



**Bridges and Tunnels**

# **Bridges and Tunnels Committee Meeting**

## **February 2014**

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### **Committee Members**

A. Cappelli, Chair  
F. Ferrer, MTA Vice Chairman  
A. Albert  
J. Banks  
R. Bickford  
N. Brown  
J. Kay  
M. Lebow  
C. Moerdler  
M. Page  
M. Pally



# MEETING AGENDA

## MTA BRIDGES AND TUNNELS COMMITTEE

February 24, 2014 – 12:00 p.m.

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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### AGENDA ITEMS

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Date of next meeting: Monday, March 24, 2014 at 12:00 p.m.



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting January 2014**

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

**January 27, 2014**

**12:00 p.m.**

In attendance were the Honorable:

Allen P. Cappelli, Chairman  
Andrew Albert  
Mark D. Lebow  
Mark Page  
Mitchell H. Pally

Also in Attendance:  
Robert C. Bickford  
Charles G. Moerdler

James Ferrara, President  
James Elkin, Controller  
James Fortunato, Executive Vice President and Chief of Operations  
Sharon Gallo-Kotcher, Vice President Administration  
Joseph Keane, Vice President and Chief Engineer  
Anthony Koestler, Chief Procurement Officer, Service Unit & Special Projects  
Gavin Masterson, Chief Procurement Officer, Capital & Major Maintenance  
Patrick J. Parisi, Vice President Operations  
Andrew Petrovich, Chief Health and Safety Officer  
Donald Spero, Chief Financial Officer  
M. Margaret Terry, Senior Vice President and General Counsel

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

**January 27, 2014**

Minutes of TBTA Committee held January 27, 2014 at 12:00 p.m. A list of those in attendance is attached.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on December 16, 2013 were approved.

**Committee Work Plan**

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

**Public Speakers**

There were no public speakers.

**Report on Operations**

With regard to the Report on Operations for November 2013, Mr. Fortunato stated that there were 23.2 million crossings, which was higher than the 21 million vehicles crossing in November 2012. Due to the impacts of Superstorm Sandy in 2012, increased tunnel traffic at the Hugh L. Carey and Queens Midtown Tunnels accounted for 1.8 million of the 2.2 million total gain in volume in November 2013. Rainfall in November 2013 totaled 2.8 inches compared to 1.4 inches in November 2012. Gas prices averaged \$3.50 per gallon, which was \$0.42 less than the prior year. Tolls were higher in 2013 due to the March toll increase.

In November 2013, as compared to November 2012, E-ZPass volumes were up by 16.5%, while cash crossings were down by 14.2%, and passenger car travel was up in by 11.8%, and truck traffic was down 5.4%.

**Safety Report**

With regard to the Report on Safety, Mr. Petrovich referred the Committee to the graphs and charts on pages 27 and 28 of the Committee Book that represent the Five Year Summary of Customer Collisions and Injuries and the Five Year Summary of Employee Accident Reports and Lost Time Injuries through November 2013. There were no questions from the Committee Members.

**E-ZPass**

With regard to the E-ZPass Performance Report for November 2013, Mr. Spero stated that the E-ZPass market share was 84.5% up significantly from the prior November. Year-to-date the E-ZPass market share is approximately 83.3%. Approximately 15,000 E-ZPass accounts were opened in November 2013 bringing the year-to-date total to more than 204,000. More than 6,800 E-ZPass On-The-Go accounts were opened in November, which is 46% of the total. Since the On-The-Go program began, approximately 275,000 tags have been sold in the lanes.

Commissioner Lebow commented on the significant difference between the Cross Bay Veterans Memorial Bridge 2012 market share of 54.8% and its 2013 market share of 86.5%. Mr. Spero responded that the 2012 market share was unusually low due to the impact of Superstorm Sandy.

### Finance

Mr. Spero stated that in November 2013, toll revenue was up by approximately 4.1% against the mid-year forecast and year-to-date toll revenue is up approximately \$29 million or 2% against the mid-year forecast.

Total expenses through November were about \$11.9 million or 3.1% lower than the midyear forecast year-to-date through November primarily due to lower labor expenses of approximately \$7.2 million. Non-labor spending was about \$4.7 million lower year-to-date. Overtime was down approximately \$2.4 million or 12.7% through November.

Total support to mass transit through November was over \$955 million, which was \$51 million or 5.7% better than plan.

Commissioner Lebow congratulated TBTA on significantly lowering its overtime costs.

### Capital Program

With regard to the Capital Program Status Report, Mr. Keane stated that during calendar year 2013, 134 commitments were made with a cumulative value of \$274 million against a planned year-to-date of 102 commitments with a cumulative value of \$323.6 million or 85% of the plan. The variance between actual and planned commitments achieved year-to-date is largely attributed to favorable market conditions and bid savings. In 2013, the most significant project awarded was the construction contract for Bus/HOV ramp improvement and miscellaneous repairs and painting at the Verrazano Narrows Bridge for approximately \$89 million, which resulted in bid savings of approximately \$20 million against plan.

Mr. Keane stated that year-to-date there were five (5) project completions with a cumulative value of \$84 million against a plan amount of \$51.4 million. Actual completions were 163% of plan amounts. The favorable variance in completions is attributable to an earlier than planned completion of steel repairs and painting on the Throgs Neck Bridge suspended spans. In 2013, 64 task level closeouts were achieved at \$206 million.

Chairman Cappelli commented that TBTA completed more work at a lower cost.

### Procurements

Mr. Masterson stated that there are three (3) procurements totaling \$3.877 million.

#### Non-Competitive Procurements

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

#### Competitive Procurements

Mr. Masterson stated that there is one (1) competitive procurement totaling \$466,895 for the award of a miscellaneous service contract for the maintenance of the local ventilation control systems at the Queens Midtown and Hugh L. Carey Tunnels.

#### Miscellaneous Service Contracts

Engineered Energy Solutions, Inc.	Contract No. 13-MNT-2910	\$466,895.00
	In October 2013 B&T issued a solicitation for a contractor to provide all labor, equipment and materials for the maintenance of the local ventilation	

control systems located at the ventilation buildings of the Queens Midtown (QMT) and Hugh L. Carey (HCT) Tunnels. The service requirements were publicly advertised. The solicitation notice was sent to 107 firms and five firms requested a copy of the solicitation. On November 15 two (2) bids were submitted as follows:

<u>Bidders</u>	<u>Bid Amount</u>
Engineered Energy Solutions, Inc.	\$466,895.00
Transdyn, Inc.	\$796,917.22

The scope of services for the first three years of the five year prospective contract with Engineered Energy Solutions, Inc. (EES) is the same as that compared with the current contract. Preventive maintenance, unscheduled repair and emergency repair rates for the initial three year period under the prospective contract compared with the same period under the current contract are on average 4.8% lower than the current rates. The rates are fixed over the five year period. EES's bid is 6.1% lower than the user's estimate of \$497,448. After evaluation of the bids, it was determined that EES is a responsive, responsible bidder. Based on competition, the price is considered fair and reasonable. The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for this contract. The Contract will not be awarded until the M/WBE requirements are satisfied.

#### Ratifications

Mr. Masterson stated that there are two (2) ratifications of amendments to existing contracts. One is for the de-watering and clean-up of the Hugh L. Carey Tunnel due to Superstorm Sandy in the negotiated amount of \$2,912,728.62 and the other is for the consultant to assess and report on the structural integrity of both the Queens Midtown and Hugh L. Carey Tunnels as a result of Superstorm Sandy storm and flood damage. The assessment was a negotiated amount of \$496,975.92.

**Ratification of Completed Procurement Actions**

Restani Construction Corporation	Contract No. VN-03B Amendment for de-watering and initial cleaning work performed at the Hugh L. Carey Tunnel (HCT) as a result of Superstorm Sandy. At B&T's request Restani mobilized at the HCT under Contract VN-03B, Toll Plaza Improvements at the Verrazano – Narrows Bridge.	\$2,912,728.62
PB Americas, Inc. New York, New York	Contract No. PSC-10-2877 Amendment for additional engineering support services to assess the structural integrity of the tunnels and various buildings at the HCT's (formerly Brooklyn-Battery Tunnel's) Manhattan plaza and the Queens Midtown Tunnel's Queens Plaza as a result of Superstorm Sandy under Project AW-98, Feasibility Study for Tunnel Modernization and Improvements at the Queens Midtown and Brooklyn-Battery Tunnel.	\$496,975.92

Upon a motion duly made and seconded, the Committee approved and moved to the Board the competitive procurement and ratifications.

**Adjournment**

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

Respectfully submitted,



*JRC*  
Julia R. Christ  
Acting Assistant Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

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

## II. SPECIFIC AGENDA ITEMS

<u>Month</u>	<u>Responsibility</u>
<u>March 2014</u>	
Diversity Report – 4 <sup>th</sup> Quarter 2013	EEO
Annual Procurement Contracts Report	Procurement & Materials/ Finance
<u>April 2014</u>	
Final Review of 2013 Year-End Operating Results	Planning & Budget
<u>May 2014</u>	
Customer Environment Survey – 1 <sup>st</sup> Quarter 2014	Operations
Diversity Report – 1 <sup>st</sup> Quarter 2014	EEO
<u>June 2014</u>	
No items scheduled.	
<u>July 2014</u>	
Diversity Report – 2 <sup>nd</sup> Quarter 2014	EEO
<u>August 2014</u>	
No meeting scheduled.	
<u>September 2014</u>	
Customer Environment Survey – 2nd Quarter 2014	Operations
2015 Preliminary Budget	Planning & Budget
<u>October 2014</u>	
2015 Preliminary Budget	Planning & Budget

November 2014

Customer Environment Survey – 3rd Quarter 2014  
2015 Preliminary Budget  
B&T Committee Charter – Review  
Diversity Report – 3<sup>rd</sup> Quarter 2014

Operations  
Planning & Budget  
MTA Board  
EEO

December 2014

2015 Proposed Committee Work Plan  
2015 Proposed Final Budget

Committee Chair & Members  
Planning & Budget

January 2015

Approval of 2015 Work Plan

Committee Chair & Members

February 2015

Preliminary Review of 2014 Operating Budget Results  
2015 Adopted Budget/Financial Plan 2015-2018  
2014 B&T Operating Surplus  
Customer Environment Survey – 4<sup>th</sup> Quarter 2014

Planning & Budget  
Planning & Budget  
Controller  
Operations

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

### **Detailed Summary**

#### **I. RECURRING**

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

Approval of the official proceedings of the Committee Meeting.

##### **Report on Operations/Safety**

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

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

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

##### **Financial Report**

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

##### **Capital Program Project Status Report**

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

##### **Procurements**

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

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

## II. SPECIFIC AGENDA ITEMS

### **MARCH 2014**

#### Diversity Report – 4<sup>th</sup> Quarter 2013

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

#### 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 2014**

#### Final Review of 2013 Year-End Operating Result

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 2014**

#### Customer Environment Survey – 1st Quarter 2014

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; enhance the customer environment of bridge and tunnel facilities.

#### Diversity Report – 1<sup>st</sup> Quarter 2014

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

### **JUNE 2014**

No items scheduled.

### **JULY 2014**

#### Diversity Report – 2<sup>nd</sup> Quarter 2014

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

### **AUGUST 2014**

No meeting scheduled.

## **SEPTEMBER 2014**

### Customer Environment Survey – 2nd Quarter 2014

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; enhance the customer environment of bridge and tunnel facilities.

### 2015 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2015 Preliminary Budget.

## **OCTOBER 2014**

### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

## **NOVEMBER 2014**

### Customer Environment Survey – 3rd Quarter 2014

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; enhance the customer environment of bridge and tunnel facilities.

### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Preliminary Budget.

### B&T Committee Charter - Review

Review and assess the adequacy of the Charter annually.

### Diversity Report – 3<sup>rd</sup> Quarter 2014

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

## **DECEMBER 2014**

### 2015 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

### 2015 Proposed Final Budget

The Committee will recommend action to the Board.

## **JANUARY 2015**

### Approval of Work Plan for 2015

The committee will have already received a draft work plan for 2015 at the December 2014 meeting. The committee will be requested to approve the amended work plan for the year.

## **FEBRUARY 2015**

### Preliminary Review of 2014 Operating Budget Results

The agency will present a brief review of its 2014 Operating Budget results.

### 2015 Adopted Budget and February Financial Plan 2015-2018

The Agency will present its revised 2014 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2014 meeting and any Agency technical adjustments.

### 2014 B&T Operating Surplus

The Committee will recommend action to the Board.

### Customer Environment Survey – 4th Quarter 2014

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; enhance the customer environment of bridge and tunnel facilities.



# **Bridges and Tunnels**

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## **Report on Operations December 2013**

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## **MTA Bridges and Tunnels December 2013 Traffic Trends**

### **December 2013 vs. December 2012**

There were 23.0 million traffic crossings in December 2013 compared to 23.4 million in December 2012, a decrease of 0.4 million vehicles (Exhibit 1).

Snowfall in December 2013 totaled 7.6 inches compared to only 0.4 inches in December 2012. Rain accumulations were comparable between the two years, with 4.5 vs. 4.3 inches falling in 2013 and 2012 respectively. Gas prices averaged \$3.61 per gallon, which was \$0.13 less than last year.

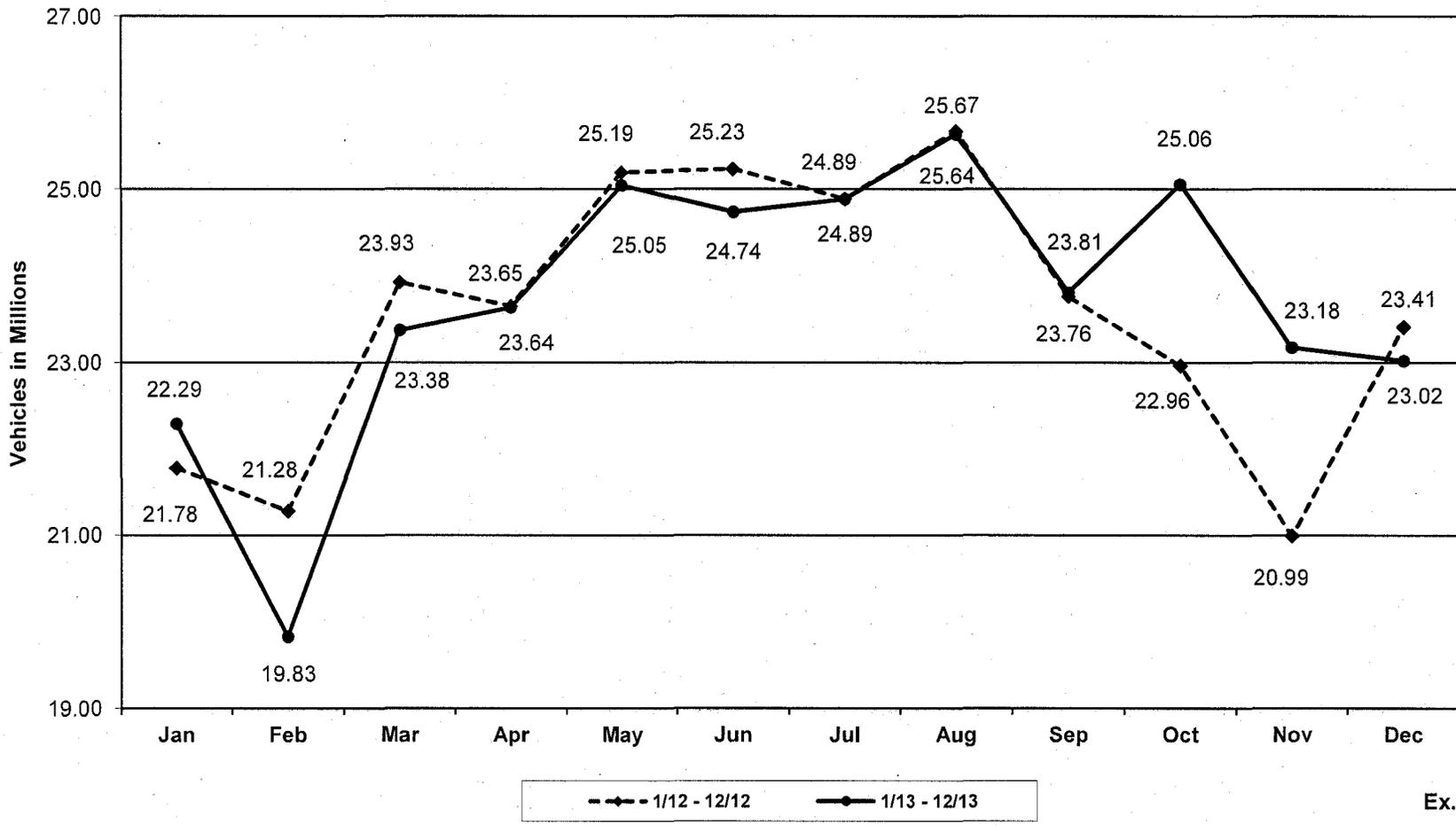
E-ZPass volume increased in December by 1.3% compared to 2012, while crossings using cash and other payment methods declined 14.6% for the month (Exhibit 7). Passenger car travel was down 1.6% and other vehicle travel was down 2.0% from December of 2012 (Exhibit 8).

### **CY 2013 vs. 2012**

In 2013, total annual traffic was 284.5 million vehicles, which was 1.8 million, or 0.6% above the 2012 level. In October and November 2013, traffic was a combined 4.3 million vehicles, or 9.7% greater than the same period in 2012 due to the unfavorable impacts of Sandy. These gains were partially offset by year-to-year declines during most of the other months, resulting primarily from harsher winter weather, the toll increase implemented in March 2013, and one less day in 2013 due to the 2012 leap year. Total snowfall in 2013 was 28.0 inches compared to only 4.0 inches in 2012. As a result, total volume over the winter months in 2013 was 1.9 million vehicles, or 2.0% below the same months in 2012. Traffic over the remaining months in 2013 showed a year-to-year decline of just 0.4% on average.

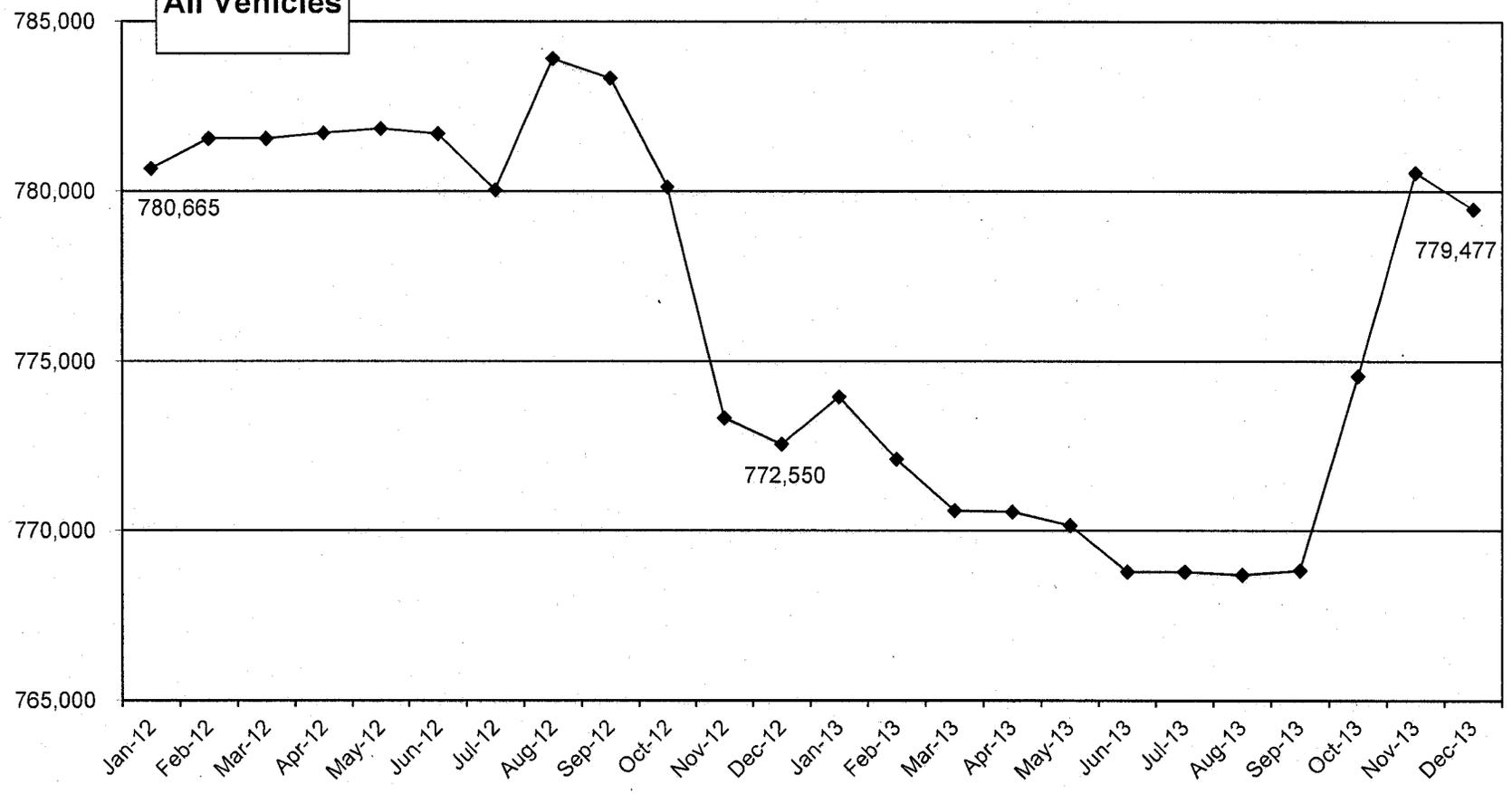
Total average daily traffic was 779,477 in 2013 vs. 772,550 in 2012 (Exhibit 2). E-ZPass average daily traffic increased from 625,406 in 2012 to 649,342 in 2013 (Exhibit 3) while non-E-ZPass average daily traffic declined from 147,144 in 2012 to 130,135 in 2013 (Exhibit 4). Passenger vehicle average daily traffic was 724,322 in 2013 vs. 719,241 in 2012 (Exhibit 5). Other vehicle average daily traffic, which consists mainly of trucks, rose from 53,309 in 2012 to 55,154 in 2013 (Exhibit 6).

**MTA Bridges and Tunnels  
Traffic Volume - All Facilities  
Two Years Ending December 2013**



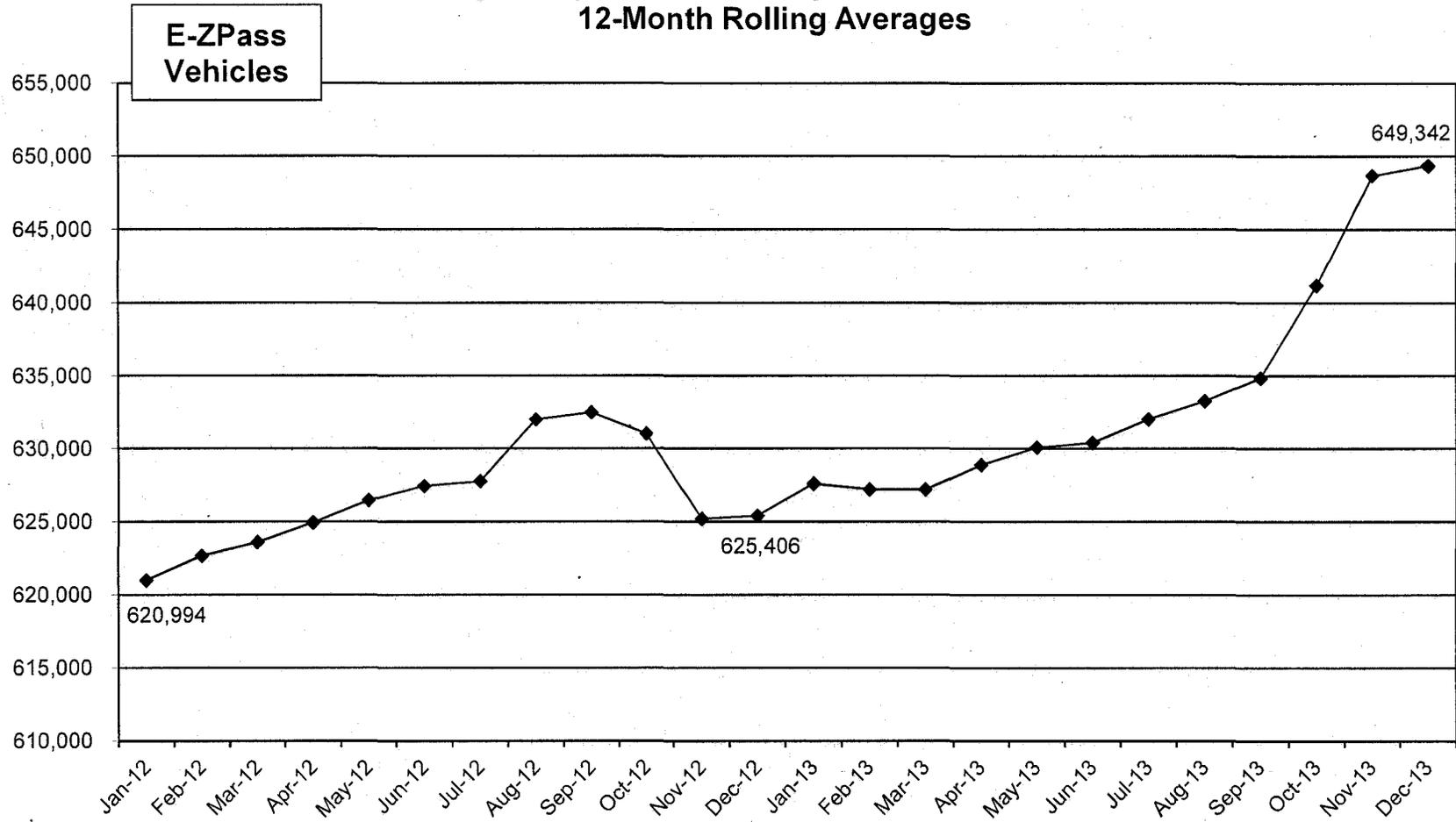
**MTA Bridges and Tunnels  
Average Daily Traffic: January 2012 - December 2013  
12-Month Rolling Averages**

All Vehicles

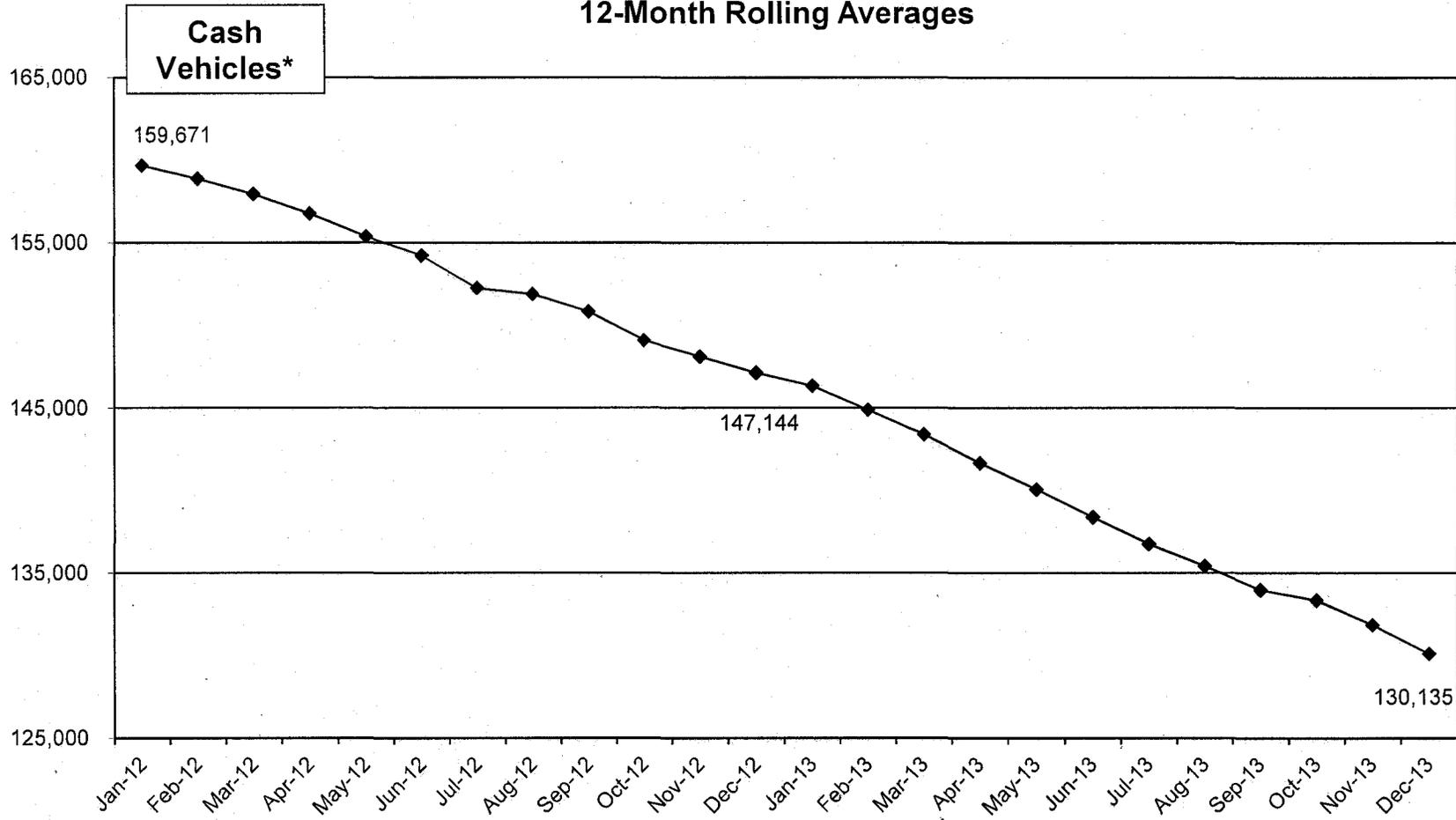


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### MTA Bridges and Tunnels Average Daily Traffic: January 2012 - December 2013 12-Month Rolling Averages

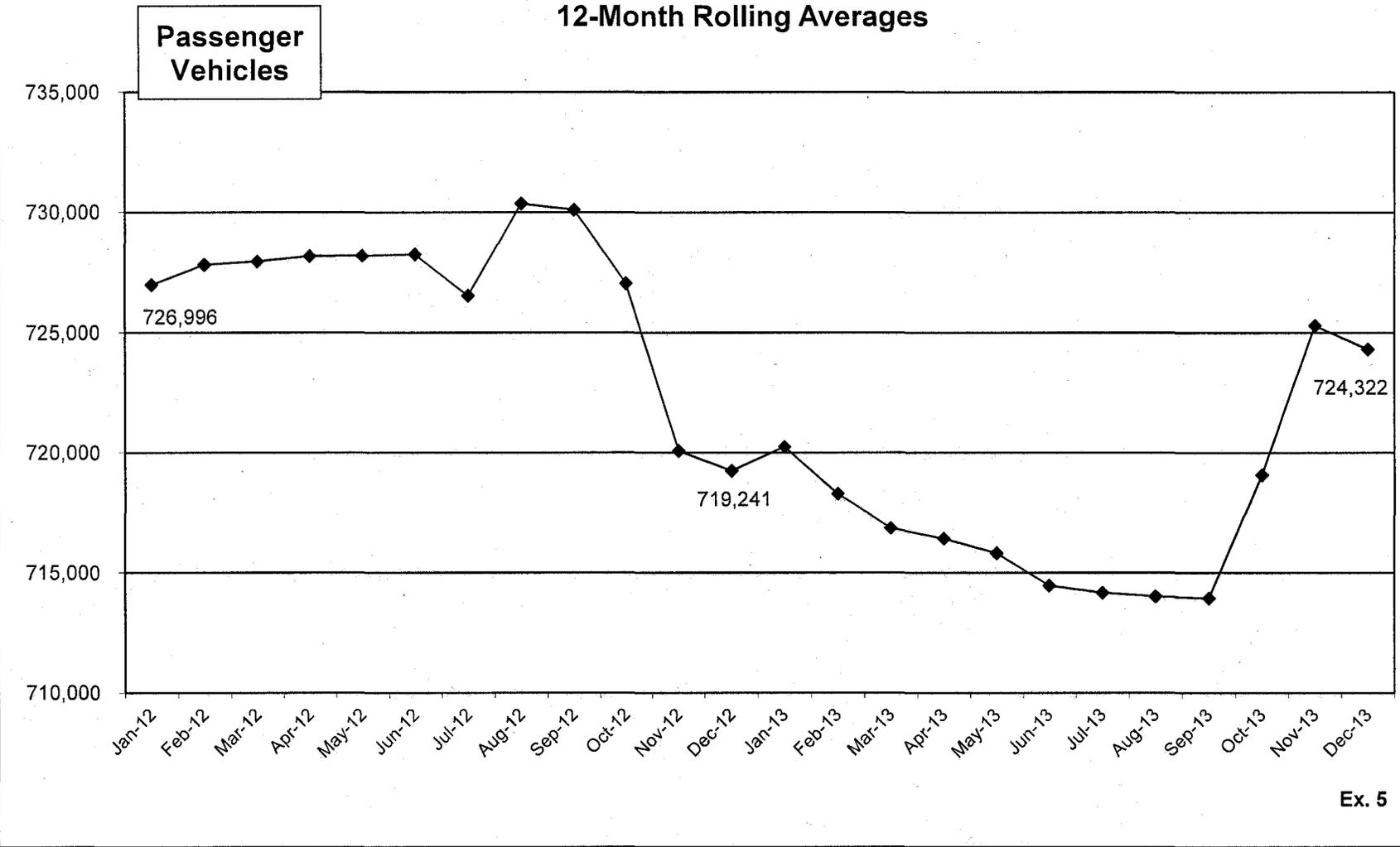


**MTA Bridges and Tunnels  
Average Daily Traffic: January 2012 - December 2013  
12-Month Rolling Averages**

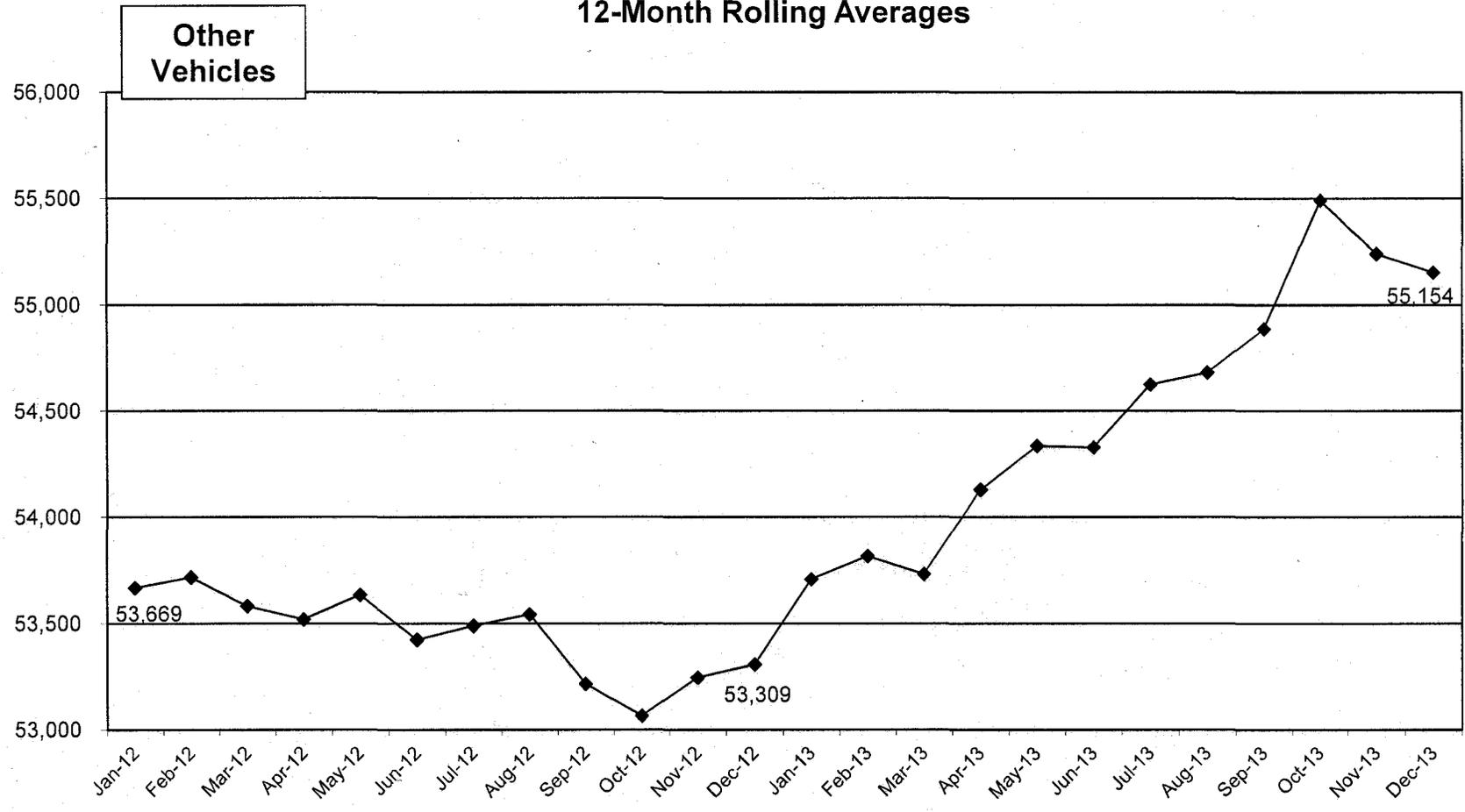


\*Includes token, ticket and Tolls by Mail transactions.

### MTA Bridges and Tunnels Average Daily Traffic: January 2012 - December 2013 12-Month Rolling Averages



MTA Bridges and Tunnels  
Average Daily Traffic: January 2012 - December 2013  
12-Month Rolling Averages



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Ex. 6

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

Corridor	Toll Media	December <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	-1.7%	5.8%	2.8%	1.5%	0.9%
	E-ZPass	1.3%	9.7%	6.0%	4.6%	3.8%
	Cash <sup>(6)</sup>	-14.6%	-11.1%	-11.1%	-11.8%	-11.6%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.5%	3.0%	2.2%	1.7%	1.3%
	E-ZPass	1.7%	6.5%	5.5%	5.0%	4.5%
	Cash <sup>(6)</sup>	-12.2%	-8.5%	-8.3%	-8.7%	-8.8%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(7)</sup>	Total Vehicles	2.4%	16.4%	7.0%	3.4%	1.9%
	E-ZPass	4.4%	18.8%	9.2%	5.6%	4.1%
	Cash <sup>(6)</sup>	-9.1%	2.5%	-4.8%	-8.5%	-9.8%
Verrazano-Narrows Bridge	Total Vehicles	-4.4%	0.9%	0.0%	-0.4%	-0.7%
	E-ZPass	-2.0%	3.2%	2.1%	1.7%	1.2%
	Cash <sup>(6)</sup>	-15.4%	-10.0%	-9.8%	-10.2%	-9.7%
Henry Hudson Bridge	Total Vehicles	0.8%	8.8%	4.1%	1.3%	-0.2%
	E-ZPass	3.0%	13.3%	10.0%	7.4%	5.8%
	Cash <sup>(6)</sup>	-24.2%	-34.0%	-42.2%	-44.6%	-44.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-12.9%	-6.0%	-3.4%	-0.7%	1.5%
	E-ZPass	-5.0%	10.6%	5.2%	5.9%	6.7%
	Cash <sup>(6)</sup>	-43.3%	-52.2%	-33.2%	-25.7%	-19.3%

(1) December 2013 vs. December 2012.

(2) October 2012 to December 2013 vs. October 2011 to December 2012.

(3) July 2012 to December 2013 vs. July 2011 to December 2012.

(4) April 2012 to December 2013 vs. April 2011 to December 2012.

(5) January 2013 to December 2013 vs. January 2012 to December 2012.

(6) Includes tokens and tickets.

(7) Formerly Brooklyn-Battery Tunnel.

(8) Tolls by Mail beginning November 11, 2012.

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

Corridor	Vehicle Type	December <sup>(1)</sup>	3 Months <sup>(2)</sup> (Oct-Dec)	6 Months <sup>(3)</sup> (Jul-Dec)	9 Months <sup>(4)</sup> (Apr-Dec)	12 Months <sup>(5)</sup> (Jan-Dec)
All Facilities	Total Vehicles	-1.7%	5.8%	2.8%	1.5%	0.9%
	Passenger	-1.6%	6.1%	2.7%	1.4%	0.7%
	Other	-2.0%	2.0%	3.1%	3.5%	3.5%
RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.5%	3.0%	2.2%	1.7%	1.3%
	Passenger	-1.7%	3.2%	2.2%	1.6%	1.2%
	Other	-0.2%	1.5%	2.5%	2.7%	2.5%
RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel <sup>(6)</sup>	Total Vehicles	2.4%	16.4%	7.0%	3.4%	1.9%
	Passenger	2.1%	16.1%	6.8%	3.2%	1.7%
	Other	6.3%	20.5%	9.6%	6.2%	4.2%
Verrazano-Narrows Bridge	Total Vehicles	-4.4%	0.9%	0.0%	-0.4%	-0.7%
	Passenger	-4.4%	1.1%	-0.2%	-0.7%	-1.0%
	Other	-4.3%	-1.0%	2.7%	4.0%	4.6%
Henry Hudson Bridge	Total Vehicles	0.8%	8.8%	4.1%	1.3%	-0.2%
	Passenger	0.7%	8.7%	3.9%	1.2%	-0.3%
	Other	4.6%	18.5%	22.9%	21.8%	17.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-12.9%	-6.0%	-3.4%	-0.7%	1.5%
	Passenger	-10.7%	-2.4%	-2.1%	-0.4%	1.4%
	Other	-37.8%	-41.7%	-21.4%	-6.7%	2.9%

(1) December 2013 vs. December 2012.

(2) October 2012 to December 2013 vs. October 2011 to December 2012.

(3) July 2012 to December 2013 vs. July 2011 to December 2012.

(4) April 2012 to December 2013 vs. April 2011 to December 2012.

(5) January 2013 to December 2013 vs. January 2012 to December 2012.

(6) Formerly Brooklyn-Battery Tunnel

## Supplemental Data Page for the Report on Operations

<u>Month</u>	<u>Traffic &amp; Average Gas Price<sup>1</sup></u>		<u>Weather<sup>2</sup></u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
Jan-12	21,776,550	\$3.58	38	3.4	2.5	10
Feb-12 <sup>3</sup>	21,280,142	\$3.77	42	1.3	-	10
Mar-12	23,927,645	\$3.93	51	1.0	-	9
Apr-12	23,651,425	\$4.05	56	3.2	-	9
May-12	25,192,764	\$3.95	66	4.7	-	17
Jun-12	25,233,363	\$3.71	73	4.2	-	13
Jul-12	24,887,622	\$3.68	81	3.8	-	10
Aug-12	25,669,824	\$3.89	79	3.0	-	9
Sep-12	23,763,047	\$4.05	72	3.6	-	6
Oct-12 <sup>4</sup>	22,963,971	\$4.02	60	1.8	-	8
Nov-12	20,993,843	\$3.92	45	1.4	1.1	5
Dec-12	23,412,942	\$3.74	43	4.3	0.4	18
Jan-13	22,290,223	\$3.69	36	2.6	1.0	10
Feb-13	19,831,970	\$3.89	34	3.8	13.1	13
Mar-13 <sup>5</sup>	23,376,021	\$3.88	41	2.4	6.1	9
Apr-13	23,638,588	\$3.73	53	1.2	-	10
May-13	25,045,252	\$3.70	64	5.0	-	10
Jun-13	24,738,988	\$3.71	74	8.2	-	13
Jul-13	24,886,530	\$3.82	81	2.8	-	11
Aug-13	25,636,599	\$3.82	76	2.0	-	10
Sep-13	23,810,071	\$3.76	68	3.2	-	6
<b>Oct-13</b>	<b>25,056,350</b>	<b>\$3.55</b>	<b>61</b>	<b>0.4</b>	-	<b>5</b>
<b>Nov-13</b>	<b>23,176,134</b>	<b>\$3.50</b>	<b>46</b>	<b>2.8</b>	<b>0.2</b>	<b>11</b>
<b>Dec-13</b>	<b>23,022,202</b>	<b>\$3.61</b>	<b>38</b>	<b>4.5</b>	<b>7.6</b>	<b>12</b>

Note: Bold numbers are preliminary.

**TABLE 2 - Year-over-Year Differences<sup>6</sup>**

<u>Month</u>	<u>Traffic &amp; Gas Monthly Inc/(Dec)</u>		<u>Weather Monthly Inc/(Dec)</u>			
	<u>Traffic</u>	<u>Gas</u>	<u>Average Temperature</u>	<u>Rain Inches</u>	<u>Snow Inches</u>	<u>Precipitation Days</u>
<b>2013 vs. 2012</b>						
January	513,673	\$0.11	(2)	(0.8)	(1.5)	0
February	(1,448,172)	\$0.12	(8)	2.4	13.1	3
March	(551,624)	(\$0.05)	(10)	1.4	6.1	0
April	(12,837)	(\$0.32)	(3)	(2.0)	-	1
May	(147,512)	(\$0.25)	(2)	0.3	-	(7)
June	(494,375)	\$0.00	1	4.0	-	0
July	(1,092)	\$0.14	0	(1.0)	-	1
August	(33,225)	(\$0.06)	(3)	(1.0)	-	1
September	47,024	(\$0.29)	(4)	(0.4)	-	0
October	2,092,379	(\$0.47)	1	(1.4)	-	(3)
November	2,182,291	(\$0.42)	1	1.4	(0.9)	6
December	(390,740)	(\$0.13)	(5)	0.2	7.2	(6)

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. Leap Day, February 29, 2012

4. Tropical Storm Sandy, October 29, 2012

5. Toll Increase, March 3, 2013

6. Numbers may not add due to rounding.

## Supplemental Data Page for Exhibits 2 through 6

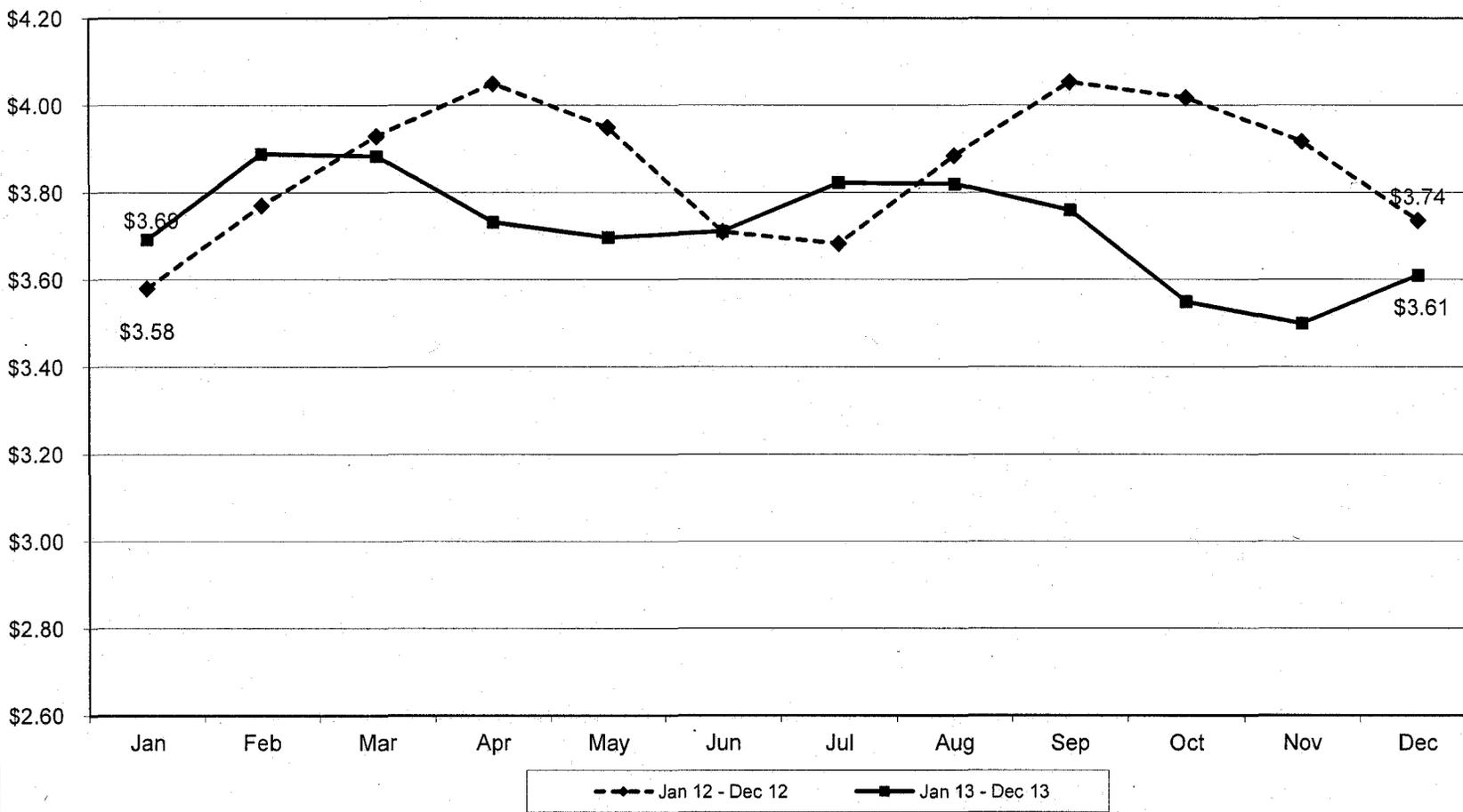
### Average Daily Traffic: 12-Month Rolling Averages

<u>Month</u>	<u>All Vehicles<sup>1</sup></u>	<u>E-ZPass</u>	<u>Cash<sup>2</sup></u>	<u>Passenger</u>	<u>Other</u>
Jan-12	780,665	620,994	159,671	726,996	53,669
Feb-12	781,548	622,678	158,870	727,830	53,718
Mar-12	781,547	623,610	157,937	727,964	53,583
Apr-12	781,705	624,936	156,769	728,186	53,520
May-12	781,836	626,455	155,381	728,201	53,635
Jun-12	781,684	627,445	154,239	728,259	53,425
Jul-12	780,036	627,769	152,268	726,546	53,490
Aug-12	783,906	632,003	151,903	730,362	53,544
Sep-12	783,324	632,492	150,832	730,107	53,216
Oct-12	780,121	631,026	149,096	727,056	53,065
Nov-12	773,328	625,205	148,123	720,082	53,247
Dec-12	772,550	625,406	147,144	719,241	53,309
Jan-13	773,953	627,602	146,351	720,244	53,709
Feb-13	772,106	627,210	144,896	718,288	53,817
Mar-13	770,595	627,198	143,397	716,862	53,732
Apr-13	770,559	628,893	141,667	716,430	54,130
May-13	770,155	630,084	140,071	715,819	54,336
Jun-13	768,801	630,409	138,391	714,472	54,329
Jul-13	768,798	632,031	136,767	714,172	54,625
Aug-13	768,707	633,271	135,436	714,025	54,682
Sep-13	768,836	634,851	133,984	713,948	54,888
Oct-13	774,568	641,197	133,371	719,076	55,492
Nov-13	780,547	648,676	131,871	725,306	55,241
Dec-13	779,477	649,342	130,135	724,322	55,154

1. Numbers may not add due to rounding.

2. Cash transactions include: tokens, tickets and beginning November 11, 2012, Tolls by Mail at the Henry Hudson Bridge

Supplemental Graph  
Gas Prices in the NY-NJ-CT-PA Area  
January 2012 - December 2013





# **Bridges and Tunnels**

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## **Safety Report December 2013**

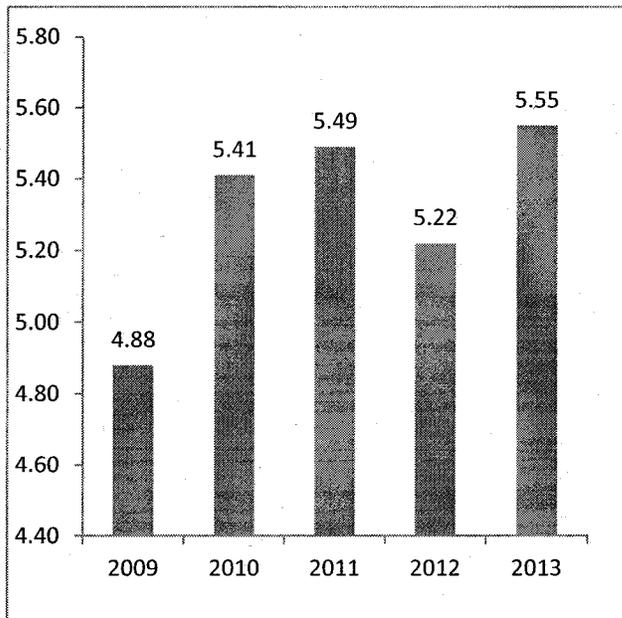
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# Bridges and Tunnels

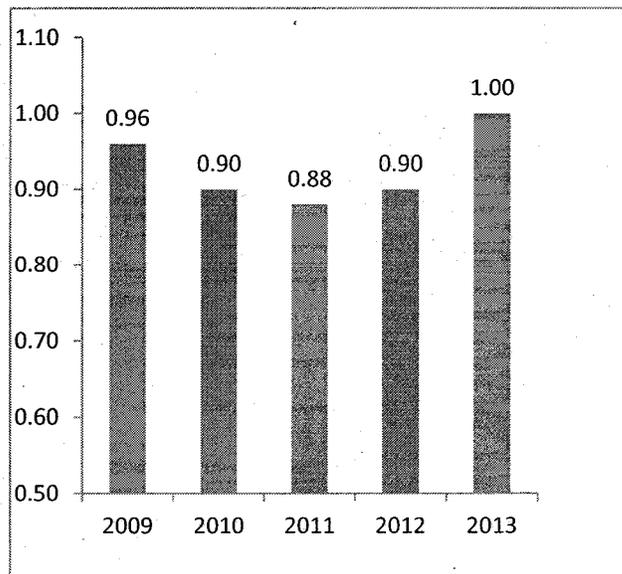
## 5 Yr Summary of Customer Collisions & Injuries thru December



Total Customer Collisions

Year	Total Collisions	Collision Rate/M Vehicles
2009	1440	4.88
2010	1595	5.41
2011	1574	5.49
2012	1494	5.22
2013	1597	5.55

% change from last year: 6.3%  
5 year Average 5.31



Total Injury Collisions

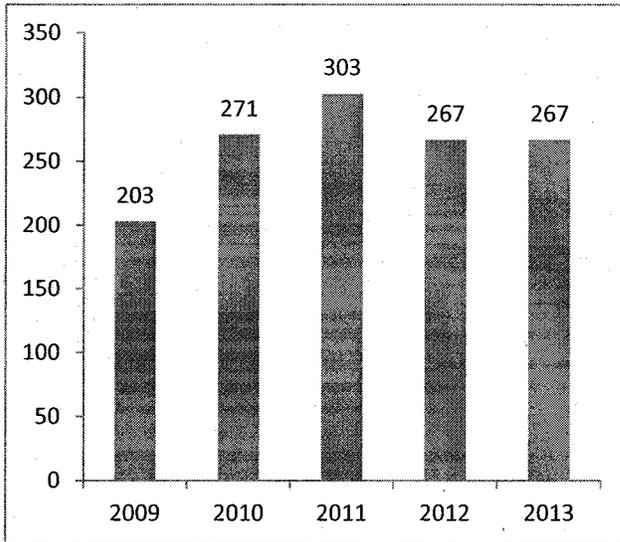
Year	Injury Collisions	Injury Rate/M Vehicles
2009	283	0.96
2010	265	0.90
2011	252	0.88
2012	257	0.90
2013	288	1.00

% change from last year: 11.1%  
5 year Average 0.93



## Bridges and Tunnels

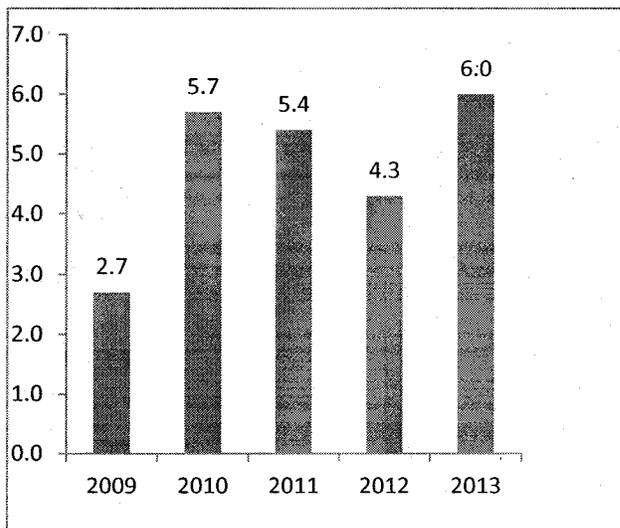
### 5 Yr Summary of Employee Accident Reports & Injuries thru December



Total Employee Accident Reports (C-2's)

Year	Total
2009	203
2010	271
2011	303
2012	267
2013	267

% change from last year: 0.0%  
5 year Average 262



Employee Lost Time Injuries

Year	Lost Time Injuries	Frequency Rate (Per 200,000 Hours)
2009	50	2.7
2010	95	5.7
2011	87	5.4
2012	70	4.3
2013	90	6.0

% change from last year: 39.5%  
5 year Average 4.82



**Bridges and Tunnels**

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**Customer Environment Survey  
4<sup>th</sup> Quarter 2013**





**KEY CUSTOMER SERVICE AREAS**

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

**SCOPE OF THE OPERATIONS DEPARTMENT**

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The Operations Department maintains and operates MTA Bridges and Tunnels' seven bridges and two tunnels in a manner that ensures safe, continuous, expeditious, efficient, and courteous service to its customers who drive more than 280 million vehicles over its facilities annually.

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

- 157 toll booths
- 189 collection points on 11 toll plazas
- 5.4 miles of pedestrian walkways
- 145 lane miles of bridge and tunnel roadways, approaches and ramps
- 2,550 fixed roadway signs
- 46 electronic variable message signs
- 7,579 roadway, aviation and navigation lights
- 772 necklace lights
- 227 linear miles of pavement markings
- 99 tunnel ventilation fans that can move 3 million cubic feet of air per minute
- 56 tunnel pumps
- 11 administration buildings
- 426 vehicles including trucks, specialized equipment, and cars in a Central Fleet Garage

**CRITICAL OBJECTIVES**

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

**EXECUTIVE SUMMARY**

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The following is a summary of fourth quarter 2013 results:

**Customer Environment**

In the fourth quarter 2013 B&T striped a total of 93,913 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows, Bronx-Whitestone and Henry Hudson Bridges as well as at the Queens Midtown Tunnel. To enhance the customer environment, B&T repaired 571 potholes and swept 4,701 miles of roadway in the fourth quarter 2013. In 2013, B&T repaired 3,480 potholes compared to 3,254 in 2012.

**Customer Safety**

The overall collisions per million vehicles rate was 5.08 in the fourth quarter 2013, 7.9% lower than the fourth quarter 2012. The collision with injury rate per million vehicles in the fourth quarter 2013 was 0.95, 21.6% higher than the same period in 2012.

**Customer Service**

Bridges and Tunnels exceeded its E-ZPass toll lane availability goal of 99.5% in the fourth quarter 2013. In 2013, 83.3% of customers traveling through B&T facilities paid their tolls using E-ZPass.



**PERFORMANCE REPORT**

✓ **Enhance the customer environment of bridge and tunnel facilities.**

**Maintenance Work Orders**

A completed maintenance work order indicates the completion of a maintenance task that was either scheduled or requested. An emergency work order relates to high priority conditions that directly impact customers. During the fourth quarter 2013, B&T completed 2,601 work orders, 7 of which were for emergencies. During this period, the average time to complete emergency work orders was 0.4 days.

**Tunnel Cleaning**

In the fourth quarter 2013, B&T cleaned 158,129 linear feet at the Queens Midtown and Hugh L. Carey tunnels, 45.4% less than the same period in 2012. Tunnel cleaning resumed in the second quarter 2013 but is limited due to ongoing repairs as a result of Superstorm Sandy.

**Roadway Striping**

B&T surpassed its 2013 roadway striping goal by 126.3%, completing 239,830 linear feet of roadway striping in 2013. Roadway striping enhances the ability of customers to safely and efficiently cross B&T facilities. In the fourth quarter of 2013, B&T striped 93,913 linear feet of roadway at the Robert F. Kennedy, Verrazano-Narrows, Bronx-Whitestone and Henry Hudson Bridges, as well as at the Queens Midtown Tunnel.

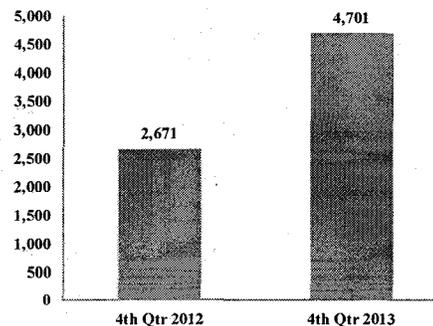
**Roadway Lights in Service (%)**

Roadway lights in service are up 39.2% in the fourth quarter 2013 compared to the fourth quarter 2012, primarily due to damage sustained from Superstorm Sandy at the Hugh L. Carey Tunnel.

**Roadway Sweeping**

B&T swept 4,701 miles of roadway in the fourth quarter of 2013, up from 2,671 miles swept last year. B&T exceeded its year-end goal of 12,500 miles swept by completing a total of 13,767 miles.

**Roadway Sweeping**  
4<sup>th</sup> Quarter 2012 vs. 4<sup>th</sup> Quarter 2013



Performance Statistics	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2010	2011	2012	2013	2012	2013	B/(W)	2013
Completed Maintenance Work Orders (All)	16,757	15,476	13,247	13,511	2,616	2,601	(0.6%)	N/A
Maintenance Work Orders (Emergency)	36	36	30	25	8	7	(12.5%)	N/A
Avg. days to completion for emergency work order	0.3	0.4	0.4	0.5	0.5	0.4	20.0%	1
Potholes repaired	6,361	8,323	3,254	3,480	754	571	(24.3%)	N/A
Roadway sweeping (miles)	12,480	11,795	15,104	13,767	2,671	4,701	76.0%	12,500
Roadway lights in service (%)	95.2%	97.2%	89.7%	88.1%	65.1%	90.6%	39.2%	95.0%
Tunnel cleaning -walls and ceilings (linear ft)*	3,682,328	3,577,420	2,493,042	1,211,564	289,581	158,129	(45.4%)	1,015,256

Roadway Striping Performance	ACTUAL							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2010	2011	2012	2013	2012	2013	B/(W)	2013
Roadway striping replaced (linear ft.)	213,044	314,369	303,098	239,830	117,783	93,913	(20.3%)	N/A
Roadway striping replacement plan (linear ft.)	200,000	100,000	250,000	106,000	50,000	15,000	(70.0%)	106,000
% Completed versus plan	106.5%	314.4%	121.2%	226.3%	235.6%	626.1%	165.8%	N/A

\*Due to Superstorm Sandy, routine tunnel cleaning was suspended during the 4<sup>th</sup> quarter 2012 and 1<sup>st</sup> quarter 2013.



- ✓ **Improve customer service and traffic mobility at all facilities.**

**Travel Time**

Since the first quarter of 2009, the Customer Environment Survey has reported weekday peak period average travel time across each facility. Actual travel times vary by facility, since the travel distance being measured is not identical.

<b>Percentage of Vehicles Traveling Above 30 Miles per Hour during Weekday Peak Periods</b>				
	<b>4th Qtr 2012</b>	<b>4th Qtr 2013</b>	<b>YE 2012</b>	<b>YE 2013</b>
<b><u>Bridges</u></b>				
Henry Hudson Bridge	96.9%	98.4%	95.0%	98.8%
Throgs Neck Bridge	94.1%	94.3%	97.0%	96.3%
Bronx-Whitestone Bridge	96.0%	80.3%	96.3%	85.6%
Robert F. Kennedy Bridge	80.3%	79.9%	84.9%	79.4%
Verrazano-Narrows Bridge	83.8%	88.0%	91.8%	90.6%
Marine Parkway Bridge	99.1%	99.8%	99.2%	99.8%
Cross Bay Bridge	99.7%	99.9%	99.9%	99.8%
<b><i>All Bridges Combined</i></b>	<b><i>88.7%</i></b>	<b><i>87.4%</i></b>	<b><i>92.5%</i></b>	<b><i>89.2%</i></b>
<b>Percentages of Vehicles Traveling Above 25 Miles per Hour During Weekday Peak Periods</b>				
	<b>4th Qtr 2012</b>	<b>4th Qtr 2013</b>	<b>YE 2012</b>	<b>YE 2013</b>
<b><u>Tunnels</u></b>				
Queens Midtown Tunnel	57.5%	52.1%	56.1%	56.4%
Hugh L. Carey Tunnel	92.4%	91.0%	90.6%	95.4%
<b><i>All Tunnels Combined</i></b>	<b><i>69.6%</i></b>	<b><i>67.0%</i></b>	<b><i>68.7%</i></b>	<b><i>71.1%</i></b>

**Fourth Quarter 2013 Highlights**

During the fourth quarter 2013, 87.4% of vehicle crossings at bridges during weekday peak periods traveled above 30 mph Authority-wide versus 88.7% in the fourth quarter 2012. At the tunnels, 67.0% of vehicles during weekday peak periods traveled above 25 miles per hour compared to 69.6% in the fourth quarter 2012.

Travel time at the Bronx-Whitestone Bridge was impacted due to the next phase of work on the Queens approach project, which began in June 2013. The project requires an around-the-clock closure of one approach roadway. A movable barrier is being used to maintain three traffic lanes northbound in the morning peak period and southbound in the afternoon peak period while lane-by lane demolition and reconstruction of the approach is completed.

Travel time at the Robert F. Kennedy Bridge was impacted due to ongoing construction projects.

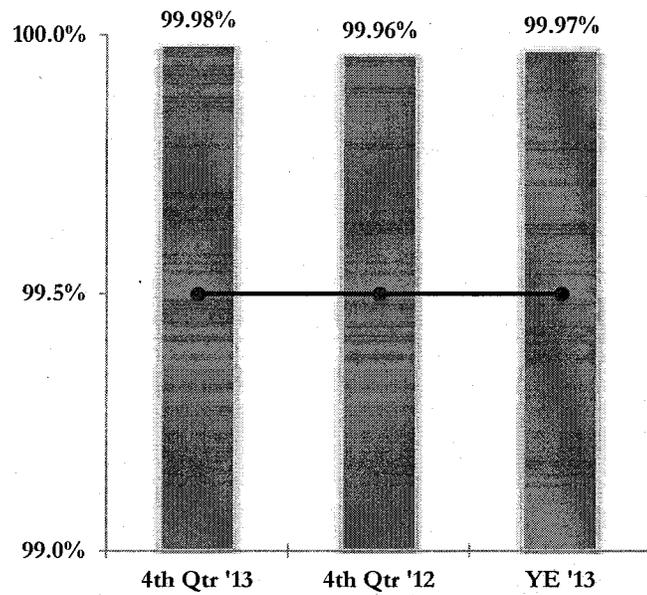


**E-ZPass Toll Lane Availability**

E-ZPass toll lane availability measures the percent of E-ZPass toll lanes available for customer use. There are currently 189 E-ZPass toll lanes at B&T facilities.

The following chart shows fourth quarter 2013 performance against fourth quarter 2012 and year-end 2013 performance. Performance in this area has been consistently strong and goals were met in each of the periods.

**E-ZPass Toll Lane Availability Performance**



Performance Statistics								GOAL
	YE 2013				4th Qtr	4th Qtr	% Chg B/(W)	YE
	2010	2011	2012	2013	2012	2013		2013
E-ZPass toll lane availability	99.89%	99.94%	99.97%	99.97%	99.96%	99.98%	0.02%	99.50%

Includes 14 available cashless toll lanes at the Henry Hudson Bridge.

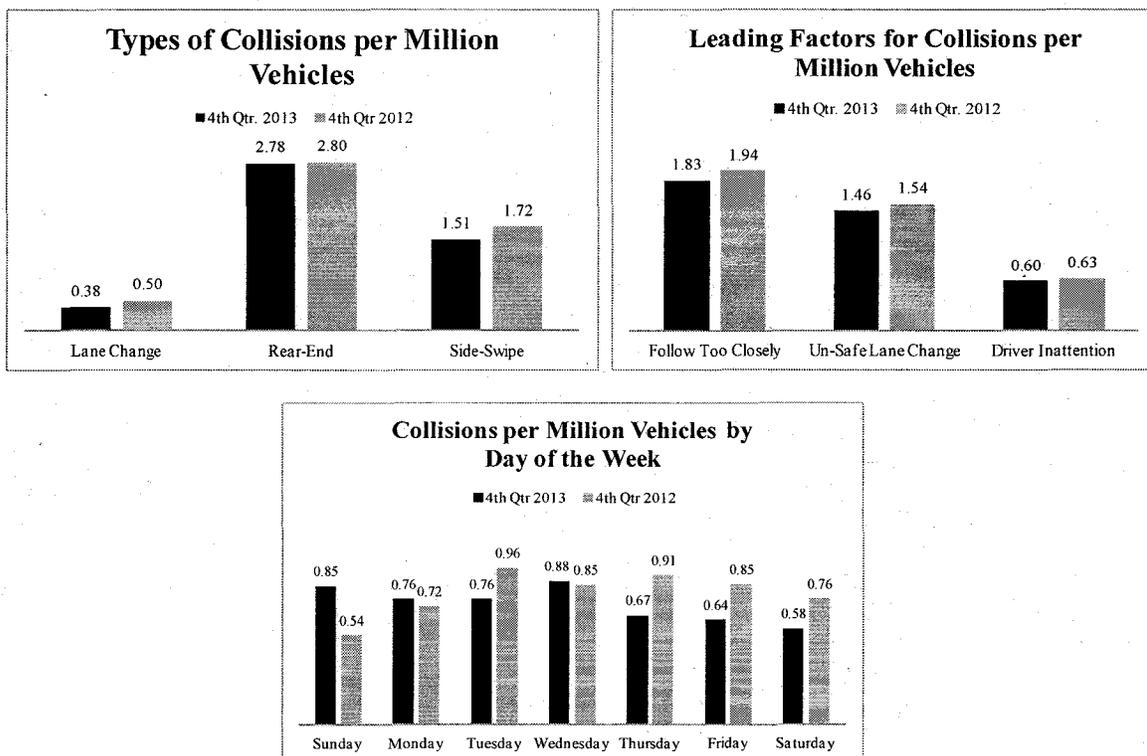
- ✓ Ensure the safety of customers traveling over bridges and tunnels.

**Customer Safety**

In the fourth quarter 2013, the collision rate per million vehicles was 5.08 and the collision with injury rate per million vehicles was 0.95. More than half of the collisions on B&T facilities during the fourth quarter 2013 were rear-end, with following too closely being the lead cause. Close to 9,000 summonses were issued for vehicle traffic law infractions during the fourth quarter 2013.

For year-end 2013, the collision rate per million vehicles was 5.49 and the collision with injury rate per million vehicles was 0.99, compared to year-end 2012, which were 5.22 and 0.90, respectively.

The following charts below compare fourth quarter 2012 and 2013 by leading collision type, leading collision factor, and day of week.



Bridges and Tunnels Captains are leading Collision Task Force meetings with facility management, facility engineering, and the Special Operations Division to implement coordinated strategies to reduce collisions and maintain a safe environment for customers. These strategies include targeted enforcement efforts, construction mitigation reviews, and evaluations of roadway conditions in areas that have increased collisions.



*Customer Safety continued*

Performance Statistics	ACTUALS							GOAL
	Year End				4th Qtr	4th Qtr	% Chg	YE
	2010	2011	2012	2013	2012	2013	B/(W)	2013
Collision rate per million vehicles	5.40	5.49	5.22	5.49	5.52	5.08	7.9%	5.21
Collision with injury rate per million vehicles	0.90	0.88	0.90	0.99	0.78	0.95	(21.6%)	0.84
Speeding summonses	5,194	5,811	5,933	4,354	1,202	940	(21.8%)	N/A
Truck summonses	2,601	2,213	2,575	2,881	636	500	(21.4%)	N/A
Emergency wrecker response time (min:sec)	6:45	7:02	6:34	6:35	6:26	6:36	(2.6%)	N/A

B&T promotes customer safety by improving lane delineation, line striping, and signage. In the fourth quarter 2013, B&T implemented the following safety improvement measures:

- An agency-wide meeting was held on December 9<sup>th</sup> as a reminder to all MTA B&T employees that safety should always be the number one priority in the workplace. A renewed safety vision, which includes our Unions as partners in the effort, stresses the importance of open and regular discussions about safety. Safety stand-down meetings were held throughout the month of December in order to reach all B&T employees.
- In conjunction with Department of Homeland Security and TBTA Training Department, seventeen members of the Special Operations Division attended a training class entitled "Initial Law Enforcement Response to Suicide Bombing Attacks."
- Missing delineators throughout both tubes were replaced at the Hugh L. Carey Tunnel to prevent motorists from switching lanes, and thereby reducing the chance of accidents.
- Net replacement was completed on the lower level plaza at the Henry Hudson Bridge to prevent debris from falling onto the pedestrian walkway.
- Special Operations Division conducted a familiarization drill on the Marine Parkway Bridge lift span with the Fire Department of New York and facility management, maintenance, and engineering.



**INDICATOR DEFINITIONS**

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**CUSTOMER ENVIRONMENT**

- Indicator Name: Roadway striping replaced  
% completed versus plan  
Description: Roadway striping is measured in linear feet.  
Percentage of roadway striping completed versus plan.  
Source: Central Maintenance Contracts – Project Management group and Engineering & Construction Department
- Indicator Name: Potholes repaired  
Description: Number of potholes repaired  
Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS) and Engineering & Construction Department
- Indicator Name: Roadway sweeping (miles)  
Description: Length of roadway swept measured in miles (both contracted and in-house)  
Source: Central Maintenance Project Management and Central Maintenance South through the Computerized Maintenance Management System (CMMS)
- Indicator Name: Completed Maintenance work order  
Description: The completion of a maintenance task that is either scheduled or requested.  
Source: Computerized Maintenance Management System (CMMS)
- Indicator Name: Average days to completion for emergency work orders  
Description: The average time to complete emergency work order repairs. An emergency work order is defined as a high priority condition that has a significant impact on customer/employee safety and/or an impact on travel.  
Source: Central Maintenance North and South through the Computerized Maintenance Management System (CMMS)
- Indicator Name: Roadway lights in service (%)  
Description: Percent of all roadway lights in service at a monthly point in time  
Source: Reported by facilities on the first weekend of each month
- Indicator Name: Tunnel cleaning (walls and ceilings)  
Description: Linear feet of tunnel walls and ceilings cleaned. Complete cleaning requires ten passes of the wash truck. Hugh L. Carey and Queens Midtown Tunnels would cover 182,220 and 126,260 feet respectively to wash both tubes.  
Source: Queens Midtown and Hugh L. Carey Tunnel facility management



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SERVICE**

Indicator Name: Travel time  
Description: Using anonymous data from customer E-ZPass tags, this indicator measures the percentage of vehicles traveling above 30 miles per hour during weekday peak travel periods (6am-9am and 4pm-7pm) at B&T bridges, and above 25 miles per hour at the tunnels:

- Bronx-Whitestone Bridge (point to point distance-6,978 feet)
  - Queens: Plaza to Queens anchorage
  - Bronx: Queens anchorage to plaza
- Throgs Neck Bridge (point to point distance-10,300 feet)
  - Queens: Plaza to sign gantry 7S
  - Bronx: Sign gantry 7S to plaza
- Henry Hudson Bridge (point to point distance-2,340 feet)
  - Manhattan: Kappock Street to Plaza
  - Bronx: Plaza to Kappock Street
- Hugh L. Carey Tunnel (point to point distance-9,722 feet)
  - Brooklyn: Manhattan Portal to Plaza
  - Manhattan: Plaza to Manhattan Portal
- Queens Midtown Tunnel (point to point distance-6,714 feet)
  - Queens: Manhattan Gantry to Plaza
  - Manhattan: Plaza to Manhattan Gantry
- Verrazano-Narrows Bridge (point to point distance-13,464 feet)
  - Brooklyn: Fingerboard to 92<sup>nd</sup> Street or Fingerboard to Belt Parkway
  - Staten Island: 92<sup>nd</sup> Street to Fingerboard or Belt Parkway to Fingerboard
- Marine Parkway Bridge (point to point distance-4,850 feet)
  - Brooklyn: Signal Gantry 1 to Plaza
  - Queens: Plaza to Signal Gantry 1
- Robert F. Kennedy Bridge
  - Queens: Manhattan Lift Span to Queens Anchorage (point to point distance - 11,078 feet)
  - Manhattan: Queens Anchorage to Manhattan Lift Span (point to point distance - 12,001 feet)
  - Bronx: Queens Anchorage to Bruckner Expressway (point to point distance - 11,124 feet)
- Cross Bay Bridge
  - Queens: Beach Channel Drive to Plaza (point to point distance 3,985 feet)
  - Rockaways: Plaza to Beach Channel Drive (point to point distance 3,985 feet)

Source: TRANSMIT (through the B&T Technology Department)

Indicator Name: E-ZPass toll lane availability (%)  
Description: Percent of E-ZPass toll lanes available for customer use  
Source: Toll system maintenance



**INDICATOR DEFINITIONS - (CONTINUED)**

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**CUSTOMER SAFETY**

Indicator Name:	Collision rate per million vehicles
Description:	The rate of vehicular collisions for every one million vehicles
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are calculated by Operations personnel using source data
Indicator Name:	Collision with injury rate per million vehicles
Description:	The rate of vehicular collisions on B&T property where an injury occurred for every one million vehicles. Total injuries include injuries where customers indicate that they are injured at the scene.
Source:	Operations and Traffic Engineering database of accident reports Traffic data is supplied by the Revenue Management Department. Rates are derived by Operations personnel using source data
Indicator Name:	Speeding summonses
Description:	The number of speed enforcement and speeding in construction zone enforcement summonses written at facilities
Source:	Facility database
Indicator Name:	Truck summonses
Description:	The number of truck enforcement summonses written at facilities including CFR and overweight violations
Source:	Facility database
Indicator Name:	Emergency wrecker response time
Description:	The average time recorded from the time a call is reported to the time a wrecker arrives on the scene. This includes wrecker responses to collisions, disabled vehicles, and debris in roadway.
Source:	Facility database
Indicator Name:	Collisions by Type per Million Vehicles
Description:	The total number of collisions associated with each type of accident per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.
Indicator Name:	Collisions by Day of Week per Million Vehicles
Description:	The total number of collisions that occurred by day of week per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.
Indicator Name:	Collisions by Factor per Million Vehicles
Description:	The total number of collisions attributed to each of the causal factors per million vehicles
Source:	CARS database Traffic data is supplied by the Revenue Management Department.



# **Bridges and Tunnels**

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## **E-ZPass Performance Report December 2013**

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**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
December 2013**  
Preliminary data subject to final audit

<b>E-ZPass Performance at All B&amp;T Facilities<sup>1</sup></b>			
	December 2013	Year to Date	December 2012
Total E-ZPass Traffic <sup>2</sup>	19,314,539	237,009,697	19,071,682
E-ZPass Market Share: Total	83.9%	83.3%	81.5%
Cars	83.3%	82.7%	80.8%
Trucks	92.3%	91.6%	90.0%

<b>Weekday E-ZPass Performance by Facility<sup>1,2</sup></b>			
Facility	December Average E-ZPass Weekday Traffic and Market Share		
	2013 Average Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	83,313	80.1%	78.0%
Cross Bay Veterans Memorial Bridge	17,482	86.6%	79.2%
Henry Hudson Bridge	59,086	94.4%	93.2%
Hugh L. Carey Tunnel <sup>3</sup>	44,549	90.3%	89.3%
Marine Parkway-Gil Hodges Memorial Bridge	17,852	88.6%	81.1%
Queens Midtown Tunnel	73,711	89.1%	87.7%
Robert F. Kennedy Bridge - Bronx Plaza	59,119	77.3%	75.3%
Robert F. Kennedy Bridge - Manhattan Plaza	74,605	85.7%	84.4%
Throgs Neck Bridge	89,338	84.6%	82.8%
Verrazano-Narrows Bridge	<u>153,460</u>	<u>86.6%</u>	<u>84.8%</u>
All Facilities	672,515	85.6%	83.6%

Notes:

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

**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
December 2013**  
Preliminary data subject to final audit

<b>Weekday Peak Hour E-ZPass Performance by Facility<sup>4</sup></b>				
Facility	December E-ZPass Market Share			
	2013 AM Peak	2012 AM Peak	2013 PM Peak	2012 PM Peak
Bronx-Whitestone Bridge	85.5%	83.5%	81.7%	79.2%
Cross Bay Veterans Memorial Bridge	89.5%	83.1%	87.2%	79.1%
Henry Hudson Bridge	97.5%	92.3%	96.7%	90.2%
Hugh L. Carey Tunnel <sup>3</sup>	93.0%	91.8%	90.5%	89.2%
Marine Parkway-Gil Hodges Memorial Bridge	91.7%	82.9%	88.7%	80.9%
Queens Midtown Tunnel	90.9%	90.4%	89.3%	87.5%
Robert F. Kennedy Bridge - Bronx Plaza	82.9%	80.6%	78.1%	76.4%
Robert F. Kennedy Bridge - Manhattan Plaza	88.5%	87.3%	85.9%	84.7%
Throgs Neck Bridge	89.2%	87.6%	85.2%	83.3%
Verrazano-Narrows Bridge <sup>5</sup>	N/A	N/A	89.2%	88.0%
All Facilities	89.2%	86.8%	86.8%	84.2%

<b>Weekend E-ZPass Performance by Facility<sup>1</sup></b>			
Facility	December Average E-ZPass Weekend Traffic and Market Share		
	2013 Avg. Traffic	2013 Market Share	2012 Market Share
Bronx-Whitestone Bridge	70,101	74.5%	71.3%
Cross Bay Veterans Memorial Bridge	12,917	83.0%	76.0%
Henry Hudson Bridge	47,779	92.5%	89.9%
Hugh L. Carey Tunnel <sup>3</sup>	30,744	86.5%	85.2%
Marine Parkway-Gil Hodges Memorial Bridge	12,809	86.4%	79.0%
Queens Midtown Tunnel	57,219	84.8%	82.7%
Robert F. Kennedy Bridge - Bronx Plaza	45,477	69.7%	66.8%
Robert F. Kennedy Bridge - Manhattan Plaza	56,298	81.2%	79.0%
Throgs Neck Bridge	73,511	79.2%	77.1%
Verrazano-Narrows Bridge	<u>129,055</u>	81.0%	79.3%
All Facilities	535,910	80.5%	77.9%

Notes:

4. Peak E-ZPass market shares report the market share figures for all vehicles during the highest overall traffic hour in the AM and PM periods at each facility.
5. AM peak figures are not compiled for the eastbound direction because tolls are collected in westbound lanes only.

**MTA Bridges and Tunnels  
E-ZPASS Performance Report  
December 2013**  
Preliminary data subject to final audit

**E-ZPass Interoperability Statistics**

<b>B&amp;T E-ZPass Transactions From Other Agencies<sup>6</sup></b>			
Customer's E-ZPass Agency	December 2013 Total B&T E-ZPass Transactions	December 2013 Percentage of B&T Total Transactions	December 2012 Percentage of B&T Total Transactions
New York State Thruway Authority <sup>7</sup>	1,630,691	8.01%	8.04%
Port Authority of NY and NJ	1,123,402	5.52%	5.67%
New Jersey Toll Agencies <sup>8</sup>	1,172,141	5.76%	5.84%
Massachusetts Turnpike Authority <sup>9</sup>	138,244	0.68%	0.68%
Pennsylvania Turnpike Commission	84,600	0.42%	0.40%
Maryland Transportation Authority	41,797	0.21%	0.20%
Virginia Department of Transportation <sup>10</sup>	30,607	0.15%	0.12%
New Hampshire Department of Transportation	15,221	0.07%	0.07%
Delaware Department of Transportation	13,565	0.07%	0.06%
Delaware River Joint Toll Bridge Commission	10,803	0.05%	0.07%
Other <sup>11</sup>	<u>44,911</u>	<u>0.22%</u>	<u>0.22%</u>
<b>Total</b>	<b>4,305,982</b>	<b>21.16%</b>	<b>21.38%</b>

<b>Other Agency B&amp;T E-ZPass Transactions</b>			
Agency Used By B&T Customers	December 2013	YTD 2013	December 2012
New York State Thruway Authority <sup>7</sup>	2,417,806	30,337,220	2,354,479
Port Authority of NY and NJ	3,128,165	38,323,549	3,146,196
New Jersey Toll Agencies <sup>8</sup>	4,673,182	59,228,450	4,652,297
New York State Bridge Authority	217,397	2,859,601	214,491
Massachusetts Turnpike Authority <sup>9</sup>	473,190	5,988,135	414,381
Pennsylvania Turnpike Commission	228,203	2,861,649	218,271
Maryland Transportation Authority	293,180	3,195,940	252,275
Virginia Department of Transportation <sup>10</sup>	125,664	1,555,318	107,363
New Hampshire Department of Transportation	85,990	1,207,575	71,280
Delaware Department of Transportation	237,973	2,857,536	202,630
Delaware River Joint Toll Bridge Commission	202,126	2,601,399	193,272
Other <sup>11</sup>	<u>270,078</u>	<u>3,821,614</u>	<u>243,045</u>
<b>Total</b>	<b>12,352,954</b>	<b>154,837,986</b>	<b>12,069,980</b>

Notes:

6. "B&T E-ZPass Transactions From Other Agencies" excludes an estimate of VNB travel in the untolled eastbound direction in order to maintain comparability with the figures reported in "Others Agency B&T E-ZPass Transactions."
7. Includes Buffalo and Fort Erie Public Bridge Authority beginning in July 2012.
8. Includes South Jersey Transportation Authority, New Jersey Turnpike Authority, Garden State Parkway, Delaware River Port Authority, Delaware River and Bay Authority and the Burlington County Bridge Commission.
9. Includes Massachusetts Port Authority.
10. Includes Dulles Greenway, Dulles Toll Road, Powhite Parkway Extension, RMA Expressway System, George P. Coleman Bridge, Chesapeake Bay Bridge and Tunnel Commission, and Chesapeake Expressway.
11. Other agencies include Illinois State Toll Highway Authority, Maine Turnpike Authority, West Virginia Parkway Authority, Indiana Toll Road Concession Company, and Rhode Island Bridge and Tunnel Authority, Ohio Turnpike Commission, and beginning January 2013, North Carolina Turnpike Authority.

**E-ZPASS Performance Report  
December 2013**  
Preliminary data subject to final audit

**E-ZPass Customer Service Statistics**

<b>MTA Bridges and Tunnels Customers</b>			
	December 2013	YTD 2013	YTD 2012
Accounts Opened:			
Internet	5,580	82,451	67,839
Walk-In	1,477	22,235	21,915
Mail/Phone <sup>12</sup>	273	7,017	11,599
On-The-Go	<u>6,371</u>	<u>106,256</u>	<u>134,364</u>
Total Accounts Opened	13,701	217,959	235,717
Total Active Accounts		2,617,162	2,397,263
Number of E-ZPass Tags Issued <sup>13</sup>	33,885	510,553	544,099
Total Active Tags <sup>14</sup>		4,210,558	3,911,424
Total Reload Cards Distributed <sup>15</sup>	2,414	78,408	N/A
Reload Card % of Cash Replenishments <sup>15</sup>	14.2%	12.7%	N/A

<b>Customer Service Indicators</b>			
	December 2013	YTD 2013	YTD 2012
Phone Calls Answered by Customer Service Center:			
Customer Service Representatives	226,492	2,896,998	2,761,540
Automated System	<u>407,000</u>	<u>4,624,290</u>	<u>3,994,828</u>
Total Phone Calls Answered	633,492	7,521,288	6,756,368
Average Phone Call Waiting Time (in min.):			
Customer Service Representatives	0.12	0.16	0.22
Commercial Unit	0.30	0.31	0.28
Avg. Monthly B&T E-ZPass Trips Per Account	5.77	6.34	6.65
Average Number of Active Tags Per Account	1.61	1.62	1.65

<b>E-ZPass Tag Replacement Program</b>			
	December 2013	YTD 2013	2011-2013
Number of Replacement Tags Mailed	19,901	277,380	1,427,692
Number of Tags Returned <sup>16</sup>	13,114	268,007	1,389,575
Number of Tags Pending Return	N/A	N/A	38,117

12. Phone enrollment for private accounts ended June 15, 2013.

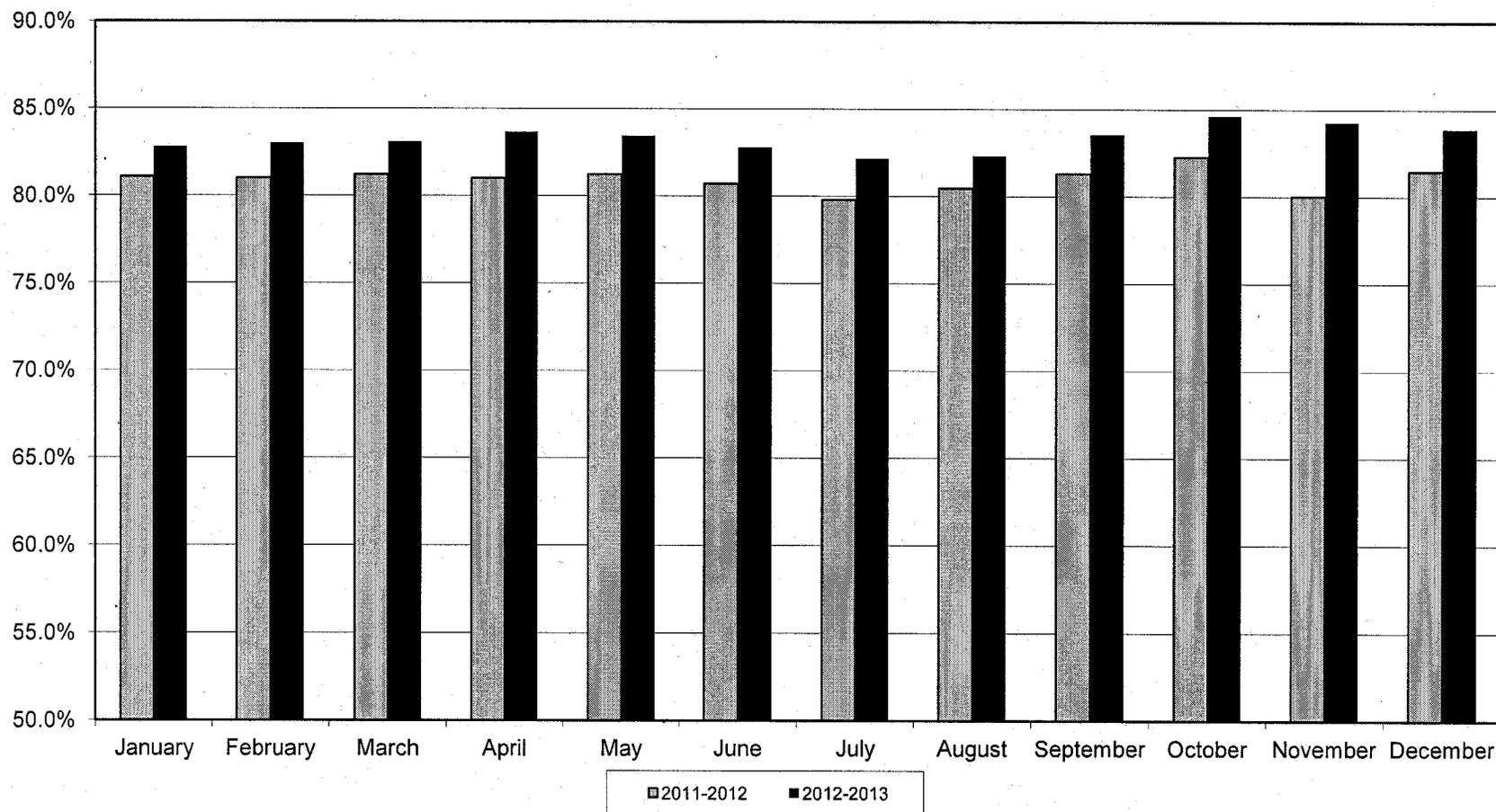
13. Includes tags for new accounts, additional tags for existing accounts, and replacement of lost or stolen tags for existing accounts. Excludes tags processed and reported within the E-ZPass Tag Replacement Program, which replaces tags that are approaching the end of their useful service lives with new tags.

14. Includes tags linked to active accounts, new tags issued through the E-ZPass Tag Replacement Program, and the associated replaced tags currently moving through the program's return process.

15. The MTA Reload Card initiative was implemented in April 2012. The figure reported in the YTD 2013 column reflects the total number of cards distributed from the program's inception.

16. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2012 but returned in 2013.

**MTA Bridges and Tunnels  
E-ZPass Market Shares  
January 2012 through December 2013**





# **Bridges and Tunnels**

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## **Financial Report December 2013**

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of DECEMBER 31, 2013**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	\$18,043
Investments:	
Unrestricted	93,545
Restricted	284,921
Accrued interest receivable	646
Accounts receivable	3,911
Tolls due from other agencies	27,918
Prepaid expenses	22,417
	<hr/>
Total current assets	451,401

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	19,534
Restricted	284,226
Insurance receivable/Sandy	126,325
Facilities, less acc.dep of \$1,161,393	4,135,003
Capital lease 2 Broadway net acc. dep.	43,653
Derivative Hedge Assets	5,033
Security Deposits	15,790
	<hr/>
Total noncurrent assets	4,629,564

**TOTAL ASSETS:** 5,080,965

**DEFERRED OUTFLOWS OF RESOURCES:**

Accumulated decreases in fair value of derivative instruments	112,004
Defeasance costs	232,861
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 344,865

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** \$5,425,830

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
As of **DECEMBER 31, 2013**  
(in thousands)

**LIABILITIES**

**CURRENT LIABILITIES:**

Current portion-long term debt	\$240,375
Interest Payable	55,047
Accounts Payable	70,482
Payable to MTA-CAP	18,288
Due to MTA-Operating Expenses	8,895
Due to NYCTA-Operating Expenses	841
Accrued salaries	40,451
Accrued Vac & Sick Benefits	16,778
Current portion of estimated liability arising from injury	22,142
Current portion of capital lease obligation	6,223
Pollution remediation projects	1,829
Due to New York City Transit Authority	21,687
Due to Metropolitan Transportation Authority	46,380
Unredeemed Tolls	132,600
Tolls due to other agencies	49,604
E-ZPass Airport Toll Liability	<u>4,558</u>
 Total current liabilities	 <u>736,180</u>

**NONCURRENT LIABILITIES:**

Long term debt	8,616,441
Post Employment Benefits Other than Pensions	452,405
Estimated liability arising from injury	7,335
Capital lease obligations	135,185
Derivative Hedge Liabilities	118,492
Security deposits-Contra	<u>15,790</u>
 Total noncurrent liabilities	 <u>9,345,648</u>

**TOTAL LIABILITIES** 10,081,828

**NET POSITION** (4,655,998) \*

**TOTAL LIABILITIES & NET POSITION** \$5,425,830

\*The negative Net Position of \$4,655,998 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**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,594.966	1,628.823	1,645.193	50.227	3.1	16.370	1.0
Other Operating Revenue	33.873	23.613	22.142	(11.731)	(34.6)	(1.471)	(6.2)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Investment Income	0.110	0.110	0.131	0.021	19.1	0.021	19.1
<b>Total Revenue</b>	<b>\$1,628.949</b>	<b>\$1,652.546</b>	<b>\$1,667.466</b>	<b>\$38.517</b>	<b>2.4</b>	<b>\$14.920</b>	<b>0.9</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$125.862	\$120.979	\$118.568	\$7.294	5.8	\$2.411	2.0
Overtime	20.882	20.882	19.046	1.836	8.8	1.836	8.8
Health and Welfare	25.894	25.022	23.651	2.243	8.7	1.371	5.5
OPEB Current Payment	16.349	15.384	15.089	1.260	7.7	0.295	1.9
Pensions	32.823	32.745	31.863	0.960	2.9	0.882	2.7
Other Fringe Benefits	16.731	16.493	17.710	(0.979)	(5.9)	(1.217)	(7.4)
Reimbursable Overhead	(5.114)	(5.114)	(5.235)	0.121	2.4	0.121	2.4
<b>Total Labor Expenses</b>	<b>\$233.427</b>	<b>\$226.391</b>	<b>\$220.692</b>	<b>\$12.735</b>	<b>5.5</b>	<b>\$5.699</b>	<b>2.5</b>
<b>Non-Labor:</b>							
Electric Power	\$7.180	\$7.480	\$6.942	\$0.238	3.3	\$0.538	7.2
Fuel	2.894	2.894	2.841	0.053	1.8	0.053	1.8
Insurance	8.055	12.589	10.482	(2.427)	(30.1)	2.107	16.7
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	106.117	113.233	100.657	5.460	5.1	12.576	11.1
Professional Service Contracts	25.184	36.390	36.206	(11.022)	(43.8)	0.184	0.5
Materials & Supplies	4.209	4.050	2.965	1.244	29.6	1.085	26.8
Other Business Expenses	28.350	28.857	28.720	(0.370)	(1.3)	0.137	0.5
<b>Total Non-Labor Expenses</b>	<b>\$181.989</b>	<b>\$205.493</b>	<b>\$188.813</b>	<b>(\$6.824)</b>	<b>(3.7)</b>	<b>\$16.680</b>	<b>8.1</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$415.416</b>	<b>\$431.884</b>	<b>\$409.505</b>	<b>\$5.911</b>	<b>1.4</b>	<b>\$22.379</b>	<b>5.2</b>
Depreciation	\$94.429	\$94.429	\$91.345	\$3.084	3.3	\$3.084	3.3
OPEB Obligation	76.650	76.650	76.650	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	(0.009)	0.009	-	0.009	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$586.495</b>	<b>\$602.963</b>	<b>\$577.491</b>	<b>\$9.004</b>	<b>1.5</b>	<b>\$25.472</b>	<b>4.2</b>
Less: Depreciation	\$94.429	\$94.429	\$91.345	\$3.084	3.3	\$3.084	3.3
Less: OPEB Obligation	76.650	76.650	76.650	0.000	0.0	0.000	0.0
<b>Total Expenses</b>	<b>\$415.416</b>	<b>\$431.884</b>	<b>\$409.496</b>	<b>\$5.920</b>	<b>1.4</b>	<b>\$22.388</b>	<b>5.2</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,213.533</b>	<b>\$1,220.662</b>	<b>\$1,257.970</b>	<b>\$44.437</b>	<b>3.7</b>	<b>\$37.308</b>	<b>3.1</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	14.454	17.228	15.149	0.695	4.8	(2.079)	(12.1)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$14.454</b>	<b>\$17.228</b>	<b>\$15.149</b>	<b>\$0.695</b>	<b>4.8</b>	<b>(\$2.079)</b>	<b>(12.1)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$5.566	\$7.321	\$6.195	(\$0.629)	(11.3)	\$1.126	15.4
Overtime	0.400	0.400	0.018	0.382	95.5	0.382	95.5
Health and Welfare	1.202	1.578	1.287	(0.085)	(7.1)	0.291	18.4
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	1.475	1.891	1.598	(0.123)	(8.3)	0.293	15.5
Other Fringe Benefits	0.697	0.924	0.816	(0.119)	(17.1)	0.108	11.7
Reimbursable Overhead	5.114	5.114	5.235	(0.121)	(2.4)	(0.121)	(2.4)
<b>Total Labor Expenses</b>	<b>\$14.454</b>	<b>\$17.228</b>	<b>\$15.149</b>	<b>(\$0.695)</b>	<b>(4.8)</b>	<b>\$2.079</b>	<b>12.1</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$14.454</b>	<b>\$17.228</b>	<b>\$15.149</b>	<b>(\$0.695)</b>	<b>(4.8)</b>	<b>\$2.079</b>	<b>12.1</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$14.454</b>	<b>\$17.228</b>	<b>\$15.149</b>	<b>(\$0.695)</b>	<b>(4.8)</b>	<b>\$2.079</b>	<b>12.1</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$14.454</b>	<b>\$17.228</b>	<b>\$15.149</b>	<b>(\$0.695)</b>	<b>(4.8)</b>	<b>\$2.079</b>	<b>12.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 1 of 2)
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	2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2013 Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	1,594.966	\$1,628.823	1,645.193	50.227	3.1	16.370	1.0
Other Operating Revenue	33.873	23.613	22.142	(11.731)	(34.6)	(1.471)	(6.2)
Capital and Other Reimbursements	14.454	17.228	15.149	0.695	4.8	(2.079)	(12.1)
Investment Income	0.110	0.110	0.131	0.021	19.1	0.021	19.1
<b>Total Revenue</b>	<b>\$1,643.403</b>	<b>\$1,669.774</b>	<b>\$1,682.615</b>	<b>\$39.212</b>	<b>2.4</b>	<b>\$12.841</b>	<b>0.8</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$131.428	\$128.300	\$124.763	\$6.665	5.1	\$3.537	2.8
Overtime	21.282	21.282	19.064	2.218	10.4	2.218	10.4
Health and Welfare	27.096	26.600	24.938	2.158	8.0	1.662	6.2
OPEB Current Payment	16.349	15.384	15.089	1.260	7.7	0.295	1.9
Pensions	34.298	34.636	33.461	0.837	2.4	1.175	3.4
Other Fringe Benefits	17.428	17.417	18.526	(1.098)	(6.3)	(1.109)	(6.4)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$247.881</b>	<b>\$243.619</b>	<b>\$235.841</b>	<b>\$12.040</b>	<b>4.9</b>	<b>\$7.778</b>	<b>3.2</b>
<b>Non-Labor:</b>							
Electric Power	\$7.180	\$7.480	\$6.942	\$0.238	3.3	\$0.538	7.2
Fuel	2.894	2.894	2.841	0.053	1.8	0.053	1.8
Insurance	8.055	12.589	10.482	(2.427)	(30.1)	2.107	16.7
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	106.117	113.233	100.657	5.460	5.1	12.576	11.1
Professional Service Contracts	25.184	36.390	36.206	(11.022)	(43.8)	0.184	0.5
Materials & Supplies	4.209	4.050	2.965	1.244	29.6	1.085	26.8
Other Business Expenses	28.350	28.857	28.720	(0.370)	(1.3)	0.137	0.5
<b>Total Non-Labor Expenses</b>	<b>\$181.989</b>	<b>\$205.493</b>	<b>\$188.813</b>	<b>(\$6.824)</b>	<b>(3.7)</b>	<b>\$16.680</b>	<b>8.1</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$429.870</b>	<b>\$449.112</b>	<b>\$424.654</b>	<b>\$5.216</b>	<b>1.2</b>	<b>\$24.458</b>	<b>5.4</b>
Depreciation	\$94.429	\$94.429	\$91.345	\$3.084	3.3	\$3.084	3.3
OPEB Obligation	76.650	76.650	76.650	0.000	0.0	0.000	0.0
Environmental Remediation	0.000	0.000	(0.009)	0.009	-	0.009	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$600.949</b>	<b>\$620.191</b>	<b>\$592.640</b>	<b>\$8.309</b>	<b>1.4</b>	<b>\$27.551</b>	<b>4.4</b>
Less: Depreciation	\$94.429	\$94.429	\$91.345	\$3.084	3.3	\$3.084	3.3
Less: OPEB Obligation	76.650	76.650	76.650	0.000	0.0	0.000	0.0
<b>Total Expenses</b>	<b>\$429.870</b>	<b>\$449.112</b>	<b>\$424.645</b>	<b>\$5.225</b>	<b>1.2</b>	<b>\$24.467</b>	<b>5.4</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,213.533</b>	<b>\$1,220.662</b>	<b>\$1,257.970</b>	<b>\$44.437</b>	<b>3.7</b>	<b>\$37.308</b>	<b>3.1</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>NON-REIMBURSABLE/REIMBURSABLE</b> (Page 2 of 2)
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	2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2013 Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,213.533</b>	<b>\$1,220.662</b>	<b>\$1,257.970</b>	<b>\$44.437</b>	<b>3.7</b>	<b>\$37.308</b>	<b>3.1</b>
<b>Deductions from Income:</b>							
Less: Capitalized Assets	\$17.781	\$17.165	\$14.525	\$3.256	18.3	\$2.640	15.4
Reserves and Prepaid Expenses	25.415	25.415	28.573	(3.158)	(12.4)	(3.158)	(12.4)
GASB Reserve	2.454	3.077	3.077	(0.623)	(25.4)	0.000	0.0
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,167.883</b>	<b>\$1,175.005</b>	<b>\$1,211.795</b>	<b>\$43.912</b>	<b>3.8</b>	<b>\$36.790</b>	<b>3.1</b>
Less: Debt Service	610.747	601.150	597.454	13.293	2.2	3.696	0.6
<b>Income Available for Distribution</b>	<b>\$557.136</b>	<b>\$573.855</b>	<b>\$614.341</b>	<b>\$57.205</b>	<b>10.3</b>	<b>\$40.486</b>	<b>7.1</b>
<b>Distributable To:</b>							
MTA - Investment Income	0.110	0.110	0.131	0.021	19.1	0.021	19.1
MTA - Distributable Income	336.577	349.743	367.308	30.731	9.1	17.565	5.0
NYCT - Distributable Income	220.449	224.002	246.902	26.453	12.0	22.900	10.2
<b>Total Distributable Income:</b>	<b>\$557.136</b>	<b>\$573.855</b>	<b>\$614.341</b>	<b>\$57.205</b>	<b>10.3</b>	<b>\$40.486</b>	<b>7.1</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$1,643.403	\$1,669.774	\$1,682.615	39.212	2.4	12.841	0.8
Less: Net Operating Expenses	429.870	449.112	424.645	5.225	1.2	24.467	5.4
<b>Net Surplus/(Deficit)</b>	<b>\$1,213.533</b>	<b>\$1,220.662</b>	<b>\$1,257.970</b>	<b>\$44.437</b>	<b>3.7</b>	<b>\$37.308</b>	<b>3.1</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$231.101	\$207.154	\$207.227	23.874	10.3	(0.073)	(0.0)
Capitalized Assets	17.781	17.165	14.525	3.256	18.3	2.640	15.4
Reserves and Prepaid Expenses	25.415	25.415	28.573	(3.158)	(12.4)	(3.158)	(12.4)
GASB Reserve	2.454	3.077	3.077	(0.623)	(25.4)	0.000	0.0
<b>Total Deductions from Operating Inc.</b>	<b>\$276.751</b>	<b>\$252.811</b>	<b>\$253.402</b>	<b>\$23.349</b>	<b>8.4</b>	<b>(\$0.591)</b>	<b>(0.2)</b>
<b>Total Support to Mass Transit:</b>	<b>\$936.782</b>	<b>\$967.851</b>	<b>\$1,004.568</b>	<b>\$67.786</b>	<b>7.2</b>	<b>\$36.717</b>	<b>3.8</b>
<b>Totals may not add due to rounding</b>							

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2013**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		YEAR-TO-DATE		
		\$	%	
Vehicle Toll Revenue	Combined	16.370	1.0	Higher toll revenue due to 1.1% higher traffic.
Other Operating Revenue	Combined	(1.471)	(6.2)	Lower Other Operating Revenue primarily due to timing of FEMA reimbursements (\$2.514M) partially offset by higher E-ZPass administrative fees (\$0.260M), receipts from the Battery Parking Garage (\$0.371), and several other small revenue sources.
Capital and Other Reimbursements	Combined	(2.079)	(12.1)	Lower than planned capital reimbursements.
Investment Income	Combined	0.021	19.1	Minor variance.
Payroll	Combined	3.537	2.8	Lower payroll expenses due to vacancies.
Overtime	Combined	2.218	10.4	See overtime table.
Health and Welfare	Combined	1.662	6.2	Lower health and welfare expenses primarily due to vacancies.
OPEB Current Payment	Combined	0.295	1.9	Minor variance.
Pensions	Combined	1.175	3.4	Lower than planned expenses due to timing of new employee hiring.
Other Fringe Benefits	Combined	(1.109)	(6.4)	Higher expenses primarily due to actuarial adjustment to Worker's Compensation reserve.
Electricity - Non-Traction	Combined	0.538	7.2	Lower than planned electricity expenses.
Fuel	Combined	0.053	1.8	Minor variance.
Insurance	Combined	2.107	16.7	Lower than planned expenses for General Liability (\$0.911M) and Property Insurance (\$0.708M).
Maintenance and Other Operating Contracts	Combined	12.576	11.1	Lower than planned expenses primarily due to the timing of Maintenance and Repair for Sandy-related expenses (\$4.170M), Major Maintenance and Painting projects (\$2.730M), and lower than anticipated costs for the E-ZPass Customer Service Center (\$2.541M), Security and Surveillance Equipment (\$0.752M), Facility Maintenance & Repair Services (\$0.530M), Auto & Other Vehicle Purchases (\$0.517M) and other expenses.
Professional Service Contracts	Combined	0.184	0.5	Minor variance.
Materials & Supplies	Combined	1.085	26.8	Lower than planned expenses across a variety of small equipment and supply categories.
Other Business Expenses	Combined	0.137	0.5	Minor variance.

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2013 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2013 Adopted Budget		2013 Final Estimate		Actuals		2013 Adopted vs. Actuals		2013 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
<b>NON-REIMBURSABLE OVERTIME</b>										
<b>Operations &amp; Maintenance</b>										
<u>Scheduled Service</u>	45,801	\$2.540	50,612	\$2.919	44,320	\$2.952	1,481	(\$0.412)	6,292	(\$0.033)
							3.2%	-16.2%	12.4%	-1.1%
<u>Unscheduled Service</u>	16,263	\$0.879	15,152	\$0.872	9,152	\$0.604	7,111	\$0.275	6,000	\$0.268
							43.7%	31.3%	39.6%	30.7%
<u>Programmatic/Routine Maintenance</u>	520	\$0.041	840	\$0.051	702	\$0.051	(182)	(\$0.010)	139	\$0.000
							-34.9%	-25.7%	16.5%	0.0%
<u>Unscheduled Maintenance</u>	22,493	\$1.755	24,156	\$1.470	20,821	\$1.565	1,672	\$0.190	3,335	(\$0.095)
							7.4%	10.8%	13.8%	-6.5%
<u>Vacancy/Absentee Coverage</u>	168,944	\$9.642	164,410	\$9.825	124,650	\$8.563	44,294	\$1.079	39,760	\$1.262
							26.2%	11.2%	24.2%	12.8%
<u>Weather Emergencies</u>	16,750	\$1.164	15,796	\$0.957	14,810	\$1.052	1,940	\$0.112	987	(\$0.095)
							11.6%	9.6%	6.2%	-9.9%
<u>Safety/Security/Law Enforcement</u>	46,583	\$2.538	43,692	\$2.555	24,245	\$1.673	22,338	\$0.865	19,448	\$0.882
							48.0%	34.1%	44.5%	34.5%
<u>Other</u>	7,431	\$0.552	7,485	\$0.461	7,742	\$0.579	(311)	(\$0.027)	(257)	(\$0.118)
							-4.2%	-4.9%	-3.4%	-25.6%
<u>*All Other Departments and Accruals</u>		\$1.772		\$1.772		\$2.007		(\$0.235)		(\$0.235)
								-13.2%		-13.2%
Subtotal	324,783	\$20.882	322,143	\$20.882	246,440	\$19.046	78,343	\$1.836	75,703	\$1.836
							24.1%	8.8%	23.5%	8.8%
<b>REIMBURSABLE OVERTIME</b>	7,200	\$0.400	7,201	\$0.400	286	\$0.018	6,915	\$0.382	6,916	\$0.382
							96.0%	95.5%	96.0%	95.5%
<b>TOTAL OVERTIME</b>	<b>331,984</b>	<b>\$21.282</b>	<b>329,344</b>	<b>\$21.282</b>	<b>246,726</b>	<b>\$19.064</b>	<b>85,258</b>	<b>\$2.218</b>	<b>82,619</b>	<b>\$2.218</b>
							25.7%	10.4%	25.1%	10.4%

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.

**MTA BRIDGES AND TUNNELS**  
**Preliminary 2013 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

December 2013 Year-to-Date

**NON-REIMBURSABLE OVERTIME**

**Operations & Maintenance**

Scheduled Service

6,292  
12.4%

(\$0.033)  
-1.1%

Slightly higher than planned expenses

Unscheduled Service

6,000  
39.6%

\$0.268  
30.7%

Lower than planned expenses

Programmatic/Routine Maintenance

139  
16.5%

\$0.000  
0.0%

Insignificant variance

Unscheduled Maintenance

3,335  
13.8%

(\$0.095)  
-6.5%

Higher than planned expenses

Vacancy/Absentee Coverage

39,760  
24.2%

\$1.262  
12.8%

Reduced absenteeism through managerial efforts to monitor and manage availability

Weather Emergencies

987  
6.2%

(\$0.095)  
-9.9%

Higher than planned expenses primarily due to December snowfall

Safety/Security/Law Enforcement

19,448  
44.5%

\$0.882  
34.5%

More efficient use of law enforcement related overtime

Other

(257)  
-3.4%

(\$0.118)  
-25.6%

Higher than planned expenses

\*All Other Departments and Accruals

(\$0.235)  
-13.2%

Primarily due to adjustments for the 28-day OT payroll lag

Subtotal

75,703  
23.5%

\$1.836  
8.8%

**REIMBURSABLE OVERTIME**

6,916  
96.0%

\$0.382  
95.5%

Lower than planned overtime needed on projects eligible for reimbursement from the capital program

**TOTAL OVERTIME**

82,619  
25.1%

\$2.218  
10.4%

51

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**MTA BRIDGES AND TUNNELS  
TRAFFIC VOLUME AND REVENUE  
(millions)**

**Comparison Current Year vs. Prior Year**

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	39.5	\$240.2	39.5	\$264.2	0.1%	10.0%
Cross Bay	7.5	15.5	7.7	16.8	2.8%	8.4%
Henry Hudson	21.9	57.8	21.8	62.4	-0.5%	8.0%
Hugh L. Carey**	15.9	83.8	16.6	95.5	4.1%	14.0%
Marine Parkway	7.8	15.7	7.8	16.6	-0.3%	6.0%
Queens Midtown	27.8	153.8	27.9	169.0	0.3%	9.9%
RFK - Bronx	27.1	172.5	27.6	193.3	1.9%	12.1%
RFK - Manhattan	30.2	164.3	30.6	183.5	1.5%	11.7%
Throgs Neck	39.4	260.5	39.9	291.4	1.4%	11.9%
Verrazano-Narrows	65.6	326.8	65.0	352.4	-0.9%	7.8%
<b>Total</b>	<b>282.8</b>	<b>\$1,491.0</b>	<b>284.5</b>	<b>\$1,645.2</b>	<b>0.6%</b>	<b>10.3%</b>
Revenue Per Vehicle		<u>\$5.273</u>		<u>\$5.783</u>		<u>9.7%</u>

\*Toll increase implemented March 3, 2013

\*\*Formerly Brooklyn-Battery Tunnel

**Comparison Actual vs. Adopted Budget and Final Estimate**

	Adopted Budget	Final Estimate	Prelim Actual	Percentage Change	
				Adopted Budget	Final Estimate
Traffic	277.1	281.5	284.5	2.7%	1.1%
Toll Revenue	\$1,595.0	\$1,628.8	\$1,645.2	2.1%	1.0%
Revenue Per Vehicle	\$5.756	\$5.787	\$5.783	0.5%	-0.1%

*Note: Numbers may not add due to rounding.*

**MTA BRIDGES AND TUNNELS**  
**2013 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	2	2	-	
Law <sup>(1)</sup>	20	19	1	1 Professional vacancy
CFO <sup>(2)</sup>	21	20	1	1 Professional vacancy
Labor Relations	5	5	-	
Staff Services <sup>(3)</sup>	15	8	7	4 Professional vacancies and 3 Managerial vacancies
EEO	1	1	-	
<b>Total Administration</b>	<b>64</b>	<b>55</b>	<b>9</b>	
<b>Operations</b>				
Revenue Management	41	39	2	2 Professional vacancies
Operations (Non-Security)	748	609	139	106 BTO vacancies, 36 Superior Officer vacancies, 3 professional overages
<b>Total Operations</b>	<b>789</b>	<b>648</b>	<b>141</b>	
<b>Maintenance</b>				
Maintenance	171	167	4	1 Managerial vacancy, 2 Professional vacancies and 1 Maintainer vacancy
Operations - Maintainers	172	162	10	10 Maintainer vacancies
Technology	52	50	2	1 Professional and 1 Managerial vacancy
Internal Security - Tech Svcs	8	10	(2)	2 Maintainer overages
<b>Total Maintenance</b>	<b>403</b>	<b>389</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	172	160	12	6 Managerial vacancies and 6 Professional vacancies
Law <sup>(1)</sup>	10	6	4	1 Managerial and 3 professional vacancies
Health & Safety	16	14	2	2 Professional vacancies
CFO-Planning & Budget Capital	23	14	9	3 Managerial vacancies and 6 Professional vacancies
<b>Total Engineering/Capital</b>	<b>221</b>	<b>194</b>	<b>27</b>	
<b>Public Safety</b>				
Operations (Security)	232	232	-	
Internal Security - Operations	37	36	1	1 Managerial vacancy
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
	<b>1,746</b>	<b>1,554</b>	<b>192</b>	
Non-Reimbursable	<b>1,658</b>	<b>1,466</b>	<b>192</b>	
Reimbursable	<b>88</b>	<b>88</b>	<b>-</b>	
<b>Total Full-Time</b>				
	<b>1,746</b>	<b>1,554</b>	<b>192</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**2013 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	20	17	3	3 vacancies in Staff Services
Professional, Technical, Clerical	44	38	6	4 vacancies in Staff Services, 1 in Law and 1 in CFO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>64</b>	<b>55</b>	<b>9</b>	
<b>Operations</b>				
Managers/Supervisors	56	56	-	
Professional, Technical, Clerical	55	56	(1)	3 Professional overage in Operations and 2 Professional vacancies in Revenue Mgmt
Operational Hourlies <sup>(1)</sup>	678	536	142	106 BTO vacancies and 36 Superior Officer vacancies
<b>Total Operations</b>	<b>789</b>	<b>648</b>	<b>141</b>	
<b>Maintenance</b>				
Managers/Supervisors	33	31	2	1 vacancy in Maintenance and 1 in Technology
Professional, Technical, Clerical	51	48	3	2 vacancies in Maintenance and 1 in Technology
Operational Hourlies <sup>(2)</sup>	319	310	9	10 Maintainer vacancies in Operations, 1 vacancy in Maintenance and 2 overages in Internal Security
<b>Total Maintenance</b>	<b>403</b>	<b>389</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	50	40	10	6 vacancies in Engineering, 1 in Law and 3 in Planning and Budget
Professional, Technical, Clerical	171	154	17	6 vacancies in Engineering, 2 in Health and Safety, 3 in Law, and 6 in Planning and Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>221</b>	<b>194</b>	<b>27</b>	
<b>Public Safety</b>				
Managers/Supervisors	7	6	1	1 vacancy in Internal Security
Professional, Technical, Clerical	28	28	-	
Operational Hourlies <sup>(3)</sup>	234	234	-	
<b>Total Public Safety</b>	<b>269</b>	<b>268</b>	<b>1</b>	
<b>Total Positions</b>				
Managers/Supervisors	166	150	16	
Professional, Technical, Clerical	349	324	25	
Operational Hourlies	1,231	1,080	151	
<b>Total Positions</b>	<b>1,746</b>	<b>1,554</b>	<b>192</b>	

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

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

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



# **Bridges and Tunnels**

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## **2013 B&T Operating Surplus (Action Item)**

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# Staff Summary



<b>Subject:</b> 2013 TBTA Operating Surplus
<b>Department:</b> Finance
<b>Department Head Name</b> Donald Spero <i>DS</i>
<b>Department Head Signature</b>
<b>Project Manager Name</b> James Elkin <i>JE</i>

<b>Date</b> February 10, 2014
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/24/14			
2	MTA Finance Committee	02/24/14			
3	MTA Board	02/26/14			

Internal Approvals			
Order	Approval	Order	Approval
2	President	<i>JA</i>	VP Staff Services
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>DS</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$614,210,249 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$131,302 representing 2013 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 the amount of \$25,895,344, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 and set aside into a special account, an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.
- Advance the 2014 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2013. The amount of surplus available for transfer to the MTA and NYCTA is \$614,210,249. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2013 is \$131,302. It is also requested to set aside \$25,895,344 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2014. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities. It is also requested to set aside into a special account, from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2014 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

RESOLVED, that the Chairman and Chief Executive Officer be, and he hereby is, authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2013 is \$614,210,249.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2013, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$ 1,675,680,341
Operating Expense	<u>409,495,773</u>
	\$ 1,266,184,568
Establishment of Necessary Reconstruction Reserve Account	(25,415,000)
GASB Reserve	(3,077,000)
Debt Service on Bonds	(605,954,158)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	155,632
Purchase of Capital Assets Funded from Operations	(14,525,301)
Increase in Prepaid Expenses and other Adjustments	<u>(3,158,492)</u>
Operating Surplus	\$ <u>614,210,249</u>

February 26, 2014

RESOLVED, that the amount of \$131,302 representing the Authority's investment income for the year 2013 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$131,302 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 the amount of \$25,895,344 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2014 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, that there be set aside into a special account and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2014 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 26, 2014

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).

## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board  
Metropolitan Transportation Authority  
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a public benefit corporation which is part of the related financial reporting group of the Metropolitan Transportation Authority ("MTA"), solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2013 (Exhibit A) to the accounting records of the Authority. Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2013. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the Authority. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an examination, the objective of which would be the expression of an opinion on the specified elements, accounts, or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Authority, Metropolitan Transportation Authority and MTA New York City Transit Authority and is not intended to be and should not be used by anyone other than these specified parties.

*Deloitte : Touche LLP*

February 5, 2014

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS  
YEAR ENDED DECEMBER 31, 2013

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OPERATING REVENUES (Note 2)	\$ 1,675,680,341
OPERATING EXPENSES (Note 3)	<u>(409,495,773)</u>
NET OPERATING REVENUE	1,266,184,568
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Note 3)	(3,158,492)
DEBT SERVICE ON BONDS (Note 4)	(605,954,158)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Note 5)	155,632
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Note 8)	(3,077,000)
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Note 6)	(14,525,301)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Note 7)	<u>(25,415,000)</u>
OPERATING SURPLUS	<u>\$ 614,210,249</u>

See Independent Accountants' Report on Applying  
Agreed-Upon Procedures and accompanying notes.

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****NOTES AND AGREED-UPON PROCEDURES PERFORMED  
IN CONNECTION WITH THE SCHEDULE OF  
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)**

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**1. OPERATING SURPLUS CALCULATION REQUIREMENTS**

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's financial statements because of the MTA's financial accountability for these entities and they are under the discretion of the MTA Board.

**2. OPERATING REVENUES**

- Agreed "Operating Revenues" (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

**3. OPERATING EXPENSES**

- Agreed the aggregated "Operating Expenses" of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.
- Agreed the following expense items to the general ledger: "Interest Expense and Debt Service Related Expenses" and "Reimbursement of Personnel Costs," as noted on Exhibit C, which have been netted against salaries and fringe benefits and noted no differences.
- Recalculated the "Increase in Prepaid Expenses and Other Adjustments" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger. We were informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We also have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)

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#### 4. DEBT SERVICE

- Agreed “Debt Service on Bonds” appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- Agreed “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.
- We have been informed that the debt service on the Convention Center Bonds was funded by the State of New York.

#### 5. INTEREST INCOME

- Agreed the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” (excluding the Convention Center Bonds) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.
- Agreed the aggregated “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.
- We have been informed that the interest income on Convention Center Bond investments, which consists of interest income from the Convention Center Bond Funds, was applied to reduce the amount due from New York State and was excluded from “Operating Revenues” and “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” on the Schedule of Operating Surplus (Exhibit A).

#### 6. CAPITAL ASSETS FUNDED FROM OPERATIONS

- Agreed the amount “Purchase of Capital Assets Funded From Operations,” which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)

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Operating Surplus (Exhibit A) to the general ledger and noted a difference of \$14,618. We have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### 7. NECESSARY RECONSTRUCTION RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA Bridges and Tunnels November Financial Plan 2014-2017 to set aside and reduce operating surplus by \$25,415,000 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

#### 8. GASB 43 RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB 43 Reserve Account" of \$3,077,000 the MTA Bridges and Tunnels November Financial Plan 2014-2017 which was approved by the Finance Committee. We have been informed that the MTA Bridges and Tunnels November Financial Plan 2014-2017, which was approved by the Finance Committee, authorizes the establishment of the GASB 43 Reserve. GASB 43 refers to Governmental Accounting Standards Board Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The GASB 43 Reserve Account was established by the TBTA by resolution adopted December 13, 2006. We have been informed that this amount, together with interest income, thereon, is to be used to fund post-retirement liabilities other than pension benefits.

\* \* \* \* \*

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013

TOTAL REVENUES		\$ 1,675,811,643
LESS INTEREST INCOME		<u>131,302</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,675,680,341</u>
TOTAL EXPENSES		\$ 780,298,390
LESS: Interest Expense and Debt Service Related Expenses	\$355,653,877	
Reimbursement of Personnel Costs	<u>15,148,740</u>	<u>370,802,617</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 409,495,773</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2012	\$ 19,258,875	
Balance December 31, 2013	<u>22,417,367</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ 3,158,492</u>
DEBT SERVICE:		
TBTA	\$215,572,141	
MTA	122,909,898	
NYCTA	<u>267,316,487</u>	
Subtotal	605,798,526	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>155,632</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 605,954,158</u>



# **Bridges and Tunnels**

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## **2014 Adopted Budget/ Financial Plan 2014-2017**

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**MTA BRIDGES AND TUNNELS  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges and Tunnels' 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013 as well as other technical adjustments.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- A cost of \$0.150 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.
- Debt Service adjustments reflect an increase of \$22.3 million in 2013, a decrease of \$21.6 million in 2014, and increases of \$3.1 million in 2015, \$7.9 million in 2016, and \$13.0 million in 2017, due primarily to the impact of cash management actions that were captured below-the-line in Volume I of the November Plan.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	1,658	\$1,220.812	1,658	\$1,195.263	1,658	\$1,180.990	1,658	\$1,175.567	1,658	\$1,163.221
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training		(0.150)								
Other										
Sub-Total MTA Plan Adjustments	0	(\$0.150)	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	1,658	\$ 1,220.662	1,658	\$ 1,195.263	1,658	\$ 1,180.990	1,658	\$ 1,175.567	1,658	\$ 1,163.221

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>	<b>88</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Service Investments (Proposed in July)										
MTA re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2014 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>	<b>88</b>	<b>\$ -</b>

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

**NON-REIMBURSABLE**

	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded MTA Re-estimates				All Other	
			Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training		
<b>Revenue</b>								
Farebox Revenue	\$0.000							\$0.000
Vehicle Toll Revenue	1,649.488							1,649.488
Other Operating Revenue	16.098							16.098
Capital and Other Reimbursements	0.000							0.000
Investment Income	0.162							0.162
<b>Total Revenue</b>	<b>\$1,665.748</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,665.748</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$132.900							\$132.900
Overtime	21.228							21.228
Health and Welfare	27.340							27.340
OPEB Current Payment	16.168							16.168
Pensions	33.849							33.849
Other Fringe Benefits	17.595							17.595
Reimbursable Overhead	(5.095)							(5.095)
<b>Total Labor Expenses</b>	<b>\$243.984</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$243.984</b>
<b>Non-Labor:</b>								
Electric Power	\$7.561	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.561
Fuel	2.959	0.000	0.000	0.000	0.000	0.000	0.000	2.959
Insurance	16.466							16.466
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	129.870							129.870
Professional Service Contracts	36.537							36.537
Materials & Supplies	4.300							4.300
Other Business Expenses	28.808							28.808
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$226.501</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$470.485</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$470.485</b>
<b>Add: Depreciation</b>	<b>\$104.389</b>							<b>\$104.389</b>
Add: OPEB Obligation	80.483							80.483
Add: Environmental Remediation	0.000							0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$655.356</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$655.356</b>
<b>Less: Depreciation</b>	<b>\$104.389</b>							<b>\$104.389</b>
Less: OPEB Obligation	80.483							80.483
Less: Environmental Remediation	0.000							0.000
<b>Total Expenses</b>	<b>\$470.485</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$470.485</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>

-- Differences are due to rounding.

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

**REIMBURSABLE**

	2014							February Adopted Budget
	MTA Re-estimates							
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$0.000							\$0.000
Vehicle Toll Revenue	0.000							0.000
Other Operating Revenue	0.000							0.000
Capital and Other Reimbursements	21.230							21.230
Investment Income	0.000							0.000
<b>Total Revenue</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$9.735							\$9.735
Overtime	0.407							0.407
Health and Welfare	2.177							2.177
OPEB Current Payment	0.000							0.000
Pensions	2.571							2.571
Other Fringe Benefits	1.245							1.245
Reimbursable Overhead	5.095							5.095
<b>Total Labor Expenses</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
<b>Non-Labor:</b>								
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	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
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$21.230</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21.230</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)

	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue								\$0.000
Vehicle Toll Revenue	1,649.488							1,649.488
Other Operating Revenue	16.098							16.098
Capital and Other Reimbursements	21.230							21.230
Investment Income	0.162							0.162
<b>Total Revenue</b>	<b>\$1,686.978</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,686.978</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$142.635							\$142.635
Overtime	21.635							21.635
Health and Welfare	29.517							29.517
OPEB Current Payment	16.168							16.168
Pensions	36.420							36.420
Other Fringe Benefits	18.840							18.840
Reimbursable Overhead	0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$265.214</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$265.214</b>
<b>Non-Labor:</b>								
Electric Power	\$7.561	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.561
Fuel	2.959	0.000	0.000	0.000	0.000	0.000	0.000	2.959
Insurance	16.466							16.466
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	129.870							129.870
Professional Service Contracts	36.537							36.537
Materials & Supplies	4.300							4.300
Other Business Expenses	28.808							28.808
<b>Total Non-Labor Expenses</b>	<b>\$226.501</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$226.501</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$491.715</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$491.715</b>
Add: Depreciation	\$104.389							\$104.389
Add: OPEB Obligation	80.483							80.483
Add: Environmental Remediation	0.000							0.000
<b>Total Expenses after Non-Cash Liability Adjustments</b>	<b>\$676.586</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$676.586</b>
Less: Depreciation	\$104.389							\$104.389
Less: OPEB Obligation	80.483							80.483
Less: Environmental Remediation	0.000							0.000
<b>Total Expenses</b>	<b>\$491.715</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$491.715</b>
<b>Net Income/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,195.263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195.263</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Net Income/(Deficit)</b>	<b>\$1,195,263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195,263</b>
<b>Deductions from Income:</b>								
Less: Capitalized Assets	\$17,843							\$17,843
Reserves and Prepaid Expenses	25,895							25,895
GASB 45 Reserve	3,234							3,234
<b>Total Deductions from Income</b>	<b>\$46,972</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$46,972</b>
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,148,291</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,148,291</b>
Less: Debt Service	\$617,559	0.000	0.000	0.000	0.000	0.000	(21,588)	\$595,972
<b>Income Available for Distribution</b>	<b>\$530,731</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21,588</b>	<b>\$552,319</b>
<b>Distributable To:</b>								
MTA - Investment Income	\$0.162							\$0.162
MTA - Distributable Income	321,717						7,778	329,494
NYCT - Distributable Income	208,853						13,810	222,663
<b>Total Distributable Income:</b>	<b>\$530,731</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$21,588</b>	<b>\$552,319</b>
<b>Actual Cash Transfers:</b>								
MTA - Investment Income	\$0.110							\$0.110
MTA - Transfers	325,350						6,169	331,519
NYCT - Transfers	211,779						11,018	222,797
<b>Total Cash Transfers:</b>	<b>\$537,239</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17,188</b>	<b>\$554,426</b>
<b>SUPPORT TO MASS TRANSIT:</b>								
Total Revenues	\$1,686,978	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1,686,978
Less: Net Operating Expenses	491,715	0.000	0.000	0.000	0.000	0.000	0.000	491,715
<b>Net Surplus/(Deficit)</b>	<b>\$1,195,263</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,195,263</b>
<b>Deductions from Operating Income:</b>								
B&T Debt Service	\$246,438	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$5,722)	\$240,716
Capitalized Assets	17,843	0.000	0.000	0.000	0.000	0.000	0.000	17,843
Reserves and Prepaid Expenses	25,895	0.000	0.000	0.000	0.000	0.000	0.000	25,895
GASB 45 Reserve	3,234	0.000	0.000	0.000	0.000	0.000	0.000	3,234
<b>Total Deductions from Operating Inc.</b>	<b>\$283,410</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$5,722)</b>	<b>\$287,689</b>
<b>Total Support to Mass Transit:</b>	<b>\$901,853</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$5,722</b>	<b>\$907,574</b>

- Differences are due to rounding

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE					
	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,628.823	1,649.488	1,652.899	1,661.859	1,665.930
Other Operating Revenue	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Investment Income	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,652.547</b>	<b>\$1,665.748</b>	<b>\$1,669.568</b>	<b>\$1,680.140</b>	<b>\$1,685.077</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$120.979	\$132.900	\$136.313	\$138.740	\$142.746
Overtime	20.882	21.228	21.656	22.103	22.523
Health and Welfare	25.022	27.340	28.363	29.971	31.678
OPEB Current Payment	15.384	16.168	16.783	17.757	18.786
Pensions	32.745	33.849	34.661	35.481	36.163
Other Fringe Benefits	16.493	17.595	17.902	18.158	18.386
Reimbursable Overhead	(5.114)	(5.095)	(5.145)	(5.196)	(5.442)
<b>Total Labor Expenses</b>	<b>\$226.391</b>	<b>\$243.984</b>	<b>\$250.533</b>	<b>\$257.014</b>	<b>\$264.840</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	2.894	2.959	2.794	2.681	2.733
Insurance	12.589	16.466	19.914	23.163	26.980
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	28.857	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$205.494</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$431.885</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
Add: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$602.964</b>	<b>\$655.356</b>	<b>\$684.751</b>	<b>\$712.826</b>	<b>\$742.877</b>
Less: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$431.885</b>	<b>\$470.485</b>	<b>\$488.578</b>	<b>\$504.573</b>	<b>\$521.855</b>
<b>Baseline Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE					
	2013	2014			
	Final	Adopted			
	<u>Estimate</u>	<u>Budget</u>	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	17.228	21.230	21.628	22.108	22.809
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$7.321	\$9.735	\$9.810	\$9.894	\$9.976
Overtime	0.400	0.407	0.415	0.420	0.426
Health and Welfare	1.578	2.177	2.287	2.446	2.607
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.891	2.571	2.702	2.861	3.022
Other Fringe Benefits	0.924	1.245	1.269	1.291	1.336
Reimbursable Overhead	5.114	5.095	5.145	5.196	5.442
<b>Total Labor Expenses</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
<b>Other</b>					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses After Depreciation</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$17.228</b>	<b>\$21.230</b>	<b>\$21.628</b>	<b>\$22.108</b>	<b>\$22.809</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 1 of 2

	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	1,628.823	1,649.488	1,652.899	1,661.859	1,665.930
Other Operating Revenue	23.613	16.098	15.932	16.101	16.281
Capital and Other Reimbursements	17.228	21.230	21.628	22.108	22.809
Investment Income	0.110	0.162	0.737	2.180	2.866
<b>Total Revenue</b>	<b>\$1,669.774</b>	<b>\$1,686.978</b>	<b>\$1,691.196</b>	<b>\$1,702.248</b>	<b>\$1,707.885</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$128.300	\$142.635	\$146.123	\$148.634	\$152.722
Overtime	21.282	21.635	22.071	22.523	22.949
Health and Welfare	26.600	29.517	30.650	32.417	34.285
OPEB Current Payment	15.384	16.168	16.783	17.757	18.786
Pensions	34.636	36.420	37.363	38.342	39.185
Other Fringe Benefits	17.417	18.840	19.171	19.449	19.722
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$243.619</b>	<b>\$265.214</b>	<b>\$272.161</b>	<b>\$279.122</b>	<b>\$287.649</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$7.480	\$7.561	\$7.805	\$8.170	\$8.540
Fuel	2.894	2.959	2.794	2.681	2.733
Insurance	12.589	16.466	19.914	23.163	26.980
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	113.232	129.870	136.876	142.371	145.505
Professional Service Contracts	36.390	36.537	36.826	36.527	37.763
Materials & Supplies	4.050	4.300	4.378	4.532	4.659
Other Business Expenses	28.857	28.808	29.451	30.115	30.835
<b>Total Non-Labor Expenses</b>	<b>\$205.494</b>	<b>\$226.501</b>	<b>\$238.044</b>	<b>\$247.559</b>	<b>\$257.015</b>
<b><u>Other Expense Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$449.113</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
Add: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Add: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$620.192</b>	<b>\$676.586</b>	<b>\$706.379</b>	<b>\$734.934</b>	<b>\$765.686</b>
Less: Depreciation	\$94.429	\$104.389	\$111.667	\$119.521	\$127.853
Less: OPEB Obligation	76.650	80.483	84.507	88.732	93.169
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$449.113</b>	<b>\$491.715</b>	<b>\$510.205</b>	<b>\$526.681</b>	<b>\$544.664</b>
<b>Baseline Net Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE  
Page 2 of 2

	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Baseline Income/(Deficit)</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$17.165	\$17.843	\$17.849	\$20.635	\$21.056
Reserves	25.415	25.895	26.382	26.881	27.338
GASB Reserves	3.077	3.234	3.357	3.551	3.757
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$1,175.005</b>	<b>\$1,148.291</b>	<b>\$1,133.402</b>	<b>\$1,124.500</b>	<b>\$1,111.071</b>
Less: Debt Service	\$601.150	\$595.972	\$634.953	\$658.353	\$690.218
<b>Income Available for Distribution</b>	<b>\$573.855</b>	<b>\$552.319</b>	<b>\$498.449</b>	<b>\$466.148</b>	<b>\$420.853</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$0.110	\$0.162	\$0.737	\$2.180	\$2.866
MTA - Distributable Income	349.743	329.494	305.271	288.525	266.193
NYCT - Distributable Income	224.002	222.663	192.441	175.442	151.794
<b>Total Distributable Income:</b>	<b>\$573.855</b>	<b>\$552.319</b>	<b>\$498.449</b>	<b>\$466.148</b>	<b>\$420.853</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income	\$0.136	\$0.110	\$0.162	\$0.737	\$2.180
MTA - Transfers	353.701	331.519	307.693	290.200	268.427
NYCT - Transfers	222.358	222.797	195.463	177.142	154.158
<b>Total Cash Transfers:</b>	<b>\$576.195</b>	<b>\$554.426</b>	<b>\$503.318</b>	<b>\$468.079</b>	<b>\$424.765</b>
<b><u>SUPPORT TO MASS TRANSIT:</u></b>					
Total Revenues	\$1,669.774	\$1,686.978	\$1,691.196	\$1,702.248	\$1,707.885
Less: Net Operating Expenses	449.113	491.715	510.205	526.681	544.664
<b>Baseline Net Operating Income:</b>	<b>\$1,220.662</b>	<b>\$1,195.263</b>	<b>\$1,180.990</b>	<b>\$1,175.567</b>	<b>\$1,163.221</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$207.154	\$240.716	\$263.888	\$286.652	\$315.028
Capitalized Assets	17.165	17.843	17.849	20.635	21.056
Reserves	25.415	25.895	26.382	26.881	27.338
GASB Reserves	3.077	3.234	3.357	3.551	3.757
<b>Total Deductions from Operating Income:</b>	<b>\$252.811</b>	<b>\$287.689</b>	<b>\$311.476</b>	<b>\$337.719</b>	<b>\$367.178</b>
<b>Total Support to Mass Transit:</b>	<b>\$967.851</b>	<b>\$907.574</b>	<b>\$869.514</b>	<b>\$837.848</b>	<b>\$796.043</b>

**MTA BRIDGES TUNNELS**  
**2014 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<b>OPERATIONS &amp; MAINTENANCE</b>			
<u>Scheduled Service</u>	47,575	\$2.804	13.2%
<u>Unscheduled Service</u>	14,918	0.876	4.1%
<u>Programmatic/Routine Maintenance</u>	501	0.037	0.2%
<u>Unscheduled Maintenance</u>	23,976	1.768	8.3%
<u>Vacancy/Absentee Coverage</u>	154,678	9.457	44.5%
<u>Weather Emergencies</u>	17,437	1.196	5.6%
<u>Safety/Security/Law Enforcement</u>	39,350	2.350	11.1%
<u>Other</u>	9,575	0.622	2.9%
<u>All Other Departments and Accruals<sup>1</sup></u>		2.118	10.0%
Subtotal	<b>308,010</b>	<b>\$21.228</b>	100.0%
<b>REIMBURSABLE OVERTIME</b>	5,508	0.407	
<b>TOTAL OVERTIME</b>	<b>313,518</b>	<b>\$21.635</b>	

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2014-2017**  
**Traffic Volume/ (Utilization)**  
(in millions)

2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
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**TRAFFIC VOLUME**

Baseline Total Traffic Volume

281.462	281.570	282.861	284.766	285.834
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**TOLL REVENUE**

Baseline Total Toll Revenue

\$1,628.823	\$1,649.488	\$1,652.899	\$1,661.859	\$1,665.930
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Executive	2	2	2	2	2
Law <sup>(1)</sup>	20	20	20	20	20
CFO <sup>(2)</sup>	21	21	21	21	21
Labor Relations	5	5	5	5	5
Staff Services <sup>(3)</sup>	15	35	35	35	35
EEO	1	1	1	1	1
<b>Total Administration</b>	<b>64</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>					
Revenue Management	41	41	41	41	41
Operations (Non-Security)	748	728	728	728	728
<b>Total Operations</b>	<b>789</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>					
Maintenance	171	171	171	171	171
Operations - Maintainers	172	172	172	172	172
Technology	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8
<b>Total Maintenance</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>					
Engineering & Construction	172	172	172	172	172
Health & Safety	10	10	10	10	10
Law <sup>(1)</sup>	16	16	16	16	16
Planning & Budget Capital	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>					
Operations (Security)	232	232	232	232	232
Internal Security - Operations	37	37	37	37	37
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Baseline Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>
<i>Non-Reimbursable</i>	1,658	1,658	1,658	1,658	1,658
<i>Reimbursable</i>	88	88	88	88	88
<i>Total Full-Time</i>	1,746	1,746	1,746	1,746	1,746
<i>Total Full-Time Equivalents</i>	-	-	-	-	-

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2014-2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Managers/Supervisors	20	20	20	20	20
Professional, Technical, Clerical	44	64	64	64	64
Operational Hourlies	-	-	-	-	-
<b>Total Administration</b>	<b>64</b>	<b>84</b>	<b>84</b>	<b>84</b>	<b>84</b>
<b>Operations</b>					
Managers/Supervisors	56	56	56	56	56
Professional, Technical, Clerical	55	35	35	35	35
Operational Hourlies <sup>(1)</sup>	678	678	678	678	678
<b>Total Operations</b>	<b>789</b>	<b>769</b>	<b>769</b>	<b>769</b>	<b>769</b>
<b>Maintenance</b>					
Managers/Supervisors	33	33	33	33	33
Professional, Technical, Clerical	51	51	51	51	51
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319
<b>Total Maintenance</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>	<b>403</b>
<b>Engineering/Capital</b>					
Managers/Supervisors	50	50	50	50	50
Professional, Technical, Clerical	171	171	171	171	171
Operational Hourlies	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>	<b>221</b>
<b>Public Safety</b>					
Managers/Supervisors	7	7	7	7	7
Professional, Technical, Clerical	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234
<b>Total Public Safety</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>	<b>269</b>
<b>Total Baseline Positions</b>					
Managers/Supervisors	166	166	166	166	166
Professional, Technical, Clerical	349	349	349	349	349
Operational Hourlies	1,231	1,231	1,231	1,231	1,231
<b>Total Baseline Positions</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>	<b>1,746</b>

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

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

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	123.622	115.743	137.229	137.408	147.764	146.213	144.275	147.368	138.833	140.887	135.564	134.583	1,649.488
Other Operating Revenue	1.269	1.199	1.269	1.333	1.359	1.333	1.447	1.447	1.418	1.350	1.324	1.350	16.098
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.014	0.012	0.014	0.013	0.014	0.013	0.014	0.014	0.013	0.014	0.013	0.014	0.162
<b>Total Revenue</b>	<b>\$124.905</b>	<b>\$116.954</b>	<b>\$138.512</b>	<b>\$138.754</b>	<b>\$149.137</b>	<b>\$147.559</b>	<b>\$145.736</b>	<b>\$148.829</b>	<b>\$140.264</b>	<b>\$142.251</b>	<b>\$136.901</b>	<b>\$135.947</b>	<b>\$1,665.748</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$10.588	\$9.475	\$10.439	\$10.119	\$10.501	\$10.320	\$10.836	\$10.643	\$10.182	\$10.505	\$10.183	\$19.108	\$132.900
Overtime	2.126	2.193	1.841	1.628	1.766	1.581	1.676	1.642	1.622	1.510	1.723	1.919	21.228
Health and Welfare	2.544	2.562	2.544	2.550	2.544	2.550	2.544	2.544	2.550	2.544	2.550	(0.690)	27.340
OPEB Current Payment	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	16.168
Pensions	2.610	2.631	2.610	2.617	2.610	2.617	3.024	3.024	3.031	3.024	3.031	3.024	33.849
Other Fringe Benefits	2.075	0.848	2.307	0.852	0.887	2.274	0.897	0.882	2.275	0.870	0.863	2.566	17.595
Reimbursable Overhead	(0.433)	(0.391)	(0.433)	(0.419)	(0.433)	(0.419)	(0.433)	(0.433)	(0.419)	(0.433)	(0.419)	(0.433)	(5.095)
<b>Total Labor Expenses</b>	<b>\$20.857</b>	<b>\$18.665</b>	<b>\$20.656</b>	<b>\$18.694</b>	<b>\$19.222</b>	<b>\$20.271</b>	<b>\$19.691</b>	<b>\$19.650</b>	<b>\$20.589</b>	<b>\$19.367</b>	<b>\$19.279</b>	<b>\$26.842</b>	<b>\$243.984</b>
<b>Non-Labor:</b>													
Electric Power	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.756	\$0.756	\$0.756	\$0.756	\$0.567	\$0.567	\$7.561
Fuel	0.376	0.376	0.376	0.260	0.260	0.260	0.118	0.118	0.118	0.233	0.233	0.233	2.959
Insurance	1.398	1.263	1.398	1.353	1.398	1.353	1.398	1.398	1.353	1.398	1.353	1.398	16.466
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.240	6.812	10.377	6.281	11.869	10.166	8.756	9.968	12.719	10.339	9.906	27.435	129.870
Professional Service Contracts	2.904	2.623	3.272	2.810	2.904	3.178	2.904	2.904	3.178	2.904	2.810	4.149	36.537
Materials & Supplies	0.365	0.330	0.365	0.353	0.365	0.353	0.365	0.365	0.353	0.365	0.353	0.365	4.300
Other Business Expenses	2.384	2.095	2.314	2.242	2.314	2.241	2.314	2.316	2.240	2.316	2.267	3.765	28.808
<b>Total Non-Labor Expenses</b>	<b>\$13.235</b>	<b>\$14.066</b>	<b>\$18.670</b>	<b>\$13.866</b>	<b>\$19.677</b>	<b>\$18.119</b>	<b>\$16.612</b>	<b>\$17.825</b>	<b>\$20.717</b>	<b>\$18.311</b>	<b>\$17.491</b>	<b>\$37.912</b>	<b>\$226.501</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Depreciation &amp; GASB Adjs.</b>	<b>\$34,093</b>	<b>\$32,731</b>	<b>\$39,326</b>	<b>\$32,561</b>	<b>\$38,899</b>	<b>\$38,390</b>	<b>\$36,503</b>	<b>\$37,475</b>	<b>\$41,306</b>	<b>\$37,678</b>	<b>\$36,769</b>	<b>\$64,754</b>	<b>\$470,485</b>
Add: Depreciation	\$8,866	\$8,008	\$8,866	\$8,580	\$8,866	\$8,580	\$8,866	\$8,866	\$8,580	\$8,866	\$8,580	\$8,866	\$104,389
Add: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses/Expenditures</b>	<b>\$49,794</b>	<b>\$46,913</b>	<b>\$55,028</b>	<b>\$47,756</b>	<b>\$54,601</b>	<b>\$53,585</b>	<b>\$52,204</b>	<b>\$53,176</b>	<b>\$56,501</b>	<b>\$53,379</b>	<b>\$51,964</b>	<b>\$80,455</b>	<b>\$655,356</b>
Less: Depreciation	\$8,866	\$8,008	\$8,866	\$8,580	\$8,866	\$8,580	\$8,866	\$8,866	\$8,580	\$8,866	\$8,580	\$8,866	\$104,389
Less: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$34,093</b>	<b>\$32,731</b>	<b>\$39,326</b>	<b>\$32,561</b>	<b>\$38,899</b>	<b>\$38,390</b>	<b>\$36,503</b>	<b>\$37,475</b>	<b>\$41,306</b>	<b>\$37,678</b>	<b>\$36,769</b>	<b>\$64,754</b>	<b>\$470,485</b>
<b>Net Income/(Deficit)</b>	<b>\$90,812</b>	<b>\$84,223</b>	<b>\$99,186</b>	<b>\$106,193</b>	<b>\$110,238</b>	<b>\$109,169</b>	<b>\$109,233</b>	<b>\$111,354</b>	<b>\$98,958</b>	<b>\$104,573</b>	<b>\$100,132</b>	<b>\$71,193</b>	<b>\$1,195,263</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1.802	1.631	1.802	1.745	1.802	1.745	1.802	1.802	1.745	1.802	1.745	1.802	21.230
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenue</b>	<b>\$1.802</b>	<b>\$1.631</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$21.230</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.827	\$0.747	\$0.827	\$0.800	\$0.827	\$0.800	\$0.827	\$0.827	\$0.800	\$0.827	\$0.800	\$0.827	\$9.735
Overtime	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.407
Health and Welfare	0.185	0.167	0.185	0.179	0.185	0.179	0.185	0.185	0.179	0.185	0.179	0.185	2.177
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.218	0.197	0.218	0.211	0.218	0.211	0.218	0.218	0.211	0.218	0.211	0.218	2.571
Other Fringe Benefits	0.106	0.096	0.106	0.102	0.106	0.102	0.106	0.106	0.102	0.106	0.102	0.106	1.245
Reimbursable Overhead	0.433	0.391	0.433	0.419	0.433	0.419	0.433	0.433	0.419	0.433	0.419	0.433	5.095
<b>Total Labor Expenses</b>	<b>\$1.802</b>	<b>\$1.631</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$21.230</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>												
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$1.802</b>	<b>\$1.631</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$21.230</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$1.802</b>	<b>\$1.631</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$21.230</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$1.802</b>	<b>\$1.631</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$1.745</b>	<b>\$1.802</b>	<b>\$21.230</b>
<b>Net Income/(Deficit)</b>	<b>\$0.000</b>												

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE/ REIMBURSABLE**  
(Page 1 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	123.622	115.743	137.229	137.408	147.764	146.213	144.275	147.368	138.833	140.887	135.564	134.583	1,649.488
Other Operating Revenue	1.269	1.199	1.269	1.333	1.359	1.333	1.447	1.447	1.418	1.350	1.324	1.350	16.098
Capital and Other Reimbursements	1.802	1.631	1.802	1.745	1.802	1.745	1.802	1.802	1.745	1.802	1.745	1.802	21.230
Investment Income	0.014	0.012	0.014	0.013	0.014	0.013	0.014	0.014	0.013	0.014	0.013	0.014	0.162
<b>Total Revenue</b>	<b>\$126.707</b>	<b>\$118.585</b>	<b>\$140.315</b>	<b>\$140.500</b>	<b>\$150.940</b>	<b>\$149.304</b>	<b>\$147.538</b>	<b>\$150.631</b>	<b>\$142.009</b>	<b>\$144.053</b>	<b>\$138.646</b>	<b>\$137.749</b>	<b>\$1,686.978</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.415	\$10.222	\$11.266	\$10.919	\$11.328	\$11.120	\$11.663	\$11.470	\$10.982	\$11.332	\$10.983	\$19.935	\$142.635
Overtime	2.160	2.227	1.875	1.662	1.799	1.615	1.710	1.676	1.656	1.544	1.757	1.953	21.635
Health and Welfare	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	2.729	(0.505)	29.517
OPEB Current Payment	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	1.347	16.168
Pensions	2.828	2.828	2.828	2.828	2.828	2.828	3.242	3.242	3.242	3.242	3.242	3.242	36.420
Other Fringe Benefits	2.180	0.943	2.413	0.954	0.993	2.377	1.003	0.987	2.377	0.975	0.965	2.672	18.840
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$22.660</b>	<b>\$20.297</b>	<b>\$22.458</b>	<b>\$20.440</b>	<b>\$21.025</b>	<b>\$22.017</b>	<b>\$21.694</b>	<b>\$21.452</b>	<b>\$22.334</b>	<b>\$21.169</b>	<b>\$21.024</b>	<b>\$28.645</b>	<b>\$265.214</b>
<b>Non-Labor:</b>													
Electric Power	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.567	\$0.756	\$0.756	\$0.756	\$0.756	\$0.567	\$0.567	\$7.561
Fuel	0.376	0.376	0.376	0.260	0.260	0.260	0.118	0.118	0.118	0.233	0.233	0.233	2.959
Insurance	1.398	1.398	1.398	1.353	1.398	1.353	1.398	1.398	1.353	1.398	1.353	1.398	16.466
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.240	6.812	10.377	6.281	11.869	10.166	8.756	9.968	12.719	10.339	9.906	27.435	129.870
Professional Service Contracts	2.904	2.623	3.272	2.810	2.904	3.178	2.904	2.904	3.178	2.904	2.810	4.149	36.537
Materials & Supplies	0.365	0.330	0.365	0.353	0.365	0.353	0.365	0.365	0.353	0.365	0.353	0.365	4.300
Other Business Expenses	2.384	2.095	2.314	2.242	2.314	2.241	2.314	2.316	2.240	2.316	2.267	3.765	28.808
<b>Total Non-Labor Expenses</b>	<b>\$13.235</b>	<b>\$14.066</b>	<b>\$18.670</b>	<b>\$13.866</b>	<b>\$19.677</b>	<b>\$18.119</b>	<b>\$16.612</b>	<b>\$17.825</b>	<b>\$20.717</b>	<b>\$18.311</b>	<b>\$17.491</b>	<b>\$37.912</b>	<b>\$226.501</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$35.895</b>	<b>\$34.362</b>	<b>\$41.129</b>	<b>\$34.306</b>	<b>\$40.702</b>	<b>\$40.135</b>	<b>\$38.306</b>	<b>\$39.277</b>	<b>\$43.051</b>	<b>\$39.480</b>	<b>\$38.515</b>	<b>\$66.556</b>	<b>\$491.715</b>
Add: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Add: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$51.597</b>	<b>\$48.544</b>	<b>\$56.830</b>	<b>\$49.501</b>	<b>\$56.403</b>	<b>\$55.330</b>	<b>\$54.007</b>	<b>\$54.979</b>	<b>\$58.246</b>	<b>\$55.182</b>	<b>\$53.710</b>	<b>\$82.258</b>	<b>\$676.586</b>
Less: Depreciation	\$8.866	\$8.008	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$8.866	\$8.580	\$8.866	\$8.580	\$8.866	\$104.389
Less: OPEB Obligation	6.836	6.174	6.836	6.615	6.836	6.615	6.836	6.836	6.615	6.836	6.615	6.836	80.483
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$35.895</b>	<b>\$34.362</b>	<b>\$41.129</b>	<b>\$34.306</b>	<b>\$40.702</b>	<b>\$40.135</b>	<b>\$38.306</b>	<b>\$39.277</b>	<b>\$43.051</b>	<b>\$39.480</b>	<b>\$38.515</b>	<b>\$66.556</b>	<b>\$491.715</b>
<b>Net Income/(Deficit)</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.673</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

**NON-REIMBURSABLE/ REIMBURSABLE**  
(Page 2 of 2)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Baseline Net Income/(Deficit)</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>
<b>Deductions from Income:</b>													
Less: Capitalized Assets	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$1.487	\$17.843
Reserves	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	25.895
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.234	3.234
<b>Adjusted Baseline Net Income/(Deficit)</b>	<b>\$87.167</b>	<b>\$80.578</b>	<b>\$95.541</b>	<b>\$102.548</b>	<b>\$106.593</b>	<b>\$105.524</b>	<b>\$105.588</b>	<b>\$107.709</b>	<b>\$95.313</b>	<b>\$100.928</b>	<b>\$96.487</b>	<b>\$64.314</b>	<b>\$1,148.291</b>
Less: Debt Service	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$49.664	\$595.972
<b>Income Available for Distribution</b>	<b>\$37.503</b>	<b>\$30.913</b>	<b>\$45.877</b>	<b>\$52.884</b>	<b>\$56.929</b>	<b>\$55.860</b>	<b>\$55.924</b>	<b>\$58.045</b>	<b>\$45.649</b>	<b>\$51.264</b>	<b>\$46.823</b>	<b>\$14.649</b>	<b>\$552.319</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.014	\$0.012	\$0.014	\$0.013	\$0.014	\$0.013	\$0.014	\$0.014	\$0.013	\$0.014	\$0.013	\$0.014	\$0.162
MTA - Distributable Income	23.196	19.902	27.383	30.887	32.909	32.375	32.406	33.467	27.269	30.076	27.856	11.769	329.494
NYCT - Distributable Income	14.293	10.999	18.480	21.984	24.006	23.472	23.504	24.564	18.366	21.174	18.953	2.867	222.663
<b>Total Distributable Income:</b>	<b>\$37.503</b>	<b>\$30.913</b>	<b>\$45.877</b>	<b>\$52.884</b>	<b>\$56.929</b>	<b>\$55.860</b>	<b>\$55.924</b>	<b>\$58.045</b>	<b>\$45.649</b>	<b>\$51.264</b>	<b>\$46.823</b>	<b>\$14.649</b>	<b>\$552.319</b>
<b>Cash Transfers:</b>													
MTA - Investment Income	\$0.000	\$0.110	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.110
MTA - Transfers	0.000	57.000	17.912	24.645	27.798	29.618	29.137	29.166	30.120	24.542	27.069	34.513	331.519
NYCT - Transfers	0.000	37.000	9.899	16.632	19.786	21.606	21.125	21.153	22.108	16.530	19.056	17.902	222.797
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$94.110</b>	<b>\$27.811</b>	<b>\$41.277</b>	<b>\$47.584</b>	<b>\$51.223</b>	<b>\$50.262</b>	<b>\$50.319</b>	<b>\$52.228</b>	<b>\$41.072</b>	<b>\$46.125</b>	<b>\$52.415</b>	<b>\$554.426</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenues	\$126.707	\$118.585	\$140.315	\$140.500	\$150.940	\$149.304	\$147.538	\$150.631	\$142.009	\$144.053	\$138.646	\$137.749	\$1,686.978
Less: Net Operating Expenses	35.895	34.362	41.129	34.306	40.702	40.135	38.306	39.277	43.051	39.480	38.515	66.556	491.715
<b>Net Operating Income:</b>	<b>\$90.812</b>	<b>\$84.223</b>	<b>\$99.186</b>	<b>\$106.193</b>	<b>\$110.238</b>	<b>\$109.169</b>	<b>\$109.233</b>	<b>\$111.354</b>	<b>\$98.958</b>	<b>\$104.573</b>	<b>\$100.132</b>	<b>\$71.193</b>	<b>\$1,195.263</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$20.060	\$240.716
Capitalized Assets	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	1.487	17.843
Reserves	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	2.158	25.895
GASB Reserve	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.234	3.234
<b>Total Deductions from Operating Income</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$23.705</b>	<b>\$26.939</b>	<b>\$287.689</b>
<b>Total Support to Mass Transit:</b>	<b>\$67.107</b>	<b>\$60.518</b>	<b>\$75.482</b>	<b>\$82.489</b>	<b>\$86.533</b>	<b>\$85.464</b>	<b>\$85.528</b>	<b>\$87.650</b>	<b>\$75.253</b>	<b>\$80.868</b>	<b>\$76.427</b>	<b>\$44.254</b>	<b>\$907.574</b>

MTA Bridges Tunnels  
February Financial Plan - 2014 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<b>OPERATIONS &amp; MAINTENANCE</b>													
Scheduled Service	0.218	0.215	0.215	0.219	0.262	0.220	0.223	0.222	0.267	0.217	0.308	0.219	2.804
Unscheduled Service	0.075	0.076	0.053	0.062	0.091	0.056	0.086	0.054	0.069	0.064	0.103	0.088	0.876
Programmatic/Routine Maintenance	0.006	0.004	0.000	0.002	0.002	0.004	0.006	-	0.002	0.004	0.004	0.003	0.037
Unscheduled Maintenance	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	0.147	1.768
Vacancy/Absentee Coverage	0.890	0.918	0.772	0.763	0.832	0.747	0.800	0.802	0.708	0.677	0.726	0.821	9.457
Weather Emergencies	0.327	0.382	0.208	0.031	-	-	-	-	-	-	0.026	0.222	1.196
Safety/Security/Law Enforcement	0.202	0.183	0.211	0.189	0.202	0.195	0.194	0.201	0.214	0.198	0.185	0.174	2.350
Other	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.622
All Other Departments and Accruals <sup>1</sup>	0.208	0.217	0.182	0.164	0.176	0.160	0.167	0.164	0.163	0.152	0.172	0.193	2.118
<b>Sub-Total</b>	<b>\$2.126</b>	<b>\$2.193</b>	<b>\$1.841</b>	<b>\$1.628</b>	<b>\$1.766</b>	<b>\$1.581</b>	<b>\$1.676</b>	<b>\$1.642</b>	<b>\$1.622</b>	<b>\$1.510</b>	<b>\$1.723</b>	<b>\$1.919</b>	<b>\$21.228</b>
<b>REIMBURSABLE OVERTIME</b>	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.034	0.407
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$2.160</b>	<b>\$2.227</b>	<b>\$1.875</b>	<b>\$1.662</b>	<b>\$1.799</b>	<b>\$1.615</b>	<b>\$1.710</b>	<b>\$1.676</b>	<b>\$1.656</b>	<b>\$1.544</b>	<b>\$1.757</b>	<b>\$1.953</b>	<b>\$21.635</b>

<sup>1</sup> Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Traffic/(Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Traffic Volume</u></b>													
Total Traffic Volume	21.135	19.832	23.426	23.411	25.166	24.898	24.633	25.129	23.698	24.043	23.176	23.023	281.570
<b><u>Toll Revenue</u></b>													
Total Toll Revenue	\$123.622	\$115.743	\$137.229	\$137.408	\$147.764	\$146.213	\$144.275	\$147.368	\$138.833	\$140.887	\$135.564	\$134.583	\$1,649.488

**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	2	2	2	2	2	2	2	2	2	2	2	2
Law <sup>(1)</sup>	20	20	20	20	20	20	20	20	20	20	20	20
CFO <sup>(2)</sup>	21	21	21	21	21	21	21	21	21	21	21	21
Labor Relations	5	5	5	5	5	5	5	5	5	5	5	5
Staff Services <sup>(3)</sup>	35	35	35	35	35	35	35	35	35	35	35	35
EEO	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total Administration</b>	<b>84</b>											
<b>Operations</b>												
Revenue Management	41	41	41	41	41	41	41	41	41	41	41	41
Operations (Non-Security)	728	728	728	728	728	728	728	728	728	728	728	728
<b>Total Operations</b>	<b>769</b>											
<b>Maintenance</b>												
Maintenance	171	171	171	171	171	171	171	171	171	171	171	171
Operations - Maintainers	172	172	172	172	172	172	172	172	172	172	172	172
Technology	52	52	52	52	52	52	52	52	52	52	52	52
Internal Security - Tech Svcs	8	8	8	8	8	8	8	8	8	8	8	8
<b>Total Maintenance</b>	<b>403</b>											
<b>Engineering/Capital</b>												
Engineering & Construction	172	172	172	172	172	172	172	172	172	172	172	172
Health & Safety	10	10	10	10	10	10	10	10	10	10	10	10
Law <sup>(1)</sup>	16	16	16	16	16	16	16	16	16	16	16	16
Planning & Budget Capital	23	23	23	23	23	23	23	23	23	23	23	23
<b>Total Engineering/Capital</b>	<b>221</b>											
<b>Public Safety</b>												
Operations (Security)	232	232	232	232	232	232	232	232	232	232	232	232
Internal Security - Operations	37	37	37	37	37	37	37	37	37	37	37	37
<b>Total Public Safety</b>	<b>269</b>											
<b>Total Positions</b>	<b>1,746</b>											
<i>Non-Reimbursable</i>	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658	1,658
<i>Reimbursable</i>	88	88	88	88	88	88	88	88	88	88	88	88
<i>Total Full-Time</i>	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746	1,746
<i>Total Full-Time Equivalents</i>												

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	20	20	20	20	20	20	20	20	20	20	20	20
Professional, Technical, Clerical	64	64	64	64	64	64	64	64	64	64	64	64
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>84</b>											
<b>Operations</b>												
Managers/Supervisors	56	56	56	56	56	56	56	56	56	56	56	56
Professional, Technical, Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hourlies <sup>(1)</sup>	678	678	678	678	678	678	678	678	678	678	678	678
<b>Total Operations</b>	<b>769</b>											
<b>Maintenance</b>												
Managers/Supervisors	33	33	33	33	33	33	33	33	33	33	33	33
Professional, Technical, Clerical	51	51	51	51	51	51	51	51	51	51	51	51
Operational Hourlies <sup>(2)</sup>	319	319	319	319	319	319	319	319	319	319	319	319
<b>Total Maintenance</b>	<b>403</b>											
<b>Engineering/Capital</b>												
Managers/Supervisors	50	50	50	50	50	50	50	50	50	50	50	50
Professional, Technical, Clerical	171	171	171	171	171	171	171	171	171	171	171	171
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>221</b>											
<b>Public Safety</b>												
Managers/Supervisors	7	7	7	7	7	7	7	7	7	7	7	7
Professional, Technical, Clerical	28	28	28	28	28	28	28	28	28	28	28	28
Operational Hourlies <sup>(3)</sup>	234	234	234	234	234	234	234	234	234	234	234	234
<b>Total Public Safety</b>	<b>269</b>											
<b>Total Positions</b>												
Managers/Supervisors	166	166	166	166	166	166	166	166	166	166	166	166
Professional, Technical, Clerical	349	349	349	349	349	349	349	349	349	349	349	349
Operational Hourlies	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231	1,231
<b>Total Positions</b>	<b>1,746</b>											

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

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

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



# **Bridges and Tunnels**

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## **Capital Program Project Status Report January 2014**



MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
STATUS REPORT  
JANUARY 31, 2014

Introduction

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

2014 Overview

In 2014, Bridges and Tunnels plans to commit \$976.8 million. There are several significant commitments planned for this year (See *Attachment 2 – 2014 Major Commitments*), the three largest of which are:

- RK65, Bronx/Manhattan Toll Plaza (Construction) for \$190 million
- At the Hugh L. Carey Tunnel the following will be committed under a single integrated construction contract:
  - D601BB28, Rehabilitation of Walls, Roadway, Fire lines for \$61.0 million
  - D602BB54, Replacement of the Brooklyn Plaza Slab Structure for \$23.7 million
  - ED010228, Structural Restoration for \$167.1 million
  - ED040243, Restoration of Utilities for \$110.8 million

In 2014, Bridges and Tunnels plans to complete five projects totaling \$156 million. The largest project in the completion plan is RK73, Deck Replacement of Manhattan to Queens Ramp at Robert F. Kennedy Bridge for \$63.6 million.

Year to Date Progress

Commitments

In January, 7 commitments with a total value of \$1.2 million were awarded (See *Attachment 1, 2014 Commitment Chart; Attachment 7 – 2014 Commitment Plan*).

Completions

There were no completions planned or made in January. (See *Attachment 3 - 2014 Completion Chart; Attachment 4 – 2014 Major Project Completions; Attachment 5 - 2014 Project Completion Plan*).

Close-outs

There were no close-outs in January (See *Attachment 6 – 2014 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

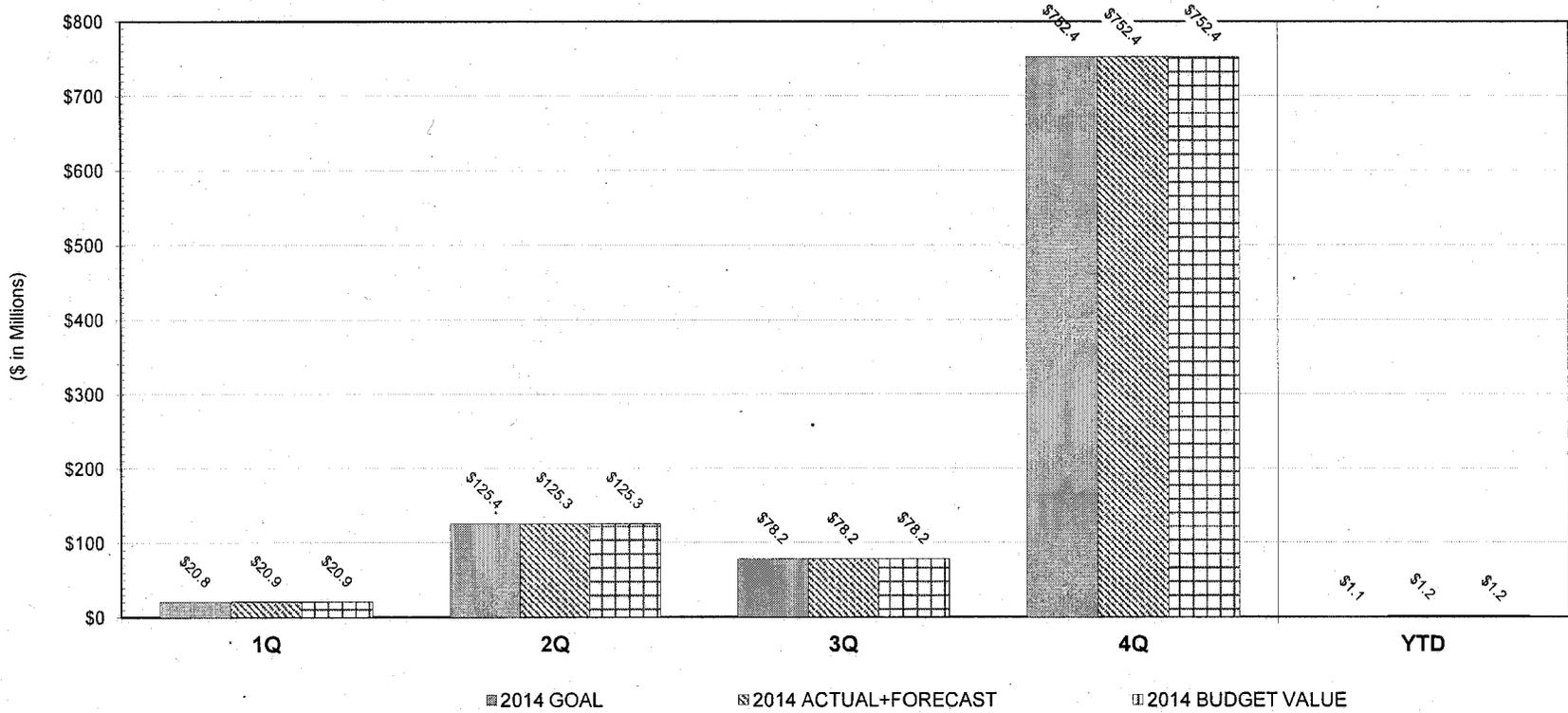
There were no changes for remaining commitments.

Completion Date Changes for Remaining Projects

There were no changes for remaining completions.

**MTA Bridges and Tunnels**  
**Commitments as of January 31, 2014**

2014 Budget Goal:	\$976.8	
2014 Annual Forecast	\$976.8	
YTD Goal:	\$1.1	
YTD Actual:	\$1.2	(114.8% of YTD Goal)
YTD Budgeted Value:	\$1.2	(114.8% of YTD Goal)
Left to Commit:	\$975.6	



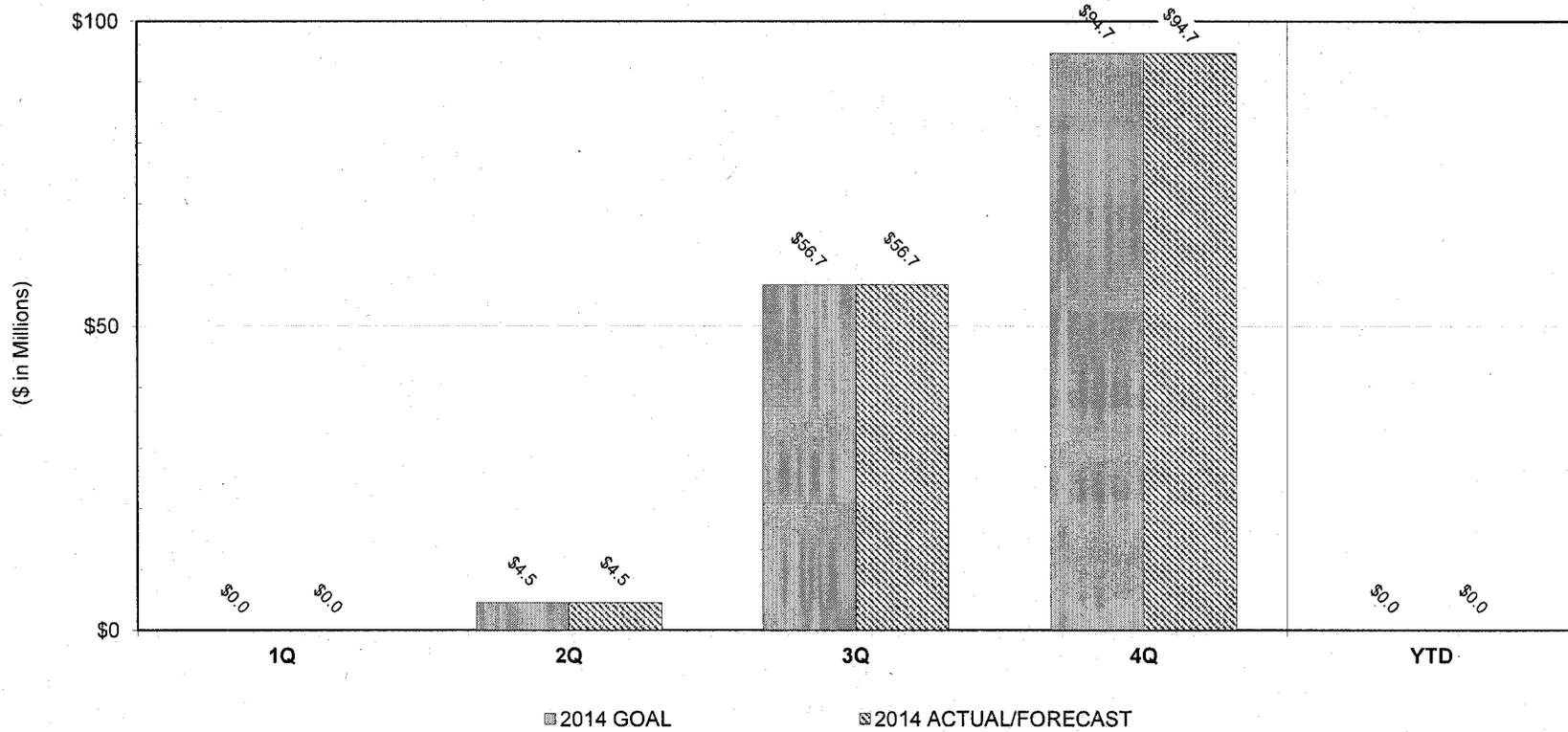
**MTA Bridges and Tunnels: Status of Major Commitments as of January 31, 2014**

Project		Budget (\$ in Millions)			Award Date			Notes
		2014 Goal	Actual / Forecast*	Budgeted Value	2014 Goal	Advertisement Date	Actual / Forecast	
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair - Construction	\$61.0	\$61.0	\$61.0	Nov-14	Jun-14	Nov-14	F
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps - Construction	\$98.5	\$98.5	\$0.0	Dec-14	Jul-14	Dec-14	F
D601RK76	Miscellaneous Structural Repair - Construction	\$12.0	\$12.0	\$0.0	Dec-14	Jul-14	Dec-14	F
D602BB54	Replacement Brooklyn Plaza Structural Slab - Construction	\$23.7	\$23.7	\$0.0	Nov-14	Jun-14	Nov-14	F
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr. - Construction	\$23.5	\$23.5	\$23.5	Dec-14	Jul-14	Dec-14	F
D602RK65	Deck Replacement - Bronx TollPlaza - Training Facility, Design/Build	\$11.8	\$11.8	\$11.8	Jun-14	Dec-13	Jun-14	F
D602RK65	Deck Replacement - Bronx TollPlaza - RK65A -Construction	\$190.0	\$190.0	\$190.0	Oct-14	May-14	Oct-14	F
D604VN87	Substation #1 Rehabilitation - Design/Build	\$12.1	\$12.1	\$12.1	Mar-14	Oct-13	Mar-14	F
D607RK65	Paint - Plaza and Approach Ramps - Construction	\$16.5	\$16.5	\$16.5	Oct-14	May-14	Oct-14	F
ED010228	Restore Hugh L. Carey Tunnel - Structural - Construction Administration	\$11.7	\$11.7	\$11.7	May-14	Nov-13	May-14	F
ED010228	Restore Hugh L. Carey Tunnel - Structural - Construction	\$167.1	\$167.1	\$167.1	Nov-14	Jun-14	Nov-14	F
ED040243	Restore Hugh L. Carey Tunnel Utilities - Construction	\$110.8	\$110.8	\$110.8	Nov-14	Jun-14	Nov-14	F

**MTA Bridges and Tunnels  
Completions as of January 31, 2014**

2014 Budget Goal: \$156.0  
 2014 Annual Forecast: \$156.0  
 YTD Goal: \$0.0  
 YTD Actual: \$0.0  
 Left to Complete: \$156.0

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**MTA Bridges and Tunnels: Status of Major Completions as of January 31, 2014**

Project	Budget (\$ in Millions)		Completions Status		Completion Date			Notes
	2014 Goal	Actual / Forecast*	Physical % Complete	% Contingency Spent	2014 Goal	Actual / Forecast		
D604BB45 Replace Electrical Switchgear & Equipment	\$56.7	\$56.7	75%	0%	Sep-14	Sep-14	F	
D601BW97 Concrete Anchorage Repairs	\$8.0	\$8.0	60%	0%	Oct-14	Oct-14	F	
D602RK73 Deck Replacement - RFK MQ Ramp	\$63.6	\$63.6	70%	0%	Nov-14	Nov-14	F	
D602RK65 Deck Replaement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build	\$23.1	\$23.1	42%	0%	Nov-14	Nov-14	F	

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

**MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2014 PROJECT COMPLETIONS**

Project ID (ACEP)	Project Description	Type	Goal End Date	Goal Value	Budgeted Value	Actual End Date	Actual Value	Forecast End Date	Forecast Value
D405BB43	Rehab Battery Parking Garage (Phase IV)	Construction	Apr-14	\$4,506,839	\$4,506,839			Apr-14	\$4,506,839
			<b>Apr-14 Total</b>	<b>\$4,506,839</b>	<b>\$4,506,839</b>				
D604BB45	Replace Electrical Switchgear & Equipment	Construction	Sep-14	\$56,736,824	\$56,736,824			Sep-14	\$56,736,824
			<b>Sep-14 Total</b>	<b>\$56,736,824</b>	<b>\$56,736,824</b>				
D601BW97	Concrete Anchorage Repairs	Construction - (Bronx Anchorage)	Oct-14	\$8,036,222	\$8,036,222			Oct-14	\$8,036,222
			<b>Oct-14 Total</b>	<b>\$8,036,222</b>	<b>\$8,036,222</b>				
D602RK73	Deck Replacement - RFK MQ Ramp	Design/Build Construction	Nov-14	\$63,589,165	\$63,589,165			Nov-14	\$63,589,165
D602RK65	Deck Replaement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build	Design/Build Construction	Nov-14	\$23,103,084	\$23,103,084			Nov-14	\$23,103,084
			<b>Nov-14 Total</b>	<b>\$86,692,249</b>	<b>\$86,692,249</b>				
			<b>Grand Total</b>	<b>\$155,972,134</b>	<b>\$155,972,134</b>	<b>Total</b>	<b>\$0</b>		
								<b>Remaining</b>	<b>\$155,972,134</b>

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

Attachment 6  
2014 Task Level Closeouts

2014 TASK LEVEL CLOSEOUTS

PROJECT	PROJECT DESCRIPTION	TASK	TASK DESCRIPTION	CLOSEOUT WAR	CERTIFICATE DATE	CERTIFICATE AMOUNT
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<b>Total</b>	<b>0</b>	<b>\$0.00</b>
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MTA BRIDGES & TUNNELS  
CAPITAL PROGRAM  
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

ACEP	Project Description	Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
				Date			Date		Start Date	
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03187	Ph 1 - Design/Build RFP (PSC-06-2807D) wo#17	Jan-14	\$139,622	\$139,622	Jan-14	\$139,622		
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02156	Design RFP (PSC-06-2807D)wo#19	Jan-14	\$301,018	\$301,018	Jan-14	\$301,018		
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02664	Construction Admin Ph 1	Jan-14	\$61,610	\$61,610	Jan-14	\$61,610		
D606AW15	MTA Independent Engineer	D02446	2014 IEC M+D Opt Yr 3	Jan-14	\$557,693	\$557,693	Jan-14	\$557,693		
				<b>Jan-14 Total</b>	<b>\$1,059,943</b>	<b>\$1,059,943</b>				
D605BB21	Service Building Rehabilitation	D02555	Construction Adm.	Mar-14	\$486,000	\$486,000			Mar-14	\$486,000
D604QM81	Controls / Communication System	D02684	Design	Mar-14	\$3,051,527	\$3,051,527			Mar-14	\$3,051,527
D604VN87	Substation #1 Rehabilitation	D02806	Design-Build	Mar-14	\$12,064,170	\$12,064,170			Mar-14	\$12,064,170
D605BB21	Service Building Rehabilitation	D03036	Design during CNS-CSS	Mar-14	\$120,000	\$120,000			Mar-14	\$120,000
D605BB43	Misc. Repairs at BP Garage	D03054	PM Construction F/A	Mar-14	\$325,000	\$325,000			Mar-14	\$325,000
D605BB43	Misc. Repairs at BP Garage	D03055	Construction Admin	Mar-14	\$526,200	\$526,200			Mar-14	\$526,200
D605BB43	Misc. Repairs at BP Garage	D03056	Design During Cns (CSS)	Mar-14	\$88,500	\$88,500			Mar-14	\$88,500
D601RK76	Miscellaneous Structural Repair	D03079	P.M. Design F/A	Mar-14	\$500,000	\$500,000			Mar-14	\$500,000
D601RK76	Miscellaneous Structural Repair	D03080	Design	Mar-14	\$500,000	\$500,000			Mar-14	\$500,000
D601MP06	Substructure and Underwater Scour protection	D03165	Const Admin.- SBMP	Mar-14	\$200,000	\$200,000			Mar-14	\$200,000
D601MP06	Substructure and Underwater Scour protection	D03166	Const - North Abutment - SBMP - MP06A	Mar-14	\$630,000	\$630,000			Mar-14	\$630,000
D601MP06	Substructure and Underwater Scour protection	D03167	Const - South Abutment - SBMP - MP06B	Mar-14	\$1,006,635	\$1,006,635			Mar-14	\$1,006,635
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D03186	Design/Build RFP (PSC-11-2896)	Mar-14	\$141,275	\$141,275			Mar-14	\$141,275
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03204	Ph 1-PM F/A D/B Generator RFP	Mar-14	\$55,000	\$55,000	Jan-14	\$55,000		
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02155	PM Design RFP F/A	Mar-14	\$47,500	\$47,500	Jan-14	\$47,500		
				<b>Mar-14 Total</b>	<b>\$19,741,807</b>	<b>\$19,741,807</b>				
ED040208	Replace MPB Lighting Systems	E02166	Construction	Apr-14	\$600,000	\$600,000			Apr-14	\$600,000
D606AW21	Program Administration	D02461	2014 Program Adm.	Apr-14	\$1,300,000	\$1,300,000			Apr-14	\$1,300,000
D606AW21	Program Administration	D02462	2014 Indirect Program Admin	Apr-14	\$2,200,000	\$2,200,000			Apr-14	\$2,200,000
D605BB21	Service Building Rehabilitation	D02554	PM Construction F/A(TBTA-D1601)	Apr-14	\$405,000	\$405,000			Apr-14	\$405,000
D605AW12	Hazardous Materials Abatement	D02978	Air Monit/DsgnMgt(PSC-12-2907A)	Apr-14	\$105,000	\$105,000			Apr-14	\$105,000
D605AW12	Hazardous Materials Abatement	D02982	Air Monit/DsgnMgtPSC-12-2907B)	Apr-14	\$105,000	\$105,000			Apr-14	\$105,000
D605AW12	Hazardous Materials Abatement	D02984	Air Monit/DsgnMgtPSC-12-2907D)	Apr-14	\$105,000	\$105,000			Apr-14	\$105,000
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D03135	RK65R2-CM-Training Fac	Apr-14	\$1,764,000	\$1,764,000			Apr-14	\$1,764,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Apr.	D03209	PM ORT F/A	Apr-14	\$70,000	\$70,000			Apr-14	\$70,000
D607RK65	Paint - Plaza and Approach Ramps	D03222	PM Design F/A	Apr-14	\$125,000	\$125,000			Apr-14	\$125,000
D607RK65	Paint - Plaza and Approach Ramps	D03223	Design	Apr-14	\$320,800	\$320,800			Apr-14	\$320,800
ED050201	Restore CBB Service Bldg	E02039	PM Const. F/A	Apr-14	\$54,379	\$54,379	Jan-14	\$54,379		
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02035	PM Const. F/A	Apr-14	\$19,720	\$19,720			Apr-14	\$19,720
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02036	Const. Adm.	Apr-14	\$165,000	\$165,000			Apr-14	\$165,000
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	E02037	Construction	Apr-14	\$1,099,259	\$1,099,259			Apr-14	\$1,099,259
ED040208	Replace MPB Lighting Systems	E02164	PM Const. F/A	Apr-14	\$26,000	\$26,000			Apr-14	\$26,000
ED040208	Replace MPB Lighting Systems	E02165	Const. Adm.	Apr-14	\$50,000	\$50,000			Apr-14	\$50,000
ED010324	MPB/CBB Master Plan & Resiliency Needs	E02667	PM Design F/A	Apr-14	\$250,000	\$250,000			Apr-14	\$250,000
ED010324	MPB/CBB Master Plan & Resiliency Needs	E02668	Scoping/ScopingStudy/Dsgn BriefPSC-12-2922	Apr-14	\$8,750,000	\$8,750,000			Apr-14	\$8,750,000
ED05032A	Flood Mitigation -Studies/Conceptual Design HCT	M00001	BBT Study/Dsgn(PSC-06-2807C)Task#51	Apr-14	\$718,443	\$718,443			Apr-14	\$718,443
ED05032A	Flood Mitigation -Studies/Conceptual Design HCT	M00002	BBT PM Study/Dsgn F/A	Apr-14	\$287,377	\$287,377			Apr-14	\$287,377
ED05032B	Flood Mitigation -Studies/Conceptual Design QMT	M00003	QMT Study/Dsgn(PSC-06-2807C)Task#52	Apr-14	\$713,414	\$713,414			Apr-14	\$713,414
ED05032B	Flood Mitigation -Studies/Conceptual Design QMT	M00004	QMT PM Study/Dsgn F/A	Apr-14	\$285,366	\$285,366			Apr-14	\$285,366
				<b>Apr-14 Total</b>	<b>\$19,518,758</b>	<b>\$19,518,758</b>				

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ACEP	Project Description	Task	Task Description	Goal Start	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast	Forecast Value
				Date			Date		Start Date	
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02667	PM Constr. F/A - Ph.1	May-14	\$1,268,643	\$1,268,643			May-14	\$1,268,643
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02668	CM -Plaza Ph.1 (PSC-13-2940)	May-14	\$1,575,495	\$1,575,495			May-14	\$1,575,495
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02679	PM Constr. F/A -Ph.1	May-14	\$1,500,503	\$1,500,503			May-14	\$1,500,503
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D02681	Const. Adm.-Ph.1 (PSC-13-2940)	May-14	\$1,726,291	\$1,726,291			May-14	\$1,726,291
D602RK75	Interim Repairs - Toll Plaza Deck	D03173	Const. Ph I wo#3	May-14	\$7,978,051	\$7,978,051			May-14	\$7,978,051
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03200	ORT Integrator	May-14	\$4,058,057	\$4,058,057			May-14	\$4,058,057
ED010240	Restore Queens Midtown Tunnel - Structural	E02056	PM Const. F/A	May-14	\$3,595,000	\$3,595,000			May-14	\$3,595,000
ED010240	Restore Queens Midtown Tunnel - Structural	E02059	Const. Adm. (PSC-13-2940)	May-14	\$6,292,000	\$6,292,000			May-14	\$6,292,000
ED020203	Restore Queens Midtown Tunnel Roadway	E02118	PM Const. F/A	May-14	\$175,000	\$175,000			May-14	\$175,000
ED020203	Restore Queens Midtown Tunnel Roadway	E02120	Const. Adm. (PSC-13-2940)	May-14	\$306,000	\$306,000			May-14	\$306,000
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02186	PM Const. F/A	May-14	\$2,720,000	\$2,720,000			May-14	\$2,720,000
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	E02187	Const. Adm. (PSC-13-2940)	May-14	\$4,758,000	\$4,758,000			May-14	\$4,758,000
ED050203	Queens Midtown Tunnel Environmental Cleanup	E02204	Const. Adm. (PSC-13-2940)	May-14	\$421,000	\$421,000			May-14	\$421,000
ED050204	Restore Queens Midtown Tunnel Vent Buildings	E02211	PM Const. F/A	May-14	\$500	\$500			May-14	\$500
ED050204	Restore Queens Midtown Tunnel Vent Buildings	E02213	Const. Adm.	May-14	\$800	\$800			May-14	\$800
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02560	P.M. Construction F/A	May-14	\$2,021,006	\$2,021,006			May-14	\$2,021,006
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02561	Construction Adm.(PSC-13-2939)	May-14	\$5,379,720	\$5,379,720			May-14	\$5,379,720
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02573	Constr. Adm.(PSC-13-2939)	May-14	\$1,704,450	\$1,704,450			May-14	\$1,704,450
ED050201	Restore CBB Service Bldg	E02004	Ph 3 - Construction	May-14	\$683,000	\$683,000			May-14	\$683,000
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02049	Const. Adm.(PSC-13-2939)	May-14	\$11,696,000	\$11,696,000			May-14	\$11,696,000
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02067	Const. Adm.(PSC-13-2939)	May-14	\$521,000	\$521,000			May-14	\$521,000
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02180	Const. Adm.(PSC-13-2939)	May-14	\$7,754,000	\$7,754,000			May-14	\$7,754,000
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02194	PM Design F/A	May-14	\$141,000	\$141,000			May-14	\$141,000
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02197	Const. Adm.(PSC-13-2939)	May-14	\$432,390	\$432,390			May-14	\$432,390
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02220	Const. Adm.(PSC-13-2939)	May-14	\$304,000	\$304,000			May-14	\$304,000
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02047	PM Const. F/A	May-14	\$6,684,000	\$6,684,000			May-14	\$6,684,000
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02219	PM Const. F/A	May-14	\$174,000	\$174,000			May-14	\$174,000
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02065	PM Const. F/A	May-14	\$298,000	\$298,000			May-14	\$298,000
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02572	P.M. Const. F/A	May-14	\$1,379,462	\$1,379,462			May-14	\$1,379,462
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02178	PM Const. F/A	May-14	\$4,431,000	\$4,431,000			May-14	\$4,431,000
				May-14 Total	\$79,978,369	\$79,978,369				
D505QM01	Service & FE Building Rehabilitation	D03190	QSB Garage Renovations	Jun-14	\$3,090,638	\$3,090,638			Jun-14	\$3,090,638
ED050201	Restore CBB Service Bldg	E02003	Ph 2a - Construction	Jun-14	\$1,000,000	\$1,000,000			Jun-14	\$1,000,000
D605BB21	Service Building Rehabilitation	D02556	Construction	Jun-14	\$5,606,900	\$5,606,900			Jun-14	\$5,606,900
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02696	RK65R2 -Staff Reloc.D/B-TrainingFac	Jun-14	\$11,810,000	\$11,810,000			Jun-14	\$11,810,000
D605BB43	Misc. Repairs at BP Garage	D03057	Construction	Jun-14	\$4,385,000	\$4,385,000			Jun-14	\$4,385,000
				Jun-14 Total	\$25,892,538	\$25,892,538				
D606AW18	Protective Liability Insurance	D02452	2014 APPL	Jul-14	\$2,618,111	\$2,618,111			Jul-14	\$2,618,111
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02656	Construction Adm.	Jul-14	\$608,917	\$608,917			Jul-14	\$608,917
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02686	P.M. Construction F/A	Jul-14	\$1,900,000	\$1,900,000			Jul-14	\$1,900,000
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02687	Construction Adm.	Jul-14	\$4,818,700	\$4,818,700			Jul-14	\$4,818,700
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02704	RK65B-P.M. Design F/A	Jul-14	\$500,000	\$500,000			Jul-14	\$500,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03202	Ph1- PM D/B Cns F/A	Jul-14	\$350,000	\$350,000			Jul-14	\$350,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03203	Ph 1-PM Construction Adm.	Jul-14	\$400,000	\$400,000			Jul-14	\$400,000
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02158	Const. Adm.	Jul-14	\$262,500	\$262,500			Jul-14	\$262,500
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02172	Const. Adm.	Jul-14	\$675,000	\$675,000			Jul-14	\$675,000

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ED040207	Replace MPB Electrical Equipmt at North Abutment	E02157	PM Design/Build F/A	Jul-14	\$212,250	\$212,250			Jul-14	\$212,250
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02171	PM Const. F/A	Jul-14	\$138,000	\$138,000			Jul-14	\$138,000
				<b>Jul-14 Total</b>	<b>\$12,483,478</b>	<b>\$12,483,478</b>				
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02701	RK65A-P.M. Construction F/A	Aug-14	\$6,061,801	\$6,061,801			Aug-14	\$6,061,801
D607RK65	Paint - Plaza and Approach Ramps	D02711	Bx.Plz & Appr Ramps-Paint PM Constr	Aug-14	\$973,691	\$973,691			Aug-14	\$973,691
D602RK75	Interim Repairs - Toll Plaza Deck	D02719	P.M. Construction F/A Ph.II	Aug-14	\$1,199,220	\$1,199,220			Aug-14	\$1,199,220
				<b>Aug-14 Total</b>	<b>\$8,234,712</b>	<b>\$8,234,712</b>				
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	D02767	Design	Sep-14	\$2,932,230	\$2,932,230			Sep-14	\$2,932,230
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	D02768	P.M. Design F/A	Sep-14	\$700,172	\$700,172			Sep-14	\$700,172
D602RK75	Interim Repairs - Toll Plaza Deck	D02843	Const. Support Svcs	Sep-14	\$1,000,000	\$1,000,000			Sep-14	\$1,000,000
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02902	Design During Cns(CSS)	Sep-14	\$4,420,502	\$4,420,502			Sep-14	\$4,420,502
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	D02947	Design During Cns(CSS)	Sep-14	\$610,700	\$610,700			Sep-14	\$610,700
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02993	Design During CNS (CSS)	Sep-14	\$395,064	\$395,064			Sep-14	\$395,064
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D03006	RK65A-DsgnDuring Cns-CSS	Sep-14	\$4,689,878	\$4,689,878			Sep-14	\$4,689,878
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D03011	Design during Constr. (CSS)	Sep-14	\$764,680	\$764,680			Sep-14	\$764,680
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	D03016	Design During Cns. (CSS)	Sep-14	\$500,000	\$500,000			Sep-14	\$500,000
D601RK76	Miscellaneous Structural Repair	D03081	P.M. Construction F/A	Sep-14	\$750,000	\$750,000			Sep-14	\$750,000
D601RK76	Miscellaneous Structural Repair	D03082	Construction Admin	Sep-14	\$2,000,000	\$2,000,000			Sep-14	\$2,000,000
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03188	Ph1-Design/Build - Generator	Sep-14	\$2,500,470	\$2,500,470			Sep-14	\$2,500,470
D604MP03	Programmable Logic Controller & Mechanical Rehab.	D03201	Ph 1-Design Build Stipend Generator	Sep-14	\$50,400	\$50,400			Sep-14	\$50,400
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D03213	NYC Dept of Parks - HRD Ramp Mitigation	Sep-14	\$2,000,000	\$2,000,000			Sep-14	\$2,000,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03219	SBMP-Cns Phil (1)	Sep-14	\$1,400,000	\$1,400,000			Sep-14	\$1,400,000
D607RK65	Paint - Plaza and Approach Ramps	D03224	PM Const. F/A	Sep-14	\$276,000	\$276,000			Sep-14	\$276,000
D607RK65	Paint - Plaza and Approach Ramps	D03225	Paint-Constr. Adm	Sep-14	\$828,000	\$828,000			Sep-14	\$828,000
D607RK65	Paint - Plaza and Approach Ramps	D03226	Const.	Sep-14	\$5,420,000	\$5,420,000			Sep-14	\$5,420,000
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02048	Design During Constr (PSC-12-2913)	Sep-14	\$7,172,819	\$7,172,819			Sep-14	\$7,172,819
ED010240	Restore Queens Midtown Tunnel - Structural	E02058	Design during Constr	Sep-14	\$3,452,780	\$3,452,780			Sep-14	\$3,452,780
ED020203	Restore Queens Midtown Tunnel Roadway	E02119	Design During Constr	Sep-14	\$163,235	\$163,235			Sep-14	\$163,235
ED040207	Replace MPB Electrical Equipmt at North Abutment	E02159	Design/Build	Sep-14	\$3,675,000	\$3,675,000			Sep-14	\$3,675,000
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	E02173	Design/Build	Sep-14	\$6,300,000	\$6,300,000			Sep-14	\$6,300,000
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02179	Design During Constr (PSC-12-2913)	Sep-14	\$3,389,807	\$3,389,807			Sep-14	\$3,389,807
ED040281	Restore QMT Cntrl/Comm Sys, CCTV, Traffic Signals	E02188	Design during Constr	Sep-14	\$1,587,129	\$1,587,129			Sep-14	\$1,587,129
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02195	Design & CSS	Sep-14	\$378,000	\$378,000			Sep-14	\$378,000
ED050204	Restore Queens Midtown Tunnel Vent Buildings	E02210	Design & CSS	Sep-14	\$602	\$602			Sep-14	\$602
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02467	Design During Constr (PSC-12-2913)	Sep-14	\$146,331	\$146,331			Sep-14	\$146,331
				<b>Sep-14 Total</b>	<b>\$57,503,799</b>	<b>\$57,503,799</b>				
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D02655	PM D/B Construction F/A	Oct-14	\$450,000	\$450,000			Oct-14	\$450,000
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02699	RK65A-Construction	Oct-14	\$190,000,000	\$190,000,000			Oct-14	\$190,000,000
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/TollPlaza	D02703	RK65B-Design	Oct-14	\$4,000,000	\$4,000,000			Oct-14	\$4,000,000
D607RK65	Paint - Plaza and Approach Ramps	D02709	Bx.Plz & Appr Ramps-Painting - Cns.	Oct-14	\$16,500,000	\$16,500,000			Oct-14	\$16,500,000
D601TN52	Miscellaneous Structural Rehabilitation	D03024	Design (TN-52A)	Oct-14	\$797,282	\$797,282			Oct-14	\$797,282
D601TN52	Miscellaneous Structural Rehabilitation	D03025	P.M. Construction F/A (TN-52A)	Oct-14	\$600,000	\$600,000			Oct-14	\$600,000
D601TN52	Miscellaneous Structural Rehabilitation	D03026	Construction (TN-52A)	Oct-14	\$6,600,000	\$6,600,000			Oct-14	\$6,600,000
D601TN52	Miscellaneous Structural Rehabilitation	D03027	Construction Admin. (TN-52A)	Oct-14	\$600,000	\$600,000			Oct-14	\$600,000
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D03210	Design/Build	Oct-14	\$7,500,000	\$7,500,000			Oct-14	\$7,500,000
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	D03211	Design/Build Stipend	Oct-14	\$152,000	\$152,000			Oct-14	\$152,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03220	SBMP-Cns Phil (2)	Oct-14	\$1,800,000	\$1,800,000			Oct-14	\$1,800,000

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ACEP	Project Description	Task	Task Description	Goal Start Date	Goal Value	Budget Value	Actual Start Date	Actual Value	Forecast Start Date	Forecast Value
				<b>Oct-14 Total</b>	<b>\$228,999,282</b>	<b>\$228,999,282</b>				
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02562	Construction	Nov-14	\$61,000,000	\$61,000,000			Nov-14	\$61,000,000
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	D02563	Operations - F/A (Maintenance Crews)	Nov-14	\$500,000	\$500,000			Nov-14	\$500,000
D602BB54	Replacement Brooklyn Plaza Structural Slab	D02574	Construction	Nov-14	\$23,700,000	\$23,700,000			Nov-14	\$23,700,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03062	Design During Cns (CSS)	Nov-14	\$1,500,000	\$1,500,000			Nov-14	\$1,500,000
D602RK75	Interim Repairs - Toll Plaza Deck	D03221	SBMP-Cns PhII (3)	Nov-14	\$2,800,000	\$2,800,000			Nov-14	\$2,800,000
ED010228	Restore Hugh L. Carey Tunnel - Structural	E02050	Construction	Nov-14	\$167,088,000	\$167,088,000			Nov-14	\$167,088,000
ED020202	Restore Hugh L. Carey Tunnel Roadway	E02068	Construction	Nov-14	\$7,440,000	\$7,440,000			Nov-14	\$7,440,000
ED040243	Restore Hugh L. Carey Tunnel Utilities	E02181	Construction	Nov-14	\$110,769,000	\$110,769,000			Nov-14	\$110,769,000
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	E02221	Construction	Nov-14	\$4,346,000	\$4,346,000			Nov-14	\$4,346,000
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	E02307	Construction Ph II	Nov-14	\$6,244,600	\$6,244,600			Nov-14	\$6,244,600
				<b>Nov-14 Total</b>	<b>\$385,387,600</b>	<b>\$385,387,600</b>				
D605AW12	Hazardous Materials Abatement	D02983	Air Monit/DsgnMgt(PSC-12-2907 C)	Dec-14	\$105,000	\$105,000			Dec-14	\$105,000
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	D02688	Construction (125/124 St., & HRD Ramps)	Dec-14	\$98,500,000	\$98,500,000			Dec-14	\$98,500,000
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	D02765	Operations F/A	Dec-14	\$628,000	\$628,000			Dec-14	\$628,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03063	Construction	Dec-14	\$23,500,000	\$23,500,000			Dec-14	\$23,500,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03064	Construction Admin	Dec-14	\$2,000,000	\$2,000,000			Dec-14	\$2,000,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03065	PM Construction F/A	Dec-14	\$1,000,000	\$1,000,000			Dec-14	\$1,000,000
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	D03070	Operations F/A	Dec-14	\$300,000	\$300,000			Dec-14	\$300,000
D601RK76	Miscellaneous Structural Repair	D03083	Construction	Dec-14	\$12,000,000	\$12,000,000			Dec-14	\$12,000,000
				<b>Dec-14 Total</b>	<b>\$138,033,000</b>	<b>\$138,033,000</b>				
				<b>Grand Total</b>	<b>\$976,833,285</b>	<b>\$976,833,285</b>				
<u>Unplanned Commitments</u>										
				<b>Grand Total</b>	<b>\$976,833,285</b>	<b>\$976,833,285</b>	<b>YTD Total</b>	<b>\$1,216,822</b>	<b>Remaining</b>	<b>\$975,616,463</b>
								<b>Grand Total</b>	<b>\$976,833,285</b>	



# Bridges and Tunnels

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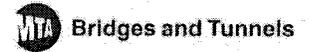
## Procurements February 2014

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# Staff Summary



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

<b>Date</b>	January 30, 2014
<b>Vendor Name</b>	
<b>Contract Number</b>	
<b>Contract Manager Name</b>	
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	President	2/6/14	<i>[Signature]</i>		
2	MTA B&T Committee	2/24/14			
3	MTA Board	2/26/14			

Internal Approvals			
Order	Approval	Order	Approval
	President		VP Operations
<i>[Signature]</i>	Executive Vice President		VP & Chief Engineer
	SVP & General Counsel		Chief Procurement Officer
	VP Administration		

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

**PURPOSE:**

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

**DISCUSSION:**

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

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

Schedules Requiring Majority Vote		# of Actions	\$ Amount
Schedule C	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$11.432M
Schedule F	Personal Service Contracts	1	\$ 1.481M
<b>TOTAL</b>		<b>2</b>	<b>\$12.913M</b>

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

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

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

**MTA BRIDGES & TUNNELS**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

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

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

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

**NOW**, the Board resolves as follows:

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

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**  
**FEBRUARY 2014**

**MTA BRIDGES & TUNNELS**

***Procurements Requiring Two-Thirds Vote:***

**C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval)

1. **Mass. Electric Construction Co.**                      **\$11,432,000.00**                      ***Staff Summary Attached***  
**Contract No. VN-87**  
2 yr. 3 mo. contract – Competitive RFP – 3 Proposals  
Provide Design/Build Services for a New 5kV Electrical Switchgear Substation at  
the Verrazano-Narrows Bridge.

**F: Personal Service Contracts**

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

2. **HNTB New York Engineering &**                      **\$1,481,494.00**                      ***Staff Summary Attached***  
**Architecture, P.C.**  
**Contract No. PSC-13-2945**  
3 yr. contract – Competitive RFP – 4 Proposals  
Provide Consultant Services for Developing Specifications for a New York E-ZPass  
Customer Service Center.

# Staff Summary

Item Number <b>1</b> (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. <i>Aris Stathopoulos</i>					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	President	2/6/14			
2	MTA B&T Committee	2/24/14			
3	MTA Board	2/26/14			
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
1	Chief Financial Officer <i>DS</i>	4	Executive Vice President <i>ES</i>		
2	General Counsel <i>MMT</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>GJK</i>				

<b>SUMMARY INFORMATION</b>	
Vendor Name Mass. Electric Construction Co.	Contract Number VN-87
Description: Design/Build Services for a New 5kV Electrical Switchgear Substation at the Verrazano Narrows Bridge	
Total Amount \$11,432,000	
Contract Term (including Options, if any) Two years, three 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 Procurement Guidelines to award a public work contract for Design/Build Services for a New 5kV Electrical Switchgear Substation at the Verrazano Narrows Bridge (VNB) to Mass. Electric Construction Co. (Mass) for a period of two years, three months at a cost of \$11,432,000.

**II. DISCUSSION**

In November 2012, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design/build services for the construction of a new electrical substation at the VNB. The scope of work includes but is not limited to providing all labor, materials and equipment necessary to design and construct a new medium voltage substation and to supply a new emergency generator and relocate the electrical feeder connections to the new substation and generator.

The service requirements were publicly advertised; eight firms submitted qualification information. Four firms were chosen to receive the RFP based on a review of those qualifications and three firms submitted proposals: Mass, Welsbach Electric Corp (WEC) and T. Moriarty & Sons, Inc. (TMS). The proposals were evaluated against established criteria set forth in the RFP, including cost, proposed schedule, project design and understanding and constructability, record of performance for proposed contractor and designer, demonstrated plan to meet M/WBE goal requirements and qualifications of the firm and proposed personnel. Based on the selection criteria, the selection committee requested oral presentations from Mass and WEC.

## Staff Summary

After oral presentations, the committee selected Mass on the basis that its proposal included: (i) the lowest cost, (ii) an aggressive schedule, including a plan for achieving the necessary Con Edison approvals in an expedited manner, (iii) a cohesive team that was well versed in the project details; (iv) a well-developed preliminary design; and (v) a proposed M/WBE plan that included some contingencies to ensure that it would meet the M/WBE requirements. The committee found WEC's proposal was acceptable, but at a higher cost and their proposal did not include the same level of detail as compared with Mass.

Mass submitted a proposal of \$10,932,000. The Engineer's estimate is \$12,900,000. The Contract includes an allowance for a number of known risk factors (i.e., unknown underground utilities, power management upgrade, unknown hazardous materials, etc.) that cannot reasonably be priced prior to design. However, during proposal review, a number of additional risk factors became apparent, which include: (i) changes to the foundation based on the condition of the soil, (ii) an enhanced fire suppression system, and (iii) increasing the size of the generator's outdoor tank. B&T believes that adding \$500,000 to the allowance to handle these items provides the best flexibility and value. Negotiations were conducted and the parties agreed that the original proposal plus changes Mass made to its technical proposal prior to oral presentations at no additional costs are considered fair and reasonable. After increasing the allowance by \$500,000, the final negotiated amount of \$11,432,000 is still significantly lower than other proposals, is 11% under the Engineer's estimate and is considered fair and reasonable. Mass disclosed information that was considered Significant Adverse Information within the meaning of the All-Agency Responsibility Guidelines. TBTA reviewed such information and after due consideration thereof, determined that Mass should be deemed a responsible bidder, a recommendation with which the Chairman has concurred.

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

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. Mass Electric Construction Co. has achieved its previous MWDBE goals on previous MTA contracts.

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

Funding is available under Project VN-87 in the 2010-14 Capital Budget.

### **V. ALTERNATIVES**

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

# Staff Summary

Item Number 2 (Final)					
Dept & Dept Head Name: Chief Financial Officer, Donald Spero <i>DS</i>					
Division & Division Head Name: Revenue Management, Angelo Cerbone <i>C</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	2/6/14			
2	MTA B&T Committee	2/24/14			
3	MTA Board	2/26/14			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>DS</i>	4	Executive Vice President <i>[Signature]</i>		
2	SVP & General Counsel <i>MMT</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>OWF</i>				

SUMMARY INFORMATION	
Vendor Name HNTB New York Engineering and Architecture	Contract Number PSC-13-2945
Description Consultant Services for Developing Specifications for a New York E-ZPass Customer Service Center	
Total Amount \$1,481,494.00	
Contract Term (including Options, if any) Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal contract, Contract PSC-13-2945, for Consultant Services for Developing Specifications for a New York E-ZPass Customer Service Center to HNTB New York Engineering and Architecture (HNTB) in the negotiated amount of \$1,481,494 over a period of three years.

**II. DISCUSSION**

The E-ZPass New York Customer Service Center (NYCSC) is a full service operation that provides transaction and payment processing for users of the electronic toll collection systems at MTA Bridges & Tunnels (B&T), Port Authority of New York and New Jersey (PANYNJ), New York State Thruway Authority (NYSTA), New York State Bridge Authority (NYSBA) and the Peace Bridge Authority (PB) (the "Tolling Agencies"). Since the current E-ZPass contract with Xerox Corporation expires in September 2017 the Tolling Agencies require the services of a consultant to procure a new E-ZPass NYCSC. The consultant will provide expert support and guidance in planning, designing and developing a scope of work so that B&T, on behalf of itself and the other agencies, can issue a new joint solicitation.

The service requirements were publicly advertised; eight firms requested copies of the Request for Proposal (RFP). Four firms submitted proposals: Atkins, P.A.; Jacobs Civil Consultants, Inc. (Jacobs), HNTB New York Engineering and Architecture, P.C. (HNTB) and Automation and Advanced Technology, Inc. The proposals were evaluated against established criteria set forth in the RFP including the proposer's understanding of the project, the firm's record of

## Staff Summary

performance, qualifications of the firm, proposed personnel, proposed schedule and cost. After the initial evaluation, the selection committee recommended that HNTB and Jacobs conduct oral presentations.

Following completion of the evaluation, the committee unanimously selected HNTB on the basis that its proposal included: (i) the lowest rate per man-hour; (ii) unparalleled experience working with both large toll agency and multi-agency CSC procurements; (iii) a cohesive team well-versed in the details of the project; and (iv) an in-depth understanding of NYCSC operations and the Tolling Agencies' requirements. Jacobs' proposal was viewed by the committee as satisfactory; its overall proposed cost was 13.5% lower compared with HNTB's proposal which included 15.4% additional man-hours. However, as indicated above HNTB offered the lowest rate per man-hour. The committee considered the additional man-hours to be acceptable and more in line with the requirements of the contract.

HNTB proposed an amount of \$1,509,790. The user's estimate is \$1,500,000. Negotiations were conducted and the parties agreed to an amount of \$1,481,494 which is 1.2% lower than the estimate. The negotiated amount is considered fair and reasonable. HNTB is deemed to be a responsible consultant. Since B&T, PANYNJ and NYSTA (NYSBA and PA will ride NYSTA's contract) will equally share the cost under this contract B&T will be reimbursed two-thirds of the cost by these agencies.

### III. D/M/WBE INFORMATION

The MTA DDCR has established goals of 10% MBE and 10% WBE for the referenced contract. This contract will not be awarded without approval of MTA DDCR. HNTB has achieved its previous M/WBE goals on its prior MTA contracts.

### IV. IMPACT ON FUNDING

Funding is available in the Operating Budget under GL #712549.

### V. ALTERNATIVES

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



# Bridges and Tunnels

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## Verrazano Narrows Bridge Rebate Program (Action Item)



# Staff Summary



<b>Subject</b> Verrazano Narrows Bridge Rebate Program
<b>Department</b> Finance
<b>Department Head Name</b> Robert E. Foran, Chief Financial Officer
<b>Department Head Signature</b> 

<b>Date</b> February 24, 2014
<b>Table of Contents Ref #</b>

Order	To	Board Action				Internal Approvals			
		Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA B&T Comm.	2/24	X			1	Legal		
2	Finance Comm.	2/24	X			2	Chief of Staff		
3	Board	2/26	X						

**PURPOSE:**

To adopt the annexed resolution delegating authority to the MTA Chairman and Chief Executive Officer to take such actions as may be necessary or appropriate in connection with the two proposed MTA toll rebate programs at the Verrazano Narrows Bridge (VNB) which are outlined in Exhibit A annexed hereto and summarized below.

**DISCUSSION:**

New York State Legislative funds are being specially allocated to the MTA to support the following two proposed Verrazano Narrows Bridge rebate programs:

**VNB Staten Island Resident Rebate Program.** Under this program (the VNB SIR Rebate Program), the MTA would rebate \$0.50 of the \$6.00 SIR E-ZPass toll paid by Staten Island residents with three or more trips per month across the VNB, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, and would rebate \$0.86 of the \$6.36 SIR E-ZPass toll paid by Staten Island residents with one or two trips per month across the VNB. As a result of these proposed MTA rebates, Staten Island residents would pay \$5.50 per trip across Verrazano Narrows Bridge.

Staten Island residents are uniquely disadvantaged by the MTA district's transportation network charges in that the VNB is their sole means of vehicular access to the rest of New York City. In the past, the Legislature has recognized this class of citizens in legislation designed to reduce the toll rate which accrues to these residents for crossings over the Verrazano Narrows Bridge. Using Legislative funds being allocated to the MTA and other appropriate funds to implement a Staten Island Resident Toll Rebate Program on the Verrazano Narrows Bridge would help further reduce the burden suffered by geographically isolated Staten Island residents who have little or no practical access to mass transit, in a manner consistent with the MTA's mandate of providing a seamless transportation network for the region and the MTA's statutory purposes to develop and implement a unified transportation policy for the MTA transportation district. Moreover, the Rebate Program's effective reduction of the VNB toll for those Staten Island residents who need to drive for employment and other purposes could increase the use of other TBTA facilities, as well as the use of the E-ZPass system, and facilitate travel to points beyond.

**VNB Commercial Rebate Program.** Under this program (the VNB Commercial Rebate Program), the MTA would rebate 20% of the E-ZPass toll for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, using the same New York Customer Service Center (NYCSC) E-ZPass Account. Eligible trucks and other commercial vehicles on the VNB would receive a 20% rebate of their NYCSC E-ZPass tolls, as listed in this chart:

# Staff Summary

2 axle: Current:	\$19.24	With the rebate:	\$15.43
3 axle: Current:	\$31.52	With the rebate:	\$25.29
4 axle: Current:	\$40.28	With the rebate:	\$32.31
5 axle: Current:	\$52.52	With the rebate:	\$42.13
6 axle: Current:	\$61.28	With the rebate:	\$49.16
7 axle: Current:	\$73.52	With the rebate:	\$58.98

A VNB Commercial Rebate Program would be anticipated to facilitate regional mobility; support increased economic activity and promote economic growth throughout the region; encourage trucks and other commercial vehicles using the Verrazano Narrows Bridge to enroll in the E-ZPass system; and might encourage those vehicles to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and facilitate travel to points beyond.

## FINANCIAL IMPACT:

The projected annualized cost of the VNB Toll Rebate Programs would be \$14 million, with \$7 million for the VNB SIR Rebate Program and \$7 million for the VNB Commercial Rebate Program. The VNB Rebate Programs would be funded equally by Legislative funds and MTA funds. As provided in the accompanying resolution, the VNB Toll Rebate Programs would be implemented only for such periods of operation in which the Legislative funds have been provided to MTA sufficient for half the expense of the VNB Rebate Programs. In the event that such Legislative funds allocated to the MTA for this purpose are depleted before the next such allocation of funds, the VNB Rebate Programs will cease and Staten Island residents will be charged the applicable resident discount toll and trucks and other commercial vehicles will be charged the applicable NYCSC E-ZPass toll for the Verrazano Narrows Bridge.

It is anticipated that the rebates would require several months to implement and would be effective as of April 1, 2014. Consequently, the projected financial impact in the MTA's 2014 Budget would be for 3 quarters of the calendar year or \$5.25 million, with the remainder in the MTA's 2015 Budget. MMTOA funding for the MTA included in the Governor's 2015 Executive budget is \$5.5 million higher than the MMTOA funding reflected in our 2014 Budget. MTA Budget would propose using these anticipated receipts to fund MTA's share of the Rebate Programs.

## RECOMMENDATION:

It is recommended that the Board adopt the attached resolution delegating to the MTA Chairman and Chief Executive Officer authority to take such actions as he may deem necessary or appropriate in connection with the proposed VNB SIR Rebate Program and the VNB Commercial Rebate Program, including conducting environmental review of the proposed VNB Rebate Programs as may be required by the State Environmental Quality Review Act, prior to making a determination to implement such programs.

## RESOLUTION

### METROPOLITAN TRANSPORTATION AUTHORITY and TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, the Metropolitan Transportation Authority (the "MTA") anticipates that Legislative funds of the State of New York will be made available to it, pursuant to agreement between the Governor and State Legislative leaders, to support implementation of proposed VNB Rebate Programs, *viz.*, the VNB Staten Island Resident Rebate Program and the VNB Commercial Vehicle Rebate Program, as each is further described in Exhibit A annexed hereto;

WHEREAS, MTA has a mandate of providing a seamless transportation network for the region and a statutory purpose to develop and implement a unified transportation policy for the metropolitan commuter transportation district (the MCTD) served by the MTA subsidiary and affiliated agencies;

WHEREAS, a VNB Staten Island Resident Rebate Program providing for the rebate of a portion of the tolls charged to Staten Island residents on trips made across the Verrazano Narrows Bridge, using State Legislative funds and other MTA funds, implemented in a manner that would not materially or adversely affect the rights of Triborough Bridge and Tunnel Authority ("TBTA") bondholders, would help reduce or eliminate the unique disadvantage, and the appearance thereof, pertaining to travel of such residents between their residences and the rest of New York City;

WHEREAS, the effective reduction of such tolls, without adversely affecting the rights of TBTA bondholders, is expected to encourage Staten Island residents to enroll in the E-ZPass system and might encourage those residents who need to drive for employment and other purposes to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and could facilitate travel to points beyond; and

WHEREAS, a program for rebating such tolls charged to such residents, as outlined in Exhibit A, for the foregoing reasons would appear to be a proper component of a unified and efficient mass transportation policy in the MCTD if supported by the allocation of Legislative funds to the MTA for this purpose, and accordingly warrants such environmental review as may be required by the State Environmental Quality Review Act;

WHEREAS, a VNB Commercial Rebate Program, implemented in the manner set forth in Exhibit A, which through the use of State Legislative funds and other MTA funds would provide a rebate of 20% of the E-ZPass toll for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge using the same New York Customer Service Center (NYCSC) E-ZPass Account, implemented in a manner that would not materially or adversely affect the rights of TBTA bondholders, would facilitate regional mobility;

WHEREAS, the effective reduction of such tolls, without adversely affecting the rights of TBTA bondholders, would support increased economic activity and promote economic growth throughout the region, and would be expected to encourage trucks and other commercial vehicles using the Verrazano Narrows Bridge to enroll in the E-ZPass system and might encourage those vehicles to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and could facilitate travel to points beyond; and

WHEREAS, a program for rebating such tolls charged for such trucks and other commercial vehicles for the foregoing reasons would appear to be appropriate to implement as part of a unified and efficient transportation policy for the MCTD if supported by the allocation of Legislative funds to the MTA for this purpose, and accordingly warrants such environmental review as may be required by the State Environmental Quality Review Act; and

WHEREAS, MTA anticipates that \$7 million of the funds that would be used to finance the VNB Rebate Programs, and costs associated therewith, will be derived from Legislative funds appropriated in this year's Budget and in any subsequent Budgets; and

WHEREAS, implementation and continuation of the VNB Rebate Programs would be dependent upon having sufficient funds to do so and should the Legislative funds allocated to the MTA for this purpose become depleted before the next such allocation of funds, it would become necessary for the VNB Rebate Programs to end and for Staten Island residents to be charged the applicable resident discount toll without such further rebate and trucks and other commercial vehicles will be charged the applicable NYCSC E-ZPass toll for the Verrazano Narrows Bridge without such further rebate; and

WHEREAS, in order to preserve and protect the financial condition of the MTA itself and of the TBTA, no toll rebate program shall include aggregate annual rebates that are projected by the MTA to exceed the average five-year historical monthly variation of TBTA revenues derived from all facilities of the TBTA;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman/CEO of the MTA, in consultation with the President of TBTA and other appropriate officers of the MTA and TBTA, is hereby delegated authority to take such actions as he may deem necessary or appropriate in connection with the proposed VNB SIR Rebate Program and VNB Commercial Rebate Program, including (i) causing to be conducted such environmental review of the proposed VNB Rebate Programs as may be required by the State Environmental Quality Review Act; and (ii) following completion of such environmental review and its consideration by the Chairman/CEO and the President, determining whether to implement the VNB Rebate Programs, substantially as described on Exhibit A, *provided*, any implementation may not proceed before MTA's receipt of the Legislative funds anticipated to support such implementation. The Chairman/CEO of the MTA, in consultation with the President of TBTA, is further authorized to make such changes, alterations, modifications, and revisions to the procedures for implementing the VNB Rebate Programs as are not inconsistent with this Resolution.

Dated: February 24, 2014

## Exhibit A

### Proposed Operating Elements of the Verrazano Narrows Bridge (VNB) Staten Island Resident (SIR) and Commercial Rebate Programs

1. Under the VNB SIR Rebate Program, the MTA would rebate \$0.50 of the \$6.00 SIR E-ZPass toll paid by Staten Island residents with three or more trips per month across the Verrazano Narrows Bridge (VNB), where tolls are collected only in the Staten Island-bound direction in accordance with federal law, and would rebate \$0.86 of the \$6.36 SIR E-ZPass toll paid by Staten Island residents with one or two trips per month across the VNB.

2. Under the VNB Commercial Rebate Program, the MTA would rebate 20% of the E-ZPass tolls for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, using the same New York Customer Service Center (NYCSC) E-ZPass Account. Eligible trucks and other commercial vehicles on the VNB would receive a 20% rebate of their NYCSC E-ZPass tolls, as listed in this chart:

2 axle: Current: \$19.24	With the rebate: \$15.43
3 axle: Current: \$31.52	With the rebate: \$25.29
4 axle: Current: \$40.28	With the rebate: \$32.31
5 axle: Current: \$52.52	With the rebate: \$42.13
6 axle: Current: \$61.28	With the rebate: \$49.16
7 axle: Current: \$73.52	With the rebate: \$58.98

3. Funding for the costs of the VNB SIR Rebate Program and the VNB Commercial Rebate Program (collectively, the VNB Rebate Programs) would come from Legislative funds allocated to the MTA and other appropriate MTA funds and such funds shall be remitted to TBTA.

4. Moneys to fund a year's estimated costs for the VNB Rebate Programs would be transferred by MTAHQ to TBTA prior to implementation of the VNB Rebate Programs each year. The effective date of the first VNB Rebate Program year would be April 1, 2014. Each successive VNB Rebate Program year would start 12 months later provided the Legislature has adopted a Budget or otherwise appropriated to the MTA funds sufficient for half the costs of the VNB Rebate Programs.

5. At the beginning of the VNB Rebate Program year, TBTA would increase its liability for the VNB Rebate Programs by the amount transferred from MTAHQ. The E-ZPass New York Customer Service Center would credit E-ZPass accounts for Staten Island Residents with three or more trips per month across the VNB with the amount of \$0.50 for each such trip. The NYCSC would credit E-ZPass accounts for Staten Island Residents with one or two trips per month across the VNB with the amount of \$0.86 for each such trip. The NYCSC would credit E-ZPass Accounts with more than ten (10) trips per month across the

VNB by trucks or other commercial vehicles with an amount equal to 20% of the NYCSC E-ZPass toll per trip, as listed in this chart:

2 axle: \$ 3.81  
3 axle: \$ 6.23  
4 axle: \$ 7.97  
5 axle: \$10.39  
6 axle: \$12.12  
7 axle: \$14.54

At least monthly, TBTA would draw down on the liability for the VNB Rebate Programs based on the total number of such trips charged against Staten Island resident and NYCSC E-ZPass Accounts. The drawn down amount would be added to TBTA toll revenues. (The TBTA's responsibility to do so would be capped at the amount in the fund for the VNB Rebate Programs.) MTAHQ would use Legislative funds allocated to the MTA and other appropriate MTA funds to reimburse TBTA for the cost of any charges levied by the service center provider in connection with the VNB Rebate Programs.

6. If, in the judgment of TBTA during the course of a VNB Rebate Program year, funds in the account for the VNB Rebate Programs were likely to be less than the amount of a year's potential rebates, TBTA could request supplemental funds of MTAHQ, but the provision of such funds would be subject to regular MTAHQ budget procedures, including Board approval when required. In the event that funds are not on deposit in the account for the VNB Rebate Programs at the time and in the amount necessary to effectuate the credit, participants in the VNB SIR Rebate Program would be charged the applicable resident discount toll rate without such further rebate and trucks and other commercial vehicles in the VNB Commercial Rebate Program would be charged the applicable NYCSC E-ZPass toll rate without such further rebate for their trips across the Verrazano Narrows Bridge.