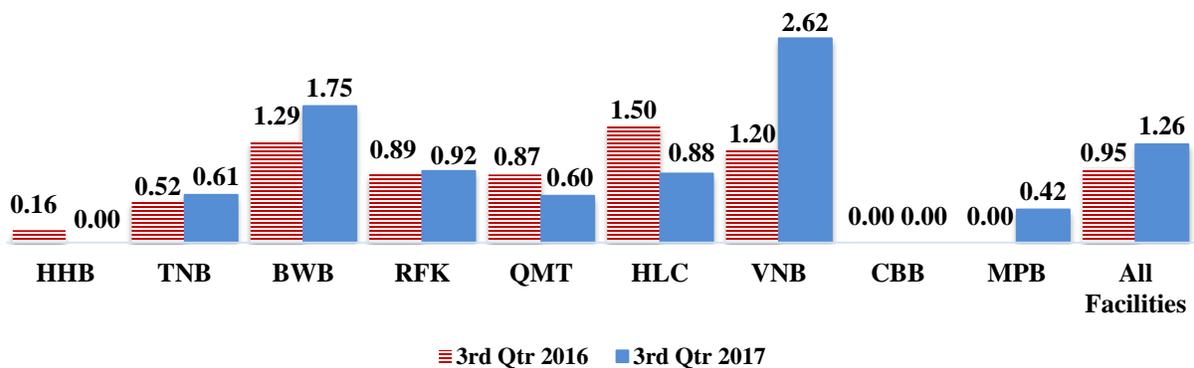


The Verrazano-Narrows, Bronx-Whitestone, and Throgs Neck Bridges had the most significant increases in collision rates. All of these facilities underwent traffic pattern changes throughout the third quarter 2017. Mitigation efforts to address these increases included new traffic alerts, signage and lane delineators at the Robert F. Kennedy Bridge, new pavement markings and extended lane delineation at the Bronx-Whitestone Bridge, and additional signage and channelized traffic at the Throgs Neck Bridge.

3rd Qtr 2016 vs. 3rd Qtr 2017 Total Collision Rates per Million Vehicles



3rd Qtr 2016 vs. 3rd Qtr 2017 Collision with Injuries Rates per Million Vehicles





Summonses

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

- 13,936 summonses issued in the third quarter 2017, 105.7% higher than in the same period in 2016.
- 76.1% (10,614) of the summonses issued in the third quarter 2017 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- B&T’s Special Operations Division utilized collision data (collisions by type, collisions by tour, collisions by day of the week, collision factors, etc.) to direct patrol deployment across all facilities.

Summons Type	3rd Qtr 2017	3rd Qtr 2016	% Change
Speed	1,779	780	128.1%
Disobey Signs/Traffic Control Device	4,177	1,769	136.1%
Cell Phone/Texting	554	328	68.9%
Unsafe Lane Change/Failure to Signal	963	181	432.0%
*All Other	6,463	3,716	73.9%
Total	13,936	6,774	105.7%

*All other summonses include vehicle equipment, covered/obstructed plates, other secondary summonses, etc.



INDICATOR DEFINITIONS

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



CUSTOMER SERVICE		
Indicator	Description	Source
Travel Speed/Travel Time	Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges and above 25 miles per hour at the tunnels. Facilities with less than 90% data availability are noted below the table.	TRANSMIT
Bronx-Whitestone Bridge (Point to Point Distance- 6,978 Feet)	Queens: Plaza to Queens anchorage Bronx: Queens anchorage to plaza	
Throgs Neck Bridge (Point to Point Distance-10,300 Feet)	Queens: Plaza to sign gantry 7S Bronx: Sign gantry 7S to plaza	
Henry Hudson Bridge (Point to Point Distance- 2,740 Feet, Average Distance Between Upper and Lower Level Gantry to Kappock Street)	Manhattan: Kappock Street to ORT Gantry Bronx: ORT Gantry to Kappock Street	
Robert F. Kennedy Bridge	Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet) Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet) Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)	
Queens Midtown Tunnel (Point to Point Distance- 8,130 Feet, Average Distance Between North and South Tubes Ort Gantries to Lie NYSDOT Gantry)	Manhattan: LIE NYSDOT Gantry to Manhattan ORT Gantry	
Verrazano-Narrows Bridge (Point to Point Distance- 13,464 Feet)	Brooklyn: Fingerboard to 92nd Street or Fingerboard to Belt Parkway Staten Island: 92nd Street to Fingerboard or Belt Parkway to Fingerboard	
Hugh L. Carey Tunnel (Point to Point Distance- 10,500 Feet)	Brooklyn: Brooklyn- Queens Expressway Overpass to ORT Plaza Manhattan: ORT Plaza to Brooklyn- Queens Expressway Overpass	
Marine Parkway Bridge (Point to Point Distance - 4,850 Feet)	Brooklyn: Signal Gantry 1 to Plaza Queens: Plaza to Signal Gantry 1	
Cross Bay Bridge (Point to Point distance - 3,985 feet)	Queens: Beach Channel Drive to Plaza Rockaways: Plaza to Beach Channel Drive	
E-ZPass Toll Lane Availability (%)	Percent of E-ZPass toll lanes available for customer use.	Toll system maintenance



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



Bridges and Tunnels

E-ZPass Performance Report September 2017



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

E-ZPass Performance at All B&T Facilities			
	September 2017	Year to Date	September 2016
Total E-ZPass Traffic ¹	24,493,191	206,238,970	22,420,238
E-ZPass Market Share: Total	92.4%	89.3%	86.1%
Cars	92.3%	89.0%	85.5%
Trucks	94.4%	94.0%	93.3%

Weekday E-ZPass Performance by Facility²			
Facility	September Average E-ZPass Weekday Traffic and Market Share		
	2017 Average Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	110,707	87.1%	83.4%
Cross Bay Veterans Memorial Bridge	23,723	94.6%	87.6%
Henry Hudson Bridge	71,327	95.7%	94.2%
Hugh L. Carey Tunnel	53,002	96.1%	91.7%
Marine Parkway-Gil Hodges Memorial Bridge	23,316	96.0%	90.2%
Queens Midtown Tunnel	76,993	95.9%	91.2%
Robert F. Kennedy Bridge	180,796	94.0%	84.8%
Throgs Neck Bridge	108,258	89.9%	86.7%
Verrazano-Narrows Bridge ¹	<u>201,474</u>	<u>95.6%</u>	<u>88.7%</u>
All Facilities ¹	849,596	93.4%	87.7%

Notes:

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

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

Weekday Peak Hour E-ZPass Performance by Facility³				
Facility	September E-ZPass Market Share			
	2017 AM Peak	2016 AM Peak	2017 PM Peak	2016 PM Peak
Bronx-Whitestone Bridge	90.7%	87.8%	88.4%	84.3%
Cross Bay Veterans Memorial Bridge	95.7%	91.3%	93.6%	87.9%
Henry Hudson Bridge	97.0%	96.3%	95.7%	94.8%
Hugh L. Carey Tunnel	97.4%	94.0%	95.9%	91.4%
Marine Parkway-Gil Hodges Memorial Bridge	97.2%	92.4%	95.7%	90.3%
Queens Midtown Tunnel	96.4%	93.3%	95.3%	91.4%
Robert F. Kennedy Bridge	95.1%	87.9%	93.4%	85.1%
Throgs Neck Bridge	93.5%	91.1%	90.5%	87.4%
Verrazano-Narrows Bridge ⁴	N/A	N/A	96.0%	91.1%
All Facilities	94.8%	90.8%	93.3%	88.5%

Weekend E-ZPass Performance by Facility			
Facility	September Average E-ZPass Weekend Traffic and Market Share		
	2017 Avg. Traffic	2017 Market Share	2016 Market Share
Bronx-Whitestone Bridge	105,777	82.2%	76.8%
Cross Bay Veterans Memorial Bridge	19,992	92.6%	82.4%
Henry Hudson Bridge	64,401	93.2%	91.4%
Hugh L. Carey Tunnel	35,719	94.2%	87.4%
Marine Parkway-Gil Hodges Memorial Bridge	19,909	94.5%	86.2%
Queens Midtown Tunnel	49,330	93.6%	87.5%
Robert F. Kennedy Bridge	170,287	91.4%	78.9%
Throgs Neck Bridge	105,087	85.2%	80.9%
Verrazano-Narrows Bridge ¹	<u>182,423</u>	93.3%	82.9%
All Facilities ¹	752,925	90.0%	82.0%

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
September 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	September 2017 Total B&T E-ZPass Transactions	September 2017 Percentage of B&T Total Transactions	September 2016 Percentage of B&T Total Transactions
New York State Thruway Authority ⁶	2,135,254	9.12%	8.41%
Port Authority of NY and NJ	1,321,677	5.64%	5.39%
New Jersey Toll Agencies ⁷	1,214,340	5.18%	5.58%
Massachusetts Turnpike Authority ⁸	185,905	0.79%	0.59%
Pennsylvania Turnpike Commission	125,410	0.54%	0.48%
Maryland Transportation Authority	52,213	0.22%	0.20%
Virginia Department of Transportation ⁹	44,208	0.19%	0.18%
New Hampshire Department of Transportation	17,210	0.07%	0.08%
Delaware Department of Transportation	20,296	0.09%	0.07%
Other ¹⁰	<u>66,715</u>	<u>0.28%</u>	<u>0.24%</u>
Total	5,183,228	22.13%	21.22%

Other Agency B&T E-ZPass Transactions			
Agency Used By B&T Customers	September 2017	YTD 2017	September 2016
New York State Thruway Authority ⁶	3,208,566	26,715,639	2,968,967
Port Authority of NY and NJ	3,822,999	33,411,154	3,650,429
New Jersey Toll Agencies ⁷	6,545,583	58,204,116	6,766,971
New York State Bridge Authority	324,525	2,626,640	304,394
Massachusetts Turnpike Authority ⁸	751,097	6,382,747	625,063
Pennsylvania Turnpike Commission	356,199	2,934,013	331,671
Maryland Transportation Authority	368,226	3,659,090	352,046
Virginia Department of Transportation ⁹	212,734	1,948,463	206,258
New Hampshire Department of Transportation	159,064	1,228,746	163,522
Delaware Department of Transportation	350,785	2,729,526	301,067
Other ¹⁰	<u>549,774</u>	<u>4,012,342</u>	<u>458,033</u>
Total	16,649,552	143,852,476	16,128,421

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
September 2017
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

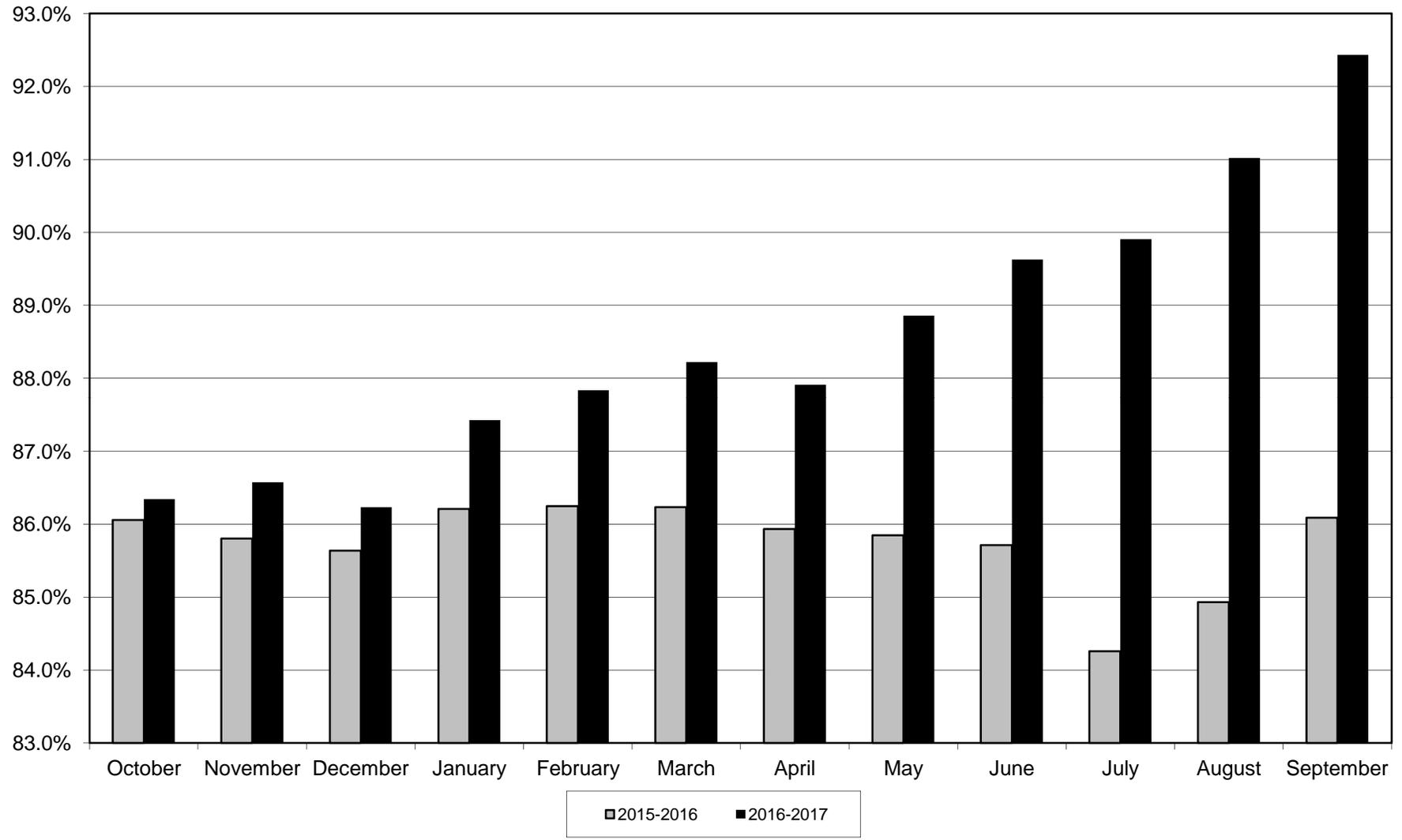
MTA Bridges and Tunnels Customers				
	September 2017	YTD 2017	YTD 2016	
Accounts Opened:				
Internet	19,981	143,884	77,106	
Walk-In	4,806	43,260	25,104	
Mail	487	4,678	2,474	
On-The-Go	<u>9,751</u>	<u>107,333</u>	<u>95,243</u>	
Total Accounts Opened	35,025	299,155	199,927	
Total Active Accounts		3,347,836	3,082,388	
Number of E-ZPass Tags Issued ¹¹	68,815	709,675	488,583	
Total Active Tags ¹²		5,277,671	4,874,259	
Total Reload Cards Distributed	3,797	170,961	168,818	
Reload Card % of Cash Replenishments	23.4%	19.8%	17.2%	

Customer Service Indicators				
	September 2017	YTD 2017	YTD 2016	
Phone Calls Answered by Customer Service Center:				
Customer Service Representatives	417,070	3,205,897	2,629,819	
Automated System	<u>827,973</u>	<u>6,905,683</u>	<u>5,643,374</u>	
Total Phone Calls Answered	1,245,043	10,111,580	8,273,193	
Average Phone Call Waiting Time (in min.):				
General Call Unit	1.24	0.28	0.35	
Commercial Call Unit	0.50	0.33	0.39	
Avg. Monthly B&T E-ZPass Trips Per Account	5.78	5.63	5.74	
Average Number of Active Tags Per Account	1.58	1.57	1.59	

E-ZPass Tag Replacement Program				
	September 2017	YTD 2017	2011-2017	
Number of Replacement Tags Mailed	9,928	69,757	2,027,716	
Number of Tags Returned ¹³	11,030	74,493	1,999,040	
Number of Tags Pending Return	N/A	N/A	28,676	

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 October 2015 through September 2017





Bridges and Tunnels

Financial Report September 2017



MTA BRIDGES & TUNNELS

STATEMENT OF NET POSITION

As of September 30, 2017

(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	11,622
Investments:	
Unrestricted	155,005
Restricted	880,299
Accrued interest receivable	2,075
Accounts receivable	46,343
Less allowance for uncollectible accounts	-31,279
Tolls due from other agencies	42,227
Insurance recovery receivable	126,325
Less allowance for insurance recovery	-37,825
Due (to)/from MTA - change in fair value of derivative	0
Prepaid expenses	5,772
	<u>5,772</u>
Total current assets	<u>1,200,566</u>

NONCURRENT ASSETS:

Investments:	
Restricted	5
Facilities, less acc.dep of \$1,647,270	5,806,043
Capital lease 2 Broadway net acc. dep.	39,149
Derivative Hedge Assets	3,564
Security Deposits	-
	<u>-</u>
Total noncurrent assets	<u>5,848,761</u>

TOTAL ASSETS:

7,049,327

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	112,529
Accumulated decreases in fair value of derivative instruments	180,476
Defeasance costs	247,531
	<u>247,531</u>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

540,535

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

7,589,862

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of September 30, 2017
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	216,792
Interest Payable	121,747
Accounts Payable	258,613
Accrued Pension Payable	9,750
Payable to MTA-CAP	460,872
Due to MTA-Operating Expenses	3,800
Due to NYCTA-Operating Expenses	685
Accrued salaries	20,594
Accrued Vac & Sick Benefits	16,897
Current portion of estimated liability arising from injury	1,470
Current portion of capital lease obligation	-
Pollution remediation projects	1,829
Due to New York City Transit Authority	45,005
Due to Metropolitan Transportation Authority	63,718
Unredeemed Tolls	140,312
Tolls due to other agencies	72,045
E-ZPass Airport Toll Liability	5,771
	<u>1,439,899</u>
Total current liabilities	<u>1,439,899</u>

NONCURRENT LIABILITIES:

Long term debt	9,171,438
Post Employment Benefits Other than Pensions	699,172
Estimated liability arising from injury	41,979
Capital lease obligations	54,525
Derivative Hedge Liabilities	169,875
Due (to)/from MTA - change in fair value of derivative	14,165
Net Pension Liability	307,596
Security deposits-Contra	-
	<u>10,458,749</u>
Total noncurrent liabilities	<u>10,458,749</u>

DEFERRED INFLOW OF RESOURCES

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

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF
RESOURCES**

11,938,504

NET POSITION

-4,348,643 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF

7,589,862

*The negative Net Position 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
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2017

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	Favorable (Unfavorable)			Mid Year Forecast	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	164.580	165.617	1.037	0.6	0.000	0.000	0.000	-	164.580	165.617	1.037	0.6
Other Operating Revenue	1.603	1.122	(0.481)	(30.0)	0.000	0.000	0.000	-	1.603	1.122	(0.481)	(30.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.871	2.374	0.503	26.9	1.871	2.374	0.503	26.9
Investment Income	0.081	0.162	0.081	*	0.000	0.000	0.000	-	0.081	0.162	0.081	*
Total Revenue	\$166.264	\$166.901	\$0.637	0.4	\$1.871	\$2.374	\$0.503	26.9	\$168.135	\$169.275	\$1.140	0.7
Expenses												
<i>Labor:</i>												
Payroll	\$11.711	\$9.278	\$2.432	20.8	\$0.638	\$0.890	(\$0.252)	(39.4)	12.349	\$10.168	\$2.181	17.7
Overtime	2.303	1.956	0.346	15.0	0.244	0.097	0.147	60.2	2.546	2.053	0.493	19.4
Health and Welfare	2.645	2.108	0.536	20.3	0.137	0.190	(0.053)	(38.3)	2.782	2.298	0.484	17.4
OPEB Current Payment	1.640	1.695	(0.055)	(3.4)	0.000	0.000	0.000	-	1.640	1.695	(0.055)	(3.4)
Pensions	3.071	2.994	0.077	2.5	0.186	0.263	(0.077)	(41.2)	3.257	3.257	0.001	0.0
Other Fringe Benefits	1.611	1.193	0.418	26.0	0.089	0.126	(0.037)	(41.1)	1.700	1.319	0.381	22.4
Reimbursable Overhead	(0.575)	(0.808)	0.233	40.4	0.575	0.808	(0.233)	(40.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$22.405	\$18.417	\$3.988	17.8	\$1.871	\$2.374	(\$0.503)	(26.9)	\$24.275	\$20.791	\$3.484	14.4
<i>Non-Labor:</i>												
Electric Power	\$0.538	\$0.441	\$0.097	18.1	\$0.000	\$0.000	\$0.000	-	\$0.538	\$0.441	\$0.097	18.1
Fuel	0.103	0.017	0.086	83.9	0.000	0.000	0.000	-	0.103	0.017	0.086	83.9
Insurance	0.942	0.797	0.145	15.4	0.000	0.000	0.000	-	0.942	0.797	0.145	15.4
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	21.856	22.818	(0.962)	(4.4)	0.000	0.000	0.000	-	21.856	22.818	(0.962)	(4.4)
Professional Service Contracts	4.112	2.092	2.020	49.1	0.000	0.000	0.000	-	4.112	2.092	2.020	49.1
Materials & Supplies	0.466	0.458	0.009	1.9	0.000	0.000	0.000	-	0.466	0.458	0.009	1.9
Other Business Expenses	2.985	3.188	(0.203)	(6.8)	0.000	0.000	0.000	-	2.985	3.188	(0.203)	(6.8)
Total Non-Labor Expenses	\$31.003	\$29.811	\$1.192	3.8	\$0.000	\$0.000	\$0.000	-	\$31.003	\$29.811	\$1.192	3.8
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.	\$53.408	\$48.228	\$5.180	9.7	\$1.871	\$2.374	(\$0.503)	(26.9)	\$55.279	\$50.602	\$4.676	8.5
Depreciation	\$8.245	\$13.397	(\$5.153)	(62.5)	\$0.000	\$0.000	\$0.000	-	8.245	\$13.397	(\$5.153)	(62.5)
OPEB Obligation	5.986	5.986	0.000	0.0	0.000	0.000	0.000	-	5.986	5.986	0.000	0.0
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.	\$67.639	\$67.612	\$0.027	0.0	\$1.871	\$2.374	(\$0.503)	(26.9)	\$69.509	\$69.986	(\$0.476)	(0.7)
Less: Depreciation	\$8.245	\$13.397	(\$5.153)	(62.5)	\$0.000	\$0.000	\$0.000	-	\$8.245	\$13.397	(\$5.153)	(62.5)
Less: OPEB Obligation	5.986	5.986	0.000	0.0	0.000	0.000	0.000	-	5.986	5.986	0.000	0.0
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	\$53.408	\$48.228	\$5.180	9.7	\$1.871	\$2.374	(\$0.503)	(26.9)	\$55.279	\$50.602	\$4.676	8.5
Net Surplus/(Deficit)	\$112.855	\$118.673	\$5.818	5.2	\$0.000	\$0.000	\$0.000	-	\$112.856	\$118.673	\$5.817	5.2

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$112.856	\$118.673	\$5.817	5.2
Less: Capitalized Assets									2.066	6.470	(4.404)	*
Reserves									2.293	2.293	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$108.497	\$109.910	\$1.413	1.3
Less: Debt Service									55.703	53.750	1.954	3.5
Income Available for Distribution									\$52.794	\$56.160	\$3.367	6.4
Distributable To:												
MTA - Investment Income									0.081	0.162	0.081	*
MTA - Distributable Income									30.883	32.893	2.010	6.5
NYCTR - Distributable Income									21.830	23.105	1.276	5.8
Total Distributable Income									\$52.794	\$56.160	\$3.367	6.4
Support to Mass Transit:												
Total Revenues									168.135	169.275	1.140	0.7
Less: Total Operating Expenses									<u>55.279</u>	<u>50.602</u>	<u>4.676</u>	8.5
Net Operating Income/(Deficit)									\$112.856	\$118.673	\$5.817	5.2
Deductions from Net Operating Income:												
Capitalized Assets									2.066	6.470	(4.404)	*
Reserves									2.293	2.293	0.000	0.0
B&T Debt Service									25.696	22.420	3.276	12.7
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$30.055	\$31.183	(\$1.128)	(3.8)
Total Support to Mass Transit									\$82.801	\$87.490	\$4.689	5.7

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
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	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	1,431.510	1,428.194	(3.316)	(0.2)	0.000	0.000	0.000	-	1,431.510	1,428.194	(3.316)	(0.2)
Other Operating Revenue	14.128	14.774	0.646	4.6	0.000	0.000	0.000	-	14.128	14.774	0.646	4.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.286	19.077	0.791	4.3	18.286	19.077	0.791	4.3
Investment Income	0.743	1.029	0.286	38.5	0.000	0.000	0.000	-	0.743	1.029	0.286	38.5
Total Revenue	\$1,446.381	\$1,443.997	(\$2.384)	(0.2)	\$18.286	\$19.077	\$0.791	4.3	\$1,464.667	\$1,463.074	(\$1.593)	(0.1)
Expenses												
<i>Labor:</i>												
Payroll	\$97.075	\$87.525	\$9.550	9.8	\$6.424	\$7.020	(\$0.596)	(9.3)	103.499	\$94.545	\$8.955	8.7
Overtime	21.259	21.862	(0.603)	(2.8)	2.014	1.369	0.645	32.0	23.272	23.231	0.042	0.2
Health and Welfare	21.359	19.812	1.547	7.2	1.383	1.507	(0.124)	(9.0)	22.742	21.319	1.422	6.3
OPEB Current Payment	14.752	15.025	(0.273)	(1.9)	0.000	0.000	0.000	-	14.752	15.025	(0.273)	(1.9)
Pensions	29.715	29.529	0.186	0.6	1.873	2.058	(0.185)	(9.9)	31.588	31.587	0.001	0.0
Other Fringe Benefits	13.960	13.438	0.522	3.7	0.899	0.987	(0.088)	(9.8)	14.858	14.425	0.434	2.9
Reimbursable Overhead	(5.694)	(6.136)	0.442	7.8	5.694	6.136	(0.442)	(7.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$192.426	\$181.055	\$11.371	5.9	\$18.286	\$19.077	(\$0.791)	(4.3)	\$210.712	\$200.132	\$10.580	5.0
<i>Non-Labor:</i>												
Electric Power	\$3.675	\$3.303	\$0.372	10.1	0.000	\$0.000	\$0.000	-	\$3.675	\$3.303	\$0.372	10.1
Fuel	1.276	1.150	0.127	9.9	0.000	0.000	0.000	-	1.276	1.150	0.127	9.9
Insurance	8.454	7.952	0.501	5.9	0.000	0.000	0.000	-	8.454	7.952	0.501	5.9
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	101.798	98.626	3.172	3.1	0.000	0.000	0.000	-	101.798	98.626	3.172	3.1
Professional Service Contracts	33.031	27.951	5.080	15.4	0.000	0.000	0.000	-	33.031	27.951	5.080	15.4
Materials & Supplies	3.428	2.746	0.683	19.9	0.000	0.000	0.000	-	3.428	2.746	0.683	19.9
Other Business Expenses	25.363	24.711	0.652	2.6	0.000	0.000	0.000	-	25.363	24.711	0.652	2.6
Total Non-Labor Expenses	\$177.026	\$166.440	\$10.587	6.0	\$0.000	\$0.000	\$0.000	-	\$177.026	\$166.440	\$10.587	6.0
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.	\$369.452	\$347.495	\$21.957	5.9	\$18.286	\$19.077	(\$0.791)	(4.3)	\$387.738	\$366.572	\$21.166	5.5
Depreciation	\$103.119	\$118.450	(\$15.331)	(14.9)	0.000	\$0.000	\$0.000	-	103.119	\$118.450	(\$15.331)	(14.9)
OPEB Obligation	53.874	53.874	0.000	0.0	0.000	0.000	0.000	-	53.874	53.874	0.000	0.0
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.	\$526.445	\$519.819	\$6.627	1.3	\$18.286	\$19.077	(\$0.791)	(4.3)	\$544.731	\$538.896	\$5.836	1.1
Less: Depreciation	\$103.119	\$118.450	(\$15.331)	(14.9)	\$0.000	\$0.000	\$0.000	-	\$103.119	\$118.450	(\$15.331)	(14.9)
Less: OPEB Obligation	53.874	53.874	0.000	0.0	0.000	0.000	0.000	-	53.874	53.874	0.000	0.0
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	\$369.452	\$347.495	\$21.957	5.9	\$18.286	\$19.077	(\$0.791)	(4.3)	\$387.738	\$366.572	\$21.166	5.5
Net Surplus/(Deficit)	\$1,076.929	\$1,096.502	\$19.573	1.8	\$0.000	\$0.000	\$0.000	-	\$1,076.929	\$1,096.502	\$19.573	1.8

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$1,076.929	\$1,096.502	\$19.573	1.8
Less: Capitalized Assets									14.216	16.262	(\$2.045)	(14.4)
Reserves									20.636	20.636	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,042.076	\$1,059.604	\$17.528	1.7
Less: Debt Service									495.437	485.615	9.822	2.0
Income Available for Distribution									\$546.639	\$573.989	\$27.349	5.0
Distributable To:												
MTA - Investment Income									0.743	1.029	0.286	38.5
MTA - Distributable Income									313.322	330.858	17.536	5.6
NYCTR - Distributable Income									232.574	242.101	9.528	4.1
Total Distributable Income									\$546.639	\$573.989	\$27.349	5.0
Support to Mass Transit:												
Total Revenues									1,464.667	1,463.074	(1.593)	(0.1)
Less: Total Operating Expenses									<u>387.738</u>	<u>366.572</u>	<u>21.166</u>	5.5
Net Operating Income/(Deficit)									\$1,076.929	\$1,096.502	\$19.573	1.8
Deductions from Net Operating Income:												
Capitalized Assets									14.216	16.262	(2.045)	(14.4)
Reserves									20.636	20.636	0.000	0.0
B&T Debt Service									227.274	201.738	25.536	11.2
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$262.127	\$238.636	\$23.491	9.0
Total Support to Mass Transit									\$814.802	\$857.866	\$43.064	5.3

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	September 2017			Year-to-Date		
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	1.037	0.6%	Higher toll revenue due to 1.0% higher traffic partially offset by a 0.4% lower average toll versus forecast.	(3.316)	-0.2%	Lower toll revenue due to a 0.6% lower average YTD toll partially offset by 0.3% higher YTD traffic versus forecast
Other Operating Revenue	(0.481)	-30.0%	Lower Other Operating Revenue primarily due to lower E-Z Pass administrative fees	0.646	4.6%	Higher Other Operating Revenue primarily due to the receipt of FEMA reimbursements for Sandy-restoration work
Investment Income	0.081	100.0%	Minor variance	0.286	38.5%	Minor variance
Payroll	2.432	20.8%	Lower payroll expenses against the monthly forecast allocation primarily due to vacancies	9.550	9.8%	Lower payroll expenses against the YTD forecast allocation primarily due to vacancies
Overtime	0.346	15.0%	Small under-runs across most overtime categories primarily due to scheduling efficiencies	(0.603)	-2.8%	Higher overtime expenses primarily for construction related maintenance and traffic management support.
Health and Welfare	0.536	20.3%	Lower expenses primarily due to vacancies	1.547	7.2%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.055)	-3.4%	Higher expenses primarily due to higher than forecast retiree participation in post-employment health insurance benefits	(0.273)	-1.9%	Higher expenses primarily due to higher than forecast retiree participation in post-employment health insurance benefits
Pensions	0.077	2.5%	Lower non-reimbursable expenses due to lower than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable variance is minor	0.186	0.6%	Lower non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable variance is minor
Other Fringe Benefits	0.418	26.0%	Lower expenses primarily due to vacancies	0.522	3.7%	Lower expenses primarily due to vacancies
Electric Power	0.097	18.1%	Lower electricity expenses primarily due to timing against the monthly forecast allocation	0.372	10.1%	Lower electricity expenses primarily due to timing against the YTD forecast allocation
Fuel	0.086	83.9%	Lower fuel expenses primarily due to timing against the monthly forecast allocation	0.127	9.9%	Lower fuel expenses primarily due to timing against the YTD forecast allocation
Insurance	0.145	15.4%	Lower expenses primarily due to the timing against the monthly forecast allocation.	0.501	5.9%	Lower expenses primarily due to the timing against the YTD forecast allocation.
Maintenance and Other Operating Contracts	(0.962)	-4.4%	Higher expenses primarily due to timing of Major Maintenance costs	3.172	3.1%	Lower expenses primarily due to timing against the YTD forecast allocation for E-Z Pass Customer Service Center costs
Professional Service Contracts	2.020	49.1%	Lower expenses primarily due to timing against the monthly forecast allocation for advertising and marketing (\$0.833M), miscellaneous consulting (\$0.714M), bond issuance costs (\$0.335M) and planning studies (\$0.117M).	5.080	15.4%	Lower expenses primarily due to timing against the YTD forecast allocation for advertising and marketing (\$2.124M), engineering services (\$1.122M), planning studies (\$0.793M) and miscellaneous consulting (\$1.162M)
Materials & Supplies	0.009	1.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	0.683	19.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	(0.203)	-6.8%	Higher expenses primarily due to timing against the monthly forecast allocation for credit card fees	0.652	2.6%	Lower expenses primarily due to timing against the monthly forecast allocation for credit card fees
Depreciation	(5.153)	-62.5%	Higher than forecasted monthly expenses.	(15.331)	-14.9%	Higher than forecasted YTD expenses.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	0.503	26.9%	Higher capital reimbursements due to timing against the monthly forecast allocation	0.791	4.3%	Higher capital reimbursements due to timing against the YTD forecast allocation
Payroll	(0.252)	-39.4%	Higher than planned reimbursable expenses due to timing against the monthly forecast allocation	(0.596)	-9.3%	Higher than planned reimbursable expenses due to timing against the YTD forecast allocation
Overtime	0.147	60.2%	Lower overtime primarily due to the timing of billing for projects eligible for reimbursement from the capital program	0.645	32.0%	Lower overtime primarily due to the timing of billing for projects eligible for reimbursement from the capital program
Health and Welfare	(0.053)	-38.3%	Higher than planned reimbursable expenses due to timing against the monthly forecast allocation	(0.124)	-9.0%	Higher than planned reimbursable expenses due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.077)	-41.2%	Higher than planned reimbursable expenses due to timing against the monthly forecast allocation	(0.185)	-9.9%	Higher than planned reimbursable expenses due to timing against the YTD forecast allocation
Other Fringe Benefits	(0.037)	-41.1%	Higher than planned reimbursable expenses due to timing against the monthly forecast allocation	(0.088)	-9.8%	Higher than planned reimbursable expenses due to timing against the YTD forecast allocation
Reimbursable Overhead	(0.233)	-40.4%	Higher than planned reimbursable expenses due to timing against the monthly forecast allocation	(0.442)	-7.8%	Higher than planned reimbursable expenses due to timing against the YTD forecast allocation

*Variance exceeds 100%

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

	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	6,491	\$0.406	5,399	\$0.338	1,092	\$0.068	56,093	\$3.542	53,233	\$3.361	2,860	\$0.181
					16.8%	16.7%					5.1%	5.1%
<u>Unscheduled Service</u>	445	\$0.034	231	\$0.018	215	\$0.016	2,356	\$0.151	1,325	\$0.085	1,031	\$0.066
					48.2%	47.6%					43.8%	43.7%
<u>Programmatic/Routine Maintenance</u>	1,704	\$0.114	3,366	\$0.225	(1,662)	(\$0.111)	16,713	\$1.355	25,620	\$2.077	(8,907)	(\$0.722)
					-97.5%	-97.8%					-53.3%	-53.3%
<u>Unscheduled Maintenance</u>	1,220	\$0.096	734	\$0.058	486	\$0.038	10,458	\$0.748	8,281	\$0.593	2,178	\$0.155
					39.8%	39.6%					20.8%	20.8%
<u>Vacancy/Absentee Coverage</u>	15,519	\$0.925	15,031	\$0.895	488	\$0.030	163,284	\$10.373	170,828	\$10.852	(7,544)	(\$0.479)
					3.1%	3.2%					-4.6%	-4.6%
<u>Weather Emergencies</u>	72	\$0.004	3	\$0.000	69	\$0.004	10,336	\$0.608	10,164	\$0.598	172	\$0.010
					95.8%	0.0%					1.7%	1.6%
<u>Safety/Security/Law Enforcement</u>	1,550	\$0.096	1,183	\$0.073	368	\$0.023	12,990	\$0.831	11,429	\$0.731	1,561	\$0.100
					23.7%	24.2%					12.0%	12.1%
<u>Other</u>	2,418	\$0.170	1,949	\$0.137	469	\$0.033	18,554	\$1.143	22,984	\$1.416	(4,430)	(\$0.273)
					19.4%	19.6%					-23.9%	-23.9%
<u>*All Other Departments and Accruals</u>		\$0.457		\$0.212		\$0.245		\$2.507		\$2.149		\$0.358
						53.6%						14.3%
Subtotal	29,419	\$2.303	27,895	\$1.956	1,525	\$0.346	290,784	\$21.259	303,863	\$21.862	(13,079)	(\$0.603)
					5.2%	15.1%					-4.5%	-2.8%
REIMBURSABLE OVERTIME	2,902	\$0.244	2,403	\$0.097	499	\$0.147	27,584	\$2.014	18,752	\$1.369	8,832	\$0.645
					17.2%	60.2%					32.0%	32.0%
TOTAL OVERTIME	32,321	\$2.546	30,298	\$2.053	2,024	\$0.493	318,368	\$23.272	322,615	\$23.231	(4,247)	\$0.041
					6.3%	19.4%					-1.3%	0.2%

Figures are preliminary.
Totals may not add due to rounding
NOTE: Percentages are based on each type of Overtime and not on Total Overtime
*Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag
**Variance exceeds 100%

MTA Bridges and Tunnels
2017 July 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>	1,092 16.8%	\$0.068 16.7%	Lower than planned expenses	2,860 5.1%	\$0.181 5.1%	Lower than planned expenses
<u>Unscheduled Service</u>	215 48.2%	\$0.016 47.6%	Minor variance	1,031 43.8%	\$0.066 43.7%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,662) -97.5%	(\$0.111) -97.8%	Higher than planned expenses	(8,907) -53.3%	(\$0.722) -53.3%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	486 39.8%	\$0.038 39.6%	Lower than planned expenses	2,178 20.8%	\$0.155 20.8%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	488 3.1%	\$0.030 3.2%	Lower than planned expenses	(7,544) -4.6%	(\$0.479) -4.6%	Higher than planned expenses
<u>Weather Emergencies</u>	69 95.8%	\$0.004 0.0%	Minor variance	172 1.7%	\$0.010 1.6%	Minor variance
<u>Safety/Security/Law Enforcement</u>	368 23.7%	\$0.023 24.2%	Lower than planned expenses	1,561 12.0%	\$0.100 12.1%	Lower than planned expenses
<u>Other</u>	469 19.4%	\$0.033 19.6%	Lower than planned expenses	(4,430) -23.9%	(\$0.273) -23.9%	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.245 53.6%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.358 14.3%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	1,525 5.2%	\$0.346 15.1%		(13,079) -4.5%	(\$0.603) -2.8%	
REIMBURSABLE OVERTIME	499 17.2%	\$0.147 60.2%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program	8,832 32.0%	\$0.645 32.0%	Primarily due to the timing of billing for projects eligible for reimbursement from the capital program
TOTAL OVERTIME	2,024	\$0.493		(4,247)	\$0.041	

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>	Scheduled hours above normal tours required of operations and maintenance workers for special events (e.g., NYC Marathon, Five-Borough Bike Tour, etc.) and bridge lifts.
<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>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 bridges, tunnels and other facilities.
<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, hurricanes, 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 facilities 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 September

Year to date ending September 2017

Comparison Current Year vs. Prior Year:

Prior Year		Current Year*		Percentage Change			Prior Year		Current Year*		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.9	\$27.5	3.8	\$27.7	-2.7%	0.8%		Bronx-Whitestone	34.3	\$216.8	34.3	\$246.0	0.0%
0.7	1.5	0.7	1.6	3.9%	3.7%	Cross Bay	6.3	13.3	6.4	14.1	1.1%	6.3%
2.1	6.6	2.2	7.1	3.2%	7.3%	Henry Hudson	18.3	52.3	19.0	63.4	3.7%	21.2%
1.5	9.2	1.5	9.1	-2.3%	-1.9%	Hugh L. Carey	13.6	78.9	13.1	79.2	-3.5%	0.3%
0.7	1.5	0.7	1.6	1.5%	1.2%	Marine Parkway	6.1	12.9	6.1	14.1	0.4%	10.0%
2.1	13.8	2.1	13.9	-0.1%	0.6%	Queens Midtown	20.9	135.4	18.7	117.1	-10.4%	-13.5%
5.4	37.0	5.7	38.8	5.0%	4.9%	RFK	47.0	314.7	47.2	325.7	0.4%	3.5%
3.7	28.6	3.6	29.2	-0.6%	2.2%	Throgs Neck	32.4	241.3	32.6	259.4	0.8%	7.5%
5.9	33.8	6.1	36.7	4.1%	8.4%	Verrazano-Narrows	52.1	277.0	53.4	309.1	2.4%	11.6%
26.0	\$159.6	26.5	\$165.6	1.7%	3.7%	Total	231.0	\$1,342.7	230.9	\$1,428.2	-0.1%	6.4%
	<u>\$6.130</u>		<u>\$6.250</u>		<u>2.0%</u>	Revenue Per Vehicle		<u>\$5.813</u>		<u>\$6.186</u>		<u>6.4%</u>

Note: Numbers may not add due to rounding.

*Toll increase implemented March 19, 2017

Comparison Actual vs. Mid-Year Forecast:

Mid-Year Forecast		Sep Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
26.1	\$164.6	26.5	\$165.6	1.5%	0.6%		Total All	229.9	\$1,431.5	230.9	\$1,428.2	0.4%
	<u>\$6.305</u>		<u>\$6.250</u>		<u>-0.9%</u>	Revenue Per Vehicle		<u>\$6.227</u>		<u>\$6.186</u>		<u>-0.6%</u>

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
September 2017

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	11	5	6	6 Professional vacancies
Law ⁽¹⁾	16	15	1	1 Professional vacancies
CFO ⁽²⁾	25	25	-	
Administration ⁽³⁾	38	40	(2)	2 Professional overages
EEO	2	1	1	1 Professional vacancy
Total Administration	92	86	6	
Operations				
Revenue Management	43	38	5	3 Managerial and 2 Professional vacancies
Operations (Non-Security)	543	449	94	25 Managerial vacancies, 7 Professional vacancies, and 62 BTO vacancies
Total Operations	586	487	99	
Maintenance				
Maintenance	207	205	2	5 Professional vacancies and 3 Maintainer overages
Operations - Maintainers	175	175	-	
Total Maintenance	382	380	2	
Engineering/Capital				
Engineering & Construction	192	158	34	3 Managerial and 31 Professional vacancies
Safety & Health	10	8	2	2 Managerial vacancies
Law ⁽¹⁾	22	18	4	4 Professional vacancies
CFO-Planning & Budget Capital	29	19	10	4 Managerial and 6 Professional vacancies
Total Engineering/Capital	253	203	50	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	44	35	9	1 Managerial and 8 Professional vacancies
Total Public Safety	276	267	9	
Total Positions				
	1,589	1,423	166	
Non-Reimbursable	1,502	1,336	166	
Reimbursable	87	87	-	
Total Full-Time				
	1,589	1,423	166	

(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
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 2017

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	25	3	3 vacancies in CFO
Professional, Technical, Clerical	64	61	3	6 vacancies in Executive, 1 vacancy in EEO and 1 in Law, 3 overages in CFO and 2 in Admin
Operational Hourlies	-	-	-	
Total Administration	92	86	6	
Operations				
Managers/Supervisors	207	179	28	25 vacancies in Operations and 3 in Revenue Management
Professional, Technical, Clerical	43	34	9	2 vacancies in Revenue Management and 7 in Operations
Operational Hourlies ⁽¹⁾	336	274	62	62 BTO vacancies in Operations
Total Operations	586	487	99	
Maintenance				
Managers/Supervisors	19	19	-	
Professional, Technical, Clerical	20	15	5	5 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	346	(3)	3 Maintainer overages in Maintenance
Total Maintenance	382	380	2	
Engineering/Capital				
Managers/Supervisors	58	49	9	3 vacancies in Engineering, 4 in CFO, and 2 in Safety and Health
Professional, Technical, Clerical	195	154	41	31 vacancies in Engineering, 6 in CFO, and 4 in Law
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	203	50	
Public Safety				
Managers/Supervisors	46	45	1	1 vacancy in Internal Security
Professional, Technical, Clerical	34	26	8	8 vacancies in Internal Security
Operational Hourlies ⁽³⁾	196	196	-	
Total Public Safety	276	267	9	
Total Positions				
Managers/Supervisors	358	317	41	
Professional, Technical, Clerical	356	290	66	
Operational Hourlies	875	816	59	
Total Positions	1,589	1,423	166	

(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 October 2017

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

Introduction

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

Commitments

In October, 10 commitments were made with a total value of \$20.2 million compared to the plan calling for 4 commitment with a total value of \$1.2 million from the 2017 Plan (See *Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

One commitment was made against the 2016 Commitment Plan in October for \$0.3 million (See *Attachment 9, 2016 Commitment Plan*).

Year-to-date, 151 commitments have been made with a total value of \$502.2 million against a plan calling for 71 commitments with a total value of \$427.0 million from the 2017 plan. Additionally, 15 commitments have been made with a total value of \$33.4 million from the 2016 plan against a plan calling for 19 commitments with a value of \$36.9 million from the 2016 plan.

In aggregate, 166 commitments totaling \$535.6 million have been made to date, against a plan of 90 commitments with a total value of \$464.0 million.

Completions

One project planned for October for \$102.9 million was completed.

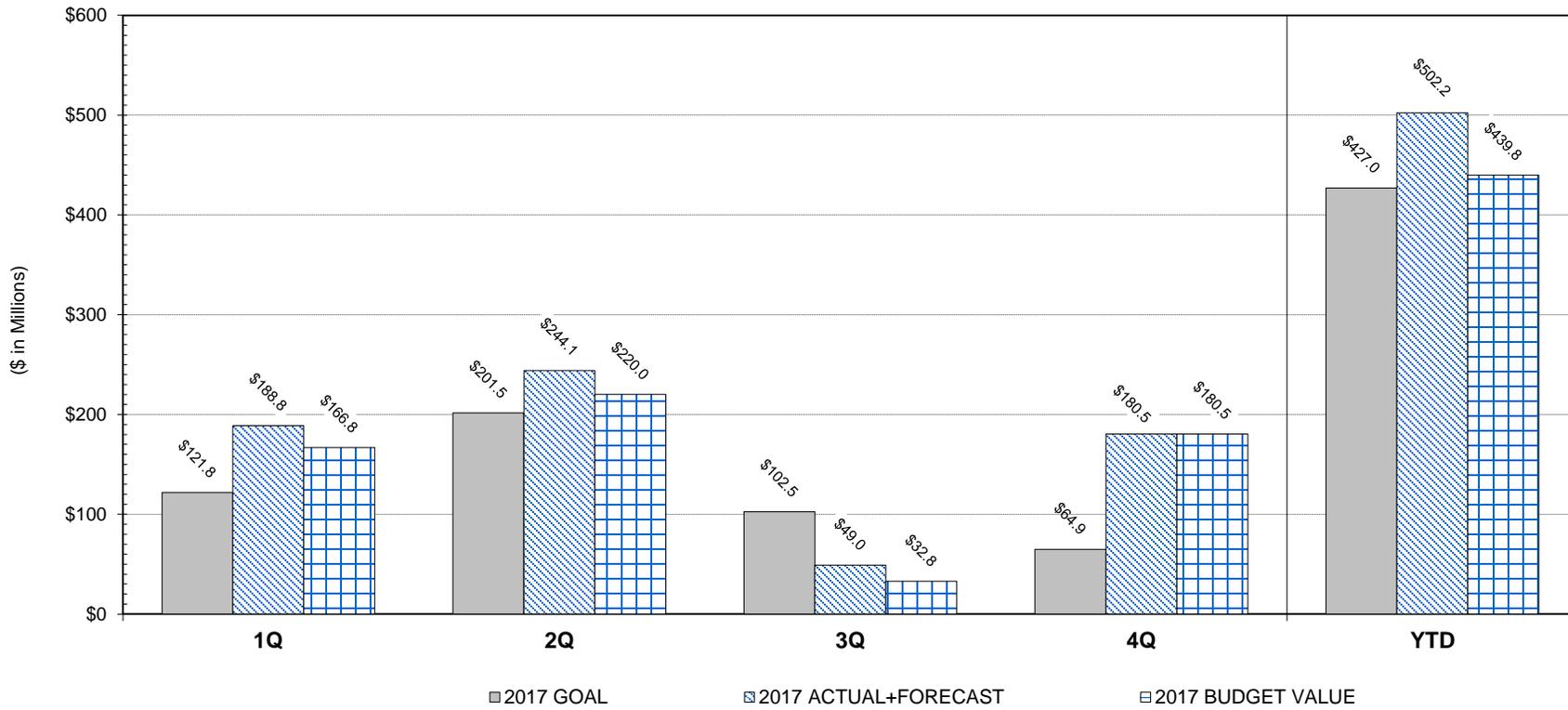
Year-to-date 10 projects have been completed for \$526.3 million against a plan of 7 projects totaling \$233.3 million accomplishing 225.6 % of the year to date goal (See *Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan*).

Close-outs

There were no task level closeouts in October. Year-to-date there were 82 task level closeouts for \$168.0 million. (See *Attachment 6 – 2017 Task Level Closeouts*).

MTA Bridges and Tunnels
Commitments as of October 31, 2017

2017 Budget Goal:	\$490.8	
2017 Annual Forecast:	\$662.5	
YTD Goal:	\$427.0	
YTD Actual:	\$502.2	(117.6% of YTD Goal)
YTD Budgeted Value:	\$439.8	(103.0% of YTD Goal)
Left to Commit:	\$160.3	



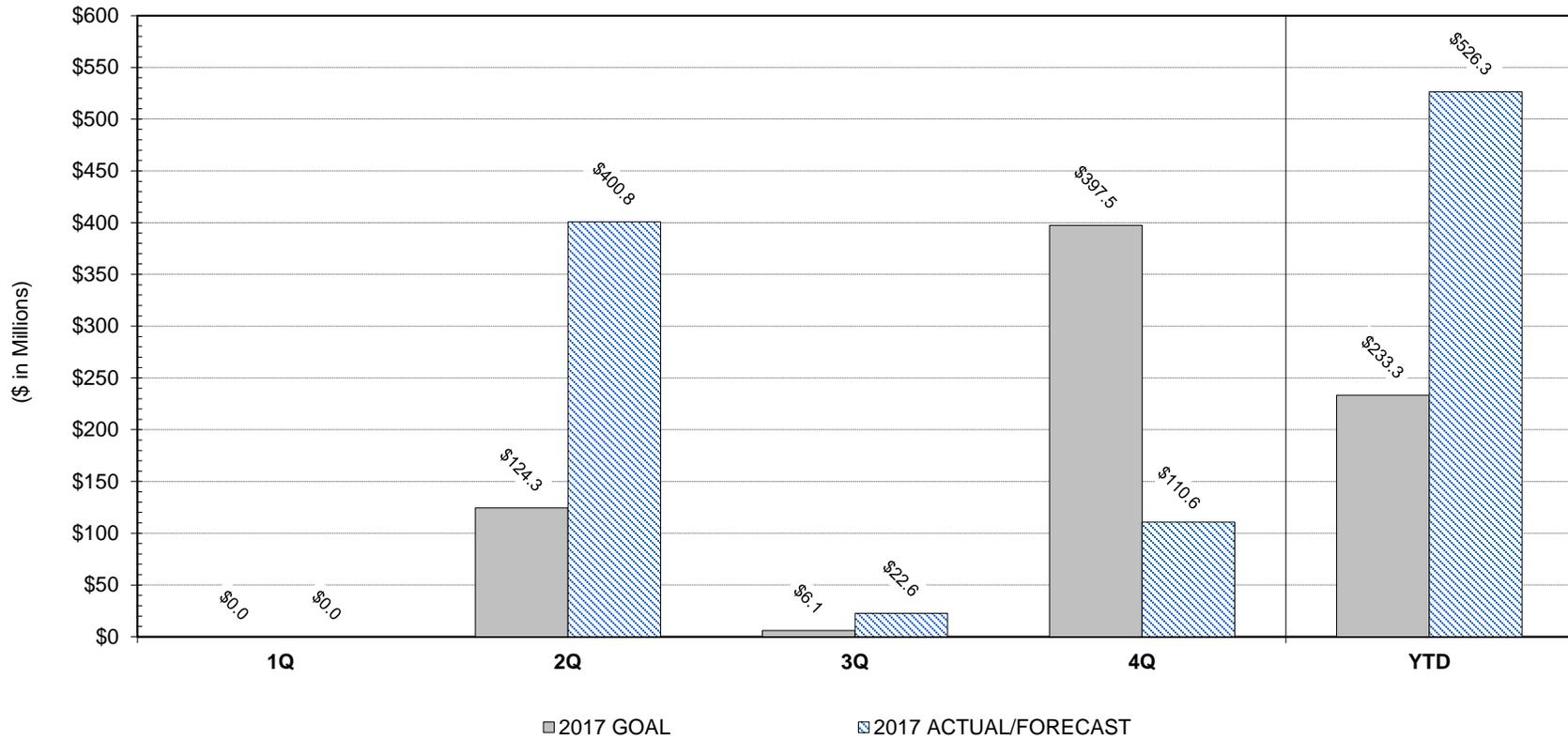
MTA Bridges and Tunnels: Status of Major Commitments as of October 31, 2017

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	\$53.3	\$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	Dec-17	F	2
D704RK60	Install Electronic Monitoring & Detection Systems	\$34.3	\$34.3	\$34.3	Jul-17	Apr-16	Dec-17	F	2
D701RK22	Interim Repairs - FDR Ramp	\$20.0	\$20.0	\$20.0	Sep-17	Aug-17	Nov-17	F	3
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$17.0	\$17.0	Nov-17	Jan-17	Dec-17	F	5
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$33.7	\$33.7	\$33.7	Nov-17	Mar-17	Dec-17	F	4

1. Construction task will be procured through on-call construction contracts or change orders to existing capital projects.
2. Additional time is required to repond to questions from interested Design/Build teams.
3. The design package took longer than anticipated, hence pushing the construction forecast start date out by two months. Actual advertisement date for D701RK22 was August.
4. Actual advertisement date for D701VN34 was March.
5. Design/Build teams requested additional time to review RFP documents.

MTA Bridges and Tunnels
Completions as of October 31, 2017

2017 Budget Goal:	\$527.9	
2017 Annual Forecast:	\$534.0	
YTD Goal:	\$233.3	
YTD Actual:	\$526.3	(225.6% of YTD Goal)
Left to Complete:	\$7.7	



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

Project		Budget (\$ in Millions)		Completions Status		Completion Date		Notes
		2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2017 Goal	Actual / Forecast	
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$11,064,339	\$11,064,339	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%	79%	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	95%	57%	Oct-17	Oct-17	A
D602VN80	VN80B Replace Upper Level Suspended Span	\$243,929,977	\$243,929,977	96%	78%	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	90%	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 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
ED050301	Flood Mitigation-Relocate Rev Equip -VN	Construction	Apr-17	\$7,596,436	\$7,596,436	Apr-17	\$7,260,566		
			Apr-17 Total	\$7,596,436	\$7,596,436				
ED040303	Flood Mitigation-Generator at GIVB	Construction	May-17	\$4,964,711	\$4,964,711	Apr-17	\$4,964,711		
			May-17 Total	\$4,964,711	\$4,964,711				
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	Construction	Jun-17	\$11,064,339	\$11,064,339	May-17	\$11,064,339		
D602VN80	Replace Upper Level Suspended Span; VN80C: Bus HOV Access Improvements	Construction - Sub-Project VN80C	Jun-17	\$84,780,020	\$84,780,020	May-17	\$84,780,020		
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	Construction	Jun-17	\$15,893,313	\$15,893,313	May-17	\$15,893,313		
			Jun-17 Total	\$111,737,672	\$111,737,672				
D607RK65	RK44: Paint - Plaza and Approach Ramps	Construction - Sub-Project RK44	Sep-17	\$6,082,621	\$6,082,621	Jul-17	\$6,082,621		
			Sep-17 Total	\$6,082,621	\$6,082,621				
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	Construction	Oct-17	\$102,947,301	\$102,947,301	Oct-17	\$102,947,301		
			Oct-17 Total	\$102,947,301	\$102,947,301				
D602VN80	VN80B Replace Upper Level Suspended Span	Construction - Sub-Project VN80B	Nov-17	\$243,929,977	\$243,929,977	May-17	\$243,929,977		
D607VN80	Paint - Upper Level Superstructure	Construction	Nov-17	\$32,908,184	\$32,908,184	May-17	\$32,908,184		
			Nov-17 Total	\$276,838,161	\$276,838,161				
D602VN84	Widening of Belt Parkway Ramps DES	Design	Dec-17	\$7,686,915	\$7,686,915			Dec-17	\$7,686,915
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	Design	Dec-17	\$10,000,000	\$10,000,000			Mar-18	-
			Dec-17 Total	\$17,686,915	\$17,686,915				
			Grand Total	\$527,853,817	\$527,853,817				
	<u>Unplanned Completions</u>								
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	Construction		\$0	\$16,486,941	Jul-17	\$16,486,941		
			Grand Total:	\$527,853,817	\$544,340,758		\$526,317,973	Remaining	\$7,686,915

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

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D701RK19	Seismic/ Wind Retrofit & Structural Rehabilitation Phase I	D03424	BC Development F/A (TBTA-D1783)	D00001783A	Jan-17	\$31,904
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 Grade Approach	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. PhI(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
D604BB45	Replace Electrical Switchgear & Equipment	D02567	Construction	D00001325C	Jul-17	\$43,542,351
D505QM01	Service & FE Building Rehabilitation	D02923	Design (PSC-06-2807B WO#12)	D00001465A	Jul-17	\$481,202
D605BB43	Miscellaneous Repairs at Battery Parking Garage	D03053	Design-Structural (PSC-06-2807B WO#16)	D00001511C	Jul-17	\$254,680
D606AW28	Scope Development	D03009	Scope Development Fan Motors(PSC-06-2807B)	D00001525B	Jul-17	\$84,910
D502VN80	Rehab Decks on Suspended Spans	D02987	Seismic Retrofit Design (PSC-06-2807B)	D00001415A	Jul-17	\$187,449
D502VN84	Widening of Belt Parkway Ramps	D03088	Peer Review (PSC-06-2807B)	D00001469A	Jul-17	\$75,720
D602BW89	Deck Replacement-Elevated and On GradeApproach	D02597	PM Construction F/A-Queens Approach (TBTA-D1335)	D00001335A	Jul-17	\$3,448,104
D601RK19	Seismic and Wind Study	D03075	PM Design Brief F/A (TBTA-D1509)	D00001509B	Jul-17	\$325,715
D602RK65	Deck Replacement-Bronx/ Manhattan Ramps/ Toll Plaza	D03250	RK65A Operations F/A-Retrofit (TBTA-D1663)	D00001663A	Jul-17	\$48,418
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02677	PM Design F/A (TBTA-1520)	D00001520A	Jul-17	\$888,124
D602RK65	Deck Replacement-Bronx/ Manhattan Ramps/ Toll Plaza	D03136	RK65R2-PM Construction F/A-Training Facility (TBTA-D1682)	D00001682A	Jul-17	\$921,041
D703AW32	Installation of Rotating Prism Signs	D03412	Rotating Prism Signs PM Construction F/A(TBTA-D1843)	D00001843A	Jul-17	\$94,610
D705AW66	Operations Command Center Rehabilitation/Replacement	D03488	BC Development F/A(TBTA-D1860)	D00001860A	Jul-17	\$0
D604QM81	Controls/Communication System	D02683	PM Design F/A (TBTA-D1562)	D00001562A	Aug-17	\$523,877
ED010304	QMT Mitigation- Perimeter Work & Floodgates	E03431	Construction - Backflow Preventers - SBMP	E00002225B	Aug-17	\$571,922
D701HH89	Skewback Retrofit	D04033	Stipend Halmar(HH89) PSC16-2985A	D00002004A	Aug-17	\$166,000
D701HH89	Skewback Retrofit	D04036	Stipend Judlau (HH89) PSC16-2985B	D00002005A	Aug-17	\$166,000
D701HH89	Skewback Retrofit	D04037	Stipend Kiewit (HH89) PSC16-2985C	D00002006A	Aug-17	\$166,000
D701HH89	Skewback Retrofit	D04038	Stipend Skanska (HH89) PSC16-2985D	D00002007A	Aug-17	\$166,000
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02655	PM D/B Construction F/A (TBTA-D1717)	D00001717B	Sep-17	\$541,360
D403AW80	VMS and Gantry Installation	D02158	Design CB08 (CB08/CB09) (PSC-03-2682)	D00001058A	Sep-17	\$20,362
D701QM80	Manhattan/Queens Plaza Structural Rehabilitation	D03422	BC Development F/A (TBTA-D1786)	D00001786A	Sep-17	\$29,906

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

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
D601TN52	Miscellaneous Structural Rehabilitation	D03027	CM-Safety Flag Repairs (PSC13-2923E WO#8)	D00001695A	Sep-17	\$737,198
D601MP06	Substructure & Underwater Scour Protection	D03165	SBMP-MP06B-Construction Admin(PSC13-2924)	D00001659B	Sep-17	\$202,287
Total					82	\$167,981,171

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	\$21,734,527		
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			Nov-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	\$53,259,544		
				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	Sep-17	\$656,760		
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	Design QA/QC(PSC-13-2929)	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	Aug-17	\$713,690		
D705AW66	Operations Command Center Replacement	D03958	OCCC Workstation equipment purchases	Jun-17	\$200,000	\$200,000	Aug-17	\$52,170		
D505QM02	Service Building Rehab.	D04102	Renovate Bathroom/Kitchens -Svc. & Vent Bldgs Ph.5	Jun-17	\$1,400,000	\$1,400,000			Nov-17	\$1,400,000
D701RK20	Cable Inspection and Rehabilitation	D03608	Design	Jun-17	\$2,221,243	\$2,221,243	Aug-17	\$1,421,190		
				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			Nov-17	\$1,727,250
D704BW39	Install Electronic Monitoring & Detection Systems	D03560	CSS	Jul-17	\$1,000,000	\$1,000,000			Nov-17	\$1,000,000
D704BW39	Install Electronic Monitoring & Detection Systems	D03566	Design/Build	Jul-17	\$22,955,703	\$22,955,703			Dec-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			Nov-17	\$2,263,689
D704RK60	Install Electronic Monitoring & Detection Systems	D03649	CSS	Jul-17	\$1,000,000	\$1,000,000			Nov-17	\$1,000,000
D704RK60	Install Electronic Monitoring & Detection Systems	D03650	Design/Build	Jul-17	\$34,270,492	\$34,270,492			Dec-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			Nov-17	\$58,493
				Aug-17 Total	\$58,493	\$58,493				

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

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date			Date		Date	
D702RK23	Construction of New Harlem River Drive Ramp	D03632	PM Design F/A & RFP Dev.	Sep-17	\$500,000	\$500,000			Nov-17	\$500,000
D701RK22	Interim Repairs - FDR Ramp	D03625	PM Construction F/A	Sep-17	\$400,000	\$400,000			Nov-17	\$400,000
D701RK22	Interim Repairs - FDR Ramp	D03626	Construction Administration	Sep-17	\$2,300,000	\$2,300,000			Nov-17	\$2,300,000
D701RK22	Interim Repairs - FDR Ramp	D03627	CSS	Sep-17	\$600,000	\$600,000			Nov-17	\$600,000
D701RK22	Interim Repairs - FDR Ramp	D03628	Construction	Sep-17	\$20,000,000	\$20,000,000			Nov-17	\$20,000,000
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03639	PM Design F/A	Sep-17	\$800,000	\$800,000			Nov-17	\$800,000
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03640	Design	Sep-17	\$2,000,000	\$2,000,000			Nov-17	\$2,000,000
D601TN52	Miscellaneous Structural Rehabilitation	D03960	TN52-A1-Construction - Catwalk	Sep-17	\$4,800,000	\$4,800,000			Nov-17	\$4,800,000
D601TN52	Miscellaneous Structural Rehabilitation	D03961	TN52-A1-Const. Adm. - Catwalk	Sep-17	\$600,000	\$600,000	Sep-17	\$218,442		
D601TN52	Miscellaneous Structural Rehabilitation	D03963	TN52-A1-PM Construction F/A	Sep-17	\$220,000	\$220,000			Nov-17	\$220,000
D601TN52	Miscellaneous Structural Rehabilitation	D03964	TN52-A1-Flag Repairs	Sep-17	\$2,520,000	\$2,520,000	Sep-17	\$2,756,250		
				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			Nov-17	\$90,000
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx102	SBMP Construction	Oct-17	\$892,500	\$892,500			Nov-17	\$892,500
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx103	Const. Adm.	Oct-17	\$106,911	\$106,911			Nov-17	\$106,911
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	Dxx104	CSS	Oct-17	\$78,750	\$78,750			Nov-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			Dec-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	Oct-17	\$1,409,786		
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03756	Constr. QC and Adm.	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			Dec-17	\$33,745,920
				Nov-17 Total	\$58,860,298	\$58,860,298				
ED050302	Flood Mitigation	E03739	BWB Design	Dec-17	\$606,654	\$606,654			Dec-17	\$606,654
ED050302	Flood Mitigation	E04328	BWB PM Design F/A	Dec-17	\$301,250	\$301,250			Dec-17	\$301,250
ED050302	Flood Mitigation	E04448	CBB Design	Dec-17	\$141,750	\$141,750			Dec-17	\$141,750
ED050302	Flood Mitigation	E04449	CBB PM Design F/A	Dec-17	\$67,500	\$67,500			Dec-17	\$67,500
ED050302	Flood Mitigation	E04450	MPB Design	Dec-17	\$147,000	\$147,000			Dec-17	\$147,000

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

ACEP	Project Description	IMPACT Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
ED050302	Flood Mitigation	E04451	MPB Design F/A	Dec-17	\$70,000	\$70,000			Dec-17	\$70,000
ED050302	Flood Mitigation	E03768	RFK Design	Dec-17	\$116,550	\$116,550			Dec-17	\$116,550
ED050302	Flood Mitigation	E04446	RFK PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
ED050302	Flood Mitigation	E03769	RMB Design	Dec-17	\$144,375	\$144,375			Dec-17	\$144,375
ED050302	Flood Mitigation	E04447	RMB PM Design F/A	Dec-17	\$68,750	\$68,750			Dec-17	\$68,750
ED050302	Flood Mitigation	E03740	TNB Design	Dec-17	\$255,959	\$255,959			Dec-17	\$255,959
ED050302	Flood Mitigation	E04327	TNB PM Design F/A	Dec-17	\$55,000	\$55,000			Dec-17	\$55,000
D701HH89	Skewback Retrofit	D03525	Mitigation	Dec-17	\$2,339,717	\$2,339,717			Dec-17	\$2,339,717
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03653	PM Design F/A	Dec-17	\$500,000	\$500,000			Dec-17	\$500,000
Dec-17 Total					\$4,869,505	\$4,869,505				
Grand Total					\$490,750,758	\$462,681,253				
Unplanned Commitments										
D706AW28	Scope Development	D03852	Scope Dev-HH14 (PSC-12-2891L/WO #92)			\$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			\$83,173	Feb-17	\$83,173		
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		
D703QM63	Open Road Tolling Initiative at QMT	D03971	ORT-Asb. AbateConduit Remv.(ETS/12HS2894C			\$147,265	Mar-17	\$147,265		

MTA BRIDGES & TUNNELS
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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
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 MaintF/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			\$175,618	Mar-17	\$175,618		
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			\$17,134,980	Jun-17	\$17,134,980		
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		

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

ACEP	Project Description	IMPACT Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start	Forecast Value
				Date			Date		Date	
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			\$4,938,899	Jun-17	\$4,938,899		
D703CB63	Open Road Tolling Initiative at CBB	D04027	Gateway Tower -Construction			\$4,938,899	Jun-17	\$4,938,899		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D04082	Gateway Tower Design & CSS -HDR-PSC-16-2991			\$5,872,890	Jun-17	\$5,872,890		
D706AW22	Miscellaneous	D04040	TN49: Risk Assessment (PSC-16-2291G/WO#5)			\$294,095	Jul-17	\$294,095		
D703AW65	Toll Collection System Rehabilitation/Upgrades	D04104	VN-ORT CM-VN-MIT-01			\$6,217	Jul-17	\$6,217		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04018	Gateway Tower Construction			\$2,520,000	Jul-17	\$16,708,654		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04074	Civil Construction-Phase 2 Bronx			\$1,328,777	Jul-17	\$1,328,777		
D703QM63	Open Road Tolling Initiative at QMT	D04015	Gateway Tower -Construction			\$8,295,000	Jul-17	\$15,960,000		
D706AW22	Miscellaneous	D04098	VN89/30: Risk Assessment (PSC-16-2291G/WO#6)			\$77,692	Jul-17	\$77,692		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E04026	BC Development F/A-TUN-MIT-01(TBTA-E2442)			\$76,038	Jul-17	\$76,038		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E04097	Operations/ Maintenance F/A-(TBTA-E2918)			\$133,333	Jul-17	\$133,333		
ED010304	Queens Midtown Tunnel Mitigation-Perimeter Work&Flood Gates	E04113	Operations F/A-(TBTA-E2919)			\$133,333	Jul-17	\$133,333		
ED010304	Queens Midtown Tunnel Mitigation-Perimeter Work&Flood Gates	E04112	PM Construction F/A-(TBTA-E2922)			\$680,296	Jul-17	\$680,296		
ED050303	Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls	E04101	Operations F/A-(TBTA-E2920)			\$133,334	Jul-17	\$133,334		
ED010301	Hugh Carey Tunnel Mitigation-Perimeter Work	E04095	PM Construction F/A-(TBTA-E2921)			\$868,863	Jul-17	\$868,863		
ED050303	Hugh Carey Tunnel -GIVB Mitigation-Raise Seawalls	E04100	PM Construction F/A-(TBTA-E2923)			\$741,120	Jul-17	\$741,120		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04109	ORT-CB Design-Jacobs PSC-13-2941A			\$182,603	Jul-17	\$182,603		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04108	ORT-MP Design-Jacobs PSC-13-2941A			\$182,603	Jul-17	\$182,603		
D706AW22	Miscellaneous	D04009	QM81: Risk Assessment (PSC-16-2291G/WO#2)			\$78,738	Aug-17	\$78,738		
D706AW22	Miscellaneous	D04128	HC07,64,30/QM91: RA (PSC-16-2291G/WO#8)			\$219,358	Aug-17	\$219,358		
D505QM02	QM01 Phase 5 Rehabilitation(SBMP)	D04101	Construction Admin. Phase 5 (PSC15-2973C WO#18)			\$232,280	Sep-17	\$232,280		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04019	Gateway Tower Design and CSS (PSC14-2957)			\$73,090	Sep-17	\$73,090		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04073	Design Phase 2 Bronx Relocation & 2 Way Manhattan			\$551,475	Sep-17	\$551,475		
D705AW66	Operations Command Center Rehab/Replacement	D04136	OCCC Workstation Computer Eq.-Compulink			\$17,470	Sep-17	\$17,470		
D701VN32	Steel Repair & Concrete Rehabilitation	D03742	PM Design F/A (TBTA-2067)			\$631,945	Oct-17	\$631,945		
D706AW22	Miscellaneous	D04139	CB18 Risk Assessment (PSC-16-2991G WO#12)			\$88,344	Oct-17	\$88,344		
ED010240	Restore Queens Mistown Tunnel-Structural	E03513	TEA Services for South Tube			\$2,310,000	Oct-17	\$2,310,000		
ED010304	QMT Mitigation- Perimeter Work & Floodgates	E04054	TEA Services for South Tube and North Tube			\$540,000	Oct-17	\$540,000		
D704AWX3	Bridge Structural Health Monitoring Initiatives	D04142	VN- Construction Weigh In Motion (WIM) System VN80B			\$1,451,259	Oct-17	\$1,451,259		
D704TN27	Service Building Alarm Systems & Upgrades SBDP	D04123	Construction Administration (PSC-13-2923FA WO#44)			\$106,911	Oct-17	\$106,911		
D702AWX1	Replace Manhattan Plaza Pedestrian Bridge	D04053	HC11 Construction			\$12,573,750	Oct-17	\$12,573,750		
D701VN32	Steel Repair & Concrete Rehabilitation	D03743	Design (PSC-16-2991P WO#7)			\$1,077,491	Oct-17	\$1,077,491		
D705AW66	Operations Command Center Rehab/Replacement	D04127	AW66: Telephone System (VRS)			\$10,757	Oct-17	\$10,757		
				Grand Total	\$490,750,758	\$589,609,919	YTD Total	\$502,197,083	Remaining	\$160,283,805
								Grand Total	\$662,480,888	

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

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

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

ACEP	Project Description	IMPACT Task	Task Description	Original Start Date	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast		
										Start Date	Forecast Value	
D701HH89	Skewback Retrofit	D03522	Constr. Quality Oversight PSC-15-2973 wo4	Dec-16	Jan-17	\$2,328,548	\$2,328,548	Jan-17	\$2,328,548			
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03793	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$7,095,465	\$6,000,000	Mar-17	\$7,095,465			
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$463,664	\$800,000	Mar-17	\$463,664			
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03396	Constr. QC and Admin. (PSC-15-2973)	Nov-16	Jan-17	\$981,678	\$981,678	Jan-17	\$981,678			
						Jan-17 Total	\$10,869,355	\$10,110,226				
D701BW07	Fender Protection around Tower Piers (Const)	D03808	10% Design & D/B RFP Development	Jun-16	Feb-17	\$1,500,000	\$1,500,000	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	Aug-17	\$210,881			
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	Aug-17	\$251,492			
D707VN49	Painting of Suspended Span Upper & Lower Level Steel & Truss	D03827	In-House Design F/A	Oct-16	Apr-17	\$285,000	\$285,000	Oct-17	\$247,073			
						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			Nov-17	\$1,871,967	
D603AW35	Replacement of Weather Information Systems	D03326	Capital Materials Purchase		Jun-17	\$25,000	\$25,000			Nov-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			Nov-17	\$800,000	
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A		Sep-17	\$243,331	\$243,331			Nov-17	\$243,331	
						Sep-17 Total	\$1,043,331	\$1,043,331				
						Grand Total	\$36,938,710	\$36,179,581				
									YTD Total	\$33,372,188	Remaining	\$2,940,298
											Grand Total	\$36,312,486

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MTA BRIDGES & TUNNELS
 CAPITAL PROGRAM
 2016 PROJECT COMPLETIONS

Project ID (ACEP)	Project Description	Type	Original Goal End Date	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D603AW48	2nd Generation E-Zpass In-Lane	Study	Aug-16	Mar-17	\$3,533,142	\$3,533,142			Sep-18	\$3,533,142
				Mar-17 Total	\$3,533,142	\$3,533,142				
				Grand Total	\$3,533,142	\$3,533,142				

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



Bridges and Tunnels

Procurements November 2017



Staff Summary



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

Date: 11/02/2017
Vendor Name:
Contract Number:
Contract Manager Name:
Table of Contents Ref #:

Board Action					
Order	To	Date	Approval	Info	Other
1	President	11/02/2017			
2	MTA B&T Committee	11/13/2017			
3	MTA Board	11/15/2017			

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

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

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts	1	\$0.549M
SUBTOTAL	1	\$0.549M

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	2	\$6.166M
SUBTOTAL	2	\$6.166M

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

TOTAL	3	\$6.715M
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BUDGET IMPACT:

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

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2017

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

E: Miscellaneous Procurement Contracts

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

- | | | |
|--|---------------------|--------------------------------------|
| 1. RapidToll Systems, Inc.
Contract No. 17-OPS-2965 | \$548,858.00 | <u>Staff Summary Attached</u> |
|--|---------------------|--------------------------------------|

1 yr. Contract- Non-Competitive Other

B&T is seeking Board approval in accordance with the All-Agency Procurement Guidelines to award this non-competitive miscellaneous procurement contract, Contract 17-OPS-2965, to RapidToll Systems, Inc. to install and maintain a video-based audit system (Data Logger) to monitor the performance of its new open road Cashless Tolling system and to ensure that B&T's \$1.9 billion revenue stream is properly accounted for.

Staff Summary

Item Number 1 (Final)						SUMMARY INFORMATION	
Dept & Dept Head Name: Maintenance Department, Patrick Parisi						Vendor Name RapidToll Systems, Inc.	Contract Number 17-OPS-2965
Division & Division Head Name: Director, Toll Operations, Joseph Gugliero						Description Install and Maintain a Data Logger System – Agency Wide	
Board Reviews						Total Amount \$548,858	
Order	To	Date	Approval	Info	Other	Contract Term (Including Options, If any) One (1) year	
1	President					Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	MTA B&T Committee					Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3	MTA Board					Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Internal Approvals						Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
Order	Approval	Order	Approval	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
1	VP Maintenance CP for Parisi	4	Chief Procurement Officer BB				
2	VP & Chief Financial Officer NKS for M.C.	5	Executive Vice President AP				
3	VP & General Counsel MMT	6	President [Signature]				

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval in accordance with the All-Agency Procurement Guidelines to award this non-competitive miscellaneous procurement contract, Contract 17-OPS-2965, to RapidToll Systems, Inc., located at 1404 Stoneyview Court, Plano, TX 75093 to Install and Maintain a Data Logger, which is a video-based audit system, in the amount of \$548,858 for a period of one year.

II. DISCUSSION

B&T is seeking to move forward with a sole source procurement with RapidToll Systems Inc. for the installation and maintenance of a video-based audit system (Data Logger) to monitor the performance of its new open road Cashless Tolling system and thus aid in the protection of B&T's \$1.9 billion revenue stream.

The selection of RapidToll for such services occurred after consultation with industry experts and B&T's performance of an independent search within the transportation and tolling industry to determine if products meeting B&T's Cashless Tolling audit needs were commercially available. It was subsequently determined that RapidToll Systems Inc. was the only company within the industry providing such a product. In order to assess the Data Logger system's capability to audit a high-speed and high-volume Cashless Tolling system of B&T's size, a Data Logger system was purchased and installed on a pilot basis at the Verrazano-Narrows Bridge. To date, the pilot has been very successful. It is estimated that the use of the Data Logger system enables 8-10 times the number of transactions to be audited in a given timeframe than the video audit tool historically utilized by B&T. Therefore, B&T is implementing the Data Logger system at all of the remaining B&T facilities.

(rev. 3/22/07)

Staff Summary

The Data Logger system is comprised of strategically placed video cameras and associated servers at each B&T tolling zone. The system contains unique and efficient audit features that allow B&T to:

1. Perform high-volume system audits from a medium that is independent of B&T's tolling system, thus ensuring audit integrity and accuracy and the availability of audit video in cases of Cashless Tolling system outages.
2. Measure the Cashless Tolling system contractor's compliance with contractually mandated performance requirements.
3. Assess and recover lost revenue damages associated with failure to meet the contract's performance standards and other revenue-related incidents arising from the contractor's failure to meet contractually agreed upon response and repair time requirements.
4. Identify system-related problems that cannot be detected through tools and reports available through B&T's Cashless Tolling system.

The Data Logger System was custom-designed specifically for electronic toll collection and open road Cashless Tolling systems. This system has widely been used with system integrators, consultants and toll Authorities in the United States. Only RapidToll Systems provides this unique system and there is no comparable product that is commercially available within the tolling industry. Prior to the implementation of Cashless Tolling, B&T has successfully used the Data Logger System over the years to help with testing and operating its legacy E-ZPass system. While B&T's open road Cashless Tolling system has maximum redundancy and an assortment of audit-based tools, it is imperative that B&T expand the use of this video-based system to all B&T's facilities as soon as possible to provide audit capabilities independent of the Cashless Tolling System for the protection of B&T's \$1.9 billion revenue stream.

RapidToll submitted a proposal in the amount of \$548,858. The estimate is \$583,500. B&T agreed with the proposal amount which is 5.9% below the estimate and is considered to be fair and reasonable.

III. D/M/WBE INFORMATION

The MTA DDCR has established M/WBE goals of 0% and 0%, respectively, for the contract.

IV. IMPACT ON FUNDING

Funding in the amount of \$548,858 is available in the Operating Budget under GL #176585.

V. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services nor have we found a comparable product in the market place.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2017

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

(Staff Summaries required for items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- | | | | |
|----|---|-----------------------|--------------------------------------|
| 1. | WSP USA, Inc.
Contract No. PSC-16-2990 | \$4,414,813.25 | <u>Staff Summary Attached</u> |
|----|---|-----------------------|--------------------------------------|

3 yr., 10 month Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for the Quality Oversight and Administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm and Detection System at the Bronx Whitestone and Robert F. Kennedy Bridge Facilities to WSP USA, Inc. (WSP USA).

- | | | | |
|----|--|-----------------------|--------------------------------------|
| 2. | GPI/Parsons RK-22 JV
Contract No. PSC-17-3004 | \$1,751,005.87 | <u>Staff Summary Attached</u> |
|----|--|-----------------------|--------------------------------------|

1 yr., 9 month Contract- Competitive RFP

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract to GPI/Parsons RK-22 JV, of Babylon, New York, for Construction Administration and Inspection Services for Project RK-22, Interim Repairs to the FDR Ramps of the Robert F. Kennedy Bridge.

Staff Summary

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, V.P., P.E.					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	10/27/17			
2	MTA B&T Committee	11/12/17			
3	MTA Board	11/15/17			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer	4	Executive Vice President		
2	General Counsel	5	President		
3	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name	Contract Number
WSP USA, Inc.	PSC-16-2990
Description: Quality Oversight and Administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm and Detection System at the Bronx Whitestone and Robert F. Kennedy Bridge Facilities	
Total Amount \$4,414,813.25	
Contract Term (including Options, if any) Three (3) Years, Ten (10) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for the Quality Oversight and Administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm and Detection System at the Bronx Whitestone and Robert F. Kennedy Bridge Facilities to WSP USA, Inc. (WSP USA) in the negotiated amount totaling \$4,414,813.25 for a duration of three (3) years, ten (10) months.

II. DISCUSSION

B&T requires the services of an engineering consultant firm to provide professional engineering services and expertise to assist B&T in providing quality oversight and administration for Design-Build Project BW-39/RK-60, Installation of an Integrated Electronic Security System and Fire Alarm and Detection System at the Bronx Whitestone and Robert F. Kennedy Bridge Facilities. The selected Consultant's services shall include, but not be limited to, providing quality oversight of designs in development prior to submission for formal review and project administration services.

The service requirements were publicly advertised. Five (5) firms submitted qualification information for review and evaluation by the selection committee and all five firms were chosen to receive the Request for Proposal (RFP). The firms are: DVS, a division of Ross & Baruzzini, Inc. (DVS); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); Jensen Hughes, LiRo Engineers and WSP|Parsons Brinckerhoff (n/k/a WSP USA). The proposals were evaluated against

Staff Summary

established criteria set forth in the RFP, including technical work proposed, depth of understanding of the Project, qualifications of the firm for specific personnel proposed and cost.

Although all 5 firms were eligible to receive the RFP package, 3 firms advised B&T that they would not submit proposals for reasons as follows: LiRo's current work load and commitments prevent them from providing sufficient resources to adequately staff the Project; DVS and Jensen Hughes stated they had limited in-house quality management staffing and decided not to propose. The remaining two (2) firms, HAKS and WSP USA, submitted proposals which were reviewed and evaluated by the selection committee.

The selection committee unanimously recommended that negotiations be conducted with WSP USA due to their demonstrated thorough understanding of the BW-39/RK-60 scope and B&T's expectations for the quality oversight and administration responsibilities. WSP USA has similar design-build quality experience as well as construction and integration of electronic security systems and fiber optic communication cables. Furthermore, WSP USA has hands-on experience in development of design-build specifications and procedures. HAKS demonstrated limited experience providing quality oversight and administration services for design-build technology projects. Also, HAKS did not demonstrate the security and systems experience required in the RFP to oversee the BW-39/RK-60 project as compared to WSP USA.

WSP proposal is in the amount of \$4,958,642.33. HAKS proposal totaled \$4,267,070.34. The Engineer's estimate is \$4,553,207.36. Negotiations resulted in B&T and WSP USA agreeing to the amount totaling \$4,414,813.25, which is approximately 3% below the estimate and demonstrates a strong understanding of the Project requirements. The negotiated amount is considered most advantageous to B&T and is fair and reasonable.

Parsons Brinckerhoff, Inc. is a wholly owned subsidiary of WSP USA. In connection with a previously awarded contract, Parsons Brinckerhoff, Inc. was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on March 25th, 2008. No new SAI has been found relating to Parsons Brinckerhoff, Inc., and likewise WSP USA, and therefore both have been found to be responsible.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project BW-39, Task D03559 (\$1,816,242.55) and RK-60, Task D03648 (\$2,598,570.70).

V. ALTERNATIVES

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

Item Number 2 (Final)					
Dept & Dept Head Name: Engineering & Construction, Joe Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Walter Hickey, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	10/27/17			
2	MTA B&T Committee	11/12/17			
3	MTA Board	11/15/17			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Procurement Officer	4	Chief Financial Officer		
2	Vice President, Administration	5	SVP & General Counsel		
3	Director, Strategic Initiatives	6	President		

SUMMARY INFORMATION	
Vendor Name GPI/Parsons RK-22 JV	Contract Number PSC-17-3004
Description Construction Administration and Inspection Services for RK-22, Interim Repairs to the FDR Ramps of the Robert F. Kennedy Bridge	
Total Amount \$1,751,005.87	
Contract Term (including Options, if any) Twenty-one months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal service contract to GPI/Parsons RK-22 JV, of Babylon, New York, for Construction Administration and Inspection Services for Project RK-22, Interim Repairs to the FDR Ramps of the Robert F. Kennedy Bridge, in the amount of \$1,751,005.87 and for a duration twenty-one months.

II. DISCUSSION

B&T requires the services of a consultant to provide construction administration and inspection services for Project RK-22 as described above. The work includes but is not limited to performing restoration work for the on- and off-bound ramps from FDR Drive to the RFK Bridge.

The service requirements were publicly advertised. Thirteen firms submitted qualification information for review and evaluation by the selection committee. Three firms were chosen to receive the RFP based on a review of those qualifications. All three firms submitted proposals: AECOM USA, Inc., \$2,345,349.89; GPI/Parsons RK-22 JV (GPI/Parsons), \$1,751,005.87; and Louis Berger U. S., Inc., \$3,127,346.05. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project and qualifications of the firm for specific personnel proposed. All three firms were invited for oral presentations. Based on the detailed review of all submittals and its consideration of proposed costs, the selection committee recommended GPI/Parsons as the highest rated proposer.

The committee selected GPI/Parsons based on (i) a highly qualified team with experience that includes construction inspection services on a similar recent project at the 125th St. ramps of the RFK Bridge; (ii) the Consultant's thorough understanding of contract requirements during construction; (iii) a project specific presentation highlighting safety, security and community relations; (iv) its substantial experience in connection with staged bridgework and Maintenance and Protection of Traffic as will be constructed under this project; and (v) a competitive cost proposal that includes the lowest cost proposed.

Although others proposed qualified teams, the selection committee felt GPI/Parsons provided the strongest proposal for the project. Other proposers did not demonstrate as proactive an approach to the Work in the areas of traffic control and concrete repair management and proposed significantly higher cost.

GPI/Parsons submitted a proposal of \$1,751,005.87 which is 13.74% below the Engineer's revised estimate of \$2,030,000.00 and is fair and reasonable. The variance is attributed to projected efficiencies in coordination with the Consultant's ongoing work at the Facility. Parsons GPI RK-22 JV is a joint venture of Greenman-Pedersen, Inc. and Parsons Transportation Group. Greenman-Pedersen, Inc. was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. Parsons Transportation Group and Parsons GPI RK-22 JV were found to be responsible pursuant to the All-Agency Responsibility Guidelines.

III. D/M/WBE & SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% Service Disabled Veteran Owned Business (SDVOB) for this contract. Parsons Transportation Group and Greenman Pedersen, Inc. **JV** have achieved their M/WBE goals on previous MTA contracts. SDVOB goals have never been assigned to prior contracts of Parsons Transportation Group or Greenman Pedersen, Inc. **JV** and, as such, neither firm has any record of performance in this diversity category.

IV. IMPACT ON FUNDING

Funding in the amount of \$1,751,005.87 is available under Project RK-22 in the 2015-2019 Capital Budget.

V. ALTERNATIVES

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