



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## January 2018

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### Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

# **Bridges & Tunnels Committee Meeting**

20th Floor Board Room  
New York, NY 10004  
Monday, 1/22/2018  
12:00 - 12:30 PM ET

## **1. Public Comments Period**

## **2. Approval of Minutes - December 2017**

*B&T Committee Minutes - December 2017 - Page 3*

## **3. Approval of Committee Work Plan**

*B&T Committee Work Plan - Page 11*

## **4. Report on Operations - November 2017**

*B&T Report on Operations - November 2017 - Page 19*

## **5. Safety Report - November 2017**

*B&T Safety Report - November 2017 - Page 32*

## **6. Report on Cashless Tolling - November 2017**

*B&T Report on Cashless Tolling - November 2017 - Page 38*

## **7. Financial Report - November 2017**

*B&T Financial Report - November 2017 - Page 46*

## **8. Capital Program Project Status Report - December 2017**

*B&T Capital Program Project Status Report - December 2017 - Page 62*

## **9. Procurements**

*B&T Procurements - Page 83*

### **B&T Competitive**

*B&T Competitive - Page 86*

### **B&T Ratifications**

*B&T Ratifications - Page 89*

Next Meeting: Tuesday, February 20, 2018 at 11:30 p.m.



# Bridges and Tunnels

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## Minutes of Committee Meeting December 2017

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

**December 11, 2017**

**11:30 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Carl Wortendyke

Cedrick T. Fulton, President  
Dore Abrams, Acting Assistant Vice President and Deputy Chief Financial Officer, Planning and Budget  
Brian Bajor, Acting Vice President and Chief Procurement Officer  
Daniel DeCrescenzo, 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**

**December 11, 2017**

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

## **Public Speakers**

There was one (1) public speaker. Murray Bodin stated that the line striping on the Bronx-Whitestone Bridge is incorrect and MTA Bridges and Tunnels is relying on incorrect information.

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on November 13, 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 there were two highlights in the monthly report which merit the Committee's attention. The October 2017 collision rates decreased by 36% from the same period in 2016. While customer safety presents an ongoing challenge that requires constant vigilance and ever-evolving strategies, MTA Bridges and Tunnels safety improvements are having a cumulative impact that is improving performance. The second is that MTA Bridges and Tunnels achieved a 93.7% E-ZPass market share in October, which is the highest electronic toll collection usage rate in the country. In addition to providing a better customer experience, E-ZPass transactions reduce costs and revenue risks. Mr. Fulton also commended the MTA Bridges and Tunnels staff for their work during the season's first snow storm.

## **Report on Operations**

With regard to the Report on Operations for October 2017, Mr. DeCrescenzo stated that compared to October 2016, traffic was higher by 4.2%; E-ZPass volume increased by 13.1%; non-E-ZPass transactions decreased by 52.3%; passenger car travel increased by 3.8%; and other vehicle travel increased by 9.5%. Compared to the same periods last year, preliminary traffic figures for November 2017 are 2.8% higher. Preliminary traffic for the Wednesday through Sunday Thanksgiving weekend was 3.55% more than last year, and the average daily traffic on the Tuesday and Wednesday of Thanksgiving week was 960,000 vehicles or 100,000 more than on an average day.

Chairman Moerdler commended Commissioner Zuckerman for his continued focus on the collision rate. Commissioner Zuckerman stated that this was the first month of a marked decrease in customer collisions and thanked President Fulton and TBTA staff for taking this issue seriously.

## **Safety Report**

With regard to the Safety Report for October 2017, Mr. Osnes stated that the total collision rate decreased by 36% from the October 2016 rate. The 12 month average customer collision rate decreased from 8.56 in October 2016 to 8.20 in October 2017. The 12 month average rate for injury collisions increased from 0.92 in October 2016 to 1.05 in October 2017.

Mr. Osnes stated that the 12 month average employee lost time injury rate increased from 6.3 injuries per 200,000 work hours in September 2017 to 6.5 in October 2017, but is lower than the rate of 6.8 for the 12 months ending October 2016. The 12 month contractor lost time injury rate decreased from 1.80 injuries per 200,000 work hours in September 2017 to 1.31 in October 2017, and it is lower than the rate of 2.04 for the 12

months ending September 2016.

Chairman Moerdler asked whether the figures included on page 35 of the committee book include New York State Police summonses. Mr. DeCrescenzo stated that the figures did not include the New York State Police summonses. Chairman Moerdler requested that those numbers be added to the committee book since we have access to those records.

### **E-ZPass Performance Report**

With regard to the E-ZPass Performance Report for October 2017, Mr. Abrams stated that TBTA's E-ZPass Market Share was 93.7% which is 7.4 percentage points higher than the year before. Open Road Tolling (ORT) and related marketing efforts have been the driving force behind the increased market shares this year and further evidence of this can be seen in the October weekday shares for the Throgs Neck and Bronx-Whitestone Bridges. October was the first month both facilities operated within an ORT environment and not coincidentally it is also the first month both facilities saw average weekday E-ZPass market shares above 90%. Beginning with the January 2018 report, TBTA will be transitioning the E-ZPass Performance Report to focus on ORT Performance, and TBTA will include statistics on revenue collections by facility. Overall collection trends combining tolls and fees are looking good so far in 2017.

Commissioner Pally sought clarification as to what information would be included in the ORT Performance Report. Commissioner Zuckerman asked whether TBTA is being kept whole in the ORT environment. Mr. Abrams stated that the January 2018 report will provide data on collected tolls and violation fees. There is a lag in collecting tolls and fees but collection trends are looking very good and TBTA is whole through August 2017. Commissioner Zuckerman asked the time period of the data that would be presented in January 2018. Mr. Abrams stated that the report is still being developed and will involve a monthly analysis going forward.

### **Financial Report**

Mr. Abrams stated that for the year to date through October 2017, toll revenue was \$1.597 billion, which is \$310,000 lower than the Mid-Year Forecast. Through October 2017, traffic is 0.8% above forecast but revenue gains from the additional volume were entirely offset by a 0.8% drop in the average toll due to higher E-ZPass usage. Total expenses through October 2017 were \$407.8 million, which is \$29.9 million or 6.8% lower than plan. Total support to mass transit was \$961.8 million, which is \$57.7 million or 6.4% better than plan.

### **2018 Budget and 2018-2021 Financial Plan Adoption – Action Item**

For 2018, Mr. Abrams stated that there is \$1.381 billion in projected baseline operating income, which is \$2.1 million higher than what we projected in the Mid-Year Forecast. This favorable change is a net of some plusses and one minus. Toll revenue has been revised to \$1.906 billion, which is \$6.5 million lower than the Mid-Year Forecast. Although TBTA is projecting slightly higher traffic in this plan – 306.7 million crossings compared to 306.2 million in the Mid-Year Forecast – TBTA folded in the continued declines in the average toll that have occurred in the past several months, which results in a net plan-to-plan drop in revenue. On the positive side, total operating expenses for 2017 have been revised to \$569.5 million, which is \$8.5 million lower than the Mid-Year Forecast. Labor expenses are forecast at \$279.1 million, which is \$7.6 million lower than the prior plan mainly due to vacancies. Non-labor expenses are forecast at \$290.4 million, which is \$0.9 million lower than the Mid-Year Forecast primarily due to revised insurance policy costs. Total support to mass transit has been increased to \$1.039 billion, which is \$19.1 million more than the Mid-Year Forecast. The increased support is primarily due to the additional \$2.1 million in operating income plus a \$5.4 million favorable adjustment to deductions from operating income based on re-estimates of one-shot projects that TBTA is

funding through its capitalized assets budget as well as a downward revision to TBTA debt service from \$300 million in the Mid-Year Forecast to \$289 million in the November Forecast, which is a reduction of \$11 million.

For the 2018 Final Proposed Budget, Mr. Abrams stated that a new total of \$1.347 billion is projected for baseline operating income, which is \$4.7 million below what we projected in the 2018 Preliminary Budget. Toll revenue has been re-forecast to \$1.923 billion, which is \$14.7 million below the Preliminary Budget. The traffic forecast is essentially unchanged at 308.4 million crossings. The operating expenses are budgeted at \$620 million, including \$302 million in labor costs and \$318 million in non-labor costs. Total operating costs are \$10 million lower than the Preliminary Budget, which partially offsets the plan-to-plan drop in revenue. These expense savings have been realized primarily through re-evaluating and re-baselining TBTA's maintenance and other operating contract needs within the new ORT, plaza-free operating environment. Although our plan-to-plan operating income has dropped a little, total support to mass transit has been increased to nearly \$1.02 billion, which is \$33.5 million greater than the Preliminary Budget due to revised TBTA debt service projections. TBTA debt service is now forecast at \$278.4 million compared to \$316.5 million in the Preliminary Budget, which is a favorable variance of \$38.1 million.

Questions were raised by Chairman Moerdler regarding an apparent increase in headcount in the future plan years at a time when TBTA has moved to ORT. Mr. Abrams explained that TBTA's funded headcount level includes a number of Bridge and Tunnel Officer vacancies being carried as TBTA determines the correct number of positions needed to operate in an ORT environment and that the plan assumes full staffing in 2017 but in July 2018 the number will be reduced. The goal is to determine agency-wide headcount needs and reduce the number accordingly as opposed to budgeting in a piecemeal fashion. Chairman Moerdler pointed out that 2017 included 11 more administrative positions than 2016. Mr. Abrams stated that TBTA intends to eventually fill all 11 positions. In response to Commissioner Zuckerman's request for clarification, Mr. Abrams stated that the largest items in the Maintenance and Other Operating Contracts non-labor expense category include major maintenance and operation of the E-ZPass Customer Service Center. The major maintenance program supports the capital program. The difference between these expenses in 2017 and 2018 is primarily due to the phasing in of ORT in 2017 compared to full operation in 2018. The back office costs to administer the Tolls by Mail program are higher in 2018 because all facilities will be ORT for the entire year. Mr. Abrams confirmed to Commissioner Moerdler that there are increased year to year operating costs associated with ORT. Commissioner Vanterpool requested clarification about support to mass transit in the new financial plan, noting that it appeared that there is a decrease in support to mass transit in 2021. Mr. Abrams stated that the operating expenses are growing at a rate of approximately 2% which is consistent with inflation, however, the revenue in the plan is not so the support to mass transit is diminishing. Douglas Johnson, MTA Director of Budgets, provided clarification that the MTA Financial Plan contains projected fare and toll increases in 2019 and 2021 which are not included in the TBTA projected numbers. With regard to the increase in headcount, Mr. Johnson stated the 2016 headcount is of actual incumbents and the 2017 numbers are approved positions. For an appropriate comparison, 2016 approved positions should be viewed against the 2017 approved positions. Commissioner Trottenberg commented that she thought the operating expenses would decrease with ORT. Mr. Johnson stated that the cost of an E-ZPass transaction is cheaper than the cost of cash collection but it does reduce the average toll as opposed to a cash transaction. President Fulton added that TBTA is going through a transition and there are higher back office costs associated with ORT because the number of E-ZPass transactions will increase. TBTA is reviewing its staffing needs in an ORT environment to determine the appropriate levels needed and some cost reductions will occur due to those staff adjustments, but it is vital to ensure that we have the correct number of Bridge and Tunnel Officers for revenue protection and enforcement. Commissioner Moerdler asked when definitive numbers about aggregate labor costs would be provided to the Committee. President Fulton explained that there was a fast transition to ORT and if TBTA had been successful in filling some of the vacant positions then the actual 2016 numbers would have been closer to the numbers listed in 2017. The numbers listed illustrate the challenges of keeping headcount fully staffed. TBTA moved to a fully ORT system in September 2017. Commissioner Zuckerman stated that he believed Mr. Abrams stated that the E-ZPass Customer Service Center costs were located in the maintenance and other operating contracts line located under non-labor expenses on page 63 of the Committee Book and there is some confusion as to what is

considered ORT revenue vs. ORT expenses. He also stated that on page 64, the net increase in TBTA debt service is the amount of the reduction in TBTA's support to mass transit. Mr. Johnson stated that that is one element of it but TBTA's submission does not include the below line items and below the line budget reductions that the MTA is anticipating. Chairman Moerdler asked if TBTA could give a more complete report on these issues in January. President Fulton stated that January will be the beginning for TBTA's reporting regarding ORT but in the months following there will be more clarity. Commissioner Zuckerman requested clarification regarding whether the costs for ORT are included in the non-payroll category or in the payroll category. Mr. Abrams stated that there are revenue implications, labor implications and non-labor implications. As far as the current budget plan, a lot of the growth in year-to-year non-labor costs is due to ORT. On the labor side, TBTA has not yet made expected headcount reductions. All of this will be reconciled by the July Financial Plan because TBTA will have enough experience at that point to do so. Chairman Moerdler asked if the Committee would not receive the hard numbers until July. Mr. Abrams stated that the information would be compiled and perhaps a preliminary report may be given before then. Chairman Moerdler suggested that a preliminary report be given in January and updated in February. Mr. Abrams stated that TBTA would try to incorporate that information into the ORT Performance Report. Commissioner Trottenberg asked if ORT has raised labor costs, raised outside contracting costs and reduced revenues. Mr. Abrams stated it has not raised labor costs and has not reduced revenues, it has increased non-labor costs. Commissioner Trottenberg asked for clarification regarding reduced revenues due to more E-ZPass transactions which have a lower toll rate than cash or Tolls by Mail transactions. Mr. Abrams stated that E-ZPass market share has increased exponentially since more people have signed up for E-ZPass due to ORT and in that context TBTA is not bringing in as much revenue. TBTA is reducing the total toll revenue in 2018 by \$14 million due to the lower average toll resulting from the higher E-ZPass market share. Commissioner Pally then asked if the total revenue is \$14 million lower even after including the fines and penalties for non-payment. Mr. Abrams confirmed that it is. Commissioner Pally asked if the fines imposed make the amount owed significantly greater than if the toll had been paid on time since fines are the only incentive TBTA has other than Department of Motor Vehicles action. Mr. Abrams stated that the violation fee revenue is at the same level or slightly higher than the actual tolls that were billed. Chairman Moerdler asked if Mr. Abrams was suggesting the fines should be increased. Mr. Abrams stated he was not suggesting this, only that with the fines TBTA is bringing in the amount of revenue expected. Chairman Moerdler commented that most of the toll violators may be commercial trucks. Mr. Abrams noted that a 94% E-ZPass market share means there will be less revenue than at an 85% market share which would not ordinarily be addressed by raising violation fees. Commissioner Pally stated assuming a constant 94% market share, to make TBTA whole (make up the difference between pre-ORT revenue and post-ORT revenue) there are three choices: TBTA could increase the E-ZPass rate, increase the amount paid by non-E-ZPass users in terms of fines; or TBTA could decrease its expenses. President Fulton stated that more data would be brought to the Committee in January. Commissioner Pally then asked if the increase in debt service expense is due to issuing more debt or higher interest rates. Mr. Johnson stated that it is a combination of the expected long-term fixed interest rate and the debt service scheduled as determined by the MTA Finance Department. TBTA's portion of the debt service is going up due to the schedule of debt and long term debt rate is higher than it has been in the past. Commissioner Pally clarified that the debt rate is MTA wide not just TBTA. Commissioner Trottenberg stated, regarding the net operating income on page 64, that support to mass transit in the years before the toll increase is still going down. Commissioner Trottenberg stated that in her recollection, when ORT was discussed prior to implementation, the committee was reassured that support to mass transit would not decrease. Chairman Moerdler stated that the estimates regarding ORT were made based on data from the Henry Hudson Bridge which only include passenger cars, moving to ORT where trucks existed, it was anticipated that trucks would be more likely toll evaders and more difficult to track down. Commissioner Vanterpool stated that an updated assessment of the aggregate operating costs of ORT would be helpful.

### **Capital Program Status Report**

With regard to the Capital Program Status Report for November 2017, Mr. Keane stated that TBTA has already exceeded its annual commitment goal with total commitments achieved year to date at 102% of the



annual plan of \$527.7 million. TBTA also exceeded its overall annual completion goal of \$527.8 million with the recent early completion of the \$18.6 million reconstruction of the Brooklyn Plaza structural slab at the Hugh L. Carey Tunnel bringing the annual completions to 103% of the overall annual goal.

### **Procurements**

For November 2017, Mr. Bajor stated that there are three (3) procurements totaling \$95.1 million.

### **Non-Competitive Procurements**

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

### **Competitive Procurements**

Mr. Bajor stated that there are three (3) competitive procurements as follows:

- Competitively solicited public work contract for Design-Build services for the installation of facility wide monitoring and detection systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities, totaling \$71,797,700; and
- Competitively solicited public work contract for Design-Build services for main cable and suspender rope inspection and testing at the Verrazano-Narrows Bridge, totaling \$17,250,000.
- Public work modification at the Marine Parkway-Gil Hodges Memorial Bridge for the replacement of the electrical riser cables and increases to unit price quantities primarily associated with steel repairs, totaling \$6,031,460.

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

Hellman Electric Corp.	Contract No. BW-39/RK-60 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for the Installation of Facility Wide Monitoring and Detection Systems at the Bronx-Whitestone Bridge and Robert F. Kennedy Bridge facilities.	\$71,797,700.00
American Bridge Company	Contract No. VN-34 TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for Main Cable and Suspender Rope Inspection & Testing at the Verrazano-Narrows Bridge.	\$17,250,000.00

### **Modifications to Purchase and Public Works Contracts**

Kiska Construction, Inc.	Contract No. MP-03/MP-16 TBTA is seeking Board Approval under the All Agency General Contract Procurement	\$6,031,460.00
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Guidelines to amend Contract MP-03/MP-16 for the removal and replacement of the riser cables, conduits, rehabilitation of the motor control centers (MCC) and other electrical rehabilitations at the north and south towers of Marine Parkway-Gil Hodges Memorial Bridge (MPB) and increase the unit price for five (5) unit price items.

Commissioner Vanterpool asked if the Hellman Electric Corp. procurement is associated with the gateway towers that were previously discussed. Mr. Bajor advised that the work is only for bridge tower work. Commissioner Zuckerman asked if the work to these bridges were part of the 2015-2019 Capital Plan. Mr. Keane stated that they were. Commissioner Zuckerman then asked why this work is needed now. Mr. Keane explained the main cable testing and suspender rope testing at the Verrazano-Narrows Bridge is part of an ongoing program to monitor and plan for the long term needs of the suspension bridge elements including the main cable and suspender ropes that are the primary load carrying elements of the suspended span. At the Verrazano-Narrows Bridge, which is TBTA's largest suspension facility, TBTA must do its due diligence in inspecting and ensuring the health and strength of those critical elements are in good repair and have a plan in place for any necessary capital intervention. We have had similar programs at other bridges including the Bronx-Whitestone Bridge. The electronic security and detection systems are part of TBTA's ongoing security strategy to monitor these sensitive areas of TBTA's systems. These programs exist at all TBTA facilities.

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

Mr. Bajor stated that there are no ratifications.


#### **Diversity Report Third Quarter 2017**

Chairman Moerdler stated that the report is presented in the Committee Book but adjourned the meeting due to time constraints.

#### **Adjournment**

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

Respectfully submitted,



Adana Savery  
Assistant Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

Approval of Minutes  
Committee Work Plan  
Report on Operations  
Safety Report  
Financial Report  
Report on Cashless Tolling  
Capital Program Project Status Report  
  
Procurements  
Action Items (if any)

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### January 2018

Approval of 2018 Work Plan

Committee Chair & Members

### February 2018

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

Planning & Budget  
Planning & Budget  
Controller  
Operations  
EEO

### March 2018

Annual Procurement Contracts Report

Procurement & Materials/  
Finance

### April 2018

Final Review of 2017 Year-End Operating Results

Planning & Budget

### May 2018

Customer Environment Survey – 1<sup>st</sup> Quarter 2018  
Diversity Report – 1<sup>st</sup> Quarter 2018

Operations  
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 – 2<sup>nd</sup> Quarter 2018

Operations  
Planning & Budget  
EEO

October 2018

2019 Preliminary Budget

Planning & Budget

November 2018

Customer Environment Survey – 3rd Quarter 2018  
B&T Committee Charter – Review

Operations  
MTA Board

December 2018

2019 Proposed Committee Work Plan  
2019 Proposed Final Budget  
Diversity Report – 3<sup>rd</sup> Quarter 2018

Committee Chair & Members  
Planning & Budget  
EEO

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

Approval of the official proceedings of the Committee Meeting.

##### **Report on Operations**

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, 12 month rolling traffic averages, traffic by facility, and factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

##### **Safety Report**

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, construction injury rates, and leading indicators for roadway, construction, and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

##### **Report on Cashless Tolling**

Summary presentation of information about cashless tolling performance, including figures for E-ZPass and Tolls by Mail traffic, revenue collection and the E-ZPass customer service center. This report contains data on overall E-ZPass market share, average traffic and traffic shares in peak and non-peak periods, revenue collection rates by facility, E-ZPass accounts and service metrics, and an E-ZPass market share chart. The Report on Cashless Tolling is provided on a two month lag, except in September when it includes reports with June and July data.

##### **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**

### **JANUARY 2018**

#### Approval of Work Plan for 2018

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

### **FEBRUARY 2018**

#### Preliminary Review of 2017 Operating Budget Results

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

#### 2018 Adopted Budget and February Financial Plan 2018-2021

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

#### 2017 B&T Operating Surplus

The Committee will recommend action to the Board.

#### Customer Environment Survey – 4th Quarter 2017

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

#### Diversity Report – 4<sup>th</sup> Quarter 2017

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

### **MARCH 2018**

#### Annual Procurement Contracts Report

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

### **APRIL 2018**

#### Final Review of 2017 Year-End Operating Results

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

### **MAY 2018**

#### Customer Environment Survey – 1st Quarter 2018

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



**MAY 2018 (cont'd)**Diversity Report – 1<sup>st</sup> 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 2019 Preliminary Budget.

Diversity Report – 2<sup>nd</sup> 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.

**NOVEMBER 2018**Customer Environment Survey – 3rd 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.

B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

## **DECEMBER 2018**

### 2019 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2019 that will address initiatives to be reported throughout the year.

### 2019 Proposed Final Budget

The Committee will recommend action to the Board.

### Diversity Report – 3<sup>rd</sup> Quarter 2018

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



# **Bridges and Tunnels**

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## **Report on Operations November 2017**



## **MTA Bridges and Tunnels November 2017 Traffic Trends**

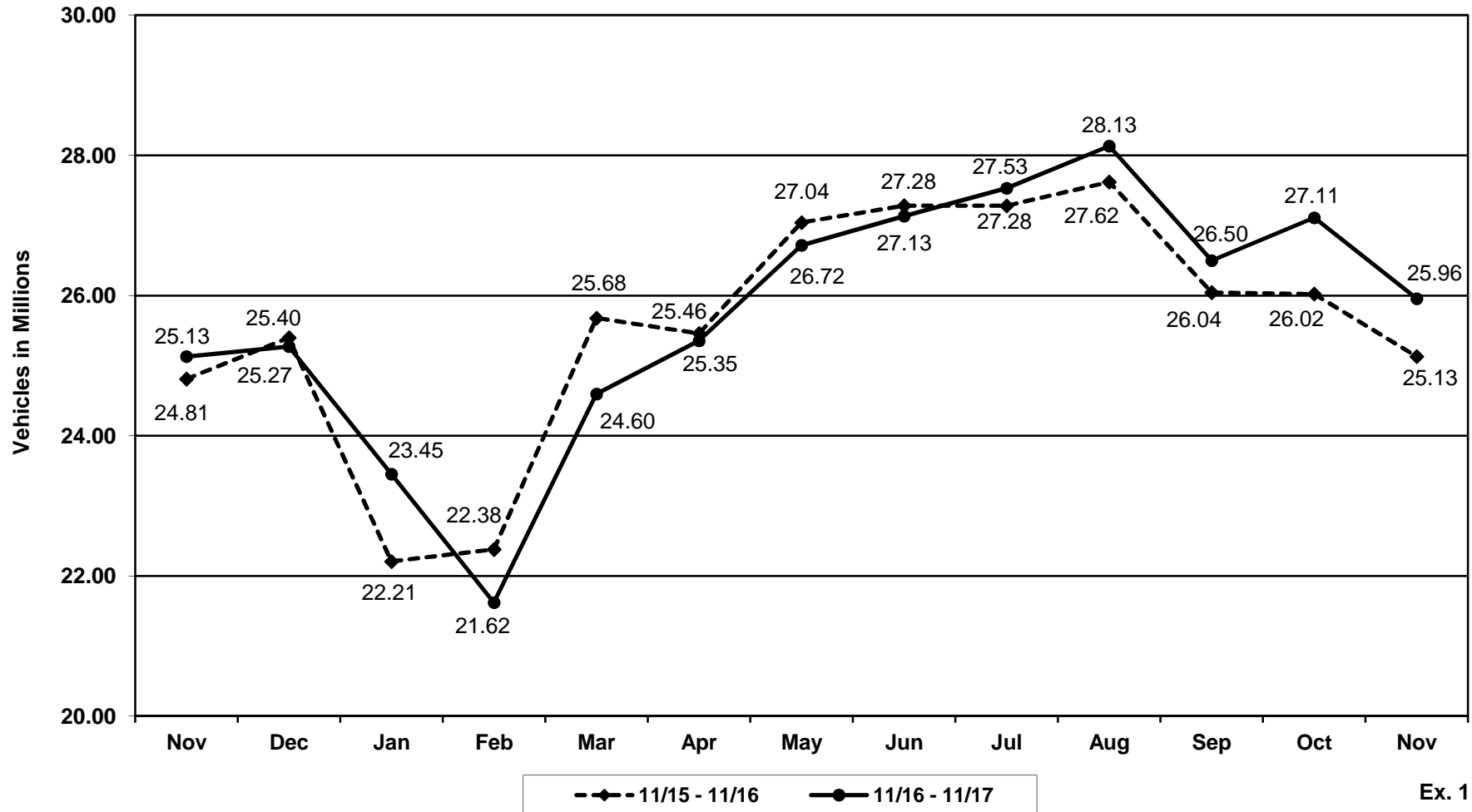
### **Summary**

Traffic was higher on a year-to-year basis, with 26.0 million crossings this month vs. 25.1 million crossings in November 2016, an increase of 3.3% (Exhibit 1).

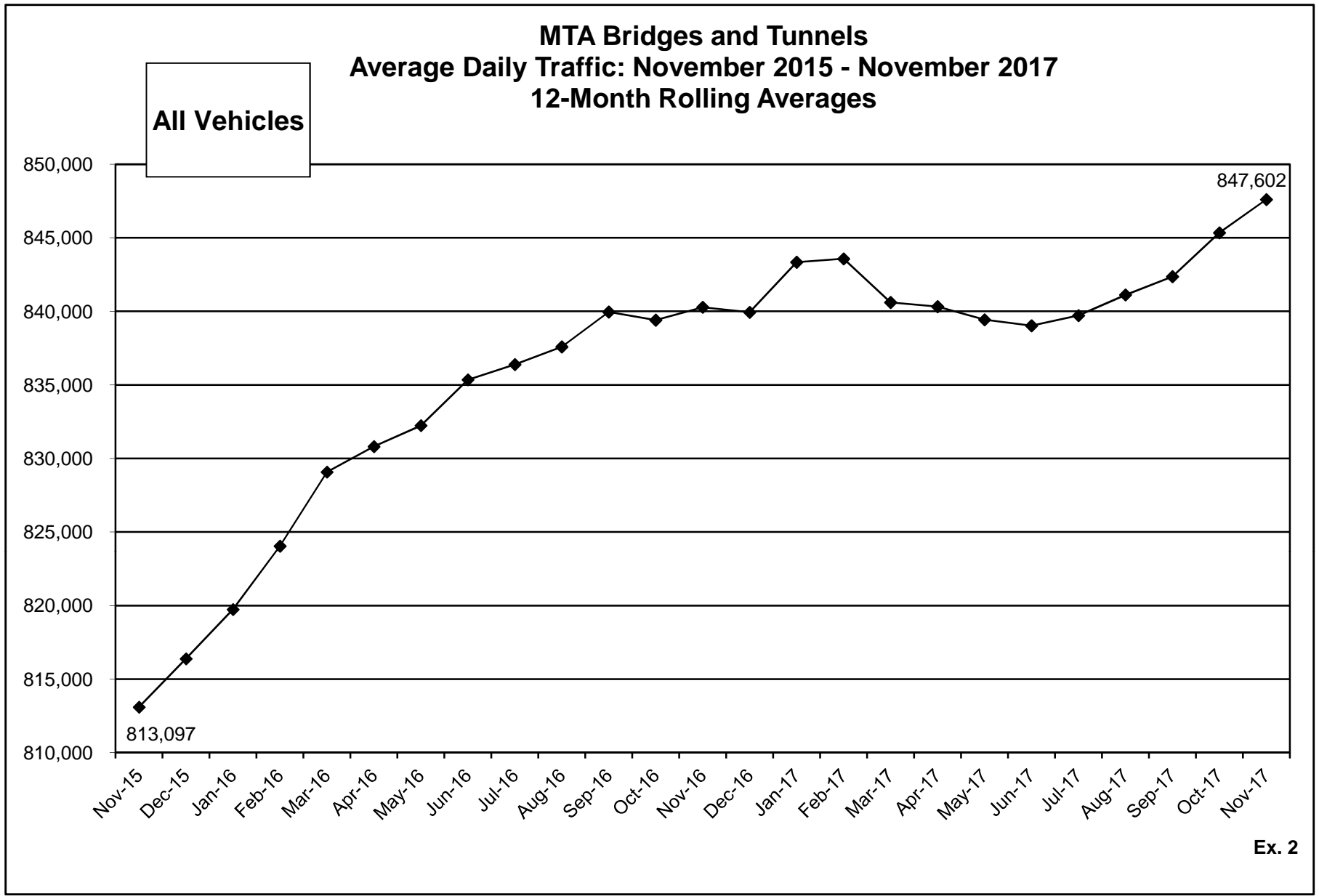
Rainfall this year was 2.1 inches compared to 5.4 inches last year. Gas prices averaged \$2.66 per gallon this November, which was \$0.27 more than last year at this time.

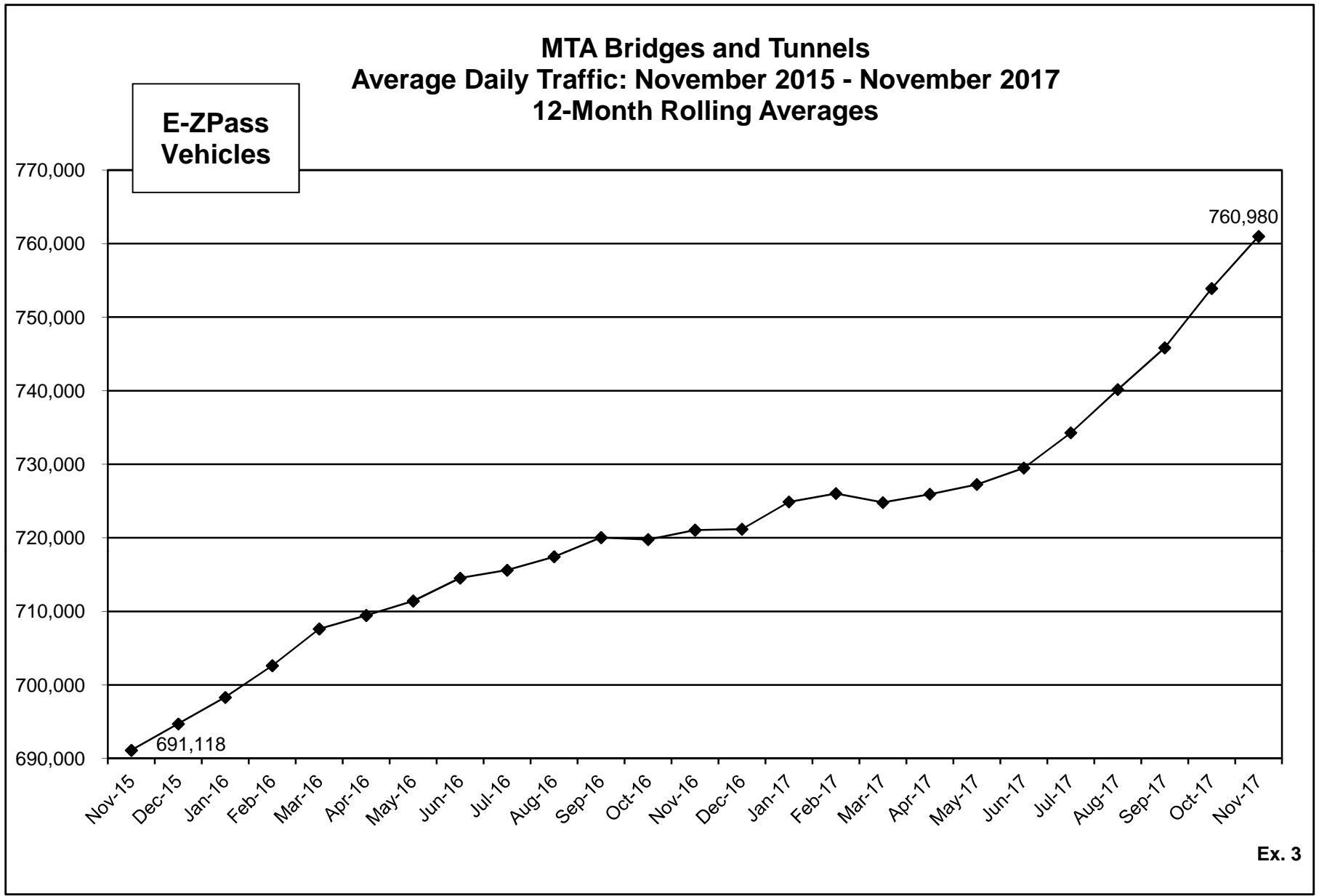
E-ZPass volume increased by 11.9% on a year-to-year basis for the month while crossings using Tolls by Mail declined 52.1% compared to Tolls by Mail, cash and other payment methods used in November 2016 (Exhibit 7). Passenger car travel increased 3.1% and other vehicle travel increased 6.4% from November 2016 (Exhibit 8).

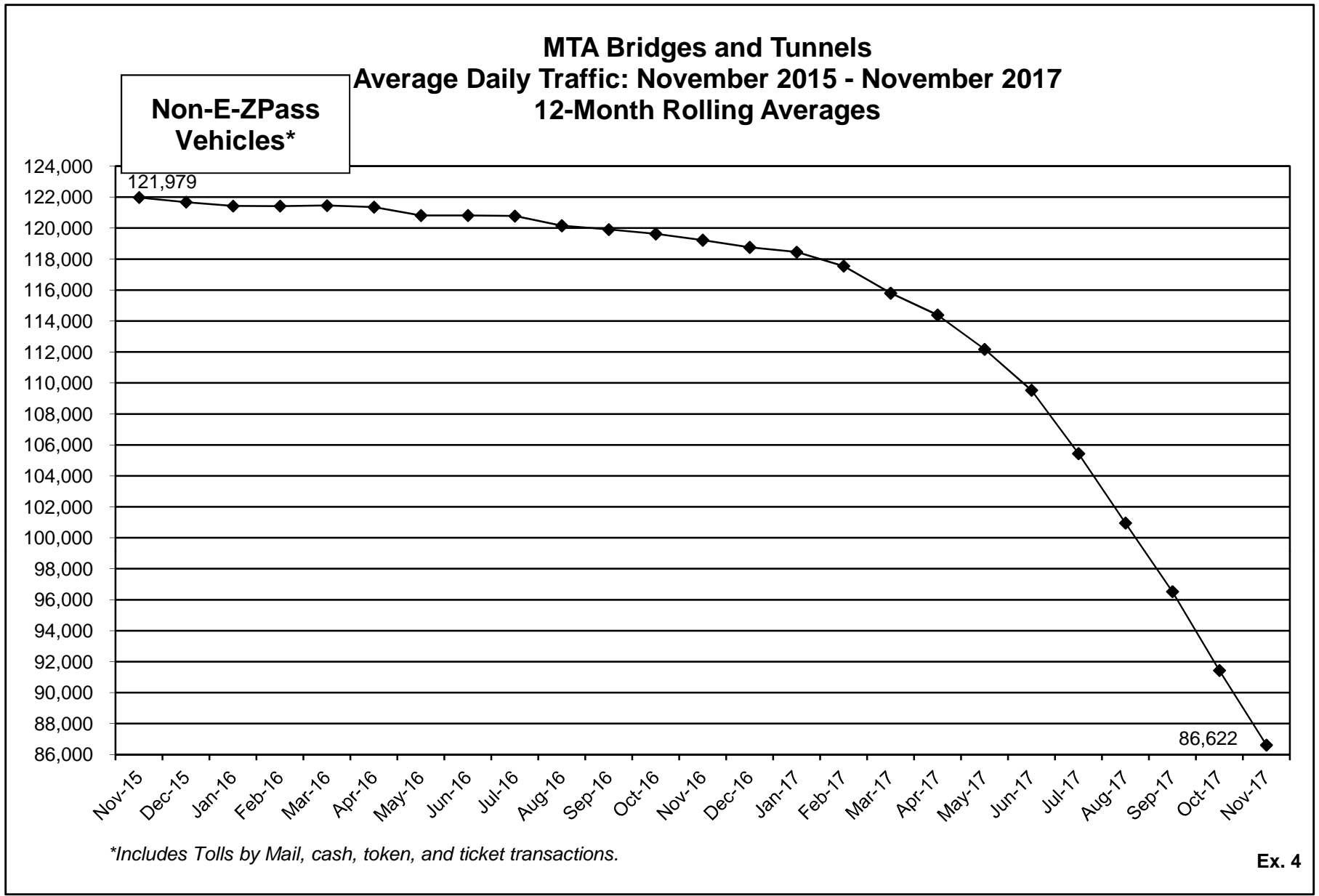
# **MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending November 2017**



Ex. 1



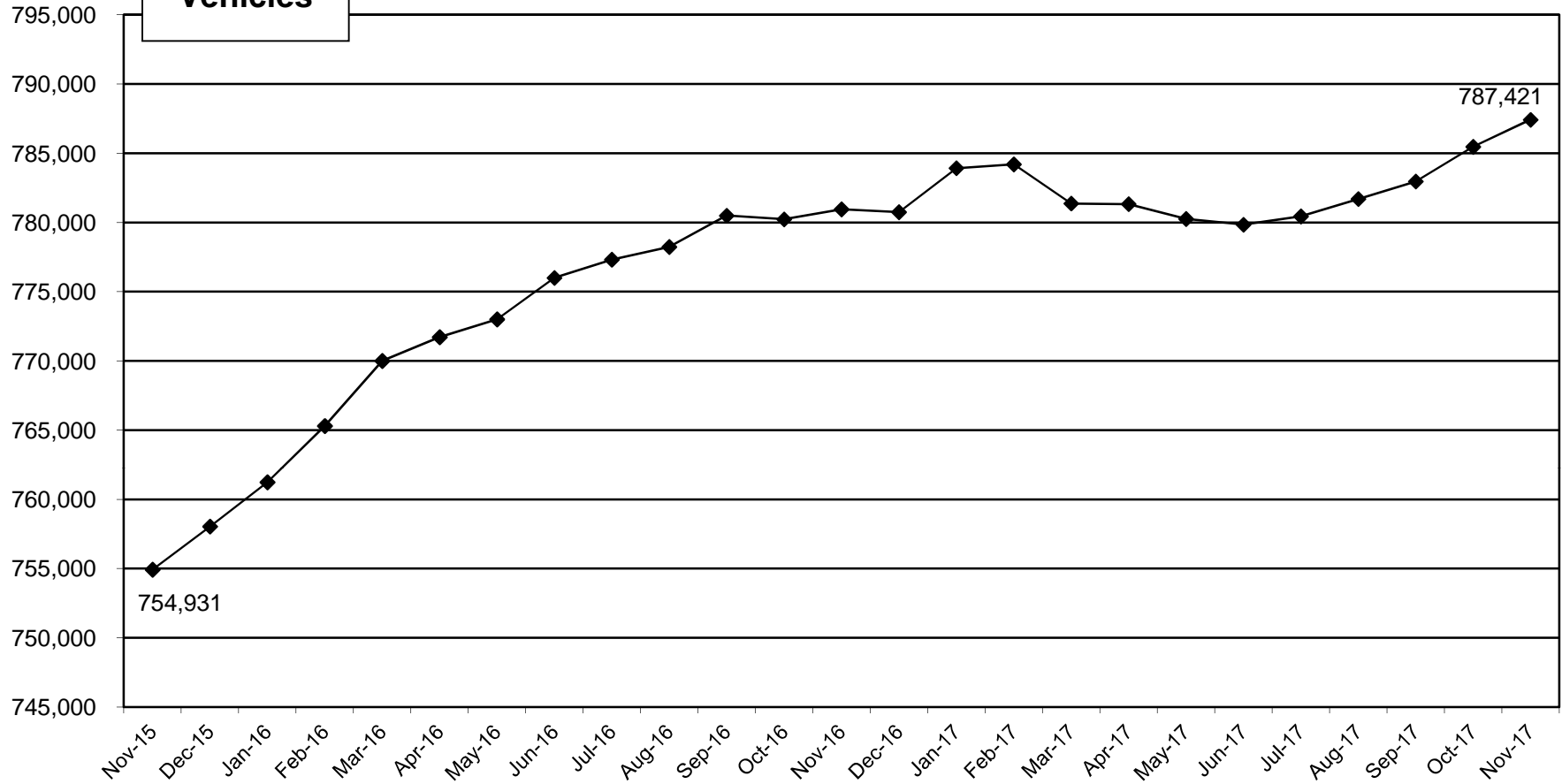




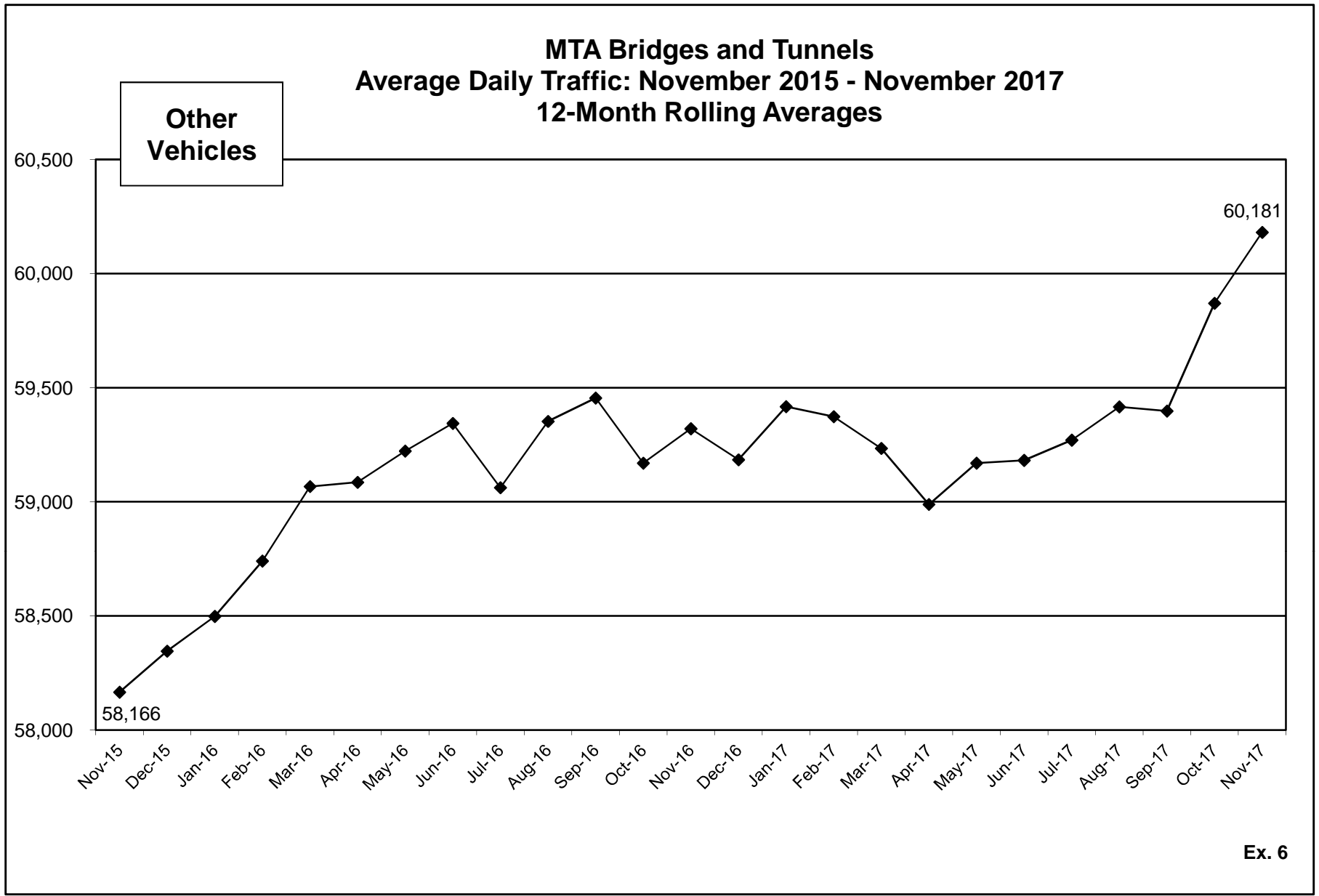


# MTA Bridges and Tunnels Average Daily Traffic: November 2015 - November 2017 12-Month Rolling Averages

Passenger  
Vehicles



Ex. 5



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

Corridor	Toll Media	Nov <sup>(1)</sup>	3 Months <sup>(2)</sup> (Sep-Nov)	6 Months <sup>(3)</sup> (Jun-Nov)	9 Months <sup>(4)</sup> (Mar-Nov)	12 Months <sup>(5)</sup> (Dec-Nov)
All Facilities	Total Vehicles	3.3%	3.1%	1.9%	0.6%	0.9%
	E-ZPass	11.9%	11.4%	9.0%	6.3%	5.5%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-52.1%	-49.6%	-40.7%	-33.4%	-27.3%
RFK Bridge	Total Vehicles	5.1%	5.0%	3.6%	1.3%	1.6%
	E-ZPass	16.8%	17.3%	15.0%	10.2%	8.9%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-55.2%	-56.5%	-50.4%	-40.9%	-33.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.2%	2.6%	-1.2%	-5.0%	-6.0%
	E-ZPass	8.4%	8.1%	4.1%	-0.1%	-1.8%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-49.8%	-51.1%	-49.9%	-50.0%	-46.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.5%	0.2%	0.0%	-3.8%	1.0%
	E-ZPass	11.7%	8.6%	6.1%	0.9%	5.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-50.4%	-41.9%	-29.2%	-33.8%	-18.8%
Verrazano-Narrows Bridge	Total Vehicles	4.7%	5.0%	3.9%	2.9%	3.4%
	E-ZPass	13.5%	14.1%	11.6%	8.6%	8.0%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-56.5%	-57.2%	-46.2%	-34.3%	-27.2%
Henry Hudson Bridge	Total Vehicles	1.5%	3.2%	3.6%	3.6%	3.7%
	E-ZPass	3.4%	5.0%	5.0%	4.6%	4.5%
	Tolls By Mail	-26.8%	-23.7%	-16.0%	-11.0%	-7.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	3.9%	2.4%	1.4%	1.5%
	E-ZPass	10.8%	11.8%	11.0%	8.5%	7.2%
	Cash/Tolls by Mail <sup>(6)(7)</sup>	-55.2%	-55.1%	-51.8%	-45.1%	-37.1%

(1) November 2017 vs. November 2016

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

(3) June 2017 to November 2017 vs. June 2016 to November 2016

(4) March 2017 to December 2017 vs. March 2016 to December 2016

(5) December 2016 to November 2017 vs. December 2015 to November 2016

(6) Includes tokens and tickets

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

**Ex. 7**

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

Corridor	Toll Media	Nov <sup>(1)</sup>	3 Months <sup>(2)</sup> (Sep-Nov)	6 Months <sup>(3)</sup> (Jun-Nov)	9 Months <sup>(4)</sup> (Mar-Nov)	12 Months <sup>(5)</sup> (Dec-Nov)
All Facilities	Total Vehicles	3.3%	3.1%	1.9%	0.6%	0.9%
	Passenger	3.1%	2.9%	1.8%	0.5%	0.8%
	Other	6.4%	5.1%	3.3%	1.8%	1.5%
RFK Bridge	Total Vehicles	5.1%	5.0%	3.6%	1.3%	1.6%
	Passenger	4.7%	4.7%	3.4%	1.1%	1.5%
	Other	9.3%	8.2%	6.0%	3.5%	2.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.2%	2.6%	-1.2%	-5.0%	-6.0%
	Passenger	3.5%	2.9%	-1.1%	-5.0%	-6.1%
	Other	-0.7%	0.0%	-2.5%	-4.7%	-5.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.5%	0.2%	0.0%	-3.8%	1.0%
	Passenger	1.4%	0.1%	-0.1%	-3.9%	1.0%
	Other	2.9%	1.0%	0.5%	-1.4%	1.1%
Verrazano-Narrows Bridge	Total Vehicles	4.7%	5.0%	3.9%	2.9%	3.4%
	Passenger	4.2%	4.7%	3.6%	2.7%	3.2%
	Other	11.8%	10.1%	7.6%	5.9%	5.4%
Henry Hudson Bridge	Total Vehicles	1.5%	3.2%	3.6%	3.6%	3.7%
	Passenger	1.3%	3.1%	3.6%	3.6%	3.8%
	Other	24.7%	11.4%	4.4%	-0.3%	-6.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.3%	3.9%	2.4%	1.4%	1.5%
	Passenger	2.5%	3.1%	1.8%	1.0%	1.2%
	Other	15.2%	17.2%	13.7%	8.8%	6.5%

(1) November 2017 vs. November 2016

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

(3) June 2017 to November 2017 vs. June 2016 to November 2016

(4) March 2017 to December 2017 vs. March 2016 to December 2016

(5) December 2016 to November 2017 vs. December 2015 to November 2016

**Ex. 8**

## Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price <sup>(1)</sup>			Weather <sup>(2)</sup>			
<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>
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 <sup>(3)</sup>	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$2.51	63	6.0	-	12
Jun-17	27,133,265	\$2.49	74	4.2	-	9
Jul-17	27,530,620	\$2.44	79	4.3	-	8
<b>Aug-17</b>	<b>28,132,320</b>	\$2.51	76	3.3	-	13
<b>Sep-17</b>	<b>26,498,572</b>	\$2.83	72	1.8	-	5
<b>Oct-17</b>	<b>27,109,361</b>	\$2.65	66	3.8	-	9
<b>Nov-17</b>	<b>25,955,863</b>	\$2.66	66	2.1	-	8

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>
<b>2016 vs. 2015</b>						
November	321,071	\$0.14	(1)	3.7	-	3
December	(125,179)	\$0.26	(10)	(0.9)	3	(7)
<b>2017 vs. 2016</b>						
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	(323,809)	\$0.18	(1)	2.1	-	1
June	(148,208)	\$0.11	0	2.0	-	0
July	250,780	\$0.13	(2)	(0.7)	-	(4)
August	511,874	\$0.29	(6)	2.2	-	3
September	455,316	\$0.60	(2)	(0.7)	-	(4)
October	1,086,930	\$0.38	5	(1.0)	-	3
November	825,805	\$0.27	13	(3.3)	-	0

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**

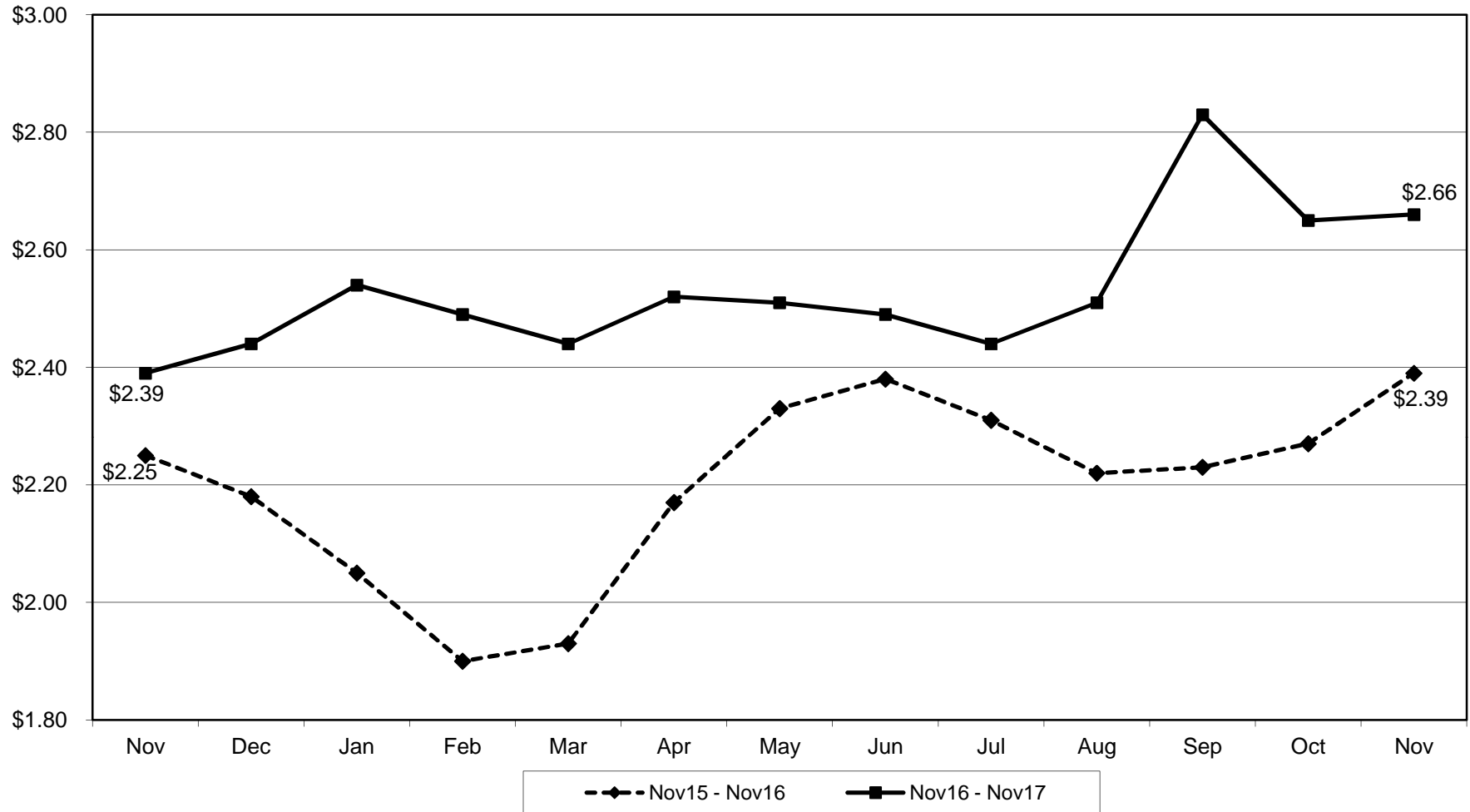
<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Non-E-ZPass<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Nov-15	813,097	691,118	121,979	754,931	58,166
Dec-15	816,384	694,706	121,678	758,038	58,346
Jan-16	819,736	698,310	121,426	761,238	58,498
Feb-16	824,042	702,619	121,423	765,302	58,741
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	839,431	727,255	112,175	780,261	59,169
Jun-17	839,025	729,496	109,529	779,843	59,182
Jul-17	839,712	734,273	105,439	780,442	59,270
<b>Aug-17</b>	<b>841,114</b>	<b>740,157</b>	<b>100,958</b>	<b>781,698</b>	<b>59,416</b>
<b>Sep-17</b>	<b>842,362</b>	<b>745,836</b>	<b>96,526</b>	<b>782,964</b>	<b>59,398</b>
<b>Oct-17</b>	<b>845,340</b>	<b>753,901</b>	<b>91,438</b>	<b>785,470</b>	<b>59,870</b>
<b>Nov-17</b>	<b>847,602</b>	<b>760,980</b>	<b>86,622</b>	<b>787,421</b>	<b>60,181</b>

*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  
November 2015 - November 2017**





# Bridges and Tunnels

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## **Safety Report November 2017**





## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	December 2014 - November 2015	December 2015 - November 2016	December 2016 - November 2017
Customer Collisions Rate for Bridge Customers per Million Vehicles	5.73	7.43	8.08
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.93	0.95	1.00
Employee Accident Reports	253	253	250
Employee Lost Time Injuries Rate per 200,000 worker hours	4.7	6.8	6.6
Construction Injuries per 200,000 worker hours	2.60	1.97	1.48

Leading Indicators				
Roadway Safety	2016		2017	
	November	Year End	November	Year to Date
Workforce Development (# of Participants)	61	740	86	923
Fleet Preventative Maintenance Insp.	141	1281	133	1334
Safety Taskforce Inspections	2	13	0	8
Construction Safety	November	Year End	November	Year to Date
Construction Safety Inspections	315	4161	303	3210
Fire Safety	November	Year End	November	Year to Date
Fire Code Audits Completed	2	13	2	13
FDNY Liaison Visits	0	25	1	24

### Definitions:

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

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

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

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

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

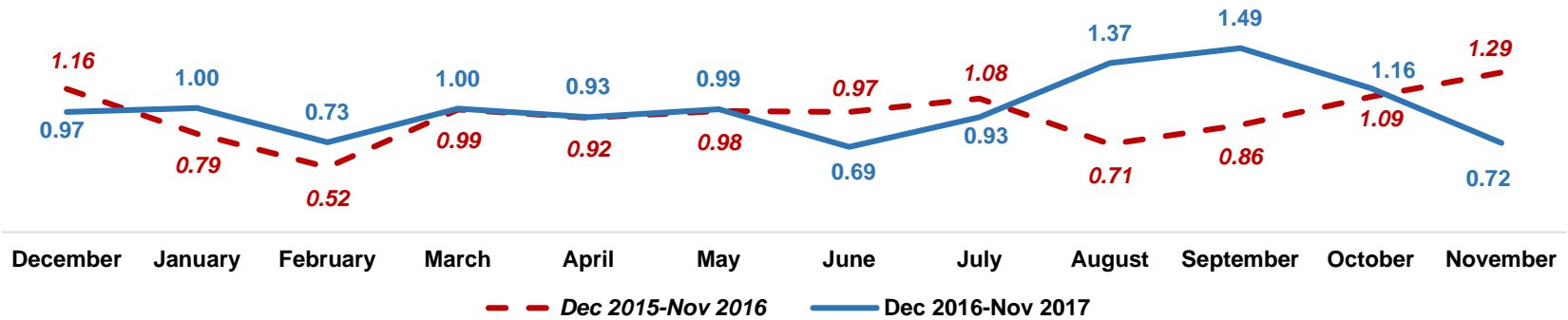
**FDNY Liaison Visits** are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



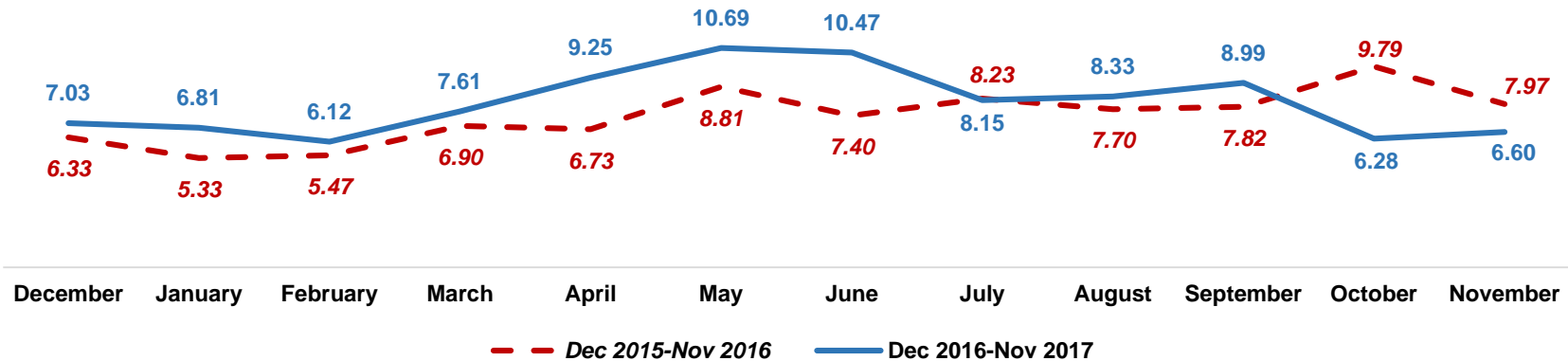
## Bridges and Tunnels

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

#### Collisions with Injuries per Million Vehicles



#### Total Collisions per Million Vehicles

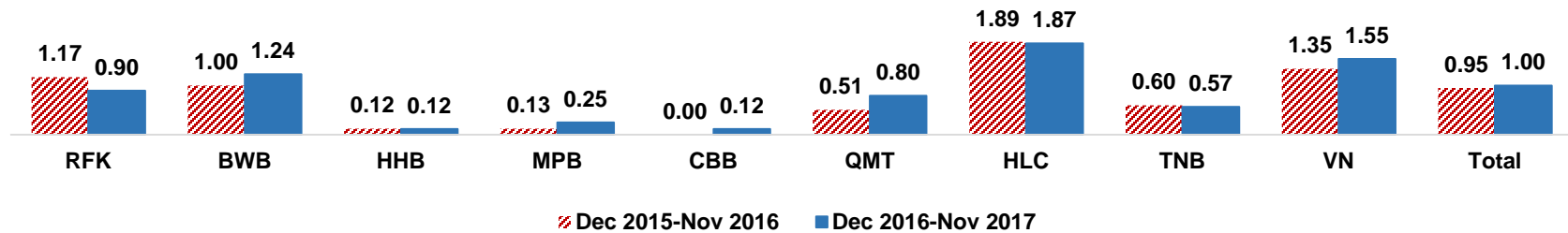




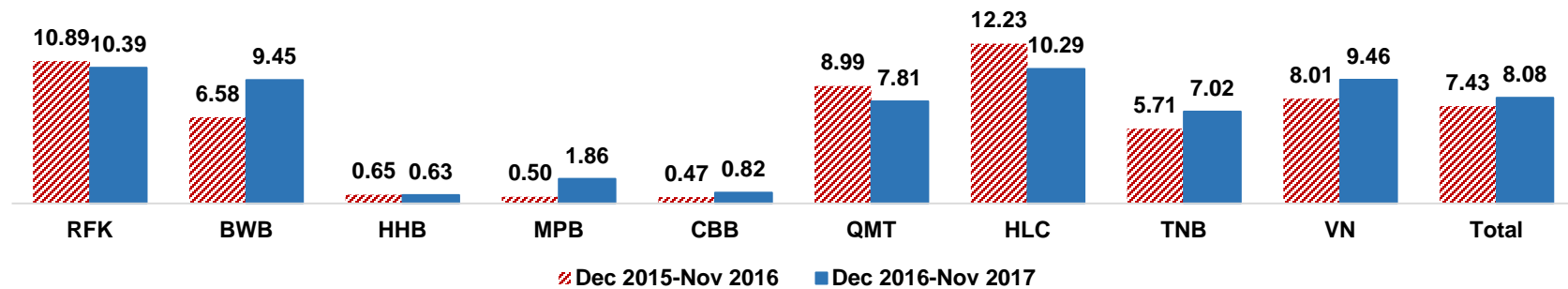
## Bridges and Tunnels

### 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: November 2016 – November 2017

	16-Nov	16-Dec	17-Jan	17-Feb	17-Mar	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov
<b>RFK</b>	14.15	8.83	6.56	9.64	13.98	13.77	18.13	14.07	6.93	8.87	7.51	7.42	9.61
<b>BWB</b>	7.92	4.76	5.37	5.22	6.09	11.33	11.59	13.54	11.27	13.35	13.28	9.02	6.80
<b>TNB</b>	4.74	2.79	3.32	3.93	6.01	5.91	11.67	12.63	9.12	8.19	10.40	5.82	2.73
<b>VNB</b>	6.93	8.58	9.81	8.83	7.48	9.82	9.32	10.94	11.82	10.43	10.67	6.66	8.83
<b>QMT</b>	7.97	10.73	10.30	2.21	7.36	11.78	7.93	11.18	3.64	5.51	7.93	7.74	7.55
<b>HLC</b>	13.65	18.19	15.78	7.63	7.36	8.99	14.20	6.55	10.22	6.94	14.78	5.28	7.71
<b>HHB</b>	1.88	0.98	0.54	0.57	1.50	0.46	0.43	0.43	0.45	0.46	0.00	0.87	0.92
<b>MPB</b>	0.00	1.62	1.76	1.97	1.67	5.03	1.41	0.00	3.51	2.45	1.42	1.54	0.00
<b>CBB</b>	0.00	1.49	0.00	0.00	2.99	1.49	0.00	1.22	1.18	0.00	1.38	0.00	0.00
<b>Total</b>	7.97	7.03	6.81	6.12	7.61	9.25	10.69	10.47	8.15	8.33	8.99	6.28	6.60



## B&T Law Enforcement

To improve its customer safety performance, MTA B&T aggressively enforces traffic regulations with a focus on deterring unsafe driver behaviors. The following is a summary of its safety enforcement efforts:

- 46,574 summonses issued in the YTD November 2017 period—53.8% higher than in the same period in 2016.
- 3,328 summonses issued in November 2017—8.7% higher than in November 2016.
- 74.5% (34,682) of the summonses issued in the YTD November 2017 period were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.
- 73.2% (2,436) of the summonses issued in November 2017 were safety related.

Summons Type	November 2017	November 2016	% Change
Speed	335	361	(7.2%)
Disobey Signs/Traffic Control Device	682	724	(5.8%)
Cell Phone/Texting	205	180	13.9%
Unsafe Lane Change/Failure to Signal	202	136	48.5%
*All Other	1,904	1,662	14.6%
<b>Total</b>	<b>3,328</b>	<b>3,063</b>	<b>8.7%</b>

Summons Type	YTD November 2017	YTD November 2016	% Change
Speed	5,197	5,371	(3.2%)
Disobey Signs/Traffic Control Device	12,317	6,402	92.4%
Cell Phone/Texting	2,296	1,537	49.4%
Unsafe Lane Change/Failure to Signal	2,703	962	181.0%
*All Other	24,061	16,007	50.3%
<b>Total</b>	<b>46,574</b>	<b>30,279</b>	<b>53.8%</b>

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



# **Bridges and Tunnels**

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## **Report on Cashless Tolling November 2017**

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# **MTA Bridges and Tunnels Report on Cashless Tolling As of November 2017**

This is the first *Report on Cashless Tolling*, which replaces the former *E-ZPass Performance Report* and provides monthly data on traffic and revenue performance at MTA Bridges and Tunnels facilities. It also expands the former report to include data from both E-ZPass and Tolls by Mail (TBM) programs. The report is organized along three categories of tables: Traffic, Revenue and E-ZPass Customer Service Statistics.

## **TRAFFIC**

### **I. Traffic: All B&T Facilities (Former Title: E-ZPass Performance at all B&T Facilities)**

This table presents a summary of traffic by payment type (E-ZPass vs.TBM) and E-ZPass market share for all B&T facilities.

*For the month of November, overall E-ZPass market share was 93.8%*

### **II. Traffic: Average Weekday by Facility (Former Title: Weekday E-ZPass Performance by Facility)**

This table shows the current month average weekday traffic volume by payment type (E-ZPass vs.TBM) and facility, and E-ZPass market share for the current month and the same month in the previous year.

*Average weekday E-ZPass market share was 94.6% overall in November. Each facility was over 90% and five facilities were over 95% (Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 5.4% of toll transactions were subject to the Tolls by Mail (TBM) Program.*

### **III. Traffic: Average Weekend by Facility (Former Title: Weekend E-ZPass Performance by Facility)**

This table shows the current month average weekend traffic volume by payment type (E-ZPass vs.TBM) and facility, and E-ZPass market share for the current month and the same month in the previous year.

*Average weekend E-ZPass market share was 91.8% overall in November. All facilities were over 90% except the Bronx-Whitestone Bridge, which was 89.4%. Overall, 8.2% of toll transactions were subject to the Tolls by Mail (TBM) Program.*

### **IV. Traffic: Distribution by Time Period (Former Title: Weekday Peak Hour E-ZPass Performance by Facility)**

This table reports the percentage of total traffic occurring in the weekday AM/PM peak periods vs. Off-Peak times at each facility.

*In November, 48% of traffic volume occurred during the weekday peak periods (23% in the AM peak and 25% in the PM peak) and 52% of the volume occurred on off-peak hours.*

**V. Traffic: Distribution of Payment Type (Former Title: E-ZPass Interoperability Statistics)**

This table highlights the share of crossings at each facility that are associated with E-ZPass accounts administered by the New York Customer Service Center (NY CSC) vs. Non-NY CSC E-ZPass and Tolls by Mail accounts. The lion share of transactions at B&T facilities are made by NY CSC E-ZPass customers, who are subject to lower toll rates than Non-NY CSC E-ZPass and Tolls by Mail customers.

*In November, 86.2% of transactions were associated with NY CSC E-ZPass account holders vs. 7.5% and 6.3% for Non-NY CSC E-ZPass accounts and Tolls by Mail (TBM), respectively.*

**REVENUE**

**VI. Revenue Collection Rates Through November 2017 (New Table)**

This table presents ORT revenue collection performance (revenue collected, including tolls and fees, divided by tolled transactions) at all B&T Facilities. It reports on transactions that have matured for at least six months prior to the current reporting month (November 2017) to allow for an adequate Tolls by Mail (TBM) billing and collection period.

*As of November, all the facilities that went live with ORT before May 2017 are showing collections rates above 100%.*

**E-ZPass CUSTOMER SERVICE CENTER STATISTICS**

**VII. E-ZPass Customer Service Statistics**

This table presents tag, account and performance data for the E-ZPass Customer Service Center and is unchanged from previously published E-ZPass Performance Reports.

**VIII. Chart: Comparison of E-ZPass Market Share Performance – 2016 vs. 2017**



**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**November 2017**  
Preliminary data subject to final audit

<b>I. Traffic: All B&amp;T Facilities</b>			
	November 2017	November 2016	2017 YTD
E-ZPass <sup>1</sup>	24,340,099	21,756,481	255,963,525
Tolls by Mail/Cash <sup>1,2,3</sup>	<u>1,615,764</u>	<u>3,373,577</u>	<u>28,138,093</u>
Total	25,955,863	25,130,058	284,101,618
E-ZPass Market Share:			
Total	93.8%	86.6%	90.1%
Cars	93.7%	86.0%	89.8%
Trucks	94.6%	93.5%	94.1%

<b>II. Traffic: Average Weekday by Facility<sup>4</sup></b>						
Facility	November 2017			E-ZPass Market Share		
	Total	E-ZPass	TBM	Nov 2017	Nov 2016	Change
Bronx-Whitestone Bridge	126,949	117,515	9,434	92.6%	83.6%	8.9%
Cross Bay Bridge	24,250	22,973	1,277	94.7%	88.5%	6.2%
Henry Hudson Bridge	73,727	70,726	3,001	95.9%	94.3%	1.6%
Hugh L. Carey Tunnel	51,974	50,066	1,908	96.3%	92.4%	3.9%
Marine Parkway Bridge	22,761	21,889	872	96.2%	90.5%	5.6%
Queens Midtown Tunnel	79,208	75,992	3,216	95.9%	91.8%	4.1%
Robert F. Kennedy Bridge	187,161	175,553	11,608	93.8%	85.2%	8.6%
Throgs Neck Bridge	120,722	112,708	8,014	93.4%	86.9%	6.5%
Verrazano-Narrows Bridge <sup>1</sup>	<u>207,926</u>	<u>198,617</u>	<u>9,309</u>	<u>95.5%</u>	<u>89.0%</u>	<u>6.5%</u>
<b>All Facilities<sup>1</sup></b>	<b>894,677</b>	<b>846,039</b>	<b>48,638</b>	<b>94.6%</b>	<b>88.1%</b>	<b>6.5%</b>

Notes:

- 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.
- Tolls by Mail was implemented on the following dates in 2017: Hugh L. Carey Tunnel, January 4; Queens Midtown Tunnel, January 10; Marine Parkway and Cross Bay Bridges, April 30; RFK Bridge, June 15; Verrazano-Narrows Bridge, July 8; Throgs Neck and Bronx-Whitestone Bridges, September 30
- Reference to "Cash" applies to November 2016 and YTD 2017 transactions during months when cash toll collection was still in effect at B&T facilities other than the Henry Hudson Bridge, where cashless tolling was in effect at all times
- Weekday traffic and market share figures do not include holidays

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**November 2017**  
Preliminary data subject to final audit

<b>III. Traffic: Average Weekend by Facility</b>						
Facility	November 2017			E-ZPass Market Share		
	Total	E-ZPass	TBM	Nov 2017	Nov 2016	Change
Bronx-Whitestone Bridge	126,501	113,101	13,400	89.4%	78.0%	11.4%
Cross Bay Bridge	18,182	16,942	1,239	93.2%	84.8%	8.4%
Henry Hudson Bridge	68,118	64,105	4,013	94.1%	91.9%	2.2%
Hugh L. Carey Tunnel	36,092	34,119	1,974	94.5%	88.8%	5.7%
Marine Parkway Bridge	16,269	15,486	782	95.2%	87.5%	7.6%
Queens Midtown Tunnel	49,899	46,803	3,096	93.8%	87.0%	6.7%
Robert F. Kennedy Bridge	172,550	157,566	14,985	91.3%	80.0%	11.3%
Throgs Neck Bridge	122,718	110,660	12,058	90.2%	81.7%	8.5%
Verrazano-Narrows Bridge <sup>1</sup>	<u>177,718</u>	<u>164,912</u>	<u>12,806</u>	<u>92.8%</u>	<u>83.6%</u>	<u>9.2%</u>
<b>All Facilities</b>	<b>788,048</b>	<b>723,695</b>	<b>64,353</b>	<b>91.8%</b>	<b>82.9%</b>	<b>8.9%</b>

<b>IV. Traffic: Distribution by Time Period</b>			
Facility	November 2017		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	23.4%	23.9%	52.7%
Cross Bay Bridge	25.2%	23.7%	51.1%
Henry Hudson Bridge	23.6%	29.1%	47.4%
Hugh L. Carey Tunnel	25.3%	27.3%	47.4%
Marine Parkway Bridge	28.6%	27.5%	43.9%
Queens Midtown Tunnel	22.2%	24.2%	53.5%
Robert F. Kennedy Bridge	24.0%	21.6%	54.4%
Throgs Neck Bridge	25.0%	23.8%	51.2%
Verrazano-Narrows Bridge <sup>5</sup>	<u>16.1%</u>	<u>30.1%</u>	<u>53.9%</u>
<b>All Facilities</b>	<b>23.1%</b>	<b>25.0%</b>	<b>51.9%</b>

Note:

5. Traffic distributions reported in westbound tolled direction only

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**November 2017**  
Preliminary data subject to final audit

<b>V. Traffic: Distribution of Payment Type</b>			
Facility	November 2017		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	85.7%	5.9%	8.4%
Cross Bay Bridge	93.0%	1.3%	5.7%
Henry Hudson Bridge	83.6%	11.8%	4.6%
Hugh L. Carey Tunnel	90.0%	5.9%	4.1%
Marine Parkway Bridge	93.2%	2.7%	4.2%
Queens Midtown Tunnel	90.6%	4.9%	4.6%
Robert F. Kennedy Bridge	86.3%	6.7%	7.0%
Throgs Neck Bridge	84.4%	7.9%	7.6%
Verrazano-Narrows Bridge	<u>84.7%</u>	<u>10.1%</u>	<u>5.2%</u>
<b>All Facilities</b>	<b>86.2%</b>	<b>7.5%</b>	<b>6.3%</b>

<b>VI. Revenue Collection Rates Through November 2017</b>		
Facility	ORT Go-Live Date	Transactions from Go-Live Date through May (6 months prior to Nov)
Henry Hudson Bridge <sup>6</sup>	11/20/16	103.8%
Hugh L. Carey Tunnel	1/4/17	102.4%
Queens Midtown Tunnel	1/10/17	103.4%
Marine Parkway Bridge	4/30/17	103.3%
Cross Bay Bridge	4/30/17	104.8%
Robert F. Kennedy Bridge	6/15/17	N/A
Verrazano-Narrows Bridge	7/8/17	N/A
Bronx-Whitestone Bridge	9/30/17	N/A
Throgs Neck Bridge	9/30/17	N/A

Note:

6. Cashless tolling has been in effect at the HHB since 2012. 11/20/2016 is the date of toll booth removal at the HHB.

**MTA Bridges and Tunnels**  
**Report on Cashless Tolling**  
**November 2017**  
Preliminary data subject to final audit

**VII. E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>			
	November 2017	YTD 2017	YTD 2016
Accounts Opened:			
Internet	16,836	181,363	94,111
Walk-In	5,342	54,142	30,397
Mail	393	5,559	2,973
On-The-Go	<u>3,963</u>	<u>116,925</u>	<u>113,896</u>
Total Accounts Opened	26,534	357,989	241,377
Total Active Accounts		3,387,818	3,117,311
Number of E-ZPass Tags Issued <sup>7</sup>	53,847	830,486	590,033
Total Active Tags <sup>8</sup>		5,332,844	4,912,832
Total Reload Cards Distributed	3,670	173,017	172,033
Reload Card % of Cash Replenishments	21.1%	20.3%	17.5%

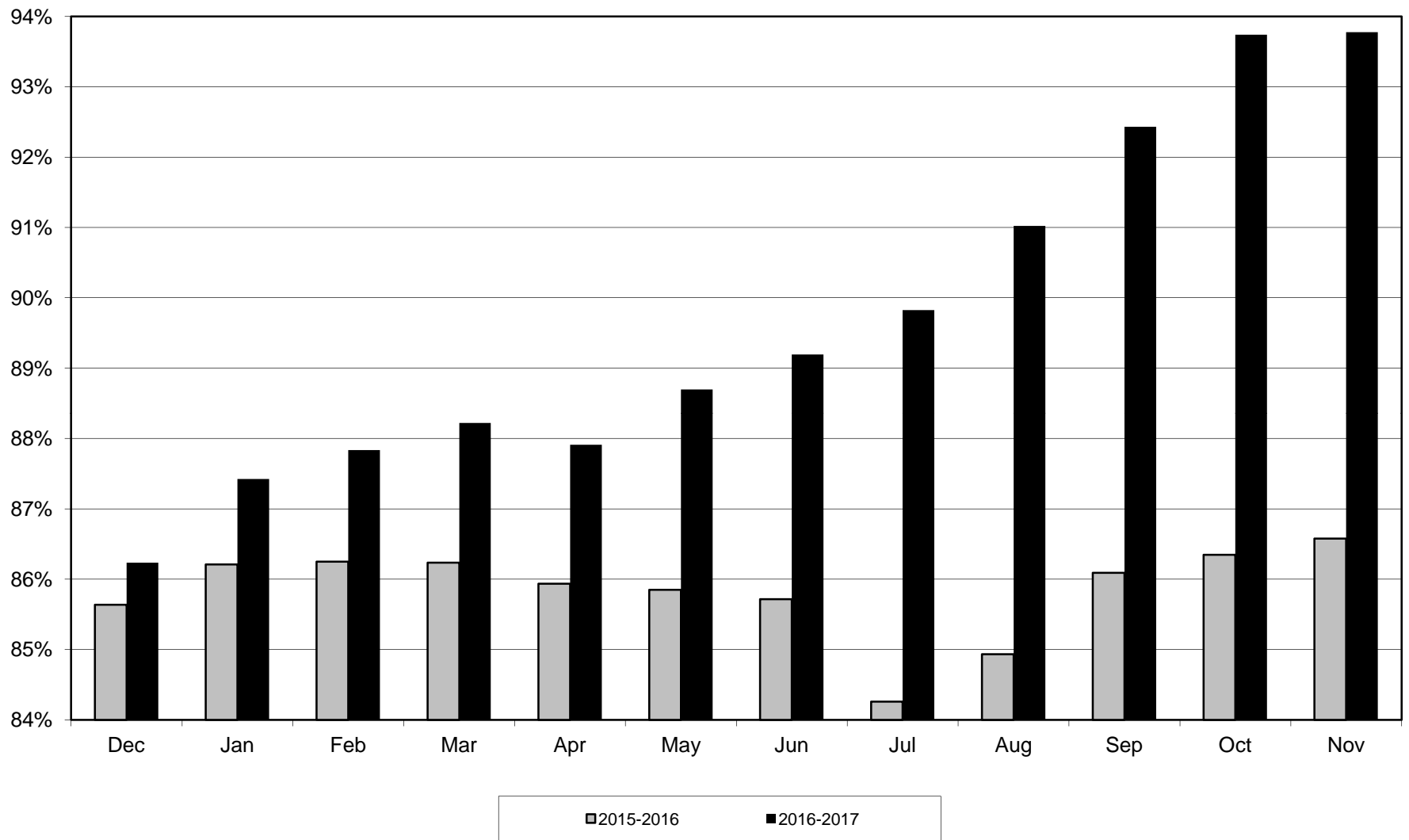
<b>Customer Service Indicators</b>			
	November 2017	YTD 2017	YTD 2016
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	441,977	4,044,188	3,224,590
Automated System	<u>821,399</u>	<u>8,502,827</u>	<u>6,993,749</u>
Total Phone Calls Answered	1,263,376	12,547,015	10,218,339
Average Phone Call Waiting Time (in min.):			
General Call Unit	5.18	0.28	0.35
Commercial Call Unit	1.28	0.33	0.38
Avg. Monthly B&T E-ZPass Trips Per Account	7.20	5.81	5.85
Average Number of Active Tags Per Account	1.57	1.57	1.59

<b>E-ZPass Tag Replacement Program</b>			
	November 2017	YTD 2017	2011-2017
Number of Replacement Tags Mailed	12	74,838	2,032,797
Number of Tags Returned <sup>9</sup>	3,216	88,438	2,012,985
Number of Tags Pending Return	N/A	N/A	19,812

**Notes:**

7. 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.
8. 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.
9. Includes tags reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2015 but returned in 2016.

### VIII. E-ZPass Market Shares December 2015 through November 2017





# **Bridges and Tunnels**

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## **Financial Report November 2017**



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

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	11,255
Investments:	
Unrestricted	161,945
Restricted	757,748
Accrued interest receivable	1,484
Accounts receivable	37,424
Less allowance for uncollectible accounts	-41,037
Tolls due from other agencies	45,440
Insurance recovery receivable	96,325
Less allowance for insurance recovery	-96,325
Due (to)/from MTA - change in fair value of derivative	0
Prepaid expenses	7,088
	<hr/>
Total current assets	981,346

**NONCURRENT ASSETS:**

Investments:	
Restricted	6
Facilities, less acc.dep of \$1,676,008	5,882,976
Capital lease 2 Broadway net acc. dep.	38,974
Derivative Hedge Assets	3,564
Security Deposits	-
	<hr/>
Total noncurrent assets	5,925,521

<b>TOTAL ASSETS:</b>	<hr/> 6,906,867
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**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to Pension	112,529
Accumulated decreases in fair value of derivative instruments	178,291
Defeasance costs	272,501
	<hr/>

<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES:</b>	<hr/> 563,321
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**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

<hr/> <hr/> 7,470,188
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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of November 30, 2017**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	165,148
Interest Payable	19,655
Accounts Payable	171,828
Accrued Pension Payable	16,249
Payable to MTA-CAP	347,900
Due to MTA-Operating Expenses	3,689
Due to NYCTA-Operating Expenses	834
Accrued salaries	25,101
Accrued Vac & Sick Benefits	16,897
Current portion of estimated liability arising from injury	490
Current portion of capital lease obligation	-
Pollution remediation projects	1,829
Due to New York City Transit Authority	53,216
Due to Metropolitan Transportation Authority	74,407
Unredeemed Tolls	102,035
Tolls due to other agencies	77,752
E-ZPass Airport Toll Liability	10,261
	<hr/>
Total current liabilities	1,087,289

**NONCURRENT LIABILITIES:**

Long term debt	9,191,538
Post Employment Benefits Other than Pensions	711,144
Estimated liability arising from injury	42,167
Capital lease obligations	54,525
Derivative Hedge Liabilities	166,831
Due (to)/from MTA - change in fair value of derivative	15,024
Net Pension Liability	307,596
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	10,488,825

**DEFERRED INFLOW OF RESOURCES**

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

11,615,970

**NET POSITION**

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-4,145,782 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

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7,470,188

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\*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**  
**NOVEMBER 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	159.569	160.369	0.800	0.5	0.000	0.000	0.000	-	159.569	160.369	0.800	0.5
Other Operating Revenue	1.603	1.423	(0.179)	(11.2)	0.000	0.000	0.000	-	1.603	1.423	(0.179)	(11.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.871	1.687	(0.184)	(9.8)	1.871	1.687	(0.184)	(9.8)
Investment Income	0.081	0.149	0.068	83.9	0.000	0.000	0.000	-	0.081	0.149	0.068	83.9
<b>Total Revenue</b>	<b>\$161.253</b>	<b>\$161.942</b>	<b>\$0.689</b>	<b>0.4</b>	<b>\$1.871</b>	<b>\$1.687</b>	<b>(\$0.184)</b>	<b>(9.8)</b>	<b>\$163.123</b>	<b>\$163.629</b>	<b>\$0.505</b>	<b>0.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$11.752	\$12.038	(\$0.286)	(2.4)	\$0.638	\$0.637	\$0.001	0.2	12.390	\$12.675	(\$0.284)	(2.3)
Overtime	2.360	1.593	0.767	32.5	0.244	0.097	0.147	60.2	2.603	1.690	0.913	35.1
Health and Welfare	2.645	2.229	0.416	15.7	0.137	0.135	0.002	1.8	2.782	2.364	0.419	15.0
OPEB Current Payment	1.640	1.673	(0.033)	(2.0)	0.000	0.000	0.000	-	1.640	1.673	(0.033)	(2.0)
Pensions	3.071	3.070	0.001	0.0	0.186	0.189	(0.003)	(1.5)	3.257	3.259	(0.002)	(0.1)
Other Fringe Benefits	1.610	1.359	0.251	15.6	0.089	0.091	(0.002)	(1.9)	1.699	1.450	0.249	14.7
Reimbursable Overhead	(0.575)	(0.538)	(0.037)	(6.5)	0.575	0.538	0.037	6.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.502</b>	<b>\$21.424</b>	<b>\$1.078</b>	<b>4.8</b>	<b>\$1.871</b>	<b>\$1.687</b>	<b>\$0.184</b>	<b>9.8</b>	<b>\$24.373</b>	<b>\$23.111</b>	<b>\$1.261</b>	<b>5.2</b>
<i>Non-Labor:</i>												
Electric Power	\$0.538	\$0.271	\$0.267	49.6	\$0.000	\$0.000	\$0.000	-	\$0.538	\$0.271	\$0.267	49.6
Fuel	0.118	0.101	0.017	14.6	0.000	0.000	0.000	-	0.118	0.101	0.017	14.6
Insurance	0.942	0.803	0.139	14.7	0.000	0.000	0.000	-	0.942	0.803	0.139	14.7
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.994	12.310	6.684	35.2	0.000	0.000	0.000	-	18.994	12.310	6.684	35.2
Professional Service Contracts	3.482	4.055	(0.573)	(16.4)	0.000	0.000	0.000	-	3.482	4.055	(0.573)	(16.4)
Materials & Supplies	0.466	0.389	0.078	16.7	0.000	0.000	0.000	-	0.466	0.389	0.078	16.7
Other Business Expenses	2.985	2.588	0.397	13.3	0.000	0.000	0.000	-	2.985	2.588	0.397	13.3
<b>Total Non-Labor Expenses</b>	<b>\$27.526</b>	<b>\$20.517</b>	<b>\$7.009</b>	<b>25.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$27.526</b>	<b>\$20.517</b>	<b>\$7.009</b>	<b>25.5</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$50.028</b>	<b>\$41.941</b>	<b>\$8.087</b>	<b>16.2</b>	<b>\$1.871</b>	<b>\$1.687</b>	<b>\$0.184</b>	<b>9.8</b>	<b>\$51.899</b>	<b>\$43.628</b>	<b>\$8.271</b>	<b>15.9</b>
Depreciation	\$8.245	\$14.912	(\$6.667)	(80.9)	\$0.000	\$0.000	\$0.000	-	8.245	\$14.912	(\$6.667)	(80.9)
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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$64.259</b>	<b>\$62.839</b>	<b>\$1.420</b>	<b>2.2</b>	<b>\$1.871</b>	<b>\$1.687</b>	<b>\$0.184</b>	<b>9.8</b>	<b>\$66.129</b>	<b>\$64.526</b>	<b>\$1.603</b>	<b>2.4</b>
Less: Depreciation	\$8.245	\$14.912	(\$6.667)	(80.9)	\$0.000	\$0.000	\$0.000	-	\$8.245	\$14.912	(\$6.667)	(80.9)
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	-
<b>Total Expenses</b>	<b>\$50.028</b>	<b>\$41.941</b>	<b>\$8.087</b>	<b>16.2</b>	<b>\$1.871</b>	<b>\$1.687</b>	<b>\$0.184</b>	<b>9.8</b>	<b>\$51.899</b>	<b>\$43.628</b>	<b>\$8.271</b>	<b>15.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$111.224</b>	<b>\$120.001</b>	<b>\$8.777</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$111.225</b>	<b>\$120.001</b>	<b>\$8.776</b>	<b>7.9</b>

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**  
**NOVEMBER 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
<b>Net Income/(Deficit)</b>									<b>\$111.225</b>	<b>\$120.001</b>	<b>\$8.776</b>	<b>7.9</b>
Less: Capitalized Assets									2.066	0.590	1.476	71.4
Reserves									2.293	2.293	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$106.866</b>	<b>\$117.117</b>	<b>\$10.252</b>	<b>9.6</b>
Less: Debt Service									52.313	55.240	(2.927)	(5.6)
<b>Income Available for Distribution</b>									<b>\$54.553</b>	<b>\$61.877</b>	<b>\$7.324</b>	<b>13.4</b>
Distributable To:												
MTA - Investment Income									0.081	0.149	0.068	83.9
MTA - Distributable Income									31.891	35.866	3.975	12.5
NYCTR - Distributable Income									22.581	25.862	3.281	14.5
<b>Total Distributable Income</b>									<b>\$54.553</b>	<b>\$61.877</b>	<b>\$7.324</b>	<b>13.4</b>
<b>Support to Mass Transit:</b>												
Total Revenues									163.123	163.629	0.505	0.3
Less: Total Operating Expenses									<u>51.899</u>	<u>43.628</u>	<u>8.271</u>	15.9
<b>Net Operating Income/(Deficit)</b>									<b>\$111.225</b>	<b>\$120.001</b>	<b>\$8.776</b>	<b>7.9</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.066	0.590	1.476	71.4
Reserves									2.293	2.293	0.000	0.0
B&T Debt Service									21.649	23.275	(1.627)	(7.5)
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$26.008</b>	<b>\$26.159</b>	<b>(\$0.151)</b>	<b>(0.6)</b>
<b>Total Support to Mass Transit</b>									<b>\$85.217</b>	<b>\$93.842</b>	<b>\$8.625</b>	<b>10.1</b>

**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**  
**NOVEMBER 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
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,756.784	1,757.275	0.491	0.0	0.000	0.000	0.000	-	1,756.784	1,757.275	0.491	0.0
Other Operating Revenue	17.333	17.693	0.360	2.1	0.000	0.000	0.000	-	17.333	17.693	0.360	2.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.027	20.784	(1.243)	(5.6)	22.027	20.784	(1.243)	(5.6)
Investment Income	0.906	1.338	0.432	47.8	0.000	0.000	0.000	-	0.906	1.338	0.432	47.8
<b>Total Revenue</b>	<b>\$1,775.023</b>	<b>\$1,776.306</b>	<b>\$1.283</b>	<b>0.1</b>	<b>\$22.027</b>	<b>\$20.784</b>	<b>(\$1.243)</b>	<b>(5.6)</b>	<b>\$1,797.050</b>	<b>\$1,797.090</b>	<b>\$0.040</b>	<b>0.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$120.922	\$109.911	\$11.011	9.1	\$7.701	\$7.737	(\$0.036)	(0.5)	128.623	\$117.648	\$10.975	8.5
Overtime	25.888	25.843	0.045	0.2	2.501	1.387	1.114	44.5	28.390	27.230	1.159	4.1
Health and Welfare	26.648	24.363	2.285	8.6	1.657	1.658	(0.001)	(0.0)	28.306	26.021	2.284	8.1
OPEB Current Payment	18.033	18.415	(0.383)	(2.1)	0.000	0.000	0.000	-	18.033	18.415	(0.383)	(2.1)
Pensions	35.857	35.830	0.027	0.1	2.246	2.274	(0.028)	(1.3)	38.103	38.104	(0.001)	(0.0)
Other Fringe Benefits	17.153	16.190	0.963	5.6	1.077	1.090	(0.013)	(1.2)	18.231	17.280	0.951	5.2
Reimbursable Overhead	(6.844)	(6.638)	(0.206)	(3.0)	6.844	6.638	0.206	3.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$237.657</b>	<b>\$223.914</b>	<b>\$13.743</b>	<b>5.8</b>	<b>\$22.027</b>	<b>\$20.784</b>	<b>\$1.243</b>	<b>5.6</b>	<b>\$259.684</b>	<b>\$244.698</b>	<b>\$14.986</b>	<b>5.8</b>
<i>Non-Labor:</i>												
Electric Power	\$4.752	\$3.746	\$1.006	21.2	0.000	\$0.000	\$0.000	-	\$4.752	\$3.746	\$1.006	21.2
Fuel	1.497	1.397	0.100	6.7	0.000	0.000	0.000	-	1.497	1.397	0.100	6.7
Insurance	10.338	9.535	0.803	7.8	0.000	0.000	0.000	-	10.338	9.535	0.803	7.8
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	137.559	125.504	12.055	8.8	0.000	0.000	0.000	-	137.559	125.504	12.055	8.8
Professional Service Contracts	39.996	33.804	6.192	15.5	0.000	0.000	0.000	-	39.996	33.804	6.192	15.5
Materials & Supplies	4.361	3.318	1.043	23.9	0.000	0.000	0.000	-	4.361	3.318	1.043	23.9
Other Business Expenses	31.333	29.385	1.948	6.2	0.000	0.000	0.000	-	31.333	29.385	1.948	6.2
<b>Total Non-Labor Expenses</b>	<b>\$229.836</b>	<b>\$206.688</b>	<b>\$23.148</b>	<b>10.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$229.836</b>	<b>\$206.688</b>	<b>\$23.148</b>	<b>10.1</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$467.493</b>	<b>\$430.602</b>	<b>\$36.891</b>	<b>7.9</b>	<b>\$22.027</b>	<b>\$20.784</b>	<b>\$1.243</b>	<b>5.6</b>	<b>\$489.520</b>	<b>\$451.386</b>	<b>\$38.134</b>	<b>7.8</b>
Depreciation	\$119.608	\$147.362	(\$27.754)	(23.2)	0.000	\$0.000	\$0.000	-	119.608	\$147.362	(\$27.754)	(23.2)
OPEB Obligation	65.846	65.846	0.000	0.0	0.000	0.000	0.000	-	65.846	65.846	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	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$652.947</b>	<b>\$643.810</b>	<b>\$9.137</b>	<b>1.4</b>	<b>\$22.027</b>	<b>\$20.784</b>	<b>\$1.243</b>	<b>5.6</b>	<b>\$674.974</b>	<b>\$664.594</b>	<b>\$10.380</b>	<b>1.5</b>
Less: Depreciation	\$119.608	\$147.362	(\$27.754)	(23.2)	\$0.000	\$0.000	\$0.000	-	\$119.608	\$147.362	(\$27.754)	(23.2)
Less: OPEB Obligation	65.846	65.846	0.000	0.0	0.000	0.000	0.000	-	65.846	65.846	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	-
<b>Total Expenses</b>	<b>\$467.493</b>	<b>\$430.602</b>	<b>\$36.891</b>	<b>7.9</b>	<b>\$22.027</b>	<b>\$20.784</b>	<b>\$1.243</b>	<b>5.6</b>	<b>\$489.520</b>	<b>\$451.386</b>	<b>\$38.134</b>	<b>7.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,307.530</b>	<b>\$1,345.705</b>	<b>\$38.174</b>	<b>2.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,307.530</b>	<b>\$1,345.705</b>	<b>\$38.174</b>	<b>2.9</b>

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**  
**NOVEMBER Year-To-Date**  
(\$ 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
<b>Net Income/(Deficit)</b>									<b>\$1,307.530</b>	<b>\$1,345.705</b>	<b>\$38.174</b>	<b>2.9</b>
Less: Capitalized Assets									18.348	17.452	\$0.896	4.9
Reserves									25.222	25.222	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$1,263.960</b>	<b>\$1,303.030</b>	<b>\$39.071</b>	<b>3.1</b>
Less: Debt Service									603.453	594.409	9.044	1.5
<b>Income Available for Distribution</b>									<b>\$660.507</b>	<b>\$708.622</b>	<b>\$48.115</b>	<b>7.3</b>
Distributable To:												
MTA - Investment Income									0.906	1.338	0.432	47.8
MTA - Distributable Income									379.356	407.888	28.532	7.5
NYCTR - Distributable Income									280.245	299.395	19.151	6.8
<b>Total Distributable Income</b>									<b>\$660.507</b>	<b>\$708.622</b>	<b>\$48.115</b>	<b>7.3</b>
<b>Support to Mass Transit:</b>												
Total Revenues									1,797.050	1,797.090	0.040	0.0
Less: Total Operating Expenses									<u>489.520</u>	<u>451.386</u>	<u>38.134</u>	7.8
<b>Net Operating Income/(Deficit)</b>									<b>\$1,307.530</b>	<b>\$1,345.705</b>	<b>\$38.174</b>	<b>2.9</b>
Deductions from Net Operating Income:												
Capitalized Assets									18.348	17.452	0.896	4.9
Reserves									25.222	25.222	0.000	0.0
B&T Debt Service									274.619	247.380	27.239	9.9
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$318.190</b>	<b>\$290.055</b>	<b>\$28.135</b>	<b>8.8</b>
<b>Total Support to Mass Transit</b>									<b>\$989.341</b>	<b>\$1,055.650</b>	<b>\$66.310</b>	<b>6.7</b>

**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)

			November 2017		Year-to-Date	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	0.800	0.5%	Higher toll revenue due to 2.4% higher traffic partially offset by a 1.8% unfavorable variance in the average toll	0.491	0.0%	Higher toll revenue due to 0.9% higher traffic partially offset by a 0.9% unfavorable variance in the average toll
Other Operating Revenue	(0.179)	-11.2%	Lower Other Operating Revenue primarily due to lower E-ZPass administrative fees	0.360	2.1%	Higher Other Operating Revenue primarily due to the receipt of FEMA reimbursements for Sandy-restoration work
Investment Income	0.068	83.9%	Minor variance	0.432	47.8%	Minor variance
Payroll	(0.286)	-2.4%	Higher payroll expenses primarily due to timing against the monthly forecast allocation	11.011	9.1%	Lower payroll expenses against the YTD forecast allocation primarily due to vacancies
Overtime	0.767	32.5%	See overtime tables	0.045	0.2%	See overtime tables
Health and Welfare	0.416	15.7%	Lower expenses primarily due to vacancies	2.285	8.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.033)	-2.0%	Higher expenses primarily due to higher than forecast retiree participation in post-employment health insurance benefits	(0.383)	-2.1%	Higher expenses primarily due to higher than forecast retiree participation in post-employment health insurance benefits
Pensions	0.001	0.0%	Minor variance	0.027	0.1%	Minor variance
Other Fringe Benefits	0.251	15.6%	Lower expenses primarily due to vacancies	0.963	5.6%	Lower expenses primarily due to vacancies
Electric Power	0.267	49.6%	Lower electricity expenses primarily due to lower rates than forecast	1.006	21.2%	Lower electricity expenses primarily due to lower rates than forecast
Fuel	0.017	14.6%	Lower fuel expenses primarily due to lower rates than forecast	0.100	6.7%	Lower fuel expenses primarily due to lower rates than forecast
Insurance	0.139	14.7%	Lower insurance expenses primarily due to lower property insurance policy rates than forecast	0.803	7.8%	Lower insurance expenses primarily due to lower property insurance policy rates than forecast
Maintenance and Other Operating Contracts	6.684	35.2%	Lower expenses primarily due to the timing of Major Maintenance costs (\$2.767M) and E-Z Pass Customer Service Center costs (\$4.349M) against the monthly forecast allocation	12.055	8.8%	Lower expenses primarily due to timing against the YTD forecast allocation for Major Maintenance (\$5.573M), E-Z Pass Customer Service Center (\$4.778) and security equipment purchases (\$3.100)
Professional Service Contracts	(0.573)	-16.4%	Higher expenses primarily due to timing against the monthly forecast allocation for bond issuance costs (\$1.936M), partially offset by lower costs for advertising and marketing (\$0.400M), engineering services (\$0.536M) and miscellaneous consulting contracts (\$0.280M).	6.192	15.5%	Lower expenses primarily due to timing against the YTD forecast allocation for advertising and marketing (\$3.417M), engineering services (\$2.194M) and planning studies (\$1.147M)
Materials & Supplies	0.078	16.7%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly forecast allocation	1.043	23.9%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the YTD forecast allocation
Other Business Expense	0.397	13.3%	Lower expenses primarily due to timing against the monthly forecast allocation for credit card fees	1.948	6.2%	Lower expenses primarily due to timing against the monthly forecast allocation for credit card fees
Depreciation	(6.667)	-80.9%	Higher than forecasted monthly expenses.	(27.754)	-23.2%	Higher than forecasted YTD expenses.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(0.184)	-9.8%	Lower capital reimbursements due to timing against the monthly forecast allocation	(1.243)	-5.6%	Lower capital reimbursements due to timing against the YTD forecast allocation
Payroll	0.001	0.2%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.036)	-0.5%	Higher capital reimbursements due to timing against the YTD forecast allocation
Overtime	0.147	60.2%	See overtime tables	1.114	44.5%	See overtime tables
Health and Welfare	0.002	1.8%	Lower capital reimbursements due to timing against the monthly forecast allocation	(0.001)	0.0%	Higher capital reimbursements due to timing against the YTD forecast allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	(0.003)	-1.5%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.028)	-1.3%	Higher capital reimbursements due to timing against the YTD forecast allocation
Other Fringe Benefits	(0.002)	-1.9%	Higher capital reimbursements due to timing against the monthly forecast allocation	(0.013)	-1.2%	Higher capital reimbursements due to timing against the YTD forecast allocation
Reimbursable Overhead	0.037	6.5%	Lower capital reimbursements due to timing against the monthly forecast allocation	0.206	3.0%	Lower capital reimbursements 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)

	November						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<b>OPERATIONS &amp; MAINTENANCE</b>												
<u>Scheduled Service</u>	6,640	\$0.414	5,892	\$0.368	748	\$0.046	69,087	\$4.352	63,562	\$4.004	5,525	\$0.348
					11.3%	11.1%					8.0%	8.0%
<u>Unscheduled Service</u>	165	\$0.012	98	\$0.007	68	\$0.005	2,686	\$0.176	1,470	\$0.096	1,217	\$0.080
					40.9%	43.2%					45.3%	45.3%
<u>Programmatic/Routine Maintenance</u>	1,704	\$0.114	3,526	\$0.235	(1,822)	(\$0.121)	20,121	\$1.583	32,998	\$2.596	(12,877)	(\$1.013)
					**	**					-64.0%	-64.0%
<u>Unscheduled Maintenance</u>	1,220	\$0.096	659	\$0.052	561	\$0.044	12,898	\$0.940	9,971	\$0.727	2,927	\$0.213
					46.0%	45.8%					22.7%	22.7%
<u>Vacancy/Absentee Coverage</u>	15,509	\$0.924	9,943	\$0.592	5,566	\$0.332	194,312	\$12.221	190,369	\$11.973	3,943	\$0.248
					35.9%	35.9%					2.0%	2.0%
<u>Weather Emergencies</u>	1,113	\$0.077	29	\$0.002	1,084	\$0.075	11,521	\$0.689	10,540	\$0.631	981	\$0.058
					97.4%	0.0%					8.5%	8.5%
<u>Safety/Security/Law Enforcement</u>	1,547	\$0.096	4,152	\$0.258	(2,605)	(\$0.162)	16,085	\$1.023	16,919	\$1.076	(834)	(\$0.053)
					**	**					-5.2%	-5.1%
<u>Other</u>	2,409	\$0.170	2,427	\$0.171	(18)	(\$0.001)	23,376	\$1.483	24,444	\$1.550	(1,068)	(\$0.067)
					-0.7%	-0.8%					-4.6%	-4.6%
<u>*All Other Departments and Accruals</u>		\$0.457		(\$0.092)		\$0.549		\$3.421		\$3.190		\$0.231
						**						6.8%
Subtotal	30,307	\$2.360	26,724	\$1.593	3,583	\$0.767	350,086	\$25.888	350,272	\$25.843	(186)	\$0.045
					11.8%	32.5%					-0.1%	0.2%
<b>REIMBURSABLE OVERTIME</b>	2,902	\$0.244	866	\$0.097	2,036	\$0.147	33,388	\$2.501	24,298	\$1.387	9,090	\$1.114
					70.2%	60.2%					27.2%	44.5%
<b>TOTAL OVERTIME</b>	<b>33,209</b>	<b>\$2.603</b>	<b>27,590</b>	<b>\$1.690</b>	<b>5,619</b>	<b>\$0.913</b>	<b>383,474</b>	<b>\$28.390</b>	<b>374,570</b>	<b>\$27.230</b>	<b>8,904</b>	<b>\$1.159</b>
					16.9%	35.1%					2.3%	4.1%

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	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
<u>Scheduled Service</u>	748 11.3%	\$0.046 11.1%	Lower than planned expenses	5,525 8.0%	\$0.348 8.0%	Lower than planned expenses
<u>Unscheduled Service</u>	68 40.9%	\$0.005 43.2%	Minor variance	1,217 45.3%	\$0.080 45.3%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(1,822) **	(\$0.121) **	Higher than planned expenses	(12,877) -64.0%	(\$1.013) -64.0%	Higher than planned expenses
<u>Unscheduled Maintenance</u>	561 46.0%	\$0.044 45.8%	Lower than planned expenses	2,927 22.7%	\$0.213 22.7%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	5,566 35.9%	\$0.332 35.9%	Lower than planned expenses	3,943 2.0%	\$0.248 2.0%	Lower than planned expenses
<u>Weather Emergencies</u>	1,084 97.4%	\$0.075 0.0%	Lower than planned expenses	981 8.5%	\$0.058 8.5%	Lower than planned expenses
<u>Safety/Security/Law Enforcement</u>	(2,605) **	(\$0.162) **	Higher than planned expenses	(834) -5.2%	(\$0.053) -5.1%	Higher than planned expenses
<u>Other</u>	(18) -0.7%	(\$0.001) -0.8%	Minor variance	(1,068) -4.6%	(\$0.067) -4.6%	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		\$0.549 **	Primarily due to adjustments for the 28-day OT payroll lag		\$0.231 6.8%	Primarily due to adjustments for the 28-day OT payroll lag
<b>Subtotal</b>	3,583 11.8%	\$0.767 32.5%		(186) -0.1%	\$0.045 0.2%	
<b>REIMBURSABLE OVERTIME</b>	2,036 70.2%	\$0.147 60.2%	Primarily due to lower than expected billing for projects eligible for reimbursement from the capital program.	9,090 27.2%	\$1.114 44.5%	Primarily due to lower than expected billing for projects eligible for reimbursement from the capital program.
<b>TOTAL OVERTIME</b>	<b>5,619</b>	<b>\$0.913</b>		<b>8,904</b>	<b>\$1.159</b>	

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**

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<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 NovemberYear to date ending November 2017**Comparison Current Year vs. Prior Year:**

Prior Year		Current Year*		Percentage Change			Prior Year		Current Year*		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
3.8	\$26.5	3.8	\$27.8	1.0%	5.2%	Bronx-Whitestone	42.0	\$268.2	42.2	\$299.1	0.3%	11.5%
0.6	1.4	0.7	1.5	4.6%	5.2%	Cross Bay	7.6	16.1	7.8	17.2	1.7%	6.6%
2.1	6.7	2.2	7.0	1.5%	4.1%	Henry Hudson	22.6	65.1	23.4	78.0	3.6%	19.8%
1.4	8.7	1.4	8.6	-1.2%	-1.8%	Hugh L. Carey	16.5	97.5	16.1	97.1	-2.7%	-0.4%
0.6	1.3	0.6	1.3	1.8%	1.5%	Marine Parkway	7.3	15.5	7.4	16.9	1.1%	8.4%
2.0	12.6	2.1	13.3	6.3%	5.7%	Queens Midtown	24.9	167.1	23.0	144.5	-7.5%	-13.5%
5.2	35.5	5.5	37.4	5.1%	5.3%	RFK	57.7	387.1	58.4	403.6	1.3%	4.2%
3.6	27.9	3.7	28.8	2.1%	3.2%	Throgs Neck	39.7	297.1	40.1	318.9	1.1%	7.3%
5.8	36.2	6.0	34.7	4.7%	-4.1%	Verrazano-Narrows	63.8	339.8	65.8	382.1	3.1%	12.4%
<b>25.1</b>	<b>\$156.8</b>	<b>26.0</b>	<b>\$160.4</b>	<b>3.3%</b>	<b>2.3%</b>	<b>Total</b>	<b>282.1</b>	<b>\$1,653.6</b>	<b>284.1</b>	<b>\$1,757.3</b>	<b>0.7%</b>	<b>6.3%</b>
	<b>\$6.238</b>		<b>\$6.179</b>		<b>-1.0%</b>	<b>Revenue Per Vehicle</b>		<b>\$5.861</b>		<b>\$6.185</b>		<b>5.5%</b>

Note: Numbers may not add due to rounding.

\*Toll increase implemented March 19, 2017

**Comparison Actual vs. Mid-Year Forecast:**

Mid-Year Forecast		Nov Actual		Percentage Change			Mid-Year Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>25.3</b>	<b>\$159.6</b>	<b>26.0</b>	<b>\$160.4</b>	<b>2.4%</b>	<b>0.5%</b>	<b>Total All</b>	<b>281.5</b>	<b>\$1,756.8</b>	<b>284.1</b>	<b>\$1,757.3</b>	<b>0.9%</b>	<b>0.0%</b>
	<b>\$6.295</b>		<b>\$6.179</b>		<b>-1.8%</b>	<b>Revenue Per Vehicle</b>		<b>\$6.240</b>		<b>\$6.185</b>		<b>-0.9%</b>

**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**  
**November 2017**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	11	5	6	6 Professional vacancies
Law <sup>(1)</sup>	16	15	1	1 Professional vacancy
CFO <sup>(2)</sup>	25	24	1	4 Managerial vacancies and 3 Professional overages
Administration <sup>(3)</sup>	38	39	(1)	1 Managerial vacancy and 2 Professional overages
EEO	2	1	1	1 Professional vacancy
<b>Total Administration</b>	<b>92</b>	<b>84</b>	<b>8</b>	
<b>Operations</b>				
Revenue Management	43	35	8	5 Managerial and 3 Professional vacancies
Operations (Non-Security)	543	446	97	31 Managerial vacancies, 1 Professional vacancy, and 65 BTO vacancies
<b>Total Operations</b>	<b>586</b>	<b>481</b>	<b>105</b>	
<b>Maintenance</b>				
Maintenance	207	206	1	5 Professional vacancies and 4 Maintainer overages
Operations - Maintainers	175	175	-	
<b>Total Maintenance</b>	<b>382</b>	<b>381</b>	<b>1</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	192	156	36	4 Managerial and 32 Professional vacancies
Safety & Health	10	8	2	1 Managerial and 1 Professional vacancy
Law <sup>(1)</sup>	22	18	4	4 Professional vacancies
CFO-Planning & Budget Capital	29	22	7	4 Managerial and 3 Professional vacancies
<b>Total Engineering/Capital</b>	<b>253</b>	<b>204</b>	<b>49</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	44	36	8	4 Managerial and 4 Professional vacancies
<b>Total Public Safety</b>	<b>276</b>	<b>268</b>	<b>8</b>	
<b>Total Positions</b>	<b>1,589</b>	<b>1,418</b>	<b>171</b>	
Non-Reimbursable	<b>1,502</b>	<b>1,331</b>	<b>171</b>	
Reimbursable	87	87	-	
<b>Total Full-Time</b>	<b>1,589</b>	<b>1,418</b>	<b>171</b>	

(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**  
**November 2017**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	28	23	5	4 vacancies in CFO and 1 vacancy in Administration
Professional, Technical, Clerical	64	61	3	6 vacancies in Executive, 1 vacancy in Law and 1 in EEO, 3 overages in CFO and 2 in Admin.
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>92</b>	<b>84</b>	<b>8</b>	
<b>Operations</b>				
Managers/Supervisors	207	171	36	31 vacancies in Operations and 5 in Revenue Management
Professional, Technical, Clerical	43	39	4	3 vacancies in Revenue Management and 1 vacancy in Operations
Operational Hourlies <sup>(1)</sup>	336	271	65	65 BTO vacancies in Operations
<b>Total Operations</b>	<b>586</b>	<b>481</b>	<b>105</b>	
<b>Maintenance</b>				
Managers/Supervisors	19	19	-	
Professional, Technical, Clerical	20	15	5	5 vacancies in Maintenance
Operational Hourlies <sup>(2)</sup>	343	347	(4)	4 Maintainer overages in Maintenance
<b>Total Maintenance</b>	<b>382</b>	<b>381</b>	<b>1</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	58	49	9	4 vacancies in Engineering, 4 in CFO, and 1 vacancy in Safety and Health
Professional, Technical, Clerical	195	155	40	32 vacancies in Engineering, 4 in Law, 3 in CFO, and 1 in Safety and Health
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>253</b>	<b>204</b>	<b>49</b>	
<b>Public Safety</b>				
Managers/Supervisors	46	42	4	4 vacancies in Internal Security
Professional, Technical, Clerical	34	30	4	4 vacancies in Internal Security
Operational Hourlies <sup>(3)</sup>	196	196	-	
<b>Total Public Safety</b>	<b>276</b>	<b>268</b>	<b>8</b>	
<b>Total Positions</b>				
Managers/Supervisors	358	304	54	
Professional, Technical, Clerical	356	300	56	
Operational Hourlies	875	814	61	
<b>Total Positions</b>	<b>1,589</b>	<b>1,418</b>	<b>171</b>	

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

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

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

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	1,775.023	1,769.450	1,776.306	1.283	0.1	6.856	0.4
Investment Income	0.906	0.927	1.338	0.432	47.8	0.412	44.4
Total Revenue without Investment Income	<b>1,774.118</b>	<b>1,768.524</b>	<b>1,774.968</b>	<b>0.851</b>	<b>0.0</b>	<b>6.445</b>	<b>0.4</b>
Total Expenses before Non-Cash Liability Adjs	467.493	456.273	430.602	<b>36.891</b>	<b>7.9</b>	<b>25.671</b>	<b>5.6</b>
Depreciation	119.608	139.483	147.362	(27.754)	(23.2)	(7.879)	(5.6)
Other Post-Employment Benefits	65.846	65.846	65.846	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	0.000		0.000	
Total Expenses after Non-Cash Liability Adjs	<b>652.947</b>	<b>661.602</b>	<b>643.810</b>	<b>9.137</b>	<b>1.4</b>	<b>17.792</b>	<b>2.7</b>
Less: Depreciation	119.608	139.483	147.362	(27.754)	(23.2)	(7.879)	(5.6)
Less: Other Post-Employment Benefits	65.846	65.846	65.846	0.000	0.0	0.000	0.0
<b>Total Expenses</b>	<b>467.493</b>	<b>456.273</b>	<b>430.602</b>	<b>36.891</b>	<b>7.9</b>	<b>25.671</b>	<b>5.6</b>
<b>Net Income/(Deficit)</b>	<b>1,307.530</b>	<b>1,313.177</b>	<b>1,345.705</b>	<b>38.174</b>	<b>2.9</b>	<b>32.527</b>	<b>2.5</b>
<b>Net Income without Investment Income</b>	<b>1,306.625</b>	<b>1,312.251</b>	<b>1,344.366</b>	<b>37.742</b>	<b>2.9</b>	<b>32.116</b>	<b>2.4</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$6.856	0.4	Primarily due to higher toll revenue resulting from above forecast traffic levels
Total Expenses	\$25.671	5.6	Primarily due to vacancies and the timing of major maintenance projects, security equipment purchases, advertising/marketing expenses and general engineering consulting services

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



# **Bridges and Tunnels**

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## **Capital Program Project Status Report December 2017**

MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
DECEMBER 30, 2017

Introduction

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

2017 Overview

In 2017, Bridges and Tunnels made 176 commitments at a value of \$639.9 million against the approved 2017 plan which called for 94 commitments with a total value of \$490.8 million (130.4 % of the plan). (See Attachment 1, 2017 Commitment Chart). In addition, 16 of 19 planned commitments totaling \$36.2 million have been made from the 2016 plan of \$36.9 million. In aggregate 192 commitments were made this year totaling \$676.1 million.

The increase of \$148.4 million above the 2017 plan was primarily due to unplanned and accelerated commitments for the Open Road Tolling (ORT) initiative. The following significant projects were awarded:

- Implementation of Open Road Tolling at all B&T facilities - \$249.7 million
- Reconstruction of the southbound approach of the Henry Hudson Bridge - \$73.0 million (HH88B)
- Rehabilitation of the concrete Skewbacks of the Henry Hudson Bridge - \$85.7 million (HH89)
- Installation of an Integrated Electronic Monitoring and Detection System at the Bronx-Whitestone and Robert F. Kennedy Bridges - \$75.4 million (BW39/RK60)
- Interim Repairs to the FDR Ramp - \$13.5 million (RK22)
- Main Cable and Suspender Rope Testing at the Verrazano-Narrows Bridge - \$18.1 million (VN34)

The table below summarizes the 2017 Commitments versus the approved Plan:

<p style="text-align: center;"><b>MTA BRIDGES AND TUNNELS</b>  <b>2017 MILESTONE PERFORMANCE - TOTAL COMMITMENTS</b>                      Actual 2017 Commitments of \$639.9M were above the Approved Plan by \$149.1M                      Actual 2016 Commitments of \$36.2 M were below the Approved Plan by \$0.7M  <b>2017 Total Commitments of \$676.1M were above the Approved Plan by \$148.4M</b>  <i>(\$ in Millions)</i></p>				
	2010- 2014 Program	2010- 2014 Sandy Programs	2015- 2019 Program	Total All Programs
<b>2017 Planned Commitments</b>	<b>\$11.4</b>	<b>\$2.0</b>	<b>\$514.2</b>	<b>\$527.7</b>
Commitments not made - Deferred	(\$6.2)	(\$2.0)	(\$25.8)	(\$34.0)
Decrease in Commitments - Low Bids	(\$0.4)	\$0.0	(\$51.6)	(\$52.0)
Increase in Commitments - High Bids	\$1.2	\$0.0	\$74.7	\$75.9
Increase in Commitment - Projects Added	\$20.8	\$10.7	\$140.1	\$171.7
Decrease in Commitments - Decreased Scope	(\$0.2)	\$0.0	(\$12.9)	(\$13.2)
<b>Actual Commitments vs. Plan</b>	<b>\$15.2</b>	<b>\$8.7</b>	<b>\$124.5</b>	<b>\$148.4</b>
<b>2017 Actual Commitments</b>	<b>\$26.7</b>	<b>\$10.7</b>	<b>\$638.7</b>	<b>\$676.1</b>

In 2017, Bridges and Tunnels realized 21 project completions with a total value of \$829.4 million against a plan calling for 11 project completions with a value of \$527.9 million (157.1% of the Plan). In addition, the one project completion totaling \$3.5 million, from the 2016 plan was realized. In aggregate, 22 completions were made this year totaling \$832.9 million.

Major Projects completed this year include:

- VN80B - Replace Upper Level Suspended Span Deck and VN80C - Bus/HOV Access Improvements at the Verrazano-Narrows Bridge - \$328.7 million
- VN80 Painting of Upper Level Superstructure of the Verrazano- Narrows Bridge- \$32.9 million
- RK23 Miscellaneous Rehabilitation - Manhattan Approach Ramps of the RFK Bridge,-\$102.9 million
- AW63 Replace Toll Equipment & New Toll Initiatives-\$68.1 million
- RK63 Open Road Tolling Initiatives at RFK Bridge-\$43.8 million
- VN63 Open Road Tolling Initiative at VN Bridge-\$55.1 million

In 2017, Bridges and Tunnels accomplished \$174.2 million in task level closeouts (97 tasks).

### December 2017

#### Commitments

In December, 18 commitments were made with a total value of \$135.4 million compared to the plan calling for 14 commitments with a total value of \$4.9 million from the 2017 Plan (*See Attachment 1, 2017 Commitment Chart; Attachment 7 – 2017 Commitment Plan*).

One commitment for \$2.9 million was made against the 2016 Commitment Plan in December (*See Attachment 9, 2016 Commitment Plan*).

#### Completions

There were 10 project completions in December related to the ORT project for a total value of \$284.5 (*See Attachment 3 - 2017 Completion Chart; Attachment 4 – 2017 Major Project Completions; Attachment 5 - 2017 Project Completion Plan*). In addition, the one project completion totaling \$3.5 million, from the 2016 plan was realized (*See Attachment 10, 2016 Completion Plan*).

#### Close-outs

There were 4 task level closeouts for \$ 1.1 million in December. (*See Attachment 6 – 2017 Task Level Closeouts*).

#### Award Date Changes for Remaining Commitments

The Design-Build contract under D704RK07, Electrical/Mechanical Rehabilitation of Harlem River Lift Span for \$29.4 million planned for November 2017 award is now forecast for April 2018. Design/Build proposals are under review.

#### Completion Date Changes for Remaining Projects

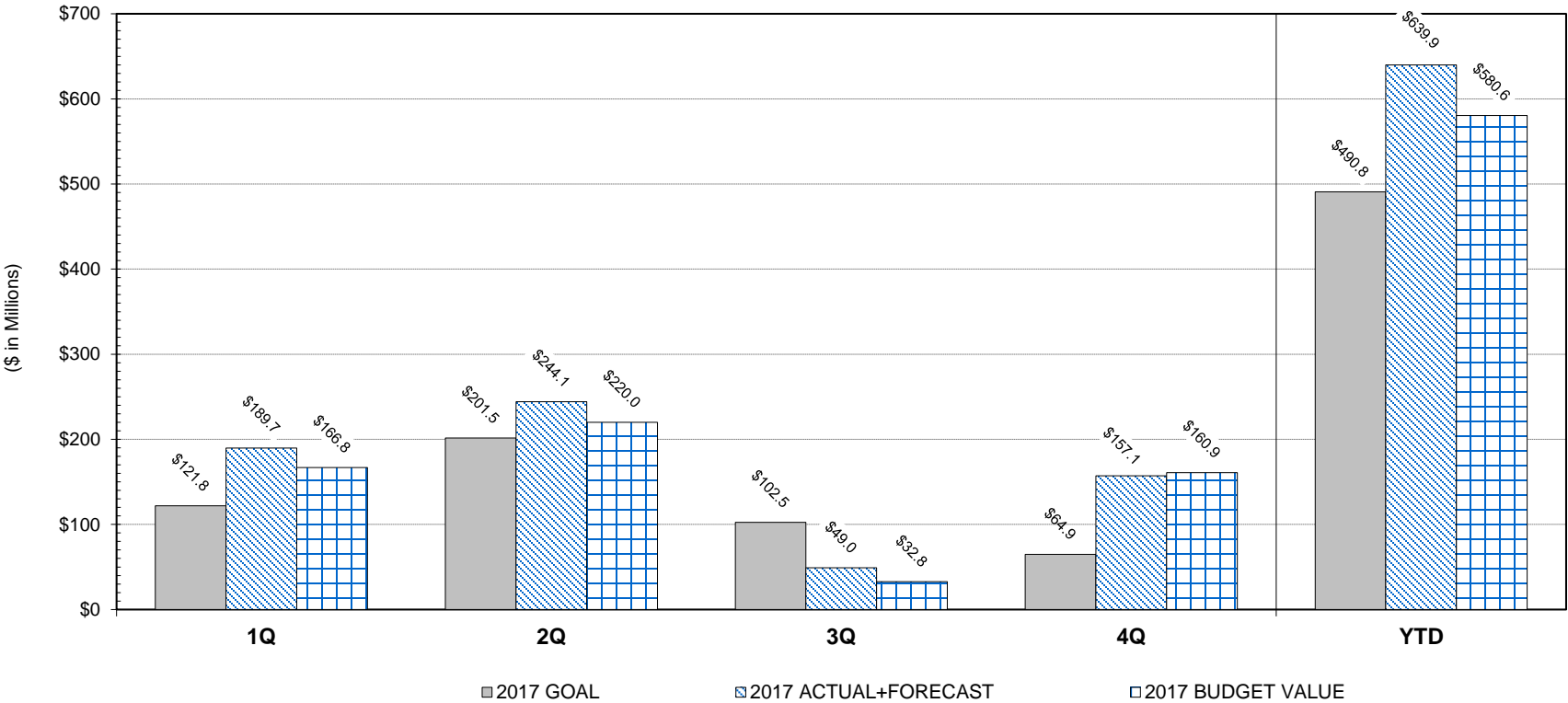
D602VN84, Widening of Belt Parkway Ramps, Study/Design, planned for completion in December for \$7.7 million is now forecast for completion in February 2018.

ED010324, MPB/CBB Master Plan and Resiliency Needs, planned for completion in December for \$10 million is now forecast for completion in March 2018.



MTA Bridges and Tunnels  
Commitments as of December 31, 2017

2017 Budget Goal:	\$490.8	
2017 Annual Forecast	\$639.9	
YTD Goal:	\$490.8	
YTD Actual:	\$639.9	(130.4% of YTD Goal)
YTD Budgeted Value:	\$580.6	(118.3% of YTD Goal)
Left to Commit:	\$0.0	



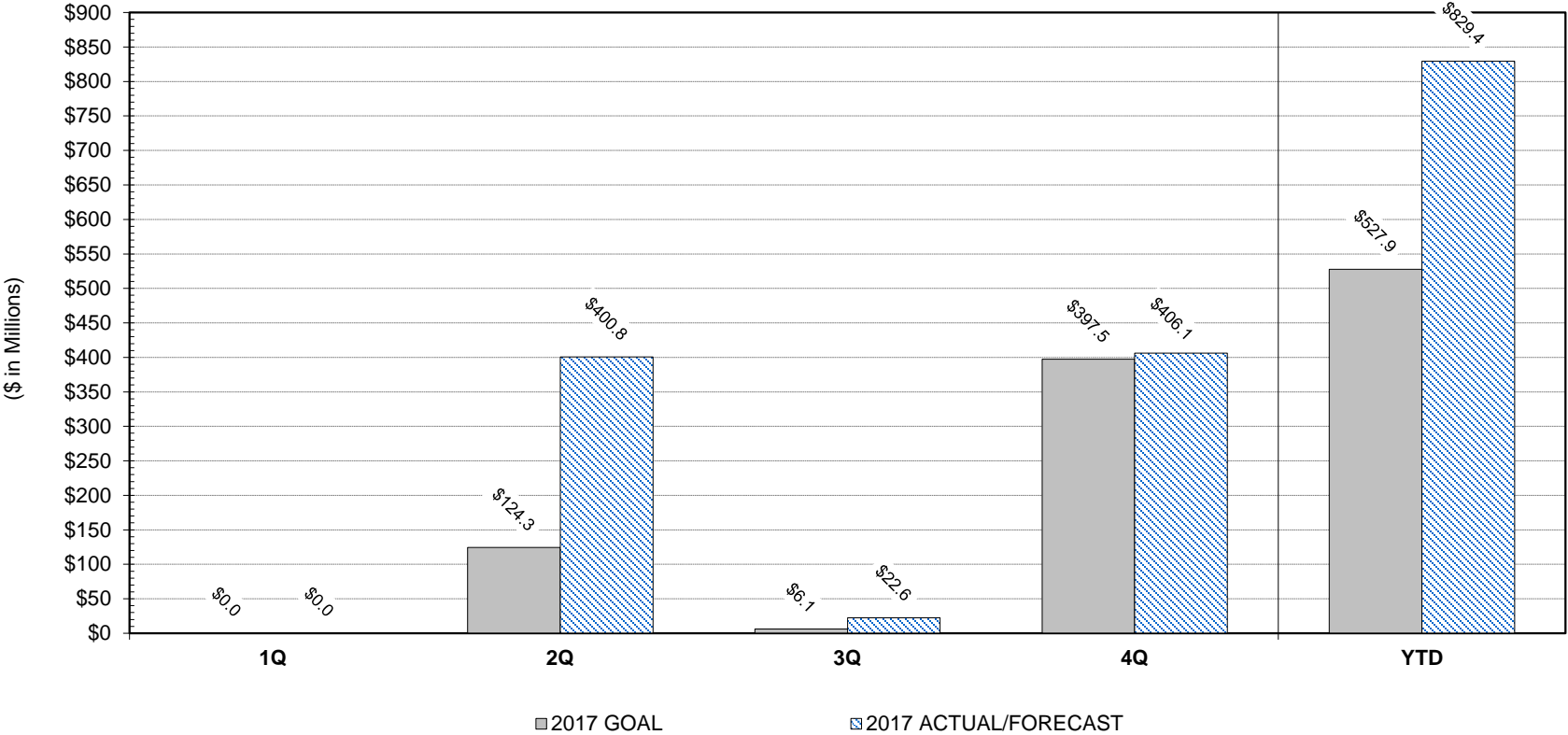
## MTA Bridges and Tunnels: Status of Major Commitments as of December 31, 2017

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	\$29.9	\$23.0	Jul-17	Apr-16	Dec-17	A 2
D704RK60	Install Electronic Monitoring & Detection Systems	\$34.3	\$45.5	\$34.3	Jul-17	Apr-16	Dec-17	A 2
D701RK22	Interim Repairs - FDR Ramp	\$20.0	\$13.5	\$20.0	Sep-17	Aug-17	Dec-17	A 3
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$29.4	\$29.4	Nov-17	Jan-17	Apr-18	F 5
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$33.7	\$18.1	\$33.7	Nov-17	Mar-17	Dec-17	A 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 December 31, 2017**

2017 Budget Goal:	\$527.9
2017 Annual Forecast:	\$0.0
YTD Goal:	\$527.9
YTD Actual:	\$829.4 (157.1% of YTD Goal)
Left to Complete:	\$0.0



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

Project		Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2017 Goal	Actual / Forecast		
<b>D601VN35</b>	Steel Repair & Concrete Rehab. & Drainage Systems	\$11,064,339	\$11,064,339	99%	0%	Jun-17	May-17	A	
<b>D602VN80</b>	Replace Upper Level Suspended Span; VN80C: Bus/HOV Access Improvement	\$84,780,020	\$84,780,020	99%	80%	Jun-17	May-17	A	
<b>D607VN35</b>	Paint - Brooklyn & Staten Island Lower Level Ramps	\$15,893,313	\$15,893,313	99%	0%	Jun-17	May-17	A	
<b>D601RK23</b>	Miscellaneous Rehab - Manhattan Approach Ramps	\$102,947,301	\$102,947,301	97%	57%	Oct-17	Oct-17	A	
<b>D602VN80</b>	VN80B Replace Upper Level Suspended Span	\$243,929,977	\$243,929,977	96%	95%	Nov-17	May-17	A	
<b>D607VN80</b>	Paint - Upper Level Superstructure	\$32,908,184	\$32,908,184	96%	0%	Nov-17	May-17	A	
<b>ED010324</b>	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	Study	Dec-17	\$7,686,915	\$7,686,915			Feb-18	-
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	Design	Dec-17	\$10,000,000	\$10,000,000			Dec-18	-
			Dec-17 Total	\$17,686,915	\$17,686,915				
			Grand Total	\$527,853,817	\$527,853,817				
<b>Unplanned Completions</b>									
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	Construction		\$0	\$16,486,941	Jul-17	\$16,486,941		
D602BB54	Replacement Brooklyn Plaza Structural Slab	Construction		\$0	\$18,638,132	Nov-17	\$18,638,132		
D703AW63	Replace Toll Equipment & New Toll Initiatives	Systems Integration - Sub-Project		\$0	\$68,119,400	Dec-17	\$68,119,400		
D703AW65	Toll Collection System Rehabilitation/Upgrades	ORT - Sub-Project - Go-Live		\$0	\$27,733,501	Dec-17	\$27,733,501		
D703HC63	Open Road Tolling Initiative at HCT	ORT - Sub-Project - Go-Live		\$0	\$7,648,707	Dec-17	\$7,648,707		
D703QM63	Open Road Tolling Initiative at QMT	ORT - Sub-Project - Go-Live		\$0	\$18,502,051	Dec-17	\$18,502,051		
D703RK63	Open Road Tolling Initiative at RFK	ORT - Sub-Project - Go-Live		\$0	\$43,784,339	Dec-17	\$43,784,339		
D703MP63	Open Road Tolling Initiative at MPB	ORT - Sub-Project - Go-Live		\$0	\$8,481,006	Dec-17	\$8,481,006		
D703CB63	Open Road Tolling Initiative at CBB	ORT - Sub-Project - Go-Live		\$0	\$8,257,917	Dec-17	\$8,257,917		
D703VN63	Open Road Tolling Initiative at VNB	ORT - Sub-Project - Go-Live		\$0	\$55,095,685	Dec-17	\$55,095,685		
D703TN63	Open Road Tolling Initiative at TNB	ORT - Sub-Project - Go-Live		\$0	\$22,334,061	Dec-17	\$22,334,061		
D703BW63	Open Road Tolling Initiative at BWB	ORT - Sub-Project - Go-Live		\$0	\$24,513,041	Dec-17	\$24,513,041		
<b>Grand Total:</b>				<b>\$527,853,817</b>	<b>\$847,448,598</b>	<b>\$829,425,813</b>		<b>Remaining</b>	<b>\$0</b>

\* 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. Phl(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
D701CB18	CB Scour Protection/Repair/Replace CB/MP Pier Fender System	D03420	BC Development F/A (TBTA-D1773)	D00001773A	Nov-17	\$55,840
D704HC07	Rehabilitation of HCT Ventilation System	D03598	BC Development F/A (TBTA-D1866)	D00001866A	Nov-17	\$25,364
D704HC30	Installation of Smoke Detection/Alarm Systems	D03624	BC Development F/A (TBTA-D1839)	D00001839A	Nov-17	\$10,908
D704HC64	Brooklyn Service Building Electrical Rehabilitation	D03734	BC Development F/A (TBTA-D1840)	D00001840B	Nov-17	\$43,918
D602RK65	Deck Replacement-Bronx/Manhattan Ramps/Toll Plaza	D03003	RK65R-Maintenance Facility PM Construction F/A(TBTA-D1467)	D00001467C	Nov-17	\$1,025,266
D501TN85	Suspended Span Cable Rewrap	D02145	TN85C-PM Construction F/A (TBTA-D1297)	D00001297B	Nov-17	\$938,633
D607TN85	Steel Repairs-Suspended Span	D02752	Paint-PM Construction F/A (TBTA-D1278)	D00001278A	Nov-17	\$217,608
D602HH88	Replace Upper & Lower Level Plaza & Southbound Approach	D03060	PM Design F/A (TBTA-D1508)	D00001508A	Nov-17	\$1,252,518
D602HH88	Replace Upper & Lower Level Plaza & Southbound Approach	D03065	PM Construction F/A (TBTA-D1707)	D00001707B	Nov-17	\$1,433,710
D704VN30	Elevator Rehabilitation	D03729	BC Development F/A (TBTA-D1865)	D00001865A	Nov-17	\$30,001
D604MP03	Programmable Logic Controller & Mechanical Rehabilitation	D03204	Phase 1-PM Design/Build RFP F/A(TBTA-D1618)	D00001618A	Nov-17	\$50,346
D701VN32	Steel Repair & Concrete Rehabilitation	D03741	BC Development F/A (TBTA-D2040)	D00002040A	Dec-17	\$2,167
D601BW07	Tower and Pier Fender Protection Design	D02576	PM Design F/A (TBTA-D1540)	D00001540A	Dec-17	\$663,001
ED050302	Flood Mitigation at Agency Facilities	E02673	QMT PM Design F/A (TBTA-E1768)	E00001768B	Dec-17	\$344,712
ED010301	Hugh L. Carey Tunnel Mitigation-Perimeter Work	E04026	BC Development F/A-TUN-MIT-01 (TBTA-E2442)	E00002442C	Dec-17	\$76,038
<b>Task Closeout Total:</b>					<b>97</b>	<b>\$174,151,203</b>



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	\$8,664,375		
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	\$2,167		
				<b>Jan-17 Total</b>	<b>\$12,685,792</b>	<b>\$12,685,792</b>				
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		
D703RK63	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		
				<b>Feb-17 Total</b>	<b>\$30,135,298</b>	<b>\$30,135,298</b>				
D703BW63	Open Road Tolling Initiative - BW Bridge	D04046	ORT Civil Construction (BW14/BW84)	Mar-17	\$2,100,000	\$2,100,000	Mar-17	\$22,181,987		
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			2018	
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		
				<b>Mar-17 Total</b>	<b>\$78,994,329</b>	<b>\$78,994,329</b>				
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		

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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		
				<b>Apr-17 Total</b>	<b>\$184,667,208</b>	<b>\$156,597,703</b>				
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			--	--
				<b>May-17 Total</b>	<b>\$11,333,297</b>	<b>\$11,333,297</b>				
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			2018	—
D701RK20	Cable Inspection and Rehabilitation	D03608	Design	Jun-17	\$2,221,243	\$2,221,243	Aug-17	\$1,421,190		
				<b>Jun-17 Total</b>	<b>\$5,521,243</b>	<b>\$5,521,243</b>				
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	Dec-17	\$1,907,055		
D704BW39	Install Electronic Monitoring & Detection Systems	D03560	CSS	Jul-17	\$1,000,000	\$1,000,000			--	--
D704BW39	Install Electronic Monitoring & Detection Systems	D03566	Design/Build	Jul-17	\$22,955,703	\$22,955,703	Dec-17	\$29,905,575		
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	Dec-17	\$2,728,500		
D704RK60	Install Electronic Monitoring & Detection Systems	D03649	CSS	Jul-17	\$1,000,000	\$1,000,000			--	--
D704RK60	Install Electronic Monitoring & Detection Systems	D03650	Design/Build	Jul-17	\$34,270,492	\$34,270,492	Dec-17	\$45,482,010		
				<b>Jul-17 Total</b>	<b>\$67,717,134</b>	<b>\$67,717,134</b>				
D702VN80	Prelim Design for Suspended Span Lower Level Deck	D03822	BC Development F/A(TBTA-D2082)	Aug-17	\$58,493	\$58,493	Nov-17	\$58,493		
				<b>Aug-17 Total</b>	<b>\$58,493</b>	<b>\$58,493</b>				

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D702RK23	Construction of New Harlem River Drive Ramp	D03632	PM Design F/A & RFP Dev.	Sep-17	\$500,000	\$500,000			2019	—
D701RK22	Interim Repairs - FDR Ramp	D03625	PM Construction F/A(TBTA-D2074)	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	Dec-17	\$1,782,754		
D701RK22	Interim Repairs - FDR Ramp	D03627	CSS	Sep-17	\$600,000	\$600,000			—	—
D701RK22	Interim Repairs - FDR Ramp	D03628	Construction	Sep-17	\$20,000,000	\$20,000,000	Dec-17	\$13,506,340		
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03639	PM Design F/A	Sep-17	\$800,000	\$800,000			—	--
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	D03640	Design	Sep-17	\$2,000,000	\$2,000,000			—	—
D601TN52	Miscellaneous Structural Rehabilitation	D03960	TN52-A1-Construction - Catwalk	Sep-17	\$4,800,000	\$4,800,000			2018	—
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			--	--
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)	D04121	PM Construction F/A	Oct-17	\$90,000	\$90,000			2018	—
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04122	SBMP Construction	Oct-17	\$892,500	\$892,500			2018	—
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04123	Constr. Adm(PSC13-2923FA wo44)	Oct-17	\$106,911	\$106,911	Oct-17	\$106,911		
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	D04124	CSS	Oct-17	\$78,750	\$78,750			2018	—
				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			2018	—
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03583	Construction Administration	Nov-17	\$1,700,000	\$1,700,000			2018	—
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03584	CSS	Nov-17	\$340,000	\$340,000			2018	—
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03585	Design/Build	Nov-17	\$17,000,000	\$17,000,000			2018	—
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	D03586	Operations F/A	Nov-17	\$250,000	\$250,000			2018	—
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 Admin.	Nov-17	\$3,374,592	\$3,374,592				
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	D03757	Design QA	Nov-17	\$700,000	\$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	\$18,112,500		
				Nov-17 Total	\$58,860,298	\$58,860,298				
ED050302	Flood Mitigation	E03739	BWB Design	Dec-17	\$606,654	\$606,654			2018	--
ED050302	Flood Mitigation	E04328	BWB PM Design F/A	Dec-17	\$301,250	\$301,250			2018	--
ED050302	Flood Mitigation	E04448	CBB Design	Dec-17	\$141,750	\$141,750			2018	--
ED050302	Flood Mitigation	E04449	CBB PM Design F/A	Dec-17	\$67,500	\$67,500			2018	--
ED050302	Flood Mitigation	E04450	MPB Design	Dec-17	\$147,000	\$147,000			2018	--

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ED050302	Flood Mitigation	E04451	MPB Design F/A	Dec-17	\$70,000	\$70,000			2018	--
ED050302	Flood Mitigation	E03768	RFK Design	Dec-17	\$116,550	\$116,550			2018	--
ED050302	Flood Mitigation	E04446	RFK PM Design F/A	Dec-17	\$55,000	\$55,000			2018	--
ED050302	Flood Mitigation	E03769	RMB Design	Dec-17	\$144,375	\$144,375			2018	--
ED050302	Flood Mitigation	E04447	RMB PM Design F/A	Dec-17	\$68,750	\$68,750			2018	--
ED050302	Flood Mitigation	E03740	TNB Design	Dec-17	\$255,959	\$255,959			2018	--
ED050302	Flood Mitigation	E04327	TNB PM Design F/A	Dec-17	\$55,000	\$55,000			2018	--
D701HH89	Skewback Retrofit	D03525	Mitigation	Dec-17	\$2,339,717	\$2,339,717				--
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	D03653	PM Design F/A	Dec-17	\$500,000	\$500,000			2019	--
<b>Grand Total</b>					<b>\$490,750,758</b>	<b>\$462,681,253</b>				
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		
D703QM63	Open Road Tolling Initiative at QMT	D03977	ORT-Proj. Monit. Cond.Rem(EPM/PSC-12-2907A/89			\$46,510	Mar-17	\$46,510		

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D703QM63	Open Road Tolling Initiative at QMT	D03978	ORT-Proj. Monit. Cond.(L.B./PSC07-2907A			\$25,170	Mar-17	\$25,170		
D703QM63	Open Road Tolling Initiative at QMT	D03979	ORT-Air Monit. (ATC/PSC12-2907C/WO90			\$30,232	Mar-17	\$30,232		
D703QM63	Open Road Tolling Initiative at QMT	D04004	ORT-PM Const Maint F/A (TBTA-D1968)			\$323,700	Mar-17	\$323,700		
D705AW66	Operations Command Center Rehab/Replacement	D03489	PM Design/Construction F/A (TBTA-D1973)			\$710,063	Mar-17	\$710,063		
D703MP63	Open Road Tolling Initiative at MPP	D04008	ORT-PM Const Maint F/A (TBTA-D1972)			\$100,772	Mar-17	\$100,772		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04006	ORT-PM Const Maint F/A (TBTA-D1971)			\$128,913	Mar-17	\$128,913		
D703VN63	Open Road Tolling Initiative at VNB	D04007	ORT-PM Const Maint F/A (TBTA-D1970)			\$100,163	Mar-17	\$100,163		
D703RK63	Open Road Tolling Initiative at RFK Bridge	D04003	ORT-PM Const F/A (TBTA-D1966)			\$1,404,000	Mar-17	\$1,404,000		
D703VN63	Open Road Tolling Initiative at VNB	D03997	ORT-PM Const F/A (TBTA-D1967)			\$921,500	Mar-17	\$921,500		
D703MP63	Open Road Tolling Initiative at MPB	D03987	ORT-PM Const F/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-Kaynemaile			\$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		

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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
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	\$16,708,564		
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		
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		
D705AW66	Operations Command Center Rehab/Replacement	D04152	Furniture Purchase-Knoll Inc.			\$140,880	Nov-17	\$140,880		
D705AW66	Operations Command Center Rehab/Replacement	D04158	Furniture Purchase for Console System -Tresco Ind.			\$187,300	Nov-17	\$187,300		
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D03295	Incentive for Early Completion			\$560,000	Nov-17	\$560,000		

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	
D705AW66	Operations Command Center Rehab/Replacement	D04125	Furnish/Install-OCCC Phone Sys.(03-TD-2644)			\$157,500	Nov-17	\$157,500		
D705AW66	Operations Command Center Rehab/Replacement	D04153	Furniture Purchase - Exemplisco			\$20,010	Nov-17	\$20,010		
D602RKXD	Bruckner Ramp Reconstruction	D04174	NYS DOT-MOU Bruckner (MOU-17-71)			\$18,709,262	Dec-17	\$18,709,262		
D602RK65	Deck Replacement -Bronx/Manhattan Ramps/Toll Plaza	D03284	RK65A-Incentive Milestone # 1			\$1,225,000	Dec-17	\$1,225,000		
D704RK66	Relocation of 13KV Substation	D04175	BC Development F/A(TBTA-D2089)			\$56,243	Dec-17	\$56,243		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04110	ORT-RFK Design-Jacobs PSC-13-2941A			\$510,112	Dec-17	\$510,112		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04111	ORT-VN Design-Jacobs PSC-13-2941A			\$275,447	Dec-17	\$275,447		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04112	ORT-BW Design-Jacobs PSC-13-2941A			\$272,551	Dec-17	\$272,551		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04113	ORT-TN Design-Jacobs PSC-13-2941A			\$272,551	Dec-17	\$272,551		
D703AW63	Replace Toll Equipment & New Toll Initiatives	D04068	RFK-Transmit Relocation Design PSC-15-2980A WO3			\$141,984	Dec-17	\$141,984		
D704BW39	Install Electronic Monitoring & Detection Systems	D04171	D-B Stipend-Mass Electric			\$160,000	Dec-17	\$160,000		
D704BW39	Install Electronic Monitoring & Detection Systems	D04172	D-B Stipend--E-J Electric Installation Company			\$160,000	Dec-17	\$160,000		
D704BW39	Install Electronic Monitoring & Detection Systems	D04173	D-B Stipend-Parsons Transportation Group			\$160,000	Dec-17	\$160,000		
Grand Total					\$490,750,758	\$612,511,848	YTD Total	\$639,851,733	Remaining	\$0
									Grand Total	\$639,851,733

MTA Bridges and Tunnels: Status of 2016 Major Commitments as of November 30, 2017

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



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

ACEP	Project Description	IMPACT Task	Task Description	Original Start Date	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
D701HH89	Skewback Retrofit	D03522	Constr. Quality Oversight PSC-15-2973 wo4	Dec-16	Jan-17	\$2,328,548	\$2,328,548	Jan-17	\$2,328,548		
D703HH88	Reconstruction of Toll Plazas and Southbound Approach	D03793	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$7,095,465	\$6,000,000	Mar-17	\$7,095,465		
D704HH13	Replacement of Facility Lighting System	D03780	Construction Adm.(PSC-16-2986)	Nov-16	Jan-17	\$463,664	\$800,000	Mar-17	\$463,664		
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03396	Constr. QC and Admin. (PSC-15-2973)	Nov-16	Jan-17	\$981,678	\$981,678	Jan-17	\$981,678		
					Jan-17 Total	\$10,869,355	\$10,110,226				
D701BW07	Fender Protection around Tower Piers (Const)	D03808	10% Design & D/B RFP Development	Jun-16	Feb-17	\$1,500,000	\$1,500,000	May-17	\$73,270		
D704BW32	Installation of Fire Standpipe Connections	D03545	10% Design & RFP Dev.	Jun-16	Feb-17	\$200,000	\$200,000	May-17	\$210,000		
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03397	Design/Build	Dec-16	Feb-17	\$17,043,254	\$17,043,254	Mar-17	\$19,425,000		
					Feb-17 Total	\$18,743,254	\$18,743,254				
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	D03569	PM Design F/A & D/B RFP Dev.	Jul-16	Mar-17	\$609,901	\$609,901	Jul-17	\$609,901		
D704BW39	Install Electronic Monitoring & Detection Systems	D03558	PM Const.F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000	May-17	\$250,000		
D704RK60	Install Facility-wide Electronic Monitoring & Detection Systems	D03647	PM Construction F/A	Aug-16	Mar-17	\$1,000,000	\$1,000,000	May-17	\$250,000		
D701RK20	Main Bridge Cable Inspection and Rehabilitation	D03607	PM Design F/A	Sep-16	Mar-17	\$865,929	\$865,929	Mar-17	\$750,243		
					Mar-17 Total	\$3,475,830	\$3,475,830				
D704HC30	Install Smoke Detection/Alarm Systems-HCT Vent & Svc. Bldgs.	D03705	PM Design F/A & D/B RFP Dev.	Sep-16	Apr-17	\$200,000	\$200,000	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 (16-MNT-2956)		Jun-17	\$1,871,967	\$1,871,967	Dec-17	\$2,865,284		
D603AW35	Replacement of Weather Information Systems	D03326	Capital Materials Purchase		Jun-17	\$25,000	\$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				
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	D03398	Operations F/A		Sep-17	\$243,331	\$243,331				
					Sep-17 Total	\$1,043,331	\$1,043,331				
					Grand Total	\$36,938,710	\$36,179,581				
					Grand Total	\$36,938,710	\$36,179,581	YTD Total	\$36,237,472	Remaining	\$0
										Grand Total	\$36,237,472

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	Dec-17	\$3,533,142		
				Mar-17 Total	\$3,533,142	\$3,533,142				
				Grand Total	\$3,533,142	\$3,533,142				\$0

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



# Bridges and Tunnels

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## Procurements January 2018



# Staff Summary

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

<b>Date</b> 01/11/2018
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	President	01/11/2018			
2	MTA B&T Committee	01/22/2018			
3	MTA Board	01/24/2018			

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

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

## PURPOSE:

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

## DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: None

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	1	\$ 1.682M

<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 1.682M</b>
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MTA B&T presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule D: Ratification of Completed Procurement Actions	3	\$24.533M

<b>SUBTOTAL</b>	<b>3</b>	<b>\$24.533M</b>
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<b>TOTAL</b>	<b>4</b>	<b>\$ 26.210M</b>
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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 COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**JANUARY 2018**

**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)

- |  |                       |                                      |
|--|-----------------------|--------------------------------------|
| <b>1. Kupper Engineering and Land<br/>Surveying, PLLC<br/>Contract No. PSC-15-2970</b> | <b>\$1,682,487.90</b> | <b><u>Staff Summary Attached</u></b> |
|--|-----------------------|--------------------------------------|

3 yr. Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to award a competitively negotiated personal service contract in order to provide all labor, material and equipment necessary to perform Maritime Security Services.



# Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name:					
Internal Security, Steven Hansen					
Division & Division Head Name:					
Internal Security, Donald Look					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	1/8/18			
2	MTA B&T Committee	1/22/18			
3	MTA Board	1/24/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Executive Vice President <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Kupper Engineering and Land Surveying, PLLC	PSC-15-2970
Description Maritime Security Services for Undersea Survey Program for Bridge and Tunnel Infrastructure	
Total Amount	
\$1,682,487.90	
Contract Term (including Options, if any)	
Three (3) Years	
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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

MTA Bridges and Tunnels (B&T) is seeking Board approval under the All-Agency Guidelines for Procurement of Services to award a competitively negotiated personal service contract to Kupper Engineering and Land Surveying, PLLC (Kupper) to provide all labor, material and equipment necessary to perform Maritime Security Services in the agreed upon amount of \$1,682,487.90 for a duration of three (3) years.

### II. DISCUSSION

B&T requires the services of a consultant to provide comprehensive undersea surveys on a scheduled basis of its bridge and tunnel infrastructure for documentation of underwater related conditions. This contract will enhance security for our critical maritime infrastructure. These detailed underwater surveys will also be utilized to determine possible structural concerns and complement B&T's structural maintenance and review programs. In addition, this contract provides emergency and on demand survey services that will allow for inspection due to the possibility of structural deterioration from either natural or manmade events.

The service requirements were publicly advertised. Six firms submitted qualification information for review and evaluation by the selection committee. Four firms were chosen to receive the RFP based on review of those qualifications. On January 26, 2016 three firms: Kupper Engineering & Land Surveying PLLC, M.G. McLaren PC (McLaren) and Meridian Ocean Services Inc. (Meridian) submitted proposals. The fourth firm, WJ Castle, PE elected not to submit a proposal. The

(rev. 1/22/14)

## Staff Summary

proposals were evaluated against established criteria set forth in the RFP including qualification of firm, technical work proposed, understanding of project, record of consultant's performance/experience and cost. Based on the committee's review it selected Kupper based on its: (i) qualified personnel; (ii) resources (specialized marine equipment including 3D real time echoscope sonar imagery and remotely operated vehicle (ROV) underwater video for a baseline survey); (iii) satisfactory work experience with TBTA, Port Authority & NJDOT; (iv) proposed team with vast maritime security services and (v) specialized homeland security training and experience. Although the other proposers met the requirements of the RFP the selection team evaluated Kupper's maritime security experience, proposed team and resources superior to the proposals from McLaren and Meridian.

Kupper submitted a cost proposal in the amount of \$1,749,677.57. The Engineer's estimate is \$1,598,914. The negotiations resulted in B&T and Kupper agreeing to a cost of \$1,682,487.90 which is 5 percent higher than the estimate. The variance can be attributed to several factors including: (i) no prior experience with procurement of these services; (ii) the specialization of the equipment and personnel needed for these services and (iii) underestimation of overhead required for this effort. The negotiated amount is considered fair and reasonable. Kupper is deemed to be a responsible consultant.

### **III. D/M/WBE INFORMATION**

MTA Department of Diversity and Civil Rights have assigned goals of 15% MBE and 15% WBE on this contract. Kupper is projected to achieve the assigned MWBE goals. Kupper Engineering has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

### **IV. IMPACT ON FUNDING**

Funding is available in the Operating Budget under GL #710702.

### **V. ALTERNATIVES**

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





# Bridges and Tunnels

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## Ratifications



**LIST OF RATIFICATIONS FOR BOARD APPROVAL JANUARY 2018**  
**MTA BRIDGES & TUNNELS**

**Procurements Requiring Two-Thirds Vote:**

**D: Ratification of Completed Procurement Actions**

(Ratifications are to be briefly summarized with Staff Summaries attached only for unusually large or especially significant items)

- |   |                        |                                      |
|---|------------------------|--------------------------------------|
| 1. <b>DeFoe Corp.</b><br><b>Contract No. RK-23A</b> | <b>\$13,925,775.26</b> | <b><u>Staff Summary Attached</u></b> |
|---|------------------------|--------------------------------------|

3 yr. Contract- Competitive Bid

This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract RK-23A to furnish and install electrical and other associated work in connection with post Open Road Tolling (ORT) implementation at the RFK Bridge.

- |  |                        |                                      |
|--|------------------------|--------------------------------------|
| 2. <b>Judlau Contracting, Inc.</b><br><b>Contract No. QM-40S</b> | <b>\$ 8,600,000.00</b> | <b><u>Staff Summary Attached</u></b> |
|--|------------------------|--------------------------------------|

3 yr., 2 months Contract- Competitive RFP

This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract QM-40S to furnish and install electrical and lighting infrastructure upgrades to modernize the Manhattan and Queens Plazas in coordination with the new Open Road Tolling (ORT).

- |   |                        |                                      |
|---|------------------------|--------------------------------------|
| 3. <b>WSP SELLS   HNTB, JV</b><br><b>Contract No. PSC-14-2957</b> | <b>\$ 2,007,374.29</b> | <b><u>Staff Summary Attached</u></b> |
|---|------------------------|--------------------------------------|

4 yr. Contract- Competitive RFP

This is to inform the Board and seek its ratification under the All Agency Services Contract Procurement Guidelines to amend personal services Contract PSC-14-2957 for an additional design and construction support services (CSS).

## Schedule D: Ratification of Completed Procurement Actions

Item Number: 1 (Final)

<b>Vendor Name (&amp; Location)</b> DeFoe Corp. (Mount Vernon, NY)	<b>Contract Number</b> RK-23A	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Reconstruction and Rehabilitation of the 125 <sup>th</sup> street Manhattan Approach Ramps to the RFK Bridge	<b>Total Amount:</b> \$13,925,775.26	
<b>Contract Term (including Options, if any)</b> December 22, 2014 – December 21, 2017	<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering and Construction, Joe Keane, P.E.	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Tara Bugg	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

### Discussion:

This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract RK-23A to furnish and install electrical and other associated work in connection with post Open Road Tolling (ORT) implementation at the RFK Bridge (RFK) in the negotiated amount of \$13,925,775.26.

The Contract was awarded to DeFoe Corp. (DeFoe) in December 2014 in the amount of \$68,300,000.70 (inclusive of an incentive totaling \$1,165,440.00) subsequent to competitive sealed bidding. The Scope of Work required the replacement of the on-bound and off-bound ramps from 125<sup>th</sup> Street in Manhattan to the RFK Bridge, inclusive of maintenance and protection of traffic and incidental lead abatement. Previous amendments totaling \$35,284,058.83 have been authorized, including \$22,208,282.00 for ORT implementation and associated tower work.

B&T has completed its implementation of cashless all-electronic ORT at all B&T facilities. This expedited Authority-Wide phased initiative not only transforms and modernizes the facilities but also includes installations for security tower lighting and control, traffic enforcement, safety, incident response and management, as well as other security related initiatives. These system improvements are scheduled to be integrated into the Authority's new Command and Control Center.

The scope of work includes: structural strengthening of the plaza deck, as well as security tower fabrication, installation, electrical power distribution and lighting. DeFoe submitted proposals totaling \$15,710,536.23. The Engineer's estimate is \$13,394,500.25. Negotiations resulted in B&T and DeFoe agreeing to an amount totaling \$13,925,775.26 (inclusive of an allowance in the amount of \$600,000.00 for additional modifications), which is 4.0% above the Engineer's estimate and is considered fair and reasonable. B&T initially authorized an amendment to coordinate the work with other ongoing plaza and restoration work in order to minimize customer impacts.

Funding is available in the 2015-2019 Capital Program for work at the Manhattan approach in the amount of \$13,655,775.26 (Project D703RK63/D04018) and for work at the Manhattan Plaza in the amount of \$270,000.00 (Project D703RK63 /D03950).

## Schedule D: Ratification of Completed Procurement Actions

Item Number: 2 (Final)

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc, College Point, New York		<b>Contract Number</b> QM-40S	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel		<b>Total Amount:</b> \$8,600,000	
<b>Contract Term (including Options, if any)</b> April 23, 2015 – July 9, 2018		<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Contract Manager:</b> Brian Bajor	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			

### Discussion:

This is to inform the Board and seek its ratification under the All Agency General Contract Procurement Guidelines for an amendment issued under public work Contract QM-40S with Judlau Contracting, Inc. (Judlau) to furnish and install electrical and lighting infrastructure upgrades to modernize the Manhattan and Queens Plazas in coordination with the new Open Road Tolling (ORT) in the amount of \$8,600,000.

The Contract was awarded to Judlau in April 2015 in the amount of \$236,500,000 (inclusive of incentives totaling \$6,460,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required the contractor to restore the Queens Midtown Tunnel (QMT) to a pre-storm state of good repair including system replacements as follows: tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; tunnel structural and civil repairs; tunnel wall tile; ceiling panels; polymer panels; catwalk, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Additionally Project QM-18 includes the rehabilitation of the Manhattan Exit Plaza. Previous amendments totaling \$49,312,696.73 have been approved, inclusive of ORT amendments totaling \$10,954,000. B&T has accelerated the substantial completion of the Project, which is now scheduled for July 9, 2018.

B&T completed its implementation of cashless all-electronic ORT at B&T facilities. This expedited Authority-Wide phased initiative not only transforms and modernizes the facilities, but also includes installations for: plaza lighting and control, traffic enforcement, safety, incident response and management, as well as other security related initiatives. These system improvements are scheduled to be integrated into the Authority's new Command and Control Center.

The work includes construction for power distribution upgrades and relocations at the Manhattan and Queens Plazas and the installation of lighting on the plaza walls and security towers. Judlau submitted proposals totaling \$13,088,163.40. The Engineer's estimates totaled \$8,581,737.76. Negotiations resulted in B&T and Judlau agreeing to the negotiated amount totaling \$8,600,000. B&T initially authorized an amendment in the amount of \$7,300,000, to coordinate with other ongoing plaza and restoration work in order to minimize customer impacts. The negotiated amendment amount is 0.2% above the estimate and is fair and reasonable.

The funding for this work in the amount of \$8,600,000 is available in the 2015-2019 Capital Program, under Project D703QM63, Task D04015.

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

## Schedule D: Ratification of Completed Procurement Actions

Item Number: 3 (Final)

<b>Vendor Name (&amp; Location)</b> WSP SELLS   HNTB, JV, Briarcliff Manor, NY	<b>Contract Number</b> PSC-14-2957	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Feasibility Study and Conceptual Design for Project RK-65B, Reconstruction of Manhattan Plaza of the RFK Bridge and Associated Ramps	<b>Total Amount:</b> \$2,007,374.29	
<b>Contract Term (including Options, if any)</b> December 24, 2014 – December 23, 2018	<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering and Construction, Joe Keane, P.E.	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Susan Higgins	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

### Discussion:

This is to inform the Board and seek its ratification under the All-Agency Guidelines for Procurement of Services to amend personal services Contract No. PSC-14-2957 with WSP SELLS | HNTB, JV for additional design and construction support services (CSS) in the negotiated amount of \$2,007,374.29.

WSP SELLS | HNTB, JV design services have been utilized for the implementation of Open Road Tolling (ORT) at the RFK, to modernize and transform the RFK plazas and for the Operations Command and Control Center (C3) Facility. This Contract was awarded to WSP SELLS | HNTB, JV in December 2014 on a competitive basis in the amount of \$3,641,416 for a duration of two years to conduct a feasibility study and conceptual design for Project RK-65B, Reconstruction of the Manhattan Plaza of the RFK Bridge and Associated Ramps. Previously an amendment was issued pursuant to Board approval in the amount of \$2,471,525 for the designs to implement ORT at the Robert F. Kennedy Bridge (RFK Bridge), including designs for a new and more technologically advanced C3 were needed to centrally monitor and control existing and new operational functions.

B&T completed its implementation of cashless all-electronic ORT at all B&T facilities. Additional engineering services were necessary at the RFK for modifications to improve tolling, security and enforcement initiatives, as well as security tower erection and lighting scopes of work. The scope of services includes additional design and CSS for the relocated C3 which is integral to ORT implementation, security and weather monitoring measures. WSP SELLS | HNTB, JV proposed a cost of \$2,342,468.97. The negotiated amount is \$2,007,374.29, which is 5.8% below the Engineer's Estimate of \$2,131,982.53 and is fair and reasonable.

B&T initially authorized an amendment in the amount of \$1,381,300 to meet the project schedule for ORT implementation and the operation of the new C3, construction of which was completed by the end of 2017.

Funding is available in the 2015-2019 Capital Program under Projects D703/RK-63/D03947 (\$246,786.73), D703/RK-63/D04073 (\$670,214.43), D703/RK-63/D04019 (\$195,289.42) and D705/AW66/D03492 (\$895,083.71).

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