



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

June 2018

Committee Members

C. Moerdler, Chair

N. Brown

I Greenberg

M. Pally

P. Trottenberg

V. Vanterpool

P. Ward

N. Zuckerman

Bridges & Tunnels Committee Meeting

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

**Monday, 6/18/2018
11:30 AM - 12:00 PM ET**

1. Public Comments Period

2. Approval of Minutes - May 2018

B&T Committee Minutes - May 2018 - Page 3

3. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

4. Report on Operations - April 2018

B&T Report on Operations - April 2018 - Page 18

5. Safety Report - April 2018

B&T Safety Report - April 2018 - Page 31

6. Report on Cashless Tolling - April 2018

B&T Report on Cashless Tolling - April 2018 - Page 37

7. Financial Report - April 2018

B&T Financial Report - April 2018 - Page 45

8. Capital Program Project Status Report - May 2018

B&T Capital Program Project Status Report - May 2018 - Page 58

9. Procurements

B&T Procurements - Page 66

B&T Non Competitive

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B&T Competitive

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Next Meeting: Monday, July 23, 2018 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting May 2018

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

May 21, 2018

12:00 p.m.

In attendance were the Honorable:

Mitchell H. Pally, Acting Chairman
Fernando Ferrer, Vice Chairman, MTA
Veronica Vanterpool

Also in Attendance:
Carl V. Wortendyke

Cedrick T. Fulton, President
Brian Bajor, Acting Vice President and Chief Procurement Officer
Mildred Chua, Vice President and Chief Financial 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, Vice President and Chief of Staff
Eric Osnes, Vice President, Safety and Health
Patrick J. Parisi, Vice President, Maintenance and Operations Support
Patrick Smith, Vice President, Human Resources
M. Margaret Terry, Senior Vice President and General Counsel

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

May 21, 2018

Minutes of TBTA Committee held May 21, 2018 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker. Murray Bodin stated that he has made requests to meet with TBTA representatives at the Bronx-Whitestone Bridge (BWB) to solve problems.

Minutes

The Committee members who were present at the Committee Meeting considered and voted to approve the minutes of the Committee Meeting held on April 23, 2018, although a Committee Quorum was not present.

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 for the first time since TBTA started reporting the 12 month average customer collision rate in 2016, the total collision rate has improved when compared to the previous 12 months. This performance improvement is attributable to team effort that combined technical analysis with operating experience and TBTA will continue to evolve its approach to meet current and future customer safety challenges.

Report on Operations

With regard to the Report on Operations for March 2018, Mr. DeCrescenzo stated that traffic was higher by 4.4%; passenger vehicle traffic increased by 4.6%; and other vehicle traffic increased by 1.2%. Preliminary traffic figures for April 2018 are 4.6% higher than April 2017. In March 2018, the total number of collisions decreased to 6.40 per million vehicles as compared to 7.61 in March 2017, which is a 15.9% improvement. For March 2018, as compared to the same period in 2017, 9.8% more summonses were issued with the largest increases in summonses for unsafe lane change and failure to signal. To further support customer safety improvement efforts, TBTA participated in April's National Safety Council's Distracted Driving Awareness Month. Messages to increase awareness of distracted driving risks were displayed on variable message signs. TBTA officers also focused on distracted driving enforcement, primarily for improper cellular telephone usage. From April 12 to April 30, the number of cellular telephone summonses increased by 41.6%. Finally, on May 6, over 32,000 cyclists registered for the 41st Annual TD Five Boro Bike Tour and the Verrazano-Narrows Bridge (VNB) served as part of the final leg of the 40 mile ride, with cyclists traveling over the Staten Island Bound lower level into Fort Wadsworth. Acting Chairman Pally commented that as the traffic numbers keep increasing, he will be interested to see whether an increase in gasoline prices will have an effect on those traffic numbers.

Safety Report

With regard to the Safety Report for March 2018, Mr. Osnes stated that the six consecutive months of year over year customer collision rate improvements have resulted in a lower average collision rate for the 12 months ending in March than in the previous 12 months. The collisions with injuries rate for the past 12 months is slightly higher than the rate for the previous 12 months. Preliminary collision data for April indicate an improvement in both safety indicators as compared to the same period in 2017. In March 2018, employee lost time injuries decreased to 7.2 injuries per 200,000 work hours from the 7.8 rate reported last month, and is lower than the rate of 7.5 for the previous 12 months ending March 2017. With regard to last month's Committee Meeting, Mr. Osnes stated that he is monitoring a potential emerging trend of employee injuries associated with the use of vehicles as well as safety data in the Cashless Tolling environment so that controls can be instituted to

address hazards associated with any emerging trend in employee safety. The contractor lost time injury rate of 1.45 per 200,000 work hours for the 12 months ending March 2018 is lower than the rate of 1.72 for the same period ending March 2017 and is slightly higher than the 1.43 rate reported last month for the 12 months ending February 2018. With the elimination of toll plazas and the implementation of open road Cashless Tolling (ORT), Acting Chairman Pally stated that he found it interesting how the relationship between the pre-ORT and post-ORT work environments affects employees and their increased use of vehicles.

Customer Environment Survey – First Quarter 2018

During the First Quarter of 2018, Mr. Parisi reported the following:

- TBTA striped 62,809 linear feet of roadway as part of its continued collision mitigation efforts and state of good repair program.
- There were 2,153 potholes repaired as compared to 1,109 potholes repaired in the same period last year, due to the drastic temperature swings and freeze/thaw cycles, and the repaving program will address many of these areas with a longer term fix.
- Over 95% of lighting was in service, as compared to 91.5% in the same period in 2017, and 76% of the lighting is now LED up from 29% at the beginning of 2017.
- Post-ORT peak period travel time improved by as much as 32% at the VNB, with improvements across all facilities averaging 16.2%.
- With respect to customer safety, TBTA improved its total collision rate by 21% and its collision with injury rate by 22%.

Commissioner Vanterpool asked whether the increase in pothole repairs was due to significantly more potholes or the response time to make the repairs. Mr. Parisi responded that there were more potholes.

Report on Cashless Tolling

With regard to the Report on Cashless Tolling for March 2018, Ms. Chua stated that the E-ZPass market share is 94.9% or 6.7 percentage points higher than the same period last year. As of March 2018, all facilities that went live with ORT through August 2017 have collection rates, including tolls and violation fees, above 100%, with the exception of the VNB which is at 98.6%. The combined collection rate for all facilities that went live through September 2017 is 102.1%. At the June Committee Meeting, the revenue collection performance for the Throgs Neck Bridge and BWB will also be reported since they will be reaching the six month timeframe that allows for complete billing and collection cycles. With regard to the enhanced report on Customer Service Center performance statistics, Ms. Chua stated that telephone call waiting times are now at acceptable levels and well within the contractual standard of 45 seconds. Ms. Chua also discussed customer outreach efforts to help customers better understand their responsibilities within the new Cashless Tolling environment. Thus far, customer complaints about violations for the most recent four week period are 37% lower than the prior two month period; since March, 45,000 customers have signed up for mobile alerts to help them monitor their account activity and to alert them to any issues; TBTA is partnering with local community representatives to help their constituents better understand Resident Program benefits, eligibility, enrollment, and plan requirements; TBTA began mailing out letters to all Rockaway Resident Program members reminding them that they need to maintain a valid E-ZPass account to receive benefits; and TBTA continues to address customer issues on a case-by-case basis to provide assistance in resolving their account issues.

Financial Report

Ms. Chua stated that in March 2018, toll revenue was \$441.1 million, which is 3.1% or \$13.3 million better than budget. Traffic in March 2018 was 72.1 million crossings, up against the budget by 4.0% or 2.8 million

crossings. Preliminary April 2018 toll revenue was approximately \$161.8 million, which is \$5.2 million or 3.3% above budget and traffic is 26.5 million vehicles or 5.1% better than forecast. Total expenses were \$122.6 million, which is \$14.8 million or 10.8% lower than plan. TBTA's support to mass transit was \$252.9 million, which is \$34.3 million or 15.7% better than plan.

Capital Program Status Report

With regard to the Capital Program Status Report for April 2018, Mr. Keane stated that TBTA awarded 10 commitments totaling \$12.1 million compared to a 2018 plan calling for 10 commitments totaling \$9.8 million. Year to date, 36 commitments were awarded for \$32.5 million against 23 planned commitments totaling \$25.6 million. In April, there was one project completion for the replacement of Sandy-damaged electrical equipment at the Marine Parkway and Cross Bay Bridges totaling \$32 million. This mainly FEMA funded Design-Build project relocated critical electrical substations and switchgears to FEMA's 500-year flood elevation. Year to date, \$409.6 million or 105% of the 2018 year-to-date goal of \$390.9 million has been completed. There were five task level closeouts in April for \$32.4 million and 25 closeouts year-to-date totaling \$47.1 million.

Procurements

For May 2018, Mr. Bajor stated that there are five competitive procurements totaling \$14.19 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Bajor stated that there are five competitive procurements in the amount of \$14.19 million, as follows:

- Two competitively solicited personal service contract awards at the VNB, one is for construction inspection and administration services for Project VN-10 Rehabilitation of the Anchorages and Tower Pedestals in the amount of \$3.36 million and the other is for the Biennial Bridge inspection of the main span in the amount of \$3.14 million;
- Two personal service contract modifications, one is at the Robert F. Kennedy Bridge (RFKB) for design services for miscellaneous structural repairs in the amount of \$4.29 million and the other is to add construction support services for Project VN-10 in the amount of \$872,000, and
- One public work modification associated with the demolition of occupied spaces beneath the Manhattan Plaza at the RFKB in the amount of \$2.53 million.

Personal Service Contracts

Henningson, Durham & Richardson Architecture and Engineering PC	Contract No. PSC-17-3007 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for Construction Inspection and Administration Services for Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge to Henningson, Durham & Richardson Architecture and Engineering, PC.	\$3,355,076.18
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Hardesty & Hanover, LLC	Contract No. PSC-17-3005C TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to award a personal service contract for the 2018 Biennial Bridge Inspections at the Verrazano-Narrows Bridge: Main Spans (Contract PSC-17-3005C) to Hardesty & Hanover, LLC.	\$3,137,757.00
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Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

Amman & Whitney/WSP JV	Contract No. PSC-16-2996 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend personal service Contract PSC-16-2996 for additional funding to provide additional design services.	\$4,294,325.00
WSP USA Corp.	Contract No. PSC-15-2969 TBTA is seeking Board approval under the All Agency Service Contract Procurement Guidelines to amend this personal service contract with WSP USA Corp. to provide construction support services for Project VN-10, Rehabilitation of the Anchorages at the Verrazano-Narrows Bridge.	\$871,887.96

Modifications to Purchase & Public Works Contracts

Paul J. Scariano, Inc.	Contract No. RK-75 Phase IIb TBTA is seeking Board approval under the All Agency General Contract Procurement Guidelines to modify this contract with Paul J. Scariano, Inc. for work associated with demolition of occupied spaces beneath the Manhattan Plaza at the Robert F. Kennedy Bridge.	\$2,531,329.00
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Mr. Bajor stated that there are no ratifications.

Upon a motion duly made and seconded, the Committee members who were present at the Committee Meeting considered and voted in favor of the competitive procurements, by a vote of three in favor and none against.

Diversity Report – First Quarter 2018

Ms. Moore stated that for the First Quarter of 2018, TBTA's workforce was comprised of 1,394 employees, of which 22% are Females, 55% are Minorities and 6% are Veterans. The percentage of Females decreased by 1%; Minorities and Veterans remained constant as compared to the same period last year. TBTA

hired 16 employees, of which 37% are Females, 75% are Minorities and 0% were Veterans. Females were hired at a rate of 15% higher and Minorities were hired at a rate of 20% higher as compared to their representation in the workforce. With regard to EEO and Title VI complaints, Ms. Moore stated that TBTA's caseload included a total of 6 EEO complaints – five (5) internal complaints, most of which cited race/color, and one (1) external complaint, which cited disability/retaliation in the category "other." TBTA closed one (1) EEO case in favor of TBTA and there were no reported lawsuits or Title VI complaints.

Adjournment

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

Respectfully submitted,



Julia R. Christ
Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety 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

June 2018

No items scheduled.

July 2018

No items scheduled.

August 2018

No meeting scheduled.

September 2018

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

Operations
Planning & Budget
EEO

October 2018

2019 Preliminary Budget

Planning & Budget

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 – 3rd Quarter 2018

Committee Chair & Members
Planning & Budget
EEO

January 2019

Approval of 2019 Work Plan

Committee Chair & Members

February 2019

Preliminary Review of 2018 Operating Budget Results
2019 Adopted Budget/Financial Plan 2019-2022
2018 B&T Operating Surplus
Customer Environment Survey – 4th Quarter 2018
Diversity Report – 4th Quarter 2018

Planning & Budget
Planning & Budget
Controller
Operations
EEO

March 2019

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2019

Final Review of 2018 Year-End Operating Results

Planning & Budget

May 2019

Customer Environment Survey – 1st Quarter 2019
Diversity Report – 1st Quarter 2019

Operations
EEO

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

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 – 2nd Quarter 2018

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

OCTOBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Preliminary Budget.

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.

DECEMBER 2018 (cont'd)

Diversity Report – 3rd Quarter 2018

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

JANUARY 2019

Approval of Work Plan for 2019

The committee will have already received a draft work plan for 2019 at the December 2018 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2019

Preliminary Review of 2018 Operating Budget Results

The agency will present a brief review of its 2018 Operating Budget results.

2019 Adopted Budget and February Financial Plan 2019-2022

The Agency will present its revised 2018 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2018 meeting and any Agency technical adjustments.

2018 B&T Operating Surplus

The Committee will recommend action to the Board.

Customer Environment Survey – 4th Quarter 2018

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

Diversity Report – 4th Quarter 2018

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

MARCH 2019

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 2019

Final Review of 2018 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 2019Customer Environment Survey – 1st Quarter 2019

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

Diversity Report – 1st Quarter 2019

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



Bridges and Tunnels

Report on Operations April 2018



MTA Bridges and Tunnels April 2018 Traffic Trends

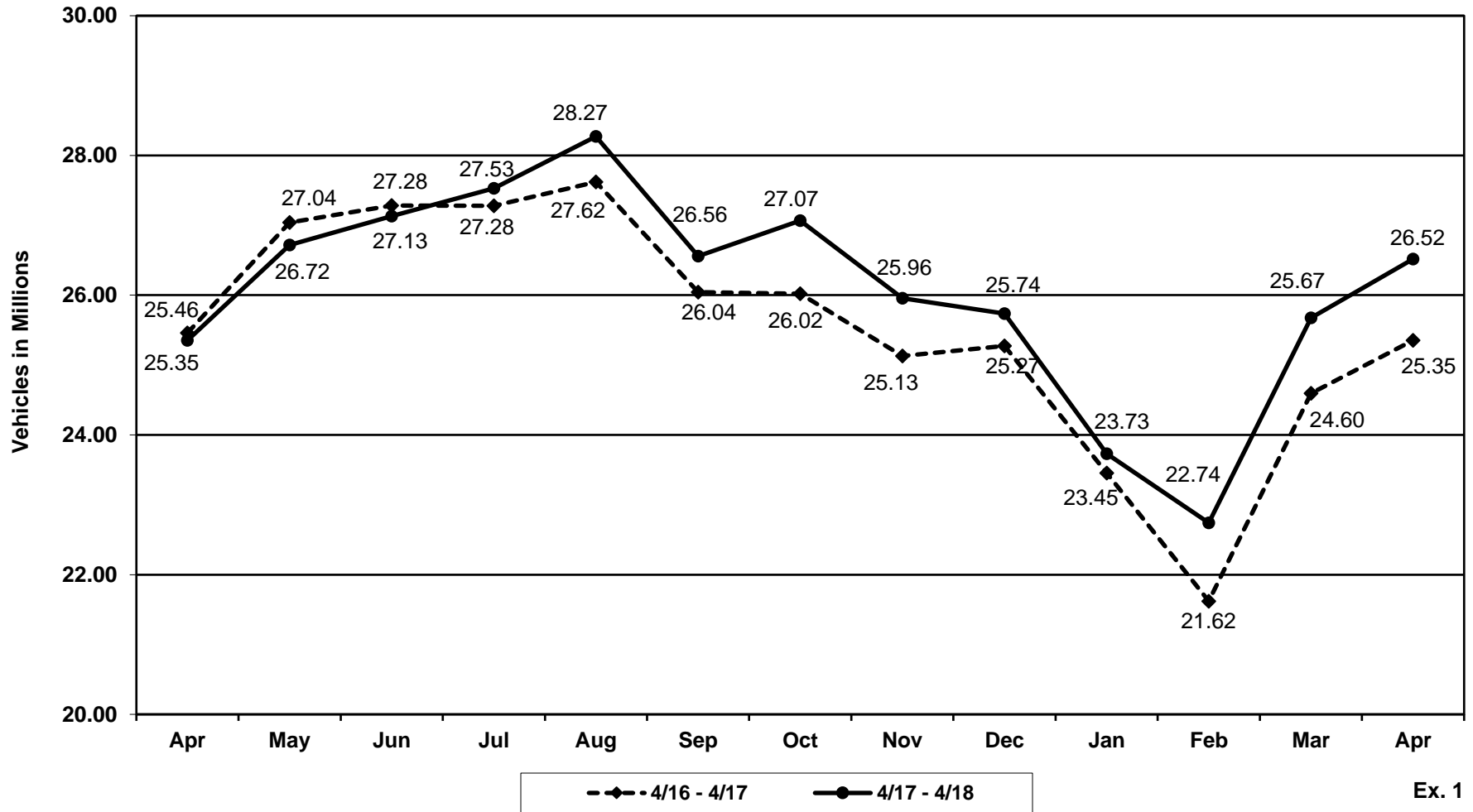
Summary

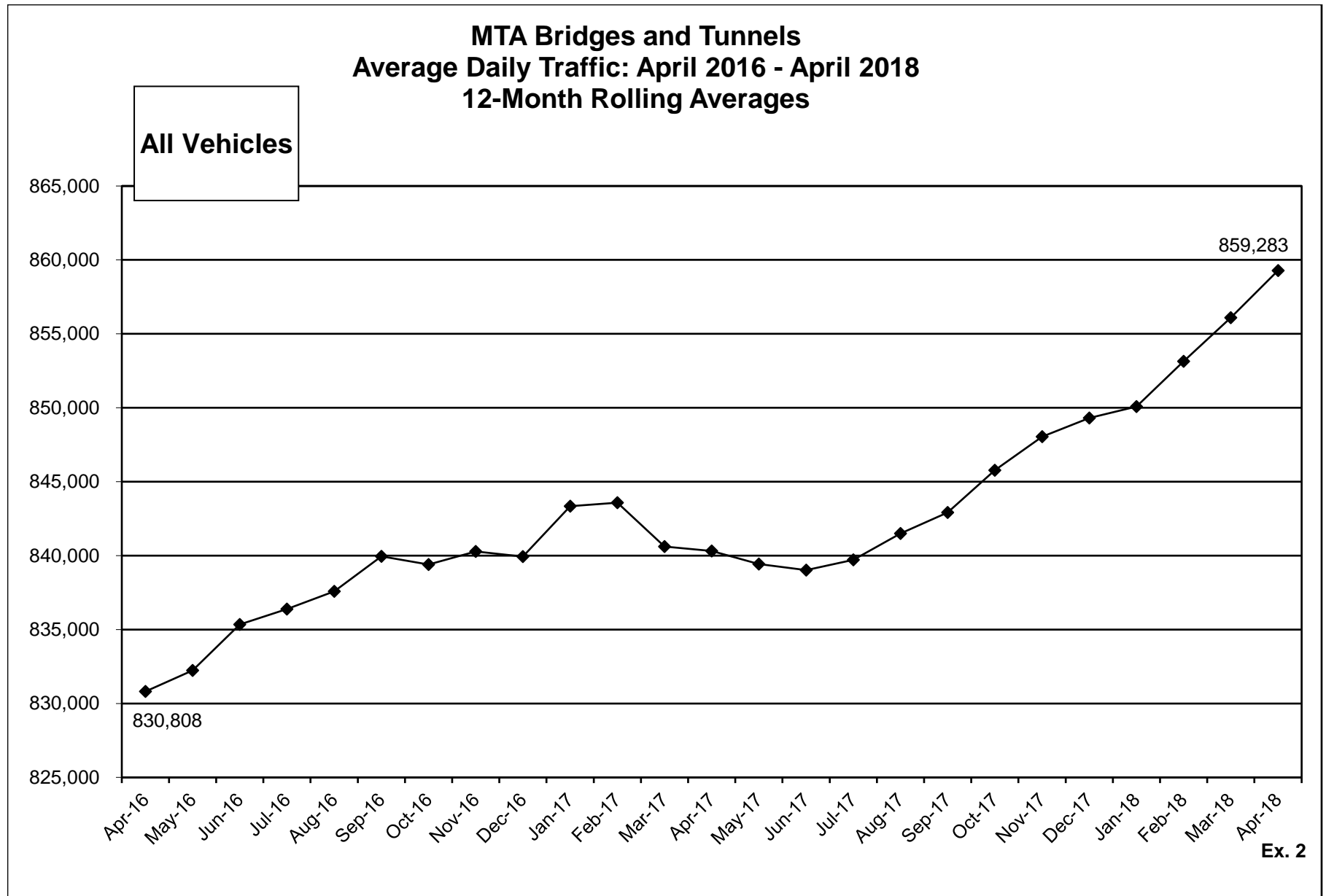
Traffic was higher on a year-to-year basis, with 26.5 million crossings this month vs. 25.4 million crossings in April 2017, an increase of 4.6% (Exhibit 1).

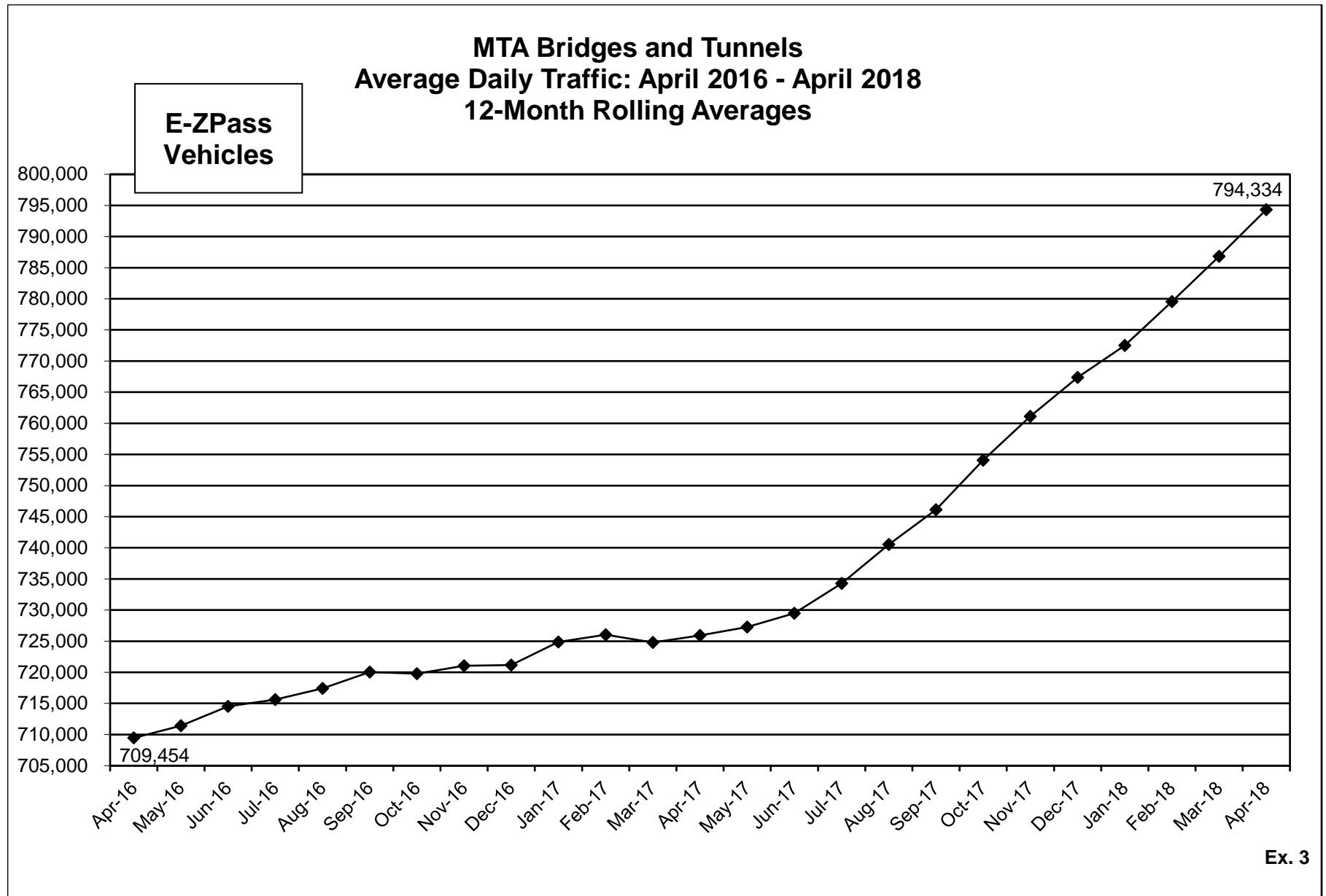
E-ZPass volume increased by 12.3% on a year-to-year basis for the month while crossings using Tolls by Mail declined 51.4% compared to Tolls by Mail, cash and other payment methods used in April 2017 (Exhibit 7). Passenger car travel increased 4.3% and other vehicle travel increased 8.7% from April 2017 (Exhibit 8).

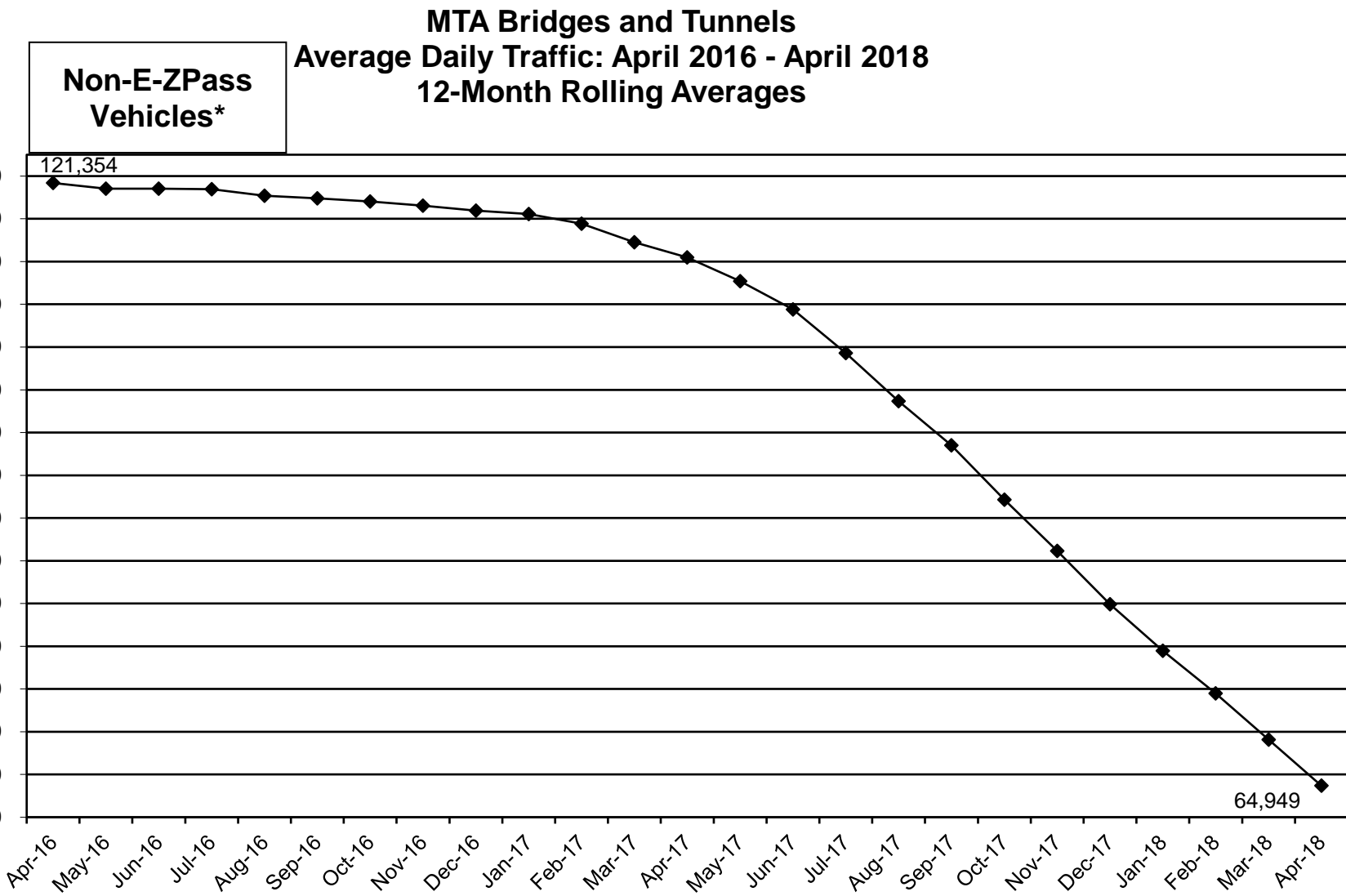
Improvements in the local economy appear to be the main drivers behind the growth in traffic, as weather indicators were unfavorable and gas prices were higher on a year-over-year basis. Overall precipitation this April totaled 10.5 inches (5.0 inches of rain and 5.5 inches of snow) compared to 4.1 inches of rain last year. Gas prices averaged \$2.81 per gallon this April, which was \$0.29 more than last year at this time.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending April 2018



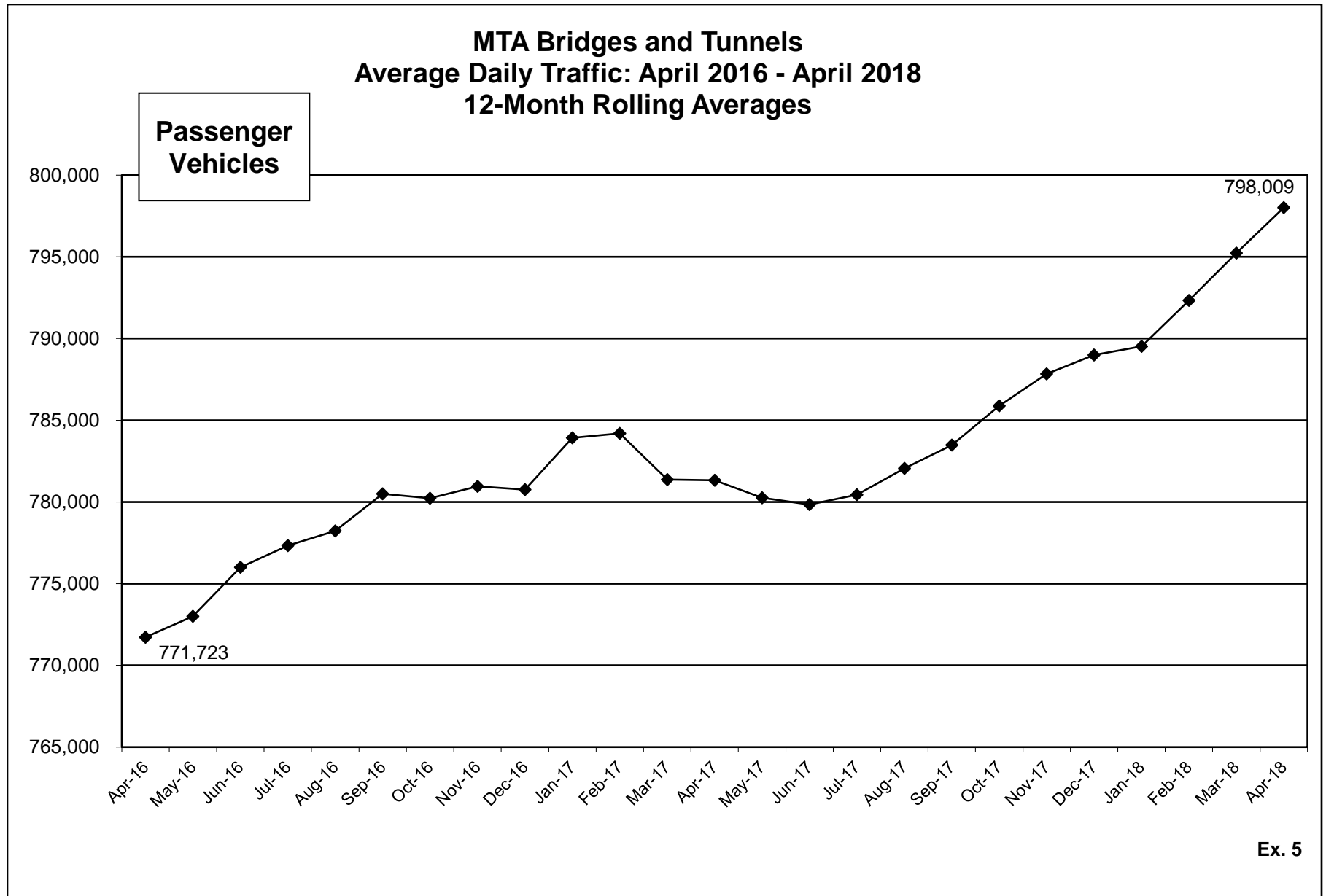


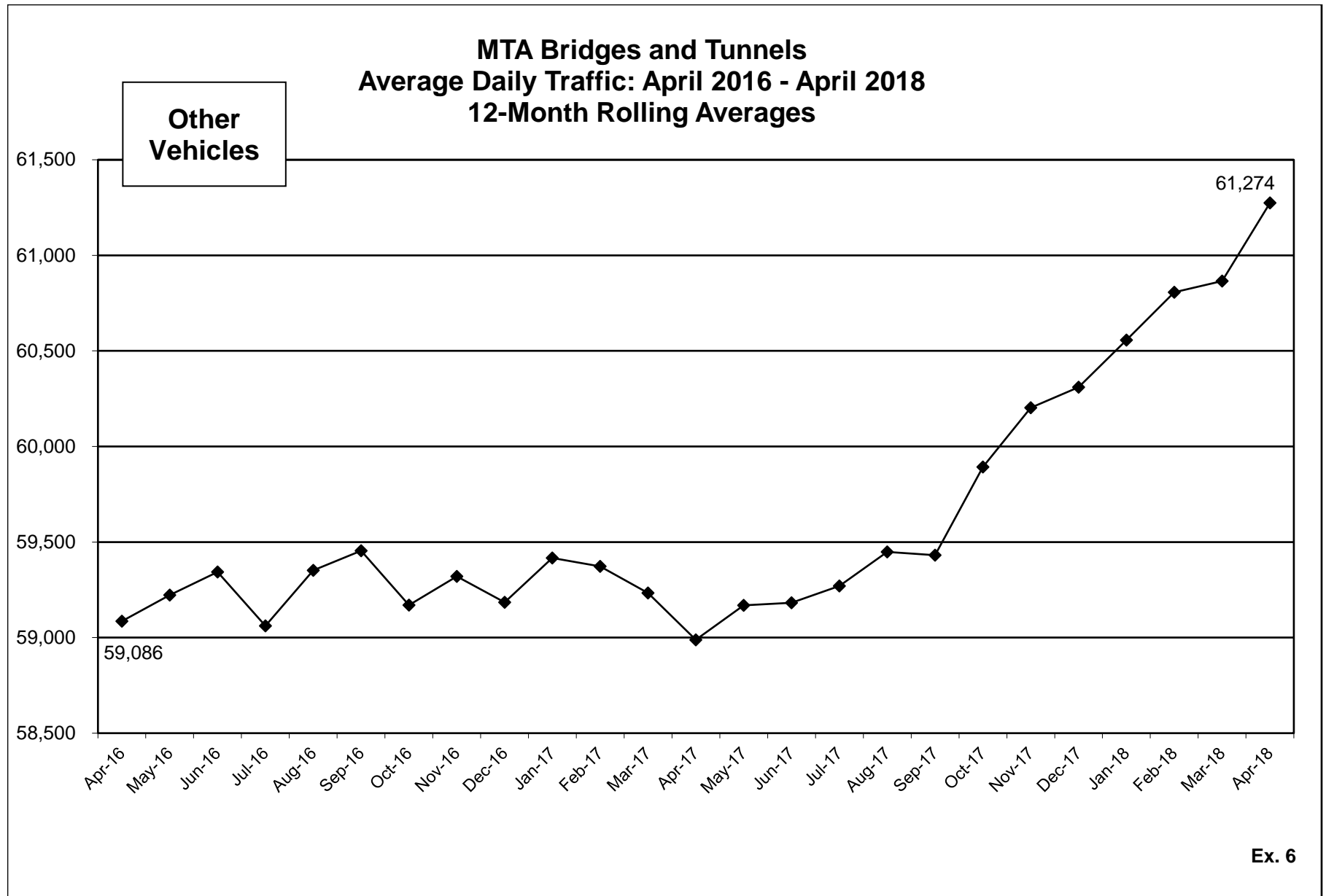




*Includes Tolls by Mail, cash, token, and ticket transactions.

Ex. 4





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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	4.6%	4.7%	3.4%	3.2%	2.3%
	E-ZPass	12.3%	12.7%	11.6%	11.2%	9.4%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-51.4%	-53.7%	-53.1%	-49.7%	-43.2%
RFK Bridge	Total Vehicles	12.0%	10.8%	7.0%	6.4%	4.5%
	E-ZPass	22.8%	22.3%	18.6%	18.1%	15.2%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-51.8%	-55.4%	-55.7%	-54.5%	-49.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	6.6%	4.5%	3.5%	2.9%	-0.2%
	E-ZPass	8.8%	6.7%	6.8%	7.0%	4.1%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-29.4%	-32.6%	-41.1%	-44.5%	-46.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.6%	1.4%	0.9%	-4.3%	0.4%
	E-ZPass	10.6%	11.8%	11.2%	2.4%	7.9%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-53.6%	-55.2%	-53.3%	-51.7%	-36.8%
Verrazano-Narrows Bridge	Total Vehicles	3.7%	4.8%	4.1%	4.3%	3.8%
	E-ZPass	12.3%	13.3%	12.6%	13.1%	11.3%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-58.8%	-59.8%	-58.2%	-57.6%	-47.8%
Henry Hudson Bridge	Total Vehicles	0.9%	2.5%	2.0%	2.8%	3.4%
	E-ZPass	2.1%	4.0%	3.6%	4.4%	4.7%
	Tolls By Mail	-17.7%	-21.1%	-22.8%	-20.6%	-16.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.8%	3.4%	2.3%	2.4%	2.2%
	E-ZPass	10.8%	10.8%	9.7%	10.2%	10.2%
	Cash/Tolls by Mail ⁽⁶⁾⁽⁷⁾	-57.7%	-61.0%	-59.1%	-57.2%	-54.3%

(1) April 2018 vs. April 2017

(2) February 2017 to April 2018 vs. February 2016 to April 2017

(3) November 2017 to April 2018 vs. November 2016 to April 2017

(4) August 2017 to April 2018 vs. August 2016 to April 2017

(5) May 2017 to April 2018 vs. May 2016 to April 2017

(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	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (May-Apr)
All Facilities	Total Vehicles	4.6%	4.7%	3.4%	3.2%	2.3%
	Passenger	4.3%	4.7%	3.3%	3.1%	2.1%
	Other	8.7%	5.1%	4.9%	4.6%	3.9%
RFK Bridge	Total Vehicles	12.0%	10.8%	7.0%	6.4%	4.5%
	Passenger	11.9%	11.0%	6.9%	6.3%	4.3%
	Other	12.4%	8.9%	8.0%	7.6%	6.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	6.6%	4.5%	3.5%	2.9%	-0.2%
	Passenger	7.0%	5.2%	4.1%	3.4%	0.1%
	Other	2.0%	-2.8%	-2.9%	-2.0%	-3.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.6%	1.4%	0.9%	-4.3%	0.4%
	Passenger	0.3%	1.3%	0.8%	-4.6%	0.3%
	Other	4.6%	2.5%	1.9%	-0.6%	1.6%
Verrazano-Narrows Bridge	Total Vehicles	3.7%	4.8%	4.1%	4.3%	3.8%
	Passenger	3.2%	4.6%	3.7%	4.0%	3.5%
	Other	11.9%	8.2%	9.0%	8.8%	7.9%
Henry Hudson Bridge	Total Vehicles	0.9%	2.5%	2.0%	2.8%	3.4%
	Passenger	0.7%	2.4%	1.7%	2.7%	3.3%
	Other	21.5%	18.3%	31.1%	20.6%	13.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.8%	3.4%	2.3%	2.4%	2.2%
	Passenger	2.4%	2.4%	1.5%	1.6%	1.5%
	Other	30.0%	19.1%	16.0%	16.0%	14.3%

(1) April 2018 vs. April 2017

(2) February 2017 to April 2018 vs. February 2016 to April 2017

(3) November 2017 to April 2018 vs. November 2016 to April 2017

(4) August 2017 to April 2018 vs. August 2016 to April 2017

(5) May 2017 to April 2018 vs. May 2016 to April 2017

Ex. 8

Supplemental Data Page for the Report on Operations

Traffic & Average Gas Price ⁽¹⁾			Weather ⁽²⁾			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
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	44	2.0	10.3	6
Mar-17 ⁽³⁾	24,595,618	\$2.44	41	4.7	9.8	10
Apr-17	25,354,830	\$2.52	58	4.1	-	12
May-17	26,717,750	\$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
Aug-17	28,271,494	\$2.51	76	3.3	-	13
Sep-17	26,559,138	\$2.83	72	1.8	-	5
Oct-17	27,068,258	\$2.65	66	3.8	-	9
Nov-17	25,955,869	\$2.66	66	2.1	-	8
Dec-17	25,737,055	\$2.62	39	2.0	7.2	9
Jan-18	23,731,837	\$2.69	32	2.1	8.7	7
Feb-18	22,741,094	\$2.75	43	5.9	4.9	17
Mar-18	25,674,462	\$2.68	41	4.1	11.6	11
Apr-18	26,517,452	\$2.81	50	5.0	5.5	13

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences

Traffic & Gas Monthly Inc/(Dec)			Weather Monthly Inc/(Dec)			Precipitation
<u>Month</u>	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Days</u>
2017 vs. 2016						
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	651,048	\$0.29	(6)	2.2	-	3
September	515,882	\$0.60	(2)	(0.7)	-	(4)
October	1,045,827	\$0.38	5	(1.0)	-	3
November	825,811	\$0.27	13	(3.3)	-	0
December	463,897	\$0.18	(1)	(1.0)	4	(1)
2018 vs. 2017						
January	279,185	\$0.15	(8)	(1.8)	(1)	(8)
February	1,120,327	\$0.26	(1)	3.9	(5)	11
March	1,078,844	\$0.24	0	(0.6)	2	1
April	1,162,622	\$0.29	(8)	0.9	6	1

1. Average gasoline (all types) price per gallon data are from the U.S. Bureau of Labor Statistics, NY-NJ-CT-PA area.

2. Local weather data are from the National Weather Service, LaGuardia Airport Station.

3. Toll Increase, March 19, 2017

Supplemental Data Page for Exhibits 2 through 6

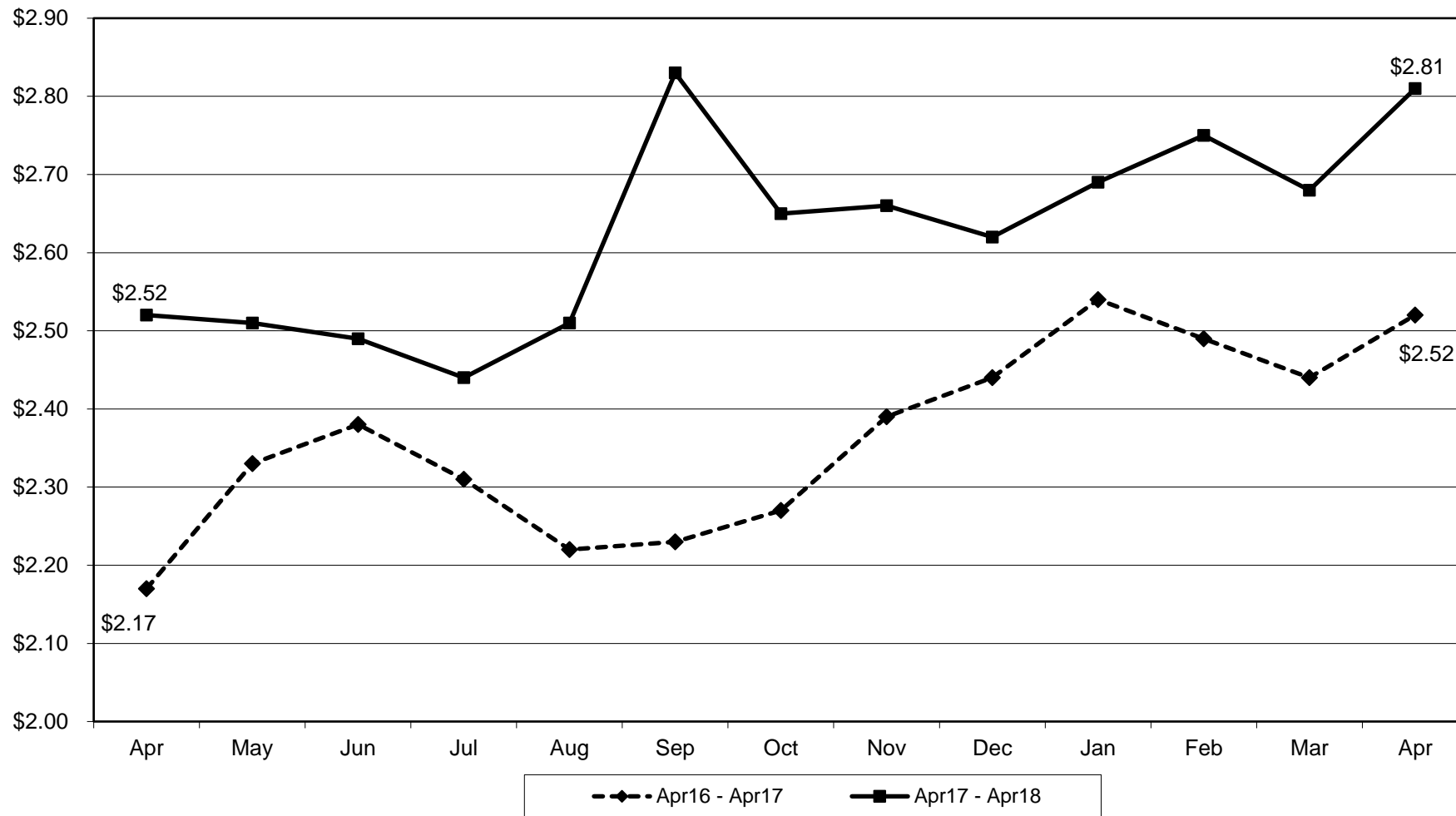
Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles¹</u>	<u>E-ZPass</u>	<u>Non-E-ZPass²</u>	<u>Passenger</u>	<u>Other</u>
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
Aug-17	841,496	740,550	100,945	782,047	59,448
Sep-17	842,909	746,115	96,794	783,478	59,431
Oct-17	845,774	754,069	91,705	785,882	59,892
Nov-17	848,037	761,116	86,921	787,834	60,203
Dec-17	849,308	767,371	81,936	788,998	60,310
Jan-18	850,073	772,493	77,580	789,516	60,557
Feb-18	853,142	779,538	73,604	792,335	60,807
Mar-18	856,098	786,832	69,266	795,232	60,866
Apr-18	859,283	794,334	64,949	798,009	61,274

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
April 2016 - April 2018**





Bridges and Tunnels

Safety Report **April 2018**



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	May 2015 - April 2016	May 2016 - April 2017	May 2017 - April 2018
Customer Collisions Rate for Bridge Customers per Million Vehicles	6.29	7.91	7.38
Customer Injury Collisions Rate for Bridge Customers per Million Vehicles	0.98	0.90	0.94
Employee Accident Reports	238	292	205
Employee Lost Time Injuries Rate per 200,000 worker hours	5.4	7.6	6.9
Construction Injuries per 200,000 worker hours	2.26	1.66	1.49

Leading Indicators				
Roadway Safety	2017		2018	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	42	926	7	291
Fleet Preventative Maintenance Insp.	112	1445	160	549
Safety Taskforce Inspections	2	12	1	2
Construction Safety	April	Year End	April	Year to Date
Construction Safety Inspections	347	3384	216	687
Fire Safety	April	Year End	April	Year to Date
Fire Code Audits Completed	0	14	1	4
FDNY Liaison Visits	10	25	9	9

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 represent 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.

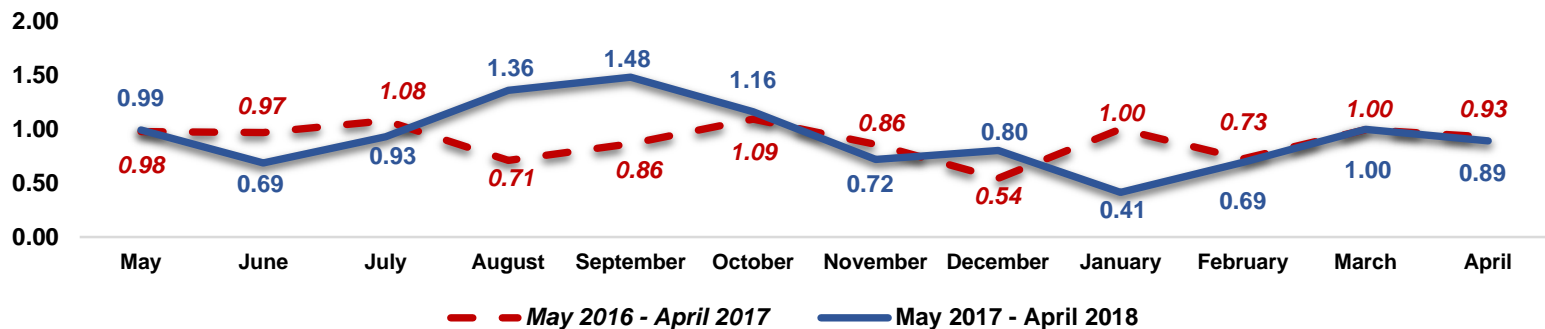
FDNY Liaison Visits are conducted on a regular basis (typically twice a year) whereby local fire companies visit and tour the facilities to become familiar with the structures and buildings and the fire equipment provided. This facilitates the development of strategies for fighting fires and responding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



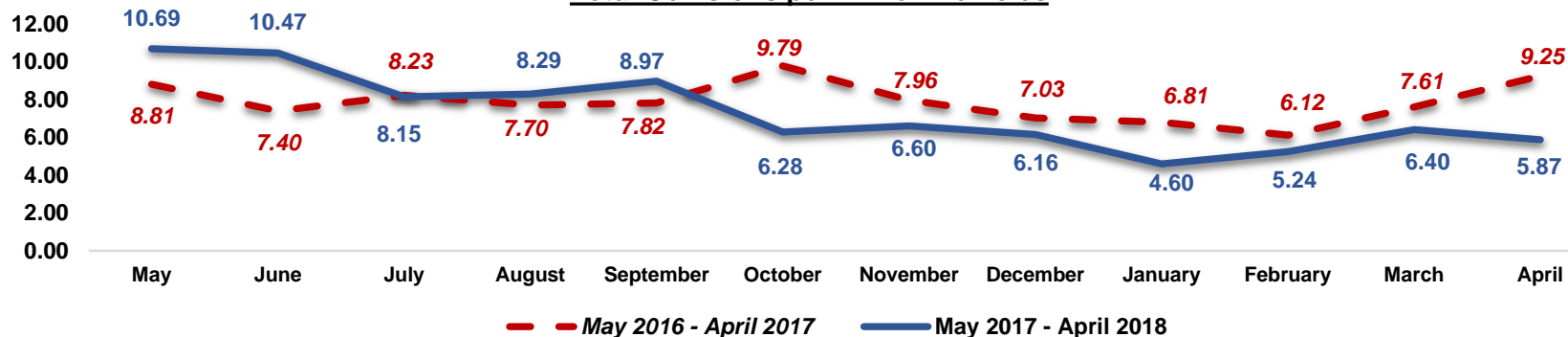
Bridges and Tunnels

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

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

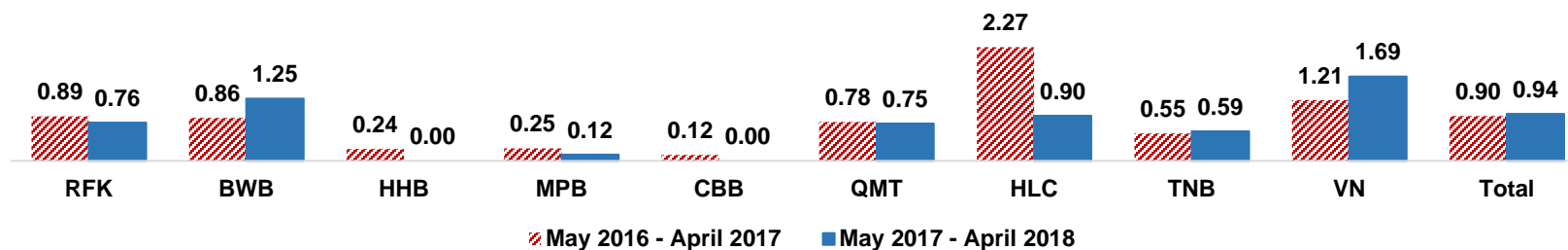




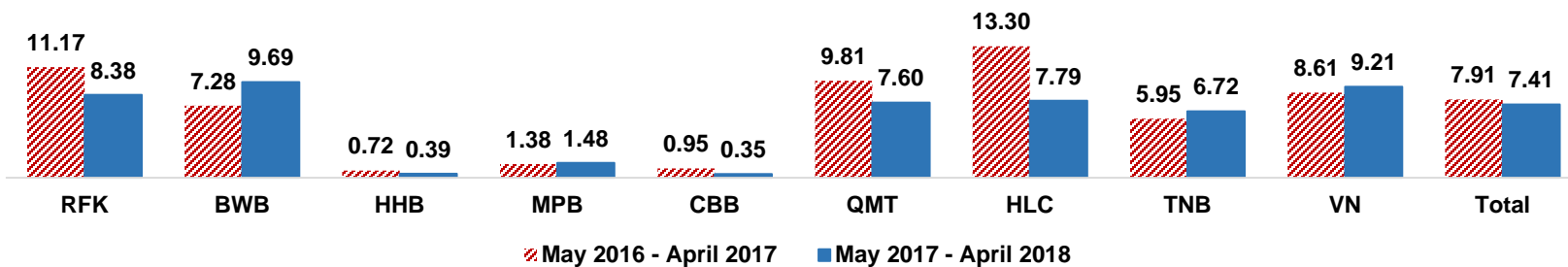
Bridges and Tunnels

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: April 2017 – April 2018

	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	18-Apr
RFK	13.77	18.13	14.07	6.93	8.87	7.51	7.42	9.61	6.67	6.24	4.17	5.62	4.08
BWB	11.33	11.59	13.54	11.27	13.26	13.18	9.02	6.80	5.18	5.91	6.79	7.60	10.57
TNB	5.91	11.67	12.63	9.12	8.11	10.32	5.82	2.73	5.37	2.47	2.59	4.25	3.53
VNB	9.82	9.32	10.94	11.82	10.43	10.67	6.66	8.83	8.65	5.23	8.73	10.20	8.27
QMT	11.78	7.93	11.18	3.64	5.51	7.93	7.74	7.55	10.68	7.65	6.25	7.12	7.90
HLC	8.99	14.20	6.55	10.22	6.94	14.78	5.28	7.71	4.09	2.87	6.62	7.39	5.77
HHB	0.46	0.43	0.43	0.45	0.44	0.00	0.87	0.92	0.00	0.00	0.00	0.48	0.45
MPB	5.03	1.41	0.00	3.51	2.45	1.42	1.54	0.00	3.26	1.76	0.00	1.63	0.00
CBB	1.49	0.00	1.22	1.18	0.00	1.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	9.25	10.69	10.47	8.15	8.29	8.97	6.28	6.60	6.16	4.60	5.24	6.40	5.87



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:

- 4,769 summonses were issued in April 2018 period—13.7% higher than in 2017.
- 73.9% (3,522) of the summonses issued in April 2018 were safety related. Types of safety summonses include Speeding, Disobey Traffic Control Devices, Unsafe Lane Change, and Unsafe Backing.

Summons Type	Apr-17	Apr-18	% Change
Speed	553	591	6.9%
Disobey Signs/Traffic Control Device	925	982	6.2%
Cell Phone/Texting	222	291	31.1%
Unsafe Lane Change/Failure to Signal	90	285	216.7%
*All Other	2,404	2,620	9.0%
Total	4,194	4,769	13.7%

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



Bridges and Tunnels

Report on Cashless Tolling April 2018



**MTA Bridges and Tunnels
Report on Cashless Tolling
June 2018 Committee Meeting**

April 2018 Highlights

The *Report on Cashless Tolling* provides monthly data on traffic and revenue performance at MTA Bridges and Tunnels facilities. The report is organized along three categories of information: Traffic, Revenue and Customer Service Center Statistics.

TRAFFIC

I. Traffic: All B&T Facilities by Method of Payment

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

For the month of April, overall E-ZPass market share was 94.4%, which was 6.5% points higher than April 2017.

II. Traffic: Average Weekday by Facility

This table shows the current month average weekday traffic volume by payment type (E-ZPass vs. Tolls by Mail) 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 95.1% overall in April. Every facility was over 90%, and six facilities were over 95% (Cross Bay Bridge, Henry Hudson Bridge, Hugh L. Carey Tunnel, Queens Midtown Tunnel, Marine Parkway Bridge, and Verrazano-Narrows Bridge). Overall, 4.9% of weekday toll transactions were subject to the Tolls by Mail (TBM) Program.

III. Traffic: Average Weekend by Facility

This table shows the current month average weekend traffic volume by payment type (E-ZPass vs. Tolls by Mail) 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 92.7% overall in April. Each facility was above 90%. Overall, 7.3% of weekend toll transactions were subject to TBM.

IV. Traffic: Distribution by Facility and Time Period

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

In April, 47.5% (totals may not add due to rounding) of traffic volume occurred during the weekday peak periods (22.6% in the AM peak and 25.0% in the PM peak) and 52.5% of the volume occurred on off-peak hours.

V. Traffic: Distribution by Facility and Payment Method

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 (TBM) 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 April, 87.1% of transactions were associated with New York Customer Service Center (NYCSC) E-ZPass account holders vs. 7.3% and 5.6% for Non-NYCSC E-ZPass accounts and TBM, respectively.

REVENUE

VI. Revenue Collection Rates Through April 2018

This table presents ORT revenue collection performance (revenue collected 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 (April 2018), to allow for the longer Tolls by Mail (TBM) billing and collection period.

As of April, all facilities are live with Cashless Open Road Tolling and our overall collection rate is at 101.6%, that is, when tolls and fees are considered. The exception is the Verrazano Narrows Bridge, which is at 98.4% this month. Due to one-way toll collection at the VNB, the timeframe to reach a 100% collection rate is longer at this facility than the average six-month collection period at our other facilities. B&T continues to monitor these trends.

CUSTOMER SERVICE CENTER

VII. Customer Service Center Metrics

These tables present metrics for E-ZPass, tag, accounts and expanded call center performance data for the E-ZPass and Tolls by Mail (TBM) Programs.

In April, the number of active MTA E-ZPass accounts approached 3.4 million accounts and the number of active MTA E-ZPass tags exceeded 5.3 million tags. Call waiting times have returned to acceptable levels and the average wait times for each call unit (General E-ZPass, Violations and Tolls by Mail) were well below the 45 second contractual standard.

VIII. Toll Processing Metrics

This table presents ORT metrics for the Tolls by Mail (TBM) and E-ZPass programs, including toll transactions, Toll Bills issued, and Violation Notices issued. Toll Bills Issued represent consolidated Toll Bills that contain a combination of ORT transactions for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey. E-ZPass and Toll Bill transactions are reported by transaction date. Toll Bills and Violation Notices issued are reported by Mail Date.

In April, E-ZPass and TBM transactions were 94.4% and 5.6% of all toll transactions, respectively. About 1.3% of E-ZPass transactions resulted in E-ZPass violations. 524,527 toll bills were issued under the TBM program and 165,496 MTA B&T Toll Bill violation notices were issued to customers.

IX. Chart: Comparison of E-ZPass Market Share Performance – 2016/2017 vs. 2017/2018

MTA Bridges and Tunnels
Report on Cashless Tolling
April 2018
Preliminary data subject to final audit

I. Traffic: All B&T Facilities by Method of Payment			
	April 2018	April 2017	2018 YTD
E-ZPass ¹	25,027,948	22,289,659	93,323,811
Tolls by Mail/Cash ^{1,2,3}	<u>1,489,504</u>	<u>3,065,171</u>	<u>5,341,034</u>
Total	26,517,452	25,354,830	98,664,845
E-ZPass Market Share:			
Total	94.4%	87.9%	94.6%
Cars	94.3%	87.5%	94.5%
Trucks	95.3%	93.9%	95.5%

II. Traffic: Average Weekday by Facility⁴						
Facility	April 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Apr 2018	Apr 2017	Change
Bronx-Whitestone Bridge	130,990	122,043	8,947	93.2%	84.8%	8.4%
Cross Bay Bridge	23,826	22,790	1,036	95.7%	90.1%	5.5%
Henry Hudson Bridge	73,920	70,681	3,239	95.6%	94.8%	0.9%
Hugh L. Carey Tunnel	54,766	53,022	1,744	96.8%	95.4%	1.4%
Marine Parkway Bridge	22,145	21,435	710	96.8%	92.1%	4.7%
Queens Midtown Tunnel	80,898	78,074	2,824	96.5%	94.8%	1.7%
Robert F. Kennedy Bridge	187,846	177,318	10,528	94.4%	87.0%	7.4%
Throgs Neck Bridge	119,768	112,791	6,977	94.2%	87.9%	6.2%
Verrazano-Narrows Bridge ¹	<u>205,952</u>	<u>197,565</u>	<u>8,387</u>	<u>95.9%</u>	<u>89.8%</u>	<u>6.2%</u>
All Facilities¹	900,111	855,719	44,392	95.1%	89.5%	5.6%

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 December 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
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Preliminary data subject to final audit

III. Traffic: Average Weekend by Facility						
Facility	April 2018			E-ZPass Market Share		
	Total	E-ZPass	TBM	Apr 2018	Apr 2017	Change
Bronx-Whitestone Bridge	134,356	121,824	12,531	90.7%	79.2%	11.5%
Cross Bay Bridge	19,760	18,617	1,144	94.2%	86.3%	7.9%
Henry Hudson Bridge	72,573	67,771	4,803	93.4%	92.2%	1.2%
Hugh L. Carey Tunnel	45,237	42,973	2,264	95.0%	93.0%	2.0%
Marine Parkway Bridge	17,720	16,954	766	95.7%	89.4%	6.3%
Queens Midtown Tunnel	47,101	44,649	2,453	94.8%	91.8%	3.0%
Robert F. Kennedy Bridge	186,468	172,058	14,411	92.3%	82.5%	9.8%
Throgs Neck Bridge	127,432	116,529	10,903	91.4%	83.1%	8.3%
Verrazano-Narrows Bridge ¹	<u>197,648</u>	<u>185,040</u>	<u>12,608</u>	<u>93.6%</u>	<u>84.8%</u>	<u>8.8%</u>
All Facilities	848,295	786,414	61,881	92.7%	84.8%	7.9%

IV. Traffic: Distribution by Facility & Time Period			
Facility	April 2018		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.6%	23.8%	53.7%
Cross Bay Bridge	25.0%	24.1%	50.8%
Henry Hudson Bridge	22.3%	29.7%	48.0%
Hugh L. Carey Tunnel	24.9%	27.0%	48.1%
Marine Parkway Bridge	27.5%	27.0%	45.6%
Queens Midtown Tunnel	22.2%	23.7%	54.1%
Robert F. Kennedy Bridge	23.6%	22.0%	54.5%
Throgs Neck Bridge	24.6%	23.8%	51.6%
Verrazano-Narrows Bridge ⁵	<u>16.0%</u>	<u>29.7%</u>	<u>54.4%</u>
All Facilities	22.6%	25.0%	52.5%

Note:

5. Traffic distributions reported in westbound tolled direction only

MTA Bridges and Tunnels
Report on Cashless Tolling
April 2018
Preliminary data subject to final audit

V. Traffic: Distribution by Facility and Payment Method			
Facility	April 2018		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls by Mail
Bronx-Whitestone Bridge	86.6%	5.8%	7.6%
Cross Bay Bridge	93.9%	1.3%	4.7%
Henry Hudson Bridge	83.8%	11.1%	5.0%
Hugh L. Carey Tunnel	90.5%	5.9%	3.7%
Marine Parkway Bridge	93.9%	2.6%	3.5%
Queens Midtown Tunnel	91.6%	4.6%	3.9%
Robert F. Kennedy Bridge	87.3%	6.5%	6.2%
Throgs Neck Bridge	85.6%	7.7%	6.7%
Verrazano-Narrows Bridge	<u>85.3%</u>	<u>9.9%</u>	<u>4.8%</u>
All Facilities	87.1%	7.3%	5.6%

VI. Revenue Collection Rates Through April 2018		
Facility	ORT Go-Live Date	Transactions from Go-Live Date through October (6 months prior to April)
Henry Hudson Bridge ⁶	11/20/16	103.4%
Hugh L. Carey Tunnel	1/4/17	102.6%
Queens Midtown Tunnel	1/10/17	103.7%
Marine Parkway Bridge	4/30/17	103.9%
Cross Bay Bridge	4/30/17	104.4%
Robert F. Kennedy Bridge	6/15/17	101.8%
Verrazano-Narrows Bridge	7/8/17	98.4%
Bronx-Whitestone Bridge	9/30/17	100.2%
Throgs Neck Bridge	9/30/17	100.2%
All Facilities		101.6%

Note:

6. Cashless tolling has been in effect at the HHB since 2012. The facility implemented open road cashless tolling on November 20, 2016 when its tollbooths were removed.

MTA Bridges and Tunnels
Report on Cashless Tolling
April 2018
Preliminary data subject to final audit

VII. Customer Service Center			
E-ZPass	April 2018	April 2017	YTD 2018
Total Accounts Opened	24,853	30,313	98,636
Total Active Accounts			3,399,386
Total Active Tags			5,359,884
Total Reload Cards Distributed	3,653	2,589	15,322
Reload Card % of Cash Replenishments			23.16%
Total Active Reload Cards			174,436

Customer Service Center Metrics	April 2018	April 2017	YTD 2018
Number of Phone Calls Handled by Customer Service Center			
General E-ZPass	298,290	240,517	1,068,834
Tolls by Mail	98,794	26,128	446,886
Violations	42,146	24,810	202,236
Other ⁷	16,805	13,747	51,170
Interactive Voice Response System	759,172	759,396	3,277,061
Total	1,215,207	1,064,598	5,046,187
Average Phone Call Waiting Time (in minutes)			
General E-ZPass Call Unit	0:14	0:10	3:04
Violations Call Unit	0:08	0:07	3:00
Tolls By Mail Call Unit	0:05	0:12	1:04

VIII. Toll Processing Metrics		
E-ZPass and Tolls by Mail Metrics	April 2018	YTD 2018
E-ZPass Program		
# of Transactions⁸	21,829,745	81,105,978
Passenger	20,257,269	75,067,906
Commercial	1,572,476	6,038,072
# of Violations Transactions	291,108	1,143,710
Passenger	271,780	1,066,700
Commercial	19,328	77,010
# of Violation Notices Issued (First Notice, by Mail Date)	115,364	486,782
Tolls by Mail Program (TBM)		
# of Transactions	1,343,966	3,628,729
Passenger	1,264,870	3,412,232
Commercial	79,096	216,497
# of Violation Transactions⁹	-	1,256,016
Passenger	-	1,179,645
Commercial	-	76,371
# of Toll Bills Issued (By Mail Date)¹⁰	524,527	2,570,901
# of Violation Notices Issued (By Mail Date)	165,496	702,375

Note:

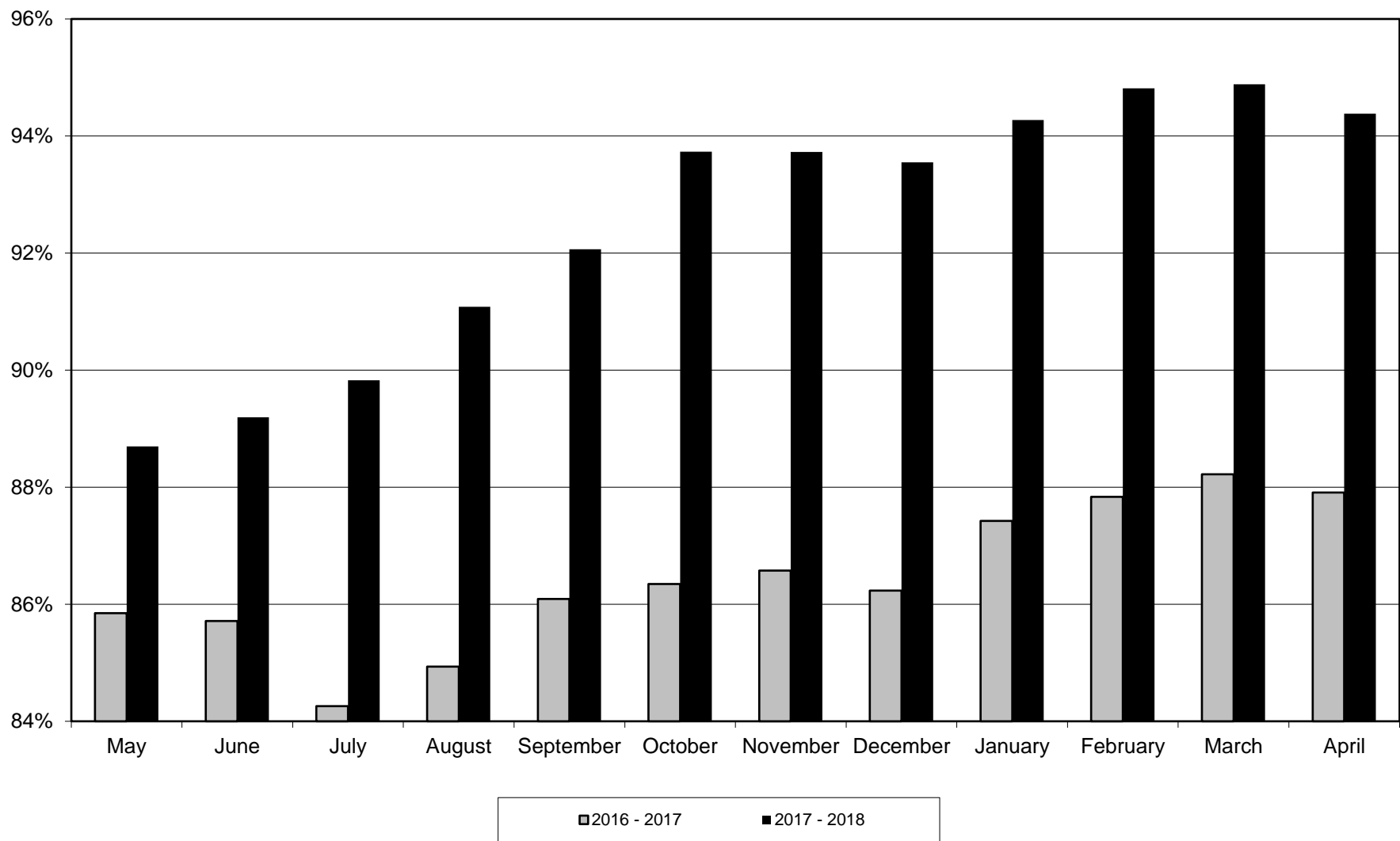
7. Business and retail tag registration calls

8. Includes paid transactions (one-way at the VNB)

9. Due to the time lag in unpaid TBM transactions escalating to violations, TBM violation transactions are reported on a YTD basis

10. Toll Bills Issued include bills issued under the consolidated ORT program for MTA B&T, the New York State Thruway Authority, and the Port Authority of New York and New Jersey.

IX. E-ZPass Market Shares May 2016 through April 2018





Bridges and Tunnels

Financial Report April 2018



MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of April 30, 2018**

(in thousands)

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

Cash-Unrestricted	11,868
Investments:	
Unrestricted	68,393
Restricted	962,746
Accrued interest receivable	2,179
Accounts receivable	69,309
Tolls due from other agencies	41,433
Due (to)/from MTA	164,140
Prepaid expenses	5,295
	<hr/>
Total current assets	1,325,362

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	15
Facilities, less acc.dep of \$1,517,493	6,059,609
Capital lease 2 Broadway net acc. dep.	38,538
Derivative Hedge Assets	3,545
Security Deposits	-
	<hr/>
Total noncurrent assets	6,101,707

TOTAL ASSETS:	<hr/> 7,427,068
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DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to Pension	57,663
Accumulated decreases in fair value of derivative instruments	169,283
Defeasance costs	256,810
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	<hr/> 483,757
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TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<hr/> <hr/> 7,910,825
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MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of April 30, 2018**

(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES**CURRENT LIABILITIES:**

Current portion-long term debt	245,505
Interest Payable	155,276
Accounts Payable	188,059
Payable to MTA-CAP	370,332
Due to MTA-Operating Expenses	3,839
Due to NYCTA-Operating Expenses	846
Accrued salaries	29,289
Accrued Vac & Sick Benefits	16,423
Current portion of estimated liability arising from injury	4,174
Due to New York City Transit Authority	35,451
Due to Metropolitan Transportation Authority	48,838
Unredeemed Tolls	172,400
Tolls due to other agencies	65,475
E-ZPass Airport Toll Liability	7,538
	<hr/>
Total current liabilities	1,343,446

NONCURRENT LIABILITIES:

Long term debt	9,233,165
Post Employment Benefits Other than Pensions	732,242
Estimated liability arising from injury	43,606
Capital lease obligations	55,711
Derivative Hedge Liabilities	155,426
Due (to)/from MTA - change in fair value of derivative	17,402
Net Pension Liability	271,608
Security deposits-Contra	0
	<hr/>
Total noncurrent liabilities	10,509,160

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	20,754
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**TOTAL LIABILITIES AND DEFERRED INFLOWS OF
RESOURCES**

11,873,360

NET POSITION

-3,962,535**TOTAL LIABILITIES, DEFERRED INFLOWS OF**

7,910,825

*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
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	156.554	161.785	5.231	3.3	0.000	0.000	0.000	-	156.554	161.785	5.231	3.3
Other Operating Revenue	1.565	1.394	(0.171)	(10.9)	0.000	0.000	0.000	-	1.565	1.394	(0.171)	(10.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.941	1.348	(0.593)	(30.6)	1.941	1.348	(0.593)	(30.6)
Investment Income	0.102	0.110	0.008	7.8	0.000	0.000	0.000	-	0.102	0.110	0.008	7.8
Total Revenue	\$158.221	\$163.288	\$5.068	3.2	\$1.941	\$1.348	(\$0.593)	(30.6)	\$160.162	\$164.636	\$4.474	2.8
Expenses												
<i>Labor:</i>												
Payroll	\$11.304	\$10.108	\$1.195	10.6	\$0.699	\$0.554	\$0.145	20.8	12.003	\$10.662	\$1.341	11.2
Overtime	2.167	2.047	0.120	5.5	0.168	0.015	0.153	90.8	2.335	2.062	0.273	11.7
Health and Welfare	2.807	2.277	0.530	18.9	0.150	0.130	0.020	13.3	2.958	2.408	0.550	18.6
OPEB Current Payment	1.814	1.824	(0.010)	(0.5)	0.000	0.000	0.000	-	1.814	1.824	(0.010)	(0.5)
Pensions	3.053	3.107	(0.054)	(1.8)	0.204	0.151	0.053	25.8	3.257	3.259	(0.001)	(0.0)
Other Fringe Benefits	1.501	1.293	0.208	13.9	0.098	0.076	0.021	21.9	1.599	1.370	0.230	14.4
Reimbursable Overhead	(0.622)	(0.421)	(0.201)	(32.4)	0.622	0.421	0.201	32.4	0.000	0.000	0.000	-
Total Labor Expenses	\$22.025	\$20.236	\$1.789	8.1	\$1.941	\$1.348	\$0.593	30.6	\$23.966	\$21.584	\$2.382	9.9
<i>Non-Labor:</i>												
Electric Power	\$0.578	\$0.671	(\$0.094)	(16.2)	\$0.000	\$0.000	\$0.000	-	\$0.578	\$0.671	(\$0.094)	(16.2)
Fuel	0.140	0.115	0.025	17.8	0.000	0.000	0.000	-	0.140	0.115	0.025	17.8
Insurance	0.964	0.800	0.164	17.0	0.000	0.000	0.000	-	0.964	0.800	0.164	17.0
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.887	7.392	4.495	37.8	0.000	0.000	0.000	-	11.887	7.392	4.495	37.8
Professional Service Contracts	2.875	1.919	0.955	33.2	0.000	0.000	0.000	-	2.875	1.919	0.955	33.2
Materials & Supplies	0.387	0.359	0.028	7.3	0.000	0.000	0.000	-	0.387	0.359	0.028	7.3
Other Business Expenses	3.735	3.728	0.007	0.2	0.000	0.000	0.000	-	3.735	3.728	0.007	0.2
Total Non-Labor Expenses	\$20.565	\$14.985	\$5.580	27.1	\$0.000	\$0.000	\$0.000	-	\$20.565	\$14.985	\$5.580	27.1
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$42.590	\$35.220	\$7.369	17.3	\$1.941	\$1.348	\$0.593	30.6	\$44.531	\$36.568	\$7.963	17.9
Depreciation	\$11.241	\$11.546	(\$0.305)	(2.7)	\$0.000	\$0.000	\$0.000	-	11.241	\$11.546	(\$0.305)	(2.7)
OPEB Obligation	6.285	5.250	1.035	16.5	0.000	0.000	0.000	-	6.285	5.250	1.035	16.5
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$60.116	\$52.016	\$8.100	13.5	\$1.941	\$1.348	\$0.593	30.6	\$62.057	\$53.364	\$8.693	14.0
Less: Depreciation	\$11.241	\$11.546	(\$0.305)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$11.241	\$11.546	(\$0.305)	(2.7)
Less: OPEB Obligation	6.285	5.250	1.035	16.5	0.000	0.000	0.000	-	6.285	5.250	1.035	16.5
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$42.590	\$35.220	\$7.369	17.3	\$1.941	\$1.348	\$0.593	30.6	\$44.531	\$36.568	\$7.963	17.9
Net Surplus/(Deficit)	\$115.630	\$128.068	\$12.438	10.8	\$0.000	\$0.000	\$0.000	-	\$115.631	\$128.068	\$12.437	10.8

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$115.631	\$128.068	\$12.437	10.8
Less: Capitalized Assets									1.218	0.980	0.238	19.5
Reserves									2.330	2.330	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$112.082	\$124.757	\$12.675	11.3
Less: Debt Service									55.930	56.197	(0.266)	(0.5)
Income Available for Distribution									\$56.152	\$68.561	\$12.409	22.1
Distributable To:												
MTA - Investment Income									0.102	0.110	0.008	7.8
MTA - Distributable Income									33.080	39.177	6.097	18.4
NYCTR - Distributable Income									22.970	29.274	6.303	27.4
Total Distributable Income									\$56.152	\$68.561	\$12.409	22.1
Support to Mass Transit:												
Total Revenues									160.162	164.636	4.474	2.8
Less: Total Operating Expenses									<u>44.531</u>	<u>36.568</u>	<u>7.963</u>	17.9
Net Operating Income/(Deficit)									\$115.631	\$128.068	\$12.437	10.8
Deductions from Net Operating Income:												
Capitalized Assets									1.218	0.980	0.238	19.5
Reserves									2.330	2.330	0.000	0.0
B&T Debt Service									23.797	23.184	0.613	2.6
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$27.346	\$26.495	\$0.851	3.1
Total Support to Mass Transit									\$88.285	\$101.573	\$13.288	15.1

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	584.386	602.898	18.512	3.2	0.000	0.000	0.000	-	584.386	602.898	18.512	3.2
Other Operating Revenue	6.260	6.776	0.515	8.2	0.000	0.000	0.000	-	6.260	6.776	0.515	8.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	7.763	5.936	(1.827)	(23.5)	7.763	5.936	(1.827)	(23.5)
Investment Income	0.408	0.508	0.100	24.5	0.000	0.000	0.000	-	0.408	0.508	0.100	24.5
Total Revenue	\$591.054	\$610.181	\$19.128	3.2	\$7.763	\$5.936	(\$1.827)	(23.5)	\$598.817	\$616.118	\$17.301	2.9
Expenses												
<i>Labor:</i>												
Payroll	\$45.214	\$39.318	\$5.897	13.0	\$2.797	\$2.502	\$0.294	10.5	48.011	\$41.820	\$6.191	12.9
Overtime	8.894	8.810	0.084	0.9	0.670	0.071	0.599	89.4	9.564	8.881	0.683	7.1
Health and Welfare	11.230	9.147	2.083	18.6	0.602	0.590	0.012	2.0	11.832	9.736	2.096	17.7
OPEB Current Payment	7.256	7.207	0.048	0.7	0.000	0.000	0.000	-	7.256	7.207	0.048	0.7
Pensions	12.213	12.356	(0.143)	(1.2)	0.815	0.684	0.132	16.2	13.029	13.040	(0.011)	(0.1)
Other Fringe Benefits	7.044	6.450	0.594	8.4	0.391	0.345	0.046	11.8	7.436	6.795	0.640	8.6
Reimbursable Overhead	(2.488)	(1.745)	(0.744)	(29.9)	2.488	1.745	0.744	29.9	0.000	0.000	0.000	-
Total Labor Expenses	\$89.363	\$81.543	\$7.820	8.8	\$7.763	\$5.936	\$1.827	23.5	\$97.126	\$87.479	\$9.647	9.9
<i>Non-Labor:</i>												
Electric Power	\$2.310	\$1.614	\$0.697	30.1	0.000	\$0.000	\$0.000	-	\$2.310	\$1.614	\$0.697	30.1
Fuel	0.700	0.801	(0.101)	(14.5)	0.000	0.000	0.000	-	0.700	0.801	(0.101)	(14.5)
Insurance	3.852	3.205	0.647	16.8	0.000	0.000	0.000	-	3.852	3.205	0.647	16.8
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	48.824	35.560	13.264	27.2	0.000	0.000	0.000	-	48.824	35.560	13.264	27.2
Professional Service Contracts	11.977	14.542	(2.565)	(21.4)	0.000	0.000	0.000	-	11.977	14.542	(2.565)	(21.4)
Materials & Supplies	1.549	1.609	(0.060)	(3.9)	0.000	0.000	0.000	-	1.549	1.609	(0.060)	(3.9)
Other Business Expenses	15.637	14.399	1.238	7.9	0.000	0.000	0.000	-	15.637	14.399	1.238	7.9
Total Non-Labor Expenses	\$84.849	\$71.729	\$13.120	15.5	\$0.000	\$0.000	\$0.000	-	\$84.849	\$71.729	\$13.120	15.5
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$174.212	\$153.272	\$20.940	12.0	\$7.763	\$5.936	\$1.827	23.5	\$181.975	\$159.208	\$22.767	12.5
Depreciation	\$44.964	\$45.580	(\$0.616)	(1.4)	0.000	\$0.000	\$0.000	-	44.964	\$45.580	(\$0.616)	(1.4)
OPEB Obligation	25.141	22.472	2.669	10.6	0.000	0.000	0.000	-	25.141	22.472	2.669	10.6
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$244.317	\$221.324	\$22.994	9.4	\$7.763	\$5.936	\$1.827	23.5	\$252.081	\$227.260	\$24.821	9.8
Less: Depreciation	\$44.964	\$45.580	(\$0.616)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$44.964	\$45.580	(\$0.616)	(1.4)
Less: OPEB Obligation	25.141	22.472	2.669	10.6	0.000	0.000	0.000	-	25.141	22.472	2.669	10.6
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$174.212	\$153.272	\$20.940	12.0	\$7.763	\$5.936	\$1.827	23.5	\$181.975	\$159.208	\$22.767	12.5
Net Surplus/(Deficit)	\$416.842	\$456.910	\$40.068	9.6	\$0.000	\$0.000	\$0.000	-	\$416.842	\$456.910	\$40.068	9.6

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$416.842	\$456.910	\$40.068	9.6
Less: Capitalized Assets									5.410	2.456	\$2.953	54.6
Reserves									9.320	9.320	0.000	0.0
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$402.112	\$445.133	\$43.021	10.7
Less: Debt Service									223.722	222.873	0.849	0.4
Income Available for Distribution									\$178.390	\$222.260	\$43.870	24.6
Distributable To:												
MTA - Investment Income									0.408	0.508	0.100	24.5
MTA - Distributable Income									109.210	130.713	21.503	19.7
NYCTR - Distributable Income									68.773	91.039	22.267	32.4
Total Distributable Income									\$178.390	\$222.260	\$43.870	24.6
<u>Support to Mass Transit:</u>												
Total Revenues									598.817	616.118	17.301	2.9
Less: Total Operating Expenses									<u>181.975</u>	<u>159.208</u>	<u>22.767</u>	12.5
Net Operating Income/(Deficit)									\$416.842	\$456.910	\$40.068	9.6
Deductions from Net Operating Income:												
Capitalized Assets									5.410	2.456	2.953	54.6
Reserves									9.320	9.320	0.000	0.0
B&T Debt Service									95.189	90.654	4.534	4.8
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$109.919	\$102.431	\$7.488	6.8
Total Support to Mass Transit									\$306.923	\$354.479	\$47.555	15.5

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		April 2018	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	5.231	3.3%	Higher toll revenue due to 5.1% higher traffic	18.512	3.2%	Higher toll revenue due to 4.3% higher traffic
Other Operating Revenue	(0.171)	-10.9%	Lower other operating revenue primarily due to the timing of net operating income from the Battery Parking Garage	0.515	8.2%	Higher other operating revenue primarily due to higher revenue from E-ZPass administrative fees
Investment Income	0.008	7.8%	Higher than anticipated short-term investment returns on fund balances	0.100	24.5%	Higher than anticipated short-term investment returns on fund balances
Payroll	1.195	10.6%	Lower payroll expenses primarily due to vacancies	5.897	13.0%	Lower payroll expenses primarily due to vacancies
Overtime	0.120	5.5%	See overtime tables	0.084	0.9%	See overtime tables
Health and Welfare	0.530	18.9%	Lower expenses primarily due to vacancies	2.083	18.6%	Lower expenses primarily due to vacancies
OPEB Current Payment	(0.010)	-0.5%	Higher expenses primarily due to timing against the monthly budget allocation	0.048	0.7%	Lower expenses primarily due to timing against the YTD budget allocation
Pensions	(0.054)	-1.8%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget	(0.143)	-1.2%	Higher non-reimbursable expenses due to higher than allocated capital reimbursement offsets. Total non-reimbursable and reimbursable expenses are very close to budget
Other Fringe Benefits	0.208	13.9%	Lower expenses primarily due to vacancies	0.594	8.4%	Lower expenses primarily due to vacancies
Electric Power	(0.094)	-16.2%	Higher electricity expenses primarily due to timing against the monthly budget allocation	0.697	30.1%	Lower electricity expenses primarily due to reduced usage in a Cashless Tolling operating environment
Fuel	0.025	17.8%	Lower fuel expenses primarily due to timing against the monthly budget allocation	(0.101)	-14.5%	Higher fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.164	17.0%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.647	16.8%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	4.495	37.8%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$2.517M) and the timing of major maintenance and painting projects (\$0.968 Mill) against the monthly budget allocation.	13.264	27.2%	Lower expenses primarily due to lower than anticipated E-ZPass Customer Service Center costs (\$9.908 Mill), and the timing of expenses across several areas including major maintenance projects (\$1.837 Mill), security and surveillance equipment purchases (\$0.774 Mill) and various routine maintenance contracts (\$1.112 Mill)
Professional Service Contracts	0.955	33.2%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance (\$0.444 Mill), various consulting contracts (\$0.264 Mill) and outside engineering services (\$0.165 Mill)	(2.565)	-21.4%	Higher expenses primarily due to timing against the YTD budget allocation for customer outreach costs (\$5.009 Mill) partially offset by lower expenses for bond issuance (\$1.380 Mill), various consulting contracts (\$0.598 Mill) and outside engineering services (\$0.474 Mill)
Materials & Supplies	0.028	7.3%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.060)	-3.9%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.007	0.2%	Minor variance	1.238	7.9%	Lower expenses primarily due to timing against the YTD budget allocation for credit card fees and other toll collection costs
Depreciation	(0.305)	-2.7%	Higher depreciation expense primarily due to timing against the monthly budget allocation	(0.616)	-1.4%	Higher depreciation expense primarily due to timing against the YTD budget allocation
Other Post Employment Benefits	1.035	16.5%	Lower expense due to a decreased actuarial assessment of OPEB obligations	2.669	10.6%	Lower expense due to a decreased actuarial assessment of OPEB obligations
Reimbursable						
Capital and Other Reimbursements	(0.593)	-30.6%	Lower capital reimbursements due to timing against the monthly budget allocation	(1.827)	-23.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.145	20.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.294	10.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.153	90.8%	See overtime tables	0.599	89.4%	See overtime tables
Health and Welfare	0.020	13.3%	Lower capital reimbursements due to timing against the monthly budget allocation	0.012	2.0%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.053	25.8%	Lower capital reimbursements due to timing against the monthly budget allocation	0.132	16.2%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.021	21.9%	Lower capital reimbursements due to timing against the monthly budget allocation	0.046	11.8%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.201	32.4%	Lower capital reimbursements due to timing against the monthly budget allocation	0.744	29.9%	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

MTA Bridges and Tunnels
2018 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
OPERATIONS & MAINTENANCE												
<u>Scheduled Service</u>	5,904	\$0.393	4,370	\$0.291	1,534 26.0%	\$0.102 26.0%	23,395	\$1.556	16,677	\$1.109	6,718 28.7%	\$0.447 28.7%
<u>Unscheduled Service</u>	262	\$0.021	18	\$0.001	244 93.1%	\$0.020 95.2%	1,045	\$0.084	98	\$0.008	948 90.7%	\$0.076 90.5%
<u>Programmatic/Routine Maintenance</u>	1,548	\$0.129	2,141	\$0.178	(593) -38.3%	(\$0.049) -38.0%	6,197	\$0.518	13,303	\$1.112	(7,106) **	(\$0.594) **
<u>Unscheduled Maintenance</u>	1,225	\$0.102	755	\$0.063	470 38.4%	\$0.039 38.2%	4,866	\$0.406	3,173	\$0.265	1,693 34.8%	\$0.141 34.7%
<u>Vacancy/Absentee Coverage</u>	16,418	\$1.098	11,236	\$0.751	5,182 31.6%	\$0.347 31.6%	65,679	\$4.392	46,720	\$3.124	18,959 28.9%	\$1.268 28.9%
<u>Weather Emergencies</u>	0	\$0.000	529	\$0.036	(529) **	(\$0.036) **	3,146	\$0.214	12,283	\$0.835	(9,137) **	(\$0.621) **
<u>Safety/Security/Law Enforcement</u>	1,477	\$0.097	1,476	\$0.097	2 0.1%	\$0.000 0.0%	5,923	\$0.391	5,255	\$0.347	669 11.3%	\$0.044 11.3%
<u>Other</u>	10	\$0.001	1,524	\$0.152	(1,514) **	(\$0.151) **	38	\$0.004	8,510	\$0.896	(8,472) **	(\$0.892) **
<u>*All Other Departments and Accruals</u>		\$0.326		\$0.478		(\$0.152) -46.8%		\$1.329		\$1.114		\$0.215 16.1%
Subtotal	26,844	\$2.167	22,048	\$2.047	4,796 17.9%	\$0.120 5.5%	110,289	\$8.894	106,017	\$8.810	4,272 3.9%	\$0.084 0.9%
REIMBURSABLE OVERTIME	2,897	\$0.168	96	\$0.015	2,801 96.7%	\$0.153 91.1%	11,535	\$0.670	781	\$0.071	10,754 93.2%	\$0.599 89.4%
TOTAL OVERTIME	29,741	\$2.335	22,144	\$2.062	7,597 25.5%	\$0.273 11.7%	121,824	\$9.564	106,798	\$8.881	15,026 12.3%	\$0.683 7.1%

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
2018 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
OPERATIONS & MAINTENANCE						
<u>Scheduled Service</u>	1,534 26.0%	\$0.102 26.0%	Lower than planned expenses	6,718 28.7%	\$0.447 28.7%	Lower than planned expenses
<u>Unscheduled Service</u>	244 93.1%	\$0.020 95.2%	Lower than planned expenses	948 90.7%	\$0.076 90.5%	Lower than planned expenses
<u>Programmatic/Routine Maintenance</u>	(593) -38.3%	(\$0.049) -38.0%	Higher than planned expenses	(7,106) **	(\$0.594) **	Higher than planned expenses
<u>Unscheduled Maintenance</u>	470 38.4%	\$0.039 38.2%	Lower than planned expenses	1,693 34.8%	\$0.141 34.7%	Lower than planned expenses
<u>Vacancy/Absentee Coverage</u>	5,182 31.6%	\$0.347 31.6%	Lower than planned expenses	18,959 28.9%	\$1.268 28.9%	Lower than planned expenses
<u>Weather Emergencies</u>	(529) 0.0%	(\$0.036) 0.0%	Higher than planned expenses	(9,137) **	(\$0.621) **	Higher than planned expenses
<u>Safety/Security/Law Enforcement</u>	2 0.1%	\$0.000 0.0%	Lower than planned expenses	669 11.3%	\$0.044 11.3%	Lower than planned expenses
<u>Other</u>	(1,514) **	(\$0.151) **	Higher than planned expenses	(8,472) **	(\$0.892) **	Higher than planned expenses
<u>*All Other Departments and Accruals</u>		(\$0.152) -46.8%	Primarily due to adjustments for the 28-day OT payroll lag		\$0.215 16.1%	Primarily due to adjustments for the 28-day OT payroll lag
Subtotal	4,796 17.9%	\$0.120 5.5%		4,272 3.9%	\$0.084 0.9%	
REIMBURSABLE OVERTIME	2,801 96.7%	\$0.153 91.1%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program	10,754 93.2%	\$0.599 89.4%	Lower than planned overtime needed on projects eligible for reimbursement from the capital program
TOTAL OVERTIME	7,597	\$0.273		15,026	\$0.683	

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
TRAFFIC VOLUME AND REVENUE
(millions)**

Month of AprilYear to date ending April 2018**Comparison Current Year vs. Prior Year:**

<u>Prior Year</u>		<u>Current Year</u>		<u>Percentage Change</u>			<u>Prior Year*</u>		<u>Current Year</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
3.9	\$28.0	4.0	\$27.4	2.4%	-2.1%	Bronx-Whitestone	14.4	\$101.8	14.7	\$102.3	2.0%	0.5%
0.7	1.5	0.7	1.5	2.5%	3.9%	Cross Bay	2.5	5.4	2.5	5.6	1.7%	3.7%
2.2	6.7	2.2	7.3	0.9%	8.3%	Henry Hudson	7.8	25.7	8.0	25.8	2.2%	0.4%
1.4	8.8	1.5	9.4	8.0%	7.3%	Hugh L. Carey	5.6	32.7	5.8	35.1	2.9%	7.2%
0.6	2.0	0.6	1.4	5.4%	-33.7%	Marine Parkway	2.2	5.5	2.3	5.0	3.6%	-9.5%
2.0	11.5	2.1	13.7	5.7%	18.3%	Queens Midtown	7.8	47.4	8.1	51.6	4.1%	8.9%
5.0	36.3	5.6	37.7	12.0%	3.8%	RFK	19.1	132.4	20.8	140.5	8.8%	6.1%
3.7	29.7	3.7	28.4	-1.2%	-4.2%	Throgs Neck	13.5	105.8	13.5	104.7	-0.3%	-1.1%
5.9	34.2	6.1	35.0	3.7%	2.3%	Verrazano-Narrows	22.1	124.7	23.1	132.3	4.3%	6.0%
25.4	\$158.8	26.5	\$161.8	4.6%	1.9%	Total	95.0	\$581.5	98.7	\$602.9	3.8%	3.7%
	<u>\$6.263</u>		<u>\$6.101</u>		<u>-2.6%</u>	Revenue Per Vehicle		<u>\$6.120</u>		<u>\$6.111</u>		<u>-0.2%</u>

Note: Numbers may not add due to rounding.

*Toll increase implemented March 19, 2017

Comparison Actual vs. Adopted Budget:

<u>Apr Budget</u>		<u>Apr Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
25.2	\$156.6	26.5	\$161.8	5.1%	3.3%	Total All	94.6	\$584.4	98.7	\$602.9	4.3%	3.2%
	<u>\$6.203</u>		<u>\$6.101</u>		<u>-1.6%</u>	Revenue Per Vehicle		<u>\$6.178</u>		<u>\$6.111</u>		<u>-1.1%</u>

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
April 2018

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	12	5	7	1 Managerial and 6 Professional vacancies
Law ⁽¹⁾	16	15	1	1 Professional vacancy
CFO ⁽²⁾	25	23	2	2 Managerial vacancies
Administration ⁽³⁾	37	36	1	1 Managerial vacancy
EEO	2	-	2	2 Managerial vacancies
Total Administration	92	79	13	
Operations				
Revenue Management	43	32	11	6 Managerial vacancies, 4 Professional vacancies, and 1 BTO vacancy
Operations (Non-Security)	543	418	125	36 Managerial and 89 BTO vacancies
Total Operations	586	450	136	
Maintenance				
Maintenance	206	200	6	4 Managerial and 2 Professional vacancies
Operations - Maintainers	176	174	2	2 Maintainer vacancies
Total Maintenance	382	374	8	
Engineering/Capital				
Engineering & Construction	192	154	38	5 Managerial and 33 Professional vacancies
Safety & Health	10	8	2	2 Professional vacancies
Law ⁽¹⁾	22	17	5	2 Managerial and 3 Professional vacancies
CFO-Planning & Budget Capital	29	21	8	1 Managerial vacancy and 7 Professional vacancies
Total Engineering/Capital	253	200	53	
Public Safety				
Operations (Security)	232	232	-	
Internal Security - Operations	44	37	7	4 Managerial and 3 Professional vacancies
Total Public Safety	276	269	7	
Total Positions	1,589	1,372	217	
Non-Reimbursable	1,502	1,285	217	
Reimbursable	87	87	-	
Total Full-Time	1,589	1,372	217	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
April 2018

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	24	6	2 vacancies in CFO and EEO and 1 vacancy in Executive and Administration
Professional, Technical, Clerical	62	55	7	6 vacancies in Executive and 1 vacancy in Law
Operational Hourlies	-	-	-	
Total Administration	92	79	13	
Operations				
Managers/Supervisors	216	174	42	36 vacancies in Operations and 6 in Revenue Management
Professional, Technical, Clerical	34	30	4	4 vacancies in Revenue Management
Operational Hourlies ⁽¹⁾	336	246	90	89 BTO vacancies in Operations and 1 BTO vacancy in Revenue Management
Total Operations	586	450	136	
Maintenance				
Managers/Supervisors	25	21	4	4 vacancies in Maintenance
Professional, Technical, Clerical	14	12	2	2 vacancies in Maintenance
Operational Hourlies ⁽²⁾	343	341	2	
Total Maintenance	382	374	8	
Engineering/Capital				
Managers/Supervisors	52	44	8	5 vacancies in Engineering, 2 in Law, and 1 vacancy in CFO
Professional, Technical, Clerical	201	156	45	33 vacancies in Engineering, 7 in CFO, 3 in Law, and 2 in Safety and Health
Operational Hourlies	-	-	-	
Total Engineering/Capital	253	200	53	
Public Safety				
Managers/Supervisors	48	44	4	4 vacancies in Internal Security
Professional, Technical, Clerical	32	29	3	3 vacancies in Internal Security
Operational Hourlies ⁽³⁾	196	196	-	
Total Public Safety	276	269	7	
Total Positions				
Managers/Supervisors	371	307	64	
Professional, Technical, Clerical	343	282	61	
Operational Hourlies	875	783	92	
Total Positions	1,589	1,372	217	

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

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

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



Bridges and Tunnels

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Capital Program Project Status Report May 2018

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
MAY 31, 2018

Introduction

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

Commitments

In May, B&T made 13 commitments with a total value of \$41.4 million. 12 of these commitments with a total value of \$10.5 million were from the 2018 Plan (*See Attachment 1, 2018 Commitment Chart; Attachment 2 – 2018 Major Commitments*). In addition, a commitment remaining from the 2017 Plan was made in May for \$30.9 million to rehabilitate electrical and mechanical equipment at the RFK Bridge Harlem River Lift Span.

Year-to-date, B&T has made a total of 49 commitments with a \$73.9 million value against a plan of 24 commitments with a total value of \$42.6 million. Of these, 48 commitments with a total value of \$43.0 million have been made against the 2018 Plan of 23 commitments with a value of \$25.5 million.

Completions

In May, there was one project completion: Queens Midtown Tunnel – Sandy Restoration, Replacement of Fire lines, and associated work. This July 2018 completion was made eleven months earlier than originally planned, with a total value of \$326.4 million. No completions were planned for May.

Year-to-date, against the 2018 Plan, three projects have been completed for \$736.0 million accomplishing 188% of the year-to-date goal of \$390.9 million (*See Attachment 3 - 2018 Completion Chart; Attachment 4 – 2018 Major Project Completions*).

In addition, year-to-date, the one completion remaining from the 2017 Plan was made.

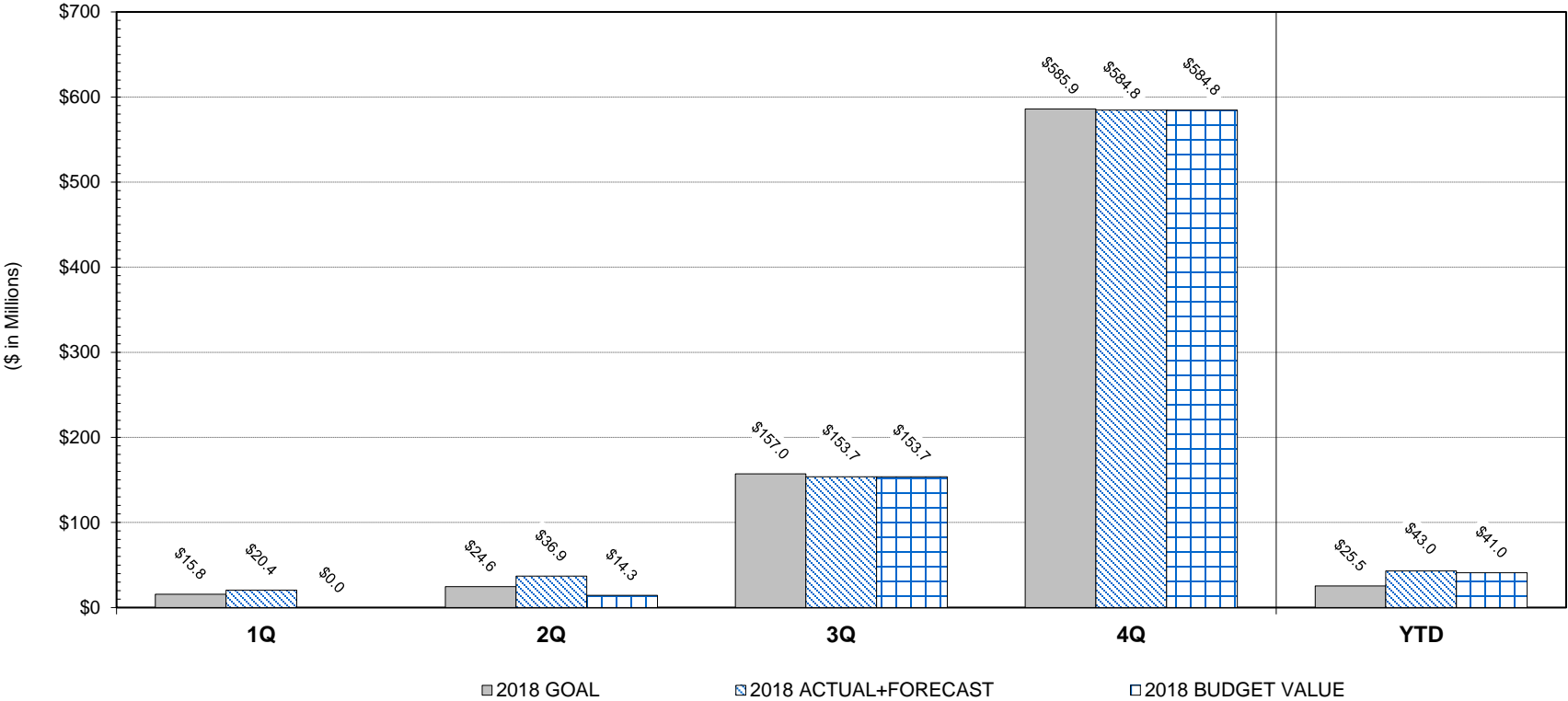
For the year-to-date, there were a total of four Completions for \$746.0 million.

Close-outs

There were 2 task level closeouts in May for \$0.5 million, bringing the year-to-date total to 27 task closeouts for a total of \$47.6 million.

MTA Bridges and Tunnels
Commitments as of May 31, 2018

2018 Budget Goal:	\$783.4	
2018 Annual Forecast	\$795.7	
YTD Goal:	\$25.5	
YTD Actual:	\$43.0	(168.3% of YTD Goal)
YTD Budgeted Value:	\$41.0	(160.6% of YTD Goal)
Left to Commit:	\$752.8	

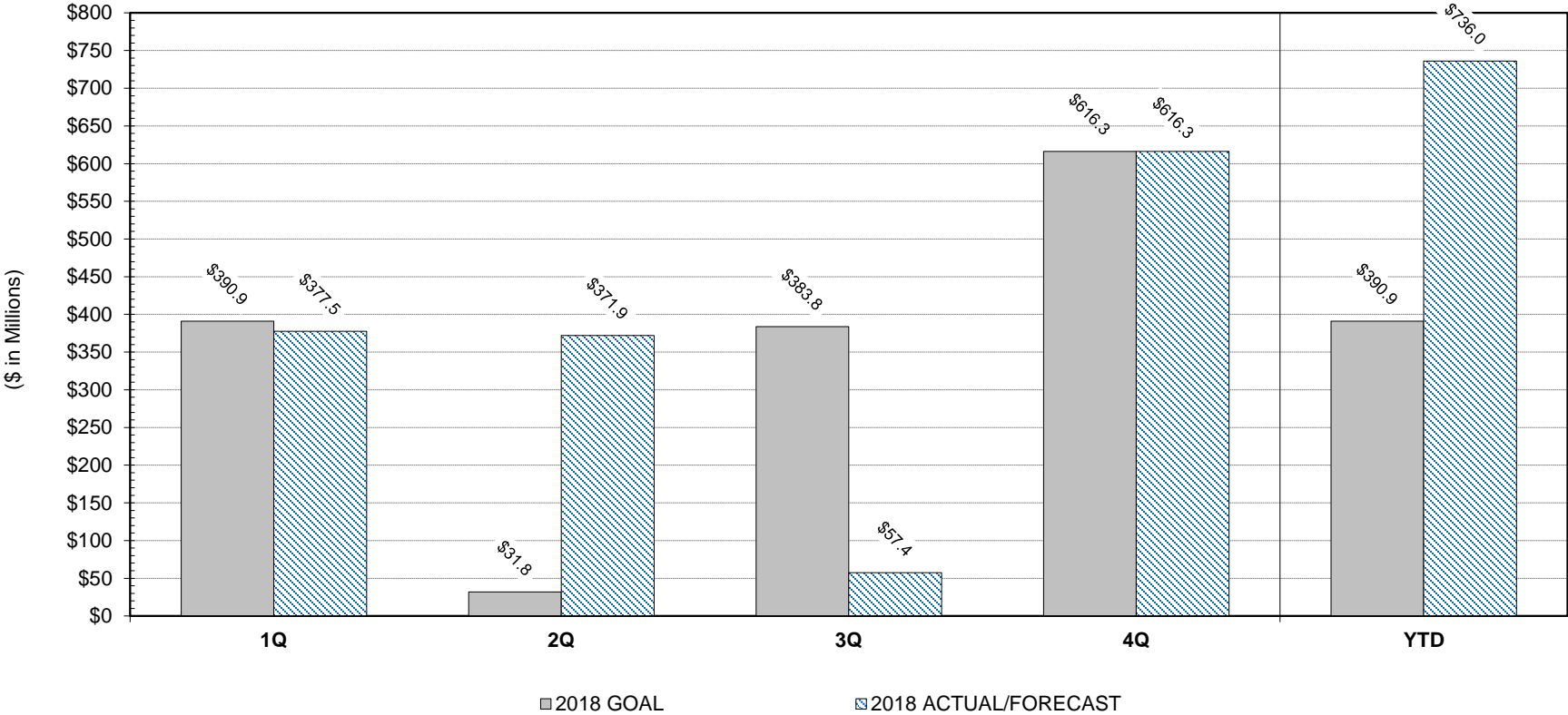


MTA Bridges and Tunnels: Status of Major Commitments as of May 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2018 Goal	Actual / Forecast*	Budgeted Value	2018 Goal	Advertisement Date	Actual / Forecast	
RK65B	D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.0	\$21.0	\$21.0	Jul-18	Feb-18	Jul-18	F
VN10	D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$35.1	\$35.1	\$35.1	Jul-18	Jan-18	Jul-18	F
VN30/VN89	D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$27.2	\$27.2	\$27.2	Jul-18	Jan-18	Jul-18	F
	D704VN30	Elevator Rehabilitation							
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction Adm. Services)	\$23.2	\$23.2	\$23.2	Sep-18	2017	Sep-18	F
	D707TN49	Structural Painting (Construction Adm. Services)							
HC07	D704HC07	Rehabilitation of HCT Ventilation Systems	\$66.9	\$66.9	\$66.9	Oct-18	Mar-18	Oct-18	F
VN32/VN49P	D701VN32	Steel Repair & Concrete Rehabilitation	\$55.3	\$55.3	\$55.3	Oct-18	Apr-18	Oct-18	F
	D707VN49	Paint Suspended Span Upper & Lower Level Steel							
CB18	D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$35.1	\$35.1	\$35.1	Nov-18	Mar-18	Nov-18	F
QM81	D704QM81	Rehab of Tunnel Controls & Communication Systems	\$31.5	\$31.5	\$31.5	Nov-18	Mar-18	Nov-18	F
TN49	D702TN49	Replacement of Grid Decks on Suspended Span (Construction)	\$318.8	\$318.8	\$318.8	Dec-18	Feb-18	Dec-18	F
	D707TN49	Structural Painting (Construction)							

MTA Bridges and Tunnels
Completions as of May 31, 2018

2018 Budget Goal:	\$1,422.8	
2018 Annual Forecast:	\$1,423.1	
YTD Goal:	\$390.9	
YTD Actual:	\$736.0	(188.3% of YTD Goal)
Left to Complete:	\$687.1	



MTA Bridges and Tunnels: Status of Major Completions as of May 31, 2018

Project ID	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
		2018 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2018 Goal	Actual / Forecast		
BB28S/BB28	Hugh L. Carey Tunnel Sandy Restoration	\$377.5	\$377.5	99%	23%	Mar-18	Mar-18	A	
	Hugh L. Carey Tunnel - Replacement of Firelines, Rehabilitation of Roadway								
CB99S/MP03S	MP/CB Sandy Restoration - Replacement Electrical Equipment - Bridge Abutments and Service Building	\$31.8	\$32.0	99%	71%	Jun-18	Apr-18	A	
	MP Phase 1 Rehabilitation of Lift Span PLC and Mechanical System								
QM30	Queens Midtown Tunnel - Vent Building Electrical Upgrades	\$57.4	\$57.4	92%	81%	Jul-18	Jul-18	F	
	Queens Midtown Tunnel - Flood Mitigation - Equipment Relocation								
QM40S/QM40	Queens Midtown Tunnel - Sandy Restoration	\$326.4	\$326.4	98%	17%	Jul-18	May-18	A	
	Queens Midtown Tunnel - Replacement of Firelines, Upgrade Ceiling Hangers								
TN60	Installation of Anchorage Dehumidification System and Structural Painting	\$51.8	\$51.8	90%	3%	Oct-18	Oct-18	F	
BW14/BW84	Miscellaneous Structural Rehabilitation and Painting of Interior Bridge Tower Cells and Struts	\$59.8	\$59.8	92%	25%	Dec-18	Dec-18	F	
	Cable & Suspender Rope Investigation/Testing								
MP03/MP16	MP Phase 2 Rehabilitation of Lift Span PLC and Mechanical System	\$102.8	\$102.8	82%	81%	Dec-18	Dec-18	F	
	Miscellaneous Structural Rehabilitation and Zone Painting								
RK75	Interim Repairs - RFK Roadway Deck	\$52.9	\$52.9	90%	59%	Dec-18	Dec-18	F	
RK65A	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$252.6	\$252.6	83%	77%	Dec-18	Dec-18	F	
Tun-Mit-01	Hugh L. Carey & Queens Midtown Tunnel Sandy Mitigation - Floodgates	\$96.3	\$96.3	71%	25%	Dec-18	Dec-18	F	
	Hugh L. Carey - GIVB Sandy Mitigation - Raise Seawalls								

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

MTA Bridges and Tunnels: 2017 Major Commitments Status as of May 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)			Award Date			Notes
			2017 Goal	Actual / Forecast*	Budgeted Value	2017 Goal	Advertisement Date	Actual / Forecast	
RK07	D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$17.0	\$30.9	\$26.0	Nov-17	Jan-17	May-18	A 1, 2

- 1. Design/Build teams requested additional time to review RFP documents.
- 2. The Design-Build contract was awarded May 2, 2018

MTA Bridges and Tunnels: 2017 Major Completions Status as of May 31, 2018

Project ID	ACEP	Project Description	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
			2017 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	Original Goal	Actual / Forecast		
CB24	ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10.0	\$10.0	97%	0%	Dec-17	Mar-18	A	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



Bridges and Tunnels

Procurements June 2018







Staff Summary

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

Date	06/11/2018
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	06/11/2018			
2	MTA B&T Committee	06/18/2018			
3	MTA Board	06/20/2018			

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

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

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts

of Actions

1

\$ Amount

\$2.433M

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

Schedules Requiring Two-Thirds Vote:

Schedule B: Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid

of Actions

1

\$ Amount

TBD

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts

of Actions

1

\$ Amount

\$19.695M

Schedule H: Modifications to Personal Service Contracts and Misc. Service Contracts Awarded as Contracts for Services

1

\$ 7.976M

Schedule I: Modifications to Purchase & Public Works Contracts

1

\$0.492M

SUBTOTAL

4

\$30.596M

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

TOTAL

5

\$30.596M

BUDGET IMPACT:

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

RECOMMENDATION:

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

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

MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JUNE 2018

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

I: Modifications to Purchase & Public Works Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$750K. Approvals without Staff Summaries required for change orders greater than 15% of previous approved amount which are also at least \$250K)

- | | | |
|---|----------------|-------------------------------|
| 1. New York State Department
of Transportation
Contract No. MOU-17-71 | \$2,433,195.00 | <u>Staff Summary Attached</u> |
|---|----------------|-------------------------------|

25yr. Contract- Non-Competitive Other

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a Memorandum of Understanding, known as MOU-17-71, with the New York State Department of Transportation (NYSDOT) to provide additional funding for reconstruction of Ramp RC connecting the southbound Bruckner Expressway with the Bronx approach to the Robert F. Kennedy Bridge.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 1 (Final)

Vendor Name: (& Location) New York State Department of Transportation	Contract Number: MOU-17-71	AWO/Modification #
Description: Memorandum of Understanding for Ramp RC Connecting RFK to the Bruckner Expressway		
Contract Term (including Options, if any) Twenty-five Years	Original Amount:	\$23,000,000.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Modifications:	\$0.00
Procurement Type: <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Prior Budgetary Increases:	\$0.00
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	Current Amount:	\$23,000,000.00
Funding Source: <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	This Request:	\$2,433,195.00
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, VP & Chief Engineer	% of This Request to Current Amount:	10.6%
	% of Modifications (including This Request) to Original Amount:	10.6%

Discussion:

B&T is seeking Board approval under the All Agency Procurement Guidelines to amend Memorandum of Understanding, known as MOU-17-71, with the New York State Department of Transportation (NYSDOT) to provide additional funding for reconstruction of Ramp RC connecting the southbound Bruckner Expressway with the Bronx approach to the Robert F. Kennedy Bridge. The Agreement defines the scope of the TBTA Work, which will be completed in conjunction with NYSDOT's Bruckner Expressway Project, to be jointly funded by TBTA and NYSDOT.

In July, 2017, the Board authorized a total expenditure of \$23,000,000 including a contingency of \$4,209,738 based on the project estimate. On November 1, 2017 proposals were received and the value of the Work identified as TBTA's responsibility is \$24,207,745. Therefore Board approval of additional funding in the amount of \$2,433,195 (including contingency of \$1,225,450 or 5% of the TBTA work) is requested at this time.

The scope of the NYSDOT Bruckner Expressway Project is to reconstruct a portion of the Bruckner Expressway (I-278) that extends from the intersection with the RFK Bridge approach to E.141st Street and includes Ramp RC (BIN 106666B). Ramp RC is a 2-lane ramp connecting the Bruckner Expressway to the RFK Bridge. The scope of work on Ramp RC was developed by NYSDOT with input from TBTA and includes i) removal and replacement of the concrete deck, barriers and bridge railing with a new concrete deck and barriers that conform with current standards; ii) removal and replacement of all steel bearings with elastomeric bearings; iii) localized repair of cracks and spalls in the existing piers; and iv) sandblasting and painting of structural steel as necessary per NYSDOT standards. The construction and associated engineering costs for the Ramp RC Work that is agreed to be TBTA responsibility is separately identified in proposals.

Funding is available in the 2010-2014 Capital Program under Task D04174 in the amount of \$2,433,195.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
JUNE 2018

MTA BRIDGES & TUNNELS

Procurements Requiring Two-Thirds Vote:

B: Request to Use RFP for Procurement of Purchase & Public Works in lieu of Sealed Bid
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | |
|--|------------------------------|--------------------------------------|
| 1. Contractors to be Determined | Cost to be Determined | <u>Staff Summary Attached</u> |
| Contract No. GFM-527 | | |

4yr. Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-527 to obtain Miscellaneous Construction Services on an As-Needed Basis at Various Authority Facilities. The budget for these as yet defined project is \$120,000,000.00. The duration of these projects will be four years.

Procurements Requiring Majority Vote:

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

- | | | |
|-----------------------------------|------------------------|--------------------------------------|
| 1. Greenman-Pedersen, Inc. | \$19,694,864.14 | <u>Staff Summary Attached</u> |
| Contract No. PSC-17-3006 | | |

4yr., 9 months Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Procurement Guidelines to award a personal service contract for Construction Inspection and Administration Services for Project TN-49, Replacement of the Roadway Deck on the Suspended Span at the Throgs Neck Bridge.

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

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

- | | | |
|---------------------------------------|-----------------------|--------------------------------------|
| 1. Weidlinger Associates Inc./ | \$7,975,734.00 | <u>Staff Summary Attached</u> |
| Parsons Brinckerhoff | | |
| Contract No. PSC-11-2897 | | |

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

JUNE 2018

12yr., 3 months Contract- Competitive RFP

B&T is seeking Board approval under the All-Agency Service Contract Procurement Guidelines to amend Contract PSC-11-2897 with Weidlinger Associates Inc./Parsons Brinckerhoff, A Joint Venture (WA/PB) for funding to provide (i) construction support services (CSS) for Project TN-49, Deck Rehabilitation/Replacement of the Suspended Spans at the Throgs Neck Bridge; (ii) shop fabrication and testing oversight during orthotropic deck fabrication; and (iii) main cable and suspender rope investigation and evaluation.

I: Modifications to Purchase & Public Works Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$750K. Approvals without Staff Summaries required for change orders greater than 15% of previous approved amount which are also at least \$250K)

1. **SAI Services, Inc.** **\$ 491,843.31** **Staff Summary Attached**
Contract No. RKM-357

1yr., 6months Contract- Competitive Bid

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this contract with SAI Services, Inc. ("SAI") for additional work associated with the rehabilitation of the curtain walls of the Manhattan Plaza of the Robert F. Kennedy Bridge as well as a time extension.

Staff Summary

Page 1 of 2

Item Number : 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To		Approval	Info	Other
1	President	6/8/18			
2	MTA B&T Committee	6/18/18			
3	MTA Board	6/20/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>BB</i>	4	Chief of Staff <i>SM</i>		
2	General Counsel <i>BB</i>	5	Executive Vice President		
3	Chief Procurement Officer <i>BB</i>	6	President <i>BB</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
N/A	GFM-527
Description	
Miscellaneous Construction on an As-Needed Basis at Various B&T Facilities	
Total Amount	
\$120,000,000 (estimated)	
Contract Term (including Options, if any)	
Four (4) years	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal?	
<input checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to declare competitive bidding to be impractical and/or inappropriate and authorize B&T to enter into a competitive Request for Proposal (RFP) process for Contract GFM-527 to obtain Miscellaneous Construction Services on an As-Needed Basis at Various Authority Facilities.

II. DISCUSSION

In accordance with the All-Agency Procurement Guidelines, B&T is requesting that the Board declare competitive bidding to be impractical for this solicitation and authorize B&T to enter into a competitive RFP process to award contracts for miscellaneous construction services. These contracts will be awarded to multiple contractors who could provide competitive bids for various construction projects. B&T has successfully utilized this type of as-needed contract since 2000 to meet certain construction requirements on an expedited basis. The budget for these as yet undefined projects is \$120,000,000. The duration of these contracts will be four years.

The selected contractors are invited to bid on specific construction projects throughout Authority facilities which are awarded to the lowest bidders. Funds from the aggregate amount are allocated to individual contracts to pay contractors for the work they perform. Projected requirements under these contracts will address a wide variety of work, from complex sub-tasks related to larger projects which have time-sensitive needs, smaller scale construction projects, and those critical projects that address safety issues. Categories of work to be undertaken under these contracts include but may not be limited to full and partial concrete deck and structural steel repairs, civil and traffic improvements to roadways and ramps, retaining structures, as well as, demolition, electrical and other building repairs.

Staff Summary

Page 2 of 2

The scopes of these miscellaneous as-needed construction projects cannot be readily determined at this time. During the contract term, the Scope of Work for each miscellaneous work order will be identified. Each of the contracted firms will then be given the Scope of Work for the prospective work order. Subsequent to a site tour, bids will be submitted. The contractor submitting the lowest responsive bid price shall be awarded that specific work order.

This competitive RFP method of selection is in the public's interest and provides the Authority with the following benefits:

- i) Immediate response and resolution to potential emergency and other unforeseen situations with a responsible contractor performing the work;
- ii) Price competition between selected contractors for each work order;
- iii) Reduces the need for and is an alternative to amendments to existing construction contracts.
- iv) It is impractical and inefficient to procure construction services discussed herein through a separate competitive contract bidding process for each work order.

Therefore, B&T deems it to be in the public's interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

III. D/M/WBE INFORMATION

MTA DDCR will assign applicable goals prior to issuance of the Request for Proposal.

IV. IMPACT ON FUNDING

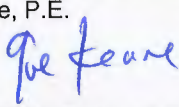
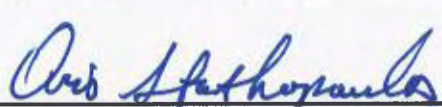
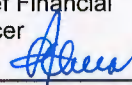

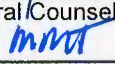
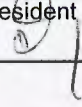

Funding under Contract GFM-527 will be provided from the Operating and Capital Budgets in the amount of \$120,000,000.

V. ALTERNATIVES

Utilize a standard competitive bidding process to award each as-needed construction project. This process is impractical due to potential delays in obtaining construction services from responsible firms for immediate or unanticipated/emergency needs and would not be in the best interest of B&T.

Staff Summary

Page 1 of 2

Item Number: 2 (Final)					
Dept & Dept Head Name: Engineering & Construction Department, Joe Keane, P.E. 					
Division & Division Head Name: Engineering & Construction Department, Aris Stathopoulos, P.E. 					
Board Reviews					
Order	To	Date	Approved	Info	Other
1	President	6/8/18			
2	MTA B&T Committee	6/18/18			
3	MTA Board	6/20/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer 	4	Vice President, Chief of Staff 		
2	General Counsel 	5	President 		
3	Chief Procurement Officer 				

SUMMARY INFORMATION	
Vendor Name: Greenman – Pedersen, Inc.	Contract Number PSC-17-3006
Description: Construction Administration and Inspection Services for Project TN-49, Replacement of the Roadway on the Suspended Span at the Throgs Neck Bridge	
Total Amount \$19,694,864.14	
Contract Term including Options, if any Four (4) Years, nine (9) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Service Procurement Guidelines to award a personal service contract for Construction Inspection and Administration Services for Project TN-49, Replacement of the Roadway Deck on the Suspended Span at the Throgs Neck Bridge to Greenman – Pedersen, Inc. (GPI) located at 325 West Main Street, Babylon, NY 11702 in the negotiated amount of \$19,694,864.14 for a duration of four (4) years, nine (9) months.

II. DISCUSSION

B&T requires the services of a consulting engineering firm to provide construction administration and inspection (CA&I) services necessary to assist B&T's Engineering and Construction Department for the oversight of Project TN-49, Replacement of the Roadway Deck on the Suspended Span at the Throgs Neck Bridge. The required CA&I services include: pre-construction; construction administration and inspection; and project closeout. The construction scope includes but is not limited to: (i) removal of existing roadway deck and installation of a new orthotropic deck, roadway overlay, drainage systems; (ii) replacement of median and parapet barriers on the suspended and anchorages; (iii) repairs and strengthening of floor beams and stiffening trusses; (iv) installation of new sign structures; (v) installation of a new fire standpipe system along the TNB Bronx Approach Viaduct and suspended spans; (vi) installation of new roadway lighting along the suspended spans and the Queens and Bronx Approach viaduct spans; (vii) cleaning and overcoat painting of specified areas on the suspended span; (viii) abatement of lead containing materials; and (ix) Maintenance and Protection of Traffic.

Staff Summary

The service requirements were publicly advertised and five (5) firms submitted qualification information. Three (3) firms were selected to receive the RFP and all three (3) firms, submitted proposals: Louis Berger US, Inc. (\$22,683,242); LiRo Engineers, Inc. (\$18,300,786); and Greenman-Pedersen, Inc. (\$19,724,203.62). The proposals were evaluated against established criteria set forth in the RFP, which include: depth of understanding of the technical requirements; proposed work; project personnel; oral presentations and cost. The Selection Committee unanimously recommended that B&T enter into negotiations with GPI. GPI has the most extensive experience managing and inspecting orthotropic deck installation projects. They have successfully provided construction administration and inspection services for nine orthotropic deck installations over the past twenty-five (25) years for B&T, NYCDOT and PANYNJ. GPI's key personnel have extensive direct hands on experience working on projects of similar size and complexity.

GPI submitted a cost proposal in the amount of \$19,724,203.62. The Engineer's estimate is \$21,614,813. Negotiations resulted in B&T and GPI agreeing to the negotiated amount totaling \$19,694,864.14, which is 8.9% below the Engineer's estimate and is fair and reasonable. GPI's proposal is deemed most advantageous to B&T.

GPI was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guideline and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. There is no new known SAI at this time.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. GPI has achieved their M/WBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

Funding is available in the 2015-2019 Capital Program under Project TN-49, Task D03677 (\$17,606,294.47) and Project TN-49 Paint, Task D03683 (\$2,088,569.67).

V. ALTERNATIVES

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

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

Item Number: 3 (Final)

Vendor Name (& Location) Weidlinger Associates Inc./Parsons Brinckerhoff, A Joint Venture		Contract Number PSC-11-2897	AWOModification#
Description Design and Construction Support Services for Project TN-49, Deck Rehabilitation/Replacement of the Suspended Spans at the Throgs Neck Bridge			
Contract Term (including Options, if any) March 20, 2012–June 30, 2024			
Option(s) included in Total Amount <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Original Amount: \$4,837,206.14	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		Prior Modifications: \$2,514,652.30	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		Prior Budgetary Increases: \$0.00	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.		Current Amount: \$7,351,858.44	
		This Request: \$7,975,734.00	
		% of This Request to Current Amount: 108.5%	
		% of Modifications (including This Request) to Original Amount: 216.9%	

Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines ("All Agency Guidelines") to amend this Contract with Weidlinger Associates Inc./Parsons Brinckerhoff, A Joint Venture (WA/PB) for funding to provide (i) construction support services (CSS) for Project TN-49, Deck Rehabilitation/Replacement of the Suspended Spans at the Throgs Neck Bridge; (ii) shop fabrication and testing oversight during orthotropic deck fabrication; and (iii) main cable and suspender rope investigation and evaluation in the total amount of \$7,975,734.00. Consistent with the All Agency Guidelines, this amendment constitutes a substantial change.

In March 2012 subsequent to Board approval the phased design contract was awarded to WA/PB for services, which included: field investigations; designs for structural, civil, mechanical, electrical, traffic engineering, maintenance and protection of traffic; performance of a wind study and seismic analyses for potential rehabilitation/replacement alternatives; asbestos and lead investigation and design; preparation of complete construction plans, specifications and estimates. The scope also included CSS, which was not funded since the required level of effort could not be reasonably determined until the design was completed. At that time, B&T informed the Board that a request for CSS funding would be submitted for approval at a future date. The Project TN-49 design is complete and the award of the construction contract is anticipated for the fourth quarter 2018.

The engineering services required during construction include: shop drawing reviews, responses to requests for information, review of catalog cuts and calculations, as well as attendance at field visits and meetings. The Project TN-49 construction scope includes: (i) removal of existing roadway deck and installation of a new orthotropic deck, roadway overlay and drainage system; (ii) replacement of median and parapet barriers on the suspended spans and anchorages; (iii) repairs and strengthening of floor beams and stiffening trusses; (iv) installation of new sign structures; (v) installation of a new fire standpipe system along the Bronx Approach Viaduct and suspended spans; (vi) installation of new roadway lighting along the suspended spans and the Queens and Bronx Approach viaduct spans; (vii) cleaning and overcoat painting of specified areas on the suspended span; (viii) abatement of lead containing materials; and (ix) Maintenance and Protection of Traffic.

WA/PB submitted a proposal in the amount of \$8,086,522.00. The Engineer's estimate is \$7,710,982.00. Negotiations resulted in B&T and WA/PB agreeing to the negotiated amount totaling \$7,975,734.00, which is 3.4% above the Engineer's estimate and is fair and reasonable. The negotiated amount of \$7,975,734.00 includes allowances for additional services in the amount totaling \$430,000. Funding is available in the 2015-2019 Capital Program under Project TN-49, Task D03678/CSS \$7,104,830.00 and Task D03684/CSS \$870,904.00.

Weidlinger Associates, Inc. is a responsible consultant. On March 25, 2008, Parsons Brinckerhoff was deemed responsible notwithstanding the existence of significant adverse information by the MTA Chief Executive Officer in consultation with the MTA General Counsel. There is no new SAI known at this time.

Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

Vendor Name (& Location) SAI Services, Inc., Totowa, NJ	Contract Number RKM-357	AWO/Modification #
Contract Title Concrete Repair and Rehabilitation of Curtain Walls at the Manhattan Plaza of the Robert F. Kennedy Bridge	Original Amount:	\$1,298,927
Contract Term (including Options, if any) September 15, 2016 – March 14, 2018	Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$1,298,927
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$491,843.31
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	37.86%
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E.	% of Modifications (including This Request) to Original Amount:	37.86%

Discussion:

B&T is seeking the Board's approval under the All-Agency General Contract Procurement Guidelines to modify this contract with SAI Services, Inc. ("SAI") for additional work associated with the rehabilitation of the curtain walls of the Manhattan Plaza of the Robert F. Kennedy Bridge as well as a time extension in the amount of \$491,843.31.

On September 15, 2016, Contract RKM-357 was awarded to SAI under the Small Business Mentoring Program for furnishing all manpower, equipment and material necessary for the concrete repair and rehabilitation of curtain walls at the Manhattan Plaza of the Robert F. Kennedy Bridge for a duration of eighteen (18) months, in an amount not-to-exceed \$1,298,927.

During the course of the Work, an inspection of the work site revealed additional curtain wall rehabilitation work which is necessary for the public and employee safety and to keep the Facility in a state of good repair.

For the rehabilitation, restoration and cleaning of the curtain walls, SAI submitted a proposal in the amount of \$508,085.81. The Engineer's estimate is \$509,309.15. Negotiations resulted in SAI reducing its proposed amount to \$491,843.31. Given that SAI's revised total proposed amount is less than the Engineer's estimate, the proposed amount of \$491,843.31 was accepted as fair and reasonable. The Substantial Completion date will also be extended by seven (7) months.

Additional funding for this amendment is available in the 2018 Major Maintenance Program under Project R04320.