



Bridges and Tunnels

Bridges and Tunnels Committee Meeting

March 2014

Committee Members

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



MEETING AGENDA

MTA BRIDGES AND TUNNELS COMMITTEE

March 24, 2014 – 12:15 p.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

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| 9. ANNUAL PROCUREMENT CONTRACTS REPORT – FISCAL YEAR 2013 (UNDER SEPARATE COVER) | |
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Date of next meeting: Monday, April 28, 2014 at 12:00 p.m.



Bridges and Tunnels

Minutes of Committee Meeting February 2014



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

February 24, 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

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**

February 24, 2014

Minutes of TBTA Committee held February 24, 2014 at 12:00 p.m. A list of those in attendance is attached.

Public Speakers

There was one public speaker, Murray Bodin of Concerned Grandparents. He stated that he has gone on record that the TBTA is wasting money and decreasing safety because of its lane markings, signage and toll booths at the Henry Hudson Bridge.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on January 27, 2014 were approved.

Committee Work Plan

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

Report on Operations

Mr. Ferrara referred the Committee to the Report on Operations contained in the Committee Book. There were no questions from the Committee Members.

Customer Environment Survey – Fourth Quarter 2013

Mr. Ferrara referred the Committee to the Customer Environment Survey contained in the Committee Book. There were no questions from the Committee Members.

E-ZPass Performance Report – December 2013

Mr. Ferrara referred the Committee to the E-ZPass Performance Report contained in the Committee Book. There were no questions from the Committee Members.

Capital Program Project Status Report – January 2014

Mr. Ferrara referred the Committee to the Capital Program Project Status Report contained in the Committee Book. There were no questions from the Committee Members.

Financial Report – December 2013

Mr. Spero stated that for 2013, toll revenue was \$1.645 billion, which is 1% better than the final estimate. Total non-reimbursable expenses were \$409.5 million, which is 5.2% lower than the final estimate. Labor costs were lower by \$5.7 million or 2.5%, non-labor costs were lower by \$12.6 million or 6.2%, and was just over \$19 million or 8.8% better than plan. Support to mass transit exceeded \$1 billion for the first time ever, which is \$36.7 million or 3.8% better than the final estimate.

Action Item: TBTA Operating Surplus

Mr. Spero introduced nine resolutions associated with transferring the 2013 TBTA Operating Surplus as follows:

- Resolutions to certify and transfer \$614,210,249 in 2013 operating surplus to the MTA and New York City Transit pursuant to Public Authorities Law §1219-a(2)(b);
- Resolutions to transfer the 2013 Investment Income of \$131,302 to the MTA pursuant to Public Authorities Law §569-c;
- Resolutions to deduct from FY 2014 operating revenues of TBTA in the amount of \$25,895.344 to be deposited into a Necessary Reconstruction Reserve, which was adopted by a Board Resolution on March 29, 1968. Money credited to the Reserve will be applied to the payment of the cost and expense of current and anticipated necessary construction of TBTA facilities;
- Resolutions to deduct from FY 2014 operating revenues and set aside into a special account an amount determined from time to time to help fund post retirement liabilities other than pension benefits for its employees;
- Pursuant to the Public Authorities Law, Resolutions to advance monthly the FY 2014 TBTA surplus to the MTA and New York City Transit in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to New York City Transit and the remaining sum split 50% to New York City Transit (less applicable bond service) and 50% to MTA (less applicable bond service).

Upon a motion duly made and seconded, the Committee approved and moved to the Board the Action Item.

Procurements

Mr. Masterson stated that there are two (2) procurements totaling \$12.913 million.

Non-Competitive Procurements

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

Competitive Procurements

Mr. Masterson stated that there are two (2) competitive procurement totaling \$12.913 million. One is for the award of a contract to design and construct a new medium voltage substation and an emergency generator and other related work at the Verrazano-Narrows Bridge in the amount of \$11.432 million. The other is for a personal service contract to provide specification planning and development in order to issue a new E-ZPass Customer Service Center Request for Proposals for the regional tolling agencies in the amount of \$1.481 million.

Competitive Procurements

Competitive Requests for Proposals

| | | |
|---------------------------------|--|-----------------|
| Mass. Electric Construction Co. | Contract No. VN-87 | \$11,432,000.00 |
| | Provide Design/Build Services for a New 5kV Electrical Switchgear Substation at the Verrazano-Narrows Bridge. | |

Personal Service Contracts

| | | |
|---|---|----------------|
| HNTB New York Engineering & Architecture, P.C. | Contract No. PSC-13-2945 | \$1,481,494.00 |
| | Provide Consultant Services for Developing Specifications for a New York E-ZPass Customer Service Center. | |

With regard to the procurement for consultant services for developing specifications for a New York Customer Service Center in conjunction with the Port Authority of New York and New Jersey and the New York State Thruway Authority, Commissioner Pally asked whether TBTA would be paying a proportionate share of the total expense. Mr. Spero responded that TBTA would be paying its proportionate share of the total expense.

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

Ratifications

Mr. Masterson stated that there are no ratifications.

Action Items: Verrazano-Narrows Bridge Rebate Programs

Ms. Terry introduced a resolution that delegates authority to the MTA Chairman and Chief Executive Officer to take such actions as may be necessary in connection with two proposed MTA toll rebate programs at the Verrazano-Narrows Bridge (VNB). Under the VNB Staten Island Resident Rebate Program (VNB SIR Rebate Program), the MTA would rebate \$0.50 of the \$6.00 Staten Island resident 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 the VNB.

Ms. Terry stated that under the VNB Commercial Rebate Program, the MTA would rebate 20% of the E-ZPass toll for trucks and other commercial vehicles taking more than ten

(10) trips per month across the VNB using the same New York Customer Service Center (NYCSC) E-ZPass Account.

Ms. Terry explained that the projected annualized cost of the VNB Toll Rebate Programs is \$14 million, with \$7 million for the VNB SIR Rebate Program and \$7 million for the VNB Commercial Rebate Program. The Programs would be funded equally by Legislative funds and MTA funds. The Resolution authorizes the Chairman and TBTA President to take such actions as are necessary, including an analysis under the State Environmental Quality Review Act (SEQRA), and upon determining that there are no significant adverse impacts deciding whether to implement the rebate programs but in any event not before the MTA receives funds from the Legislature. It is anticipated that the Rebates would take several months to implement, which includes reprogramming, and would be effective as of April 1, 2014.

Commissioner Page asked whether the cost per trip decreases as the number of trips increase. Ms. Terry explained that under the current toll schedule, Staten Island residents who take one or two trips per month are charged \$6.36 per trip and under the program they would receive a rebate of \$.86 per trip. Staten Island residents who take three or more trips are charged \$6.00 per trip and under the program would receive a rebate of \$0.50 per trip. The effective toll for all Staten Island residents would be \$5.50 under the rebate program. Commissioner Page commented that he was not convinced that these rebate programs, designed to encourage reliance on individual automobiles as a routine commuting means, are the best way to spend MTA money as opposed to exploring other mass transit investments in Staten Island or elsewhere.

Commissioner Pally stated that he understands the need to provide relief to Staten Island residents but is concerned about singling out one class of citizens.

Commissioner Albert asked whether \$7 million that will be provided by MTA will be reimbursed by the State and, if not, what MTA services may be cut because of the \$7 million being used for the new program. Ms. Terry stated that the MTA and the State would each contribute \$7 million and that the MTA's contribution would come from the MMTOA account, which is \$5.5 million higher for the 2014 budget.

After thanking the State, MTA and TBTA for the Rebate Programs, Commissioner Cappelli commented that the Commercial Rebate Program is not just for Staten Island, but applies to any qualifying commercial vehicle and provides a legitimate economic benefit for the region.

Upon a motion duly made and seconded, the Committee approved and moved to the Board the Action Items. Commissioner Page abstained from this vote.

Presentation: Safety Program

Mr. Ferrara introduced TBTA's Safety Program presentation by stating that safety is a top priority at TBTA and that the Chief Health and Safety Officer is one of his direct reports. On December 9, 2013, Mr. Ferrara and Chairman Prendergast addressed over 300 TBTA employees at a Safety Stand Down meeting to renew the Agency's commitment to safety. In addition, Mr. Ferrara has scheduled regular meetings with TBTA Operations Management teams so that safety issues may be raised and addressed. A Field Safety Team headed by the Director of Facility Operations and comprised of operations managers, health and safety professionals, facility engineers, traffic engineering professionals and represented employees, will inspect

facilities and report to Mr. Ferrara so that safety issues can be addressed in a timely manner. Labor Relations has also been directed to ensure that safety is a standing topic at all labor-management meetings and he thanked the labor unions for their support and cooperation. Mr. Ferrara has directed the Operations Department to begin the process of Traffic Incident Management (TIM) Training which is given by the New York State Department of Transportation to New York State Troopers and is highly regarded as a safety tool for employees working and responding to incidents in active roadways. Finally, Mr. Ferrara stated that gothamCulture will be working with executive staff to establish a strong safety culture in our organization – it has experience in supporting transportation agencies and implementing cultural change.

The details of TBTA's Safety Program Presentation and Power Point, given by Mr. Petrovich, Mr. Parisi, Mr. Fortunato, Ms. Gallo-Kotcher and Mr. Keane, are contained in the video recording, produced by the MTA, and filed with the minutes of the meeting of this date.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, reading "Julia R. Christ". The signature is written in a cursive, flowing style.

Julia R. Christ
Acting Assistant Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

| | <u>Responsibility</u> |
|--|-----------------------|
| <u>April 2014</u> | |
| Final Review of 2013 Year-End Operating Results | Planning & Budget |
| <u>May 2014</u> | |
| Customer Environment Survey – 1 st Quarter 2014 | Operations |
| Diversity Report – 1 st Quarter 2014 | EEO |
| <u>June 2014</u> | |
| No items scheduled. | |
| <u>July 2014</u> | |
| Diversity Report – 2 nd 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 |
| <u>November 2014</u> | |
| Customer Environment Survey – 3rd Quarter 2014 | Operations |
| 2015 Preliminary Budget | Planning & Budget |
| B&T Committee Charter – Review | MTA Board |
| Diversity Report – 3 rd Quarter 2014 | 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 – 4th Quarter 2014

Planning & Budget
Planning & Budget
Controller
Operations

March 2015

Diversity Report – 4th Quarter 2014
Annual Procurement Contracts Report

EEO
Procurement & Materials/
Finance

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

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 – 1st 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 – 2nd 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 – 3rd 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.

MARCH 2015

Diversity Report – 4th Quarter 2014

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.



Bridges and Tunnels

Report on Operations January 2014



MTA Bridges and Tunnels January 2014 Traffic Trends

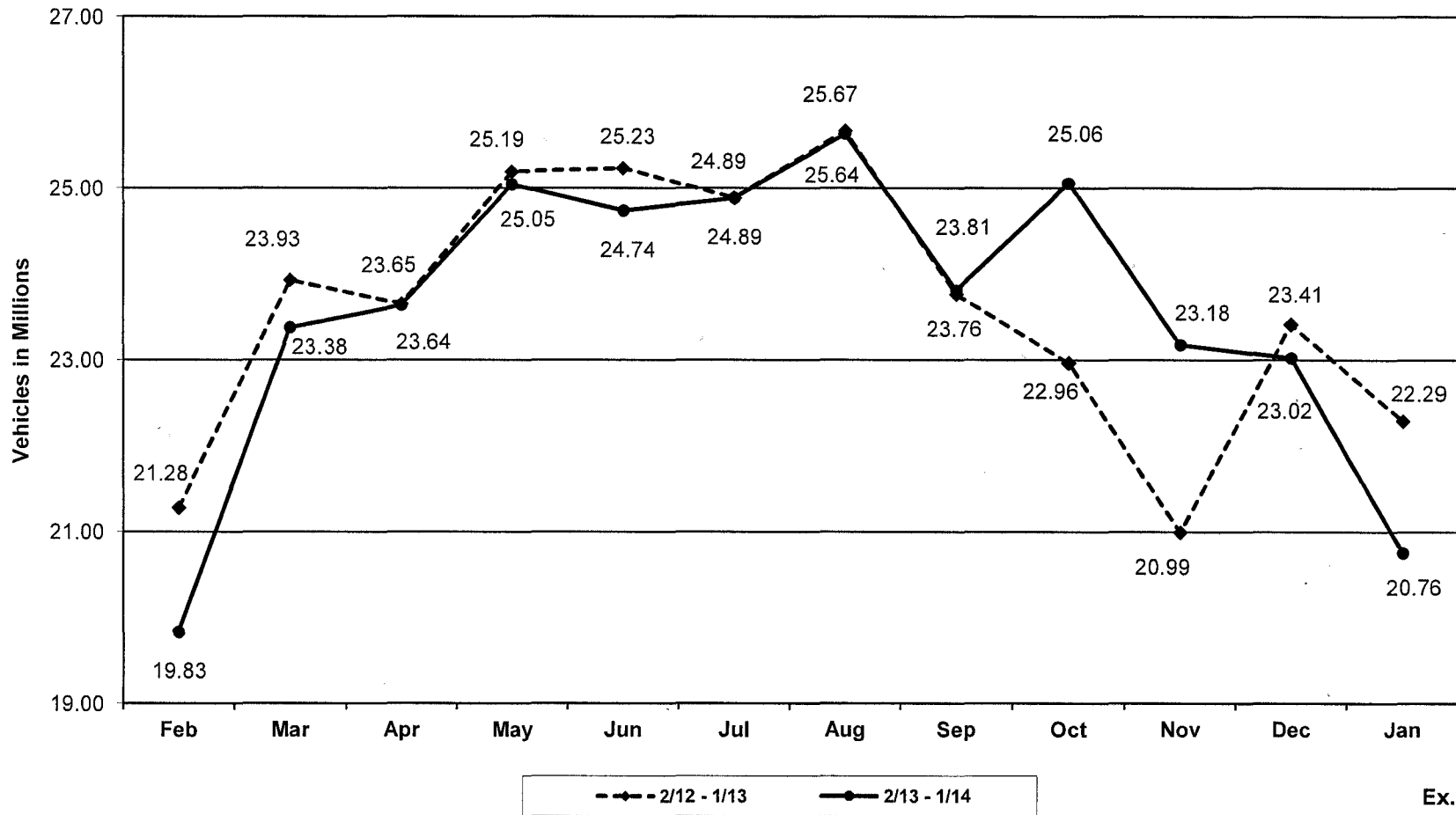
Summary

Traffic was lower on a year-to-year basis, with 20.8 million crossings this month vs. 22.3 million crossings in January 2013 (Exhibit 1).

Snow accumulation reached 16.7 inches this January compared to only 1.0 inch in January 2013. Rainfall in both years was between 2.4 and 2.6 inches. Gas prices averaged \$3.59 per gallon this January, which was \$0.10 less than last year at this time.

E-ZPass volume decreased in January by 4.7% compared to the same month in 2013, while crossings using cash and other payment methods declined 17.6% for the month (Exhibit 7). Passenger car travel was down 7.0% and other vehicle travel was down 5.9% from January of 2013 (Exhibit 8).

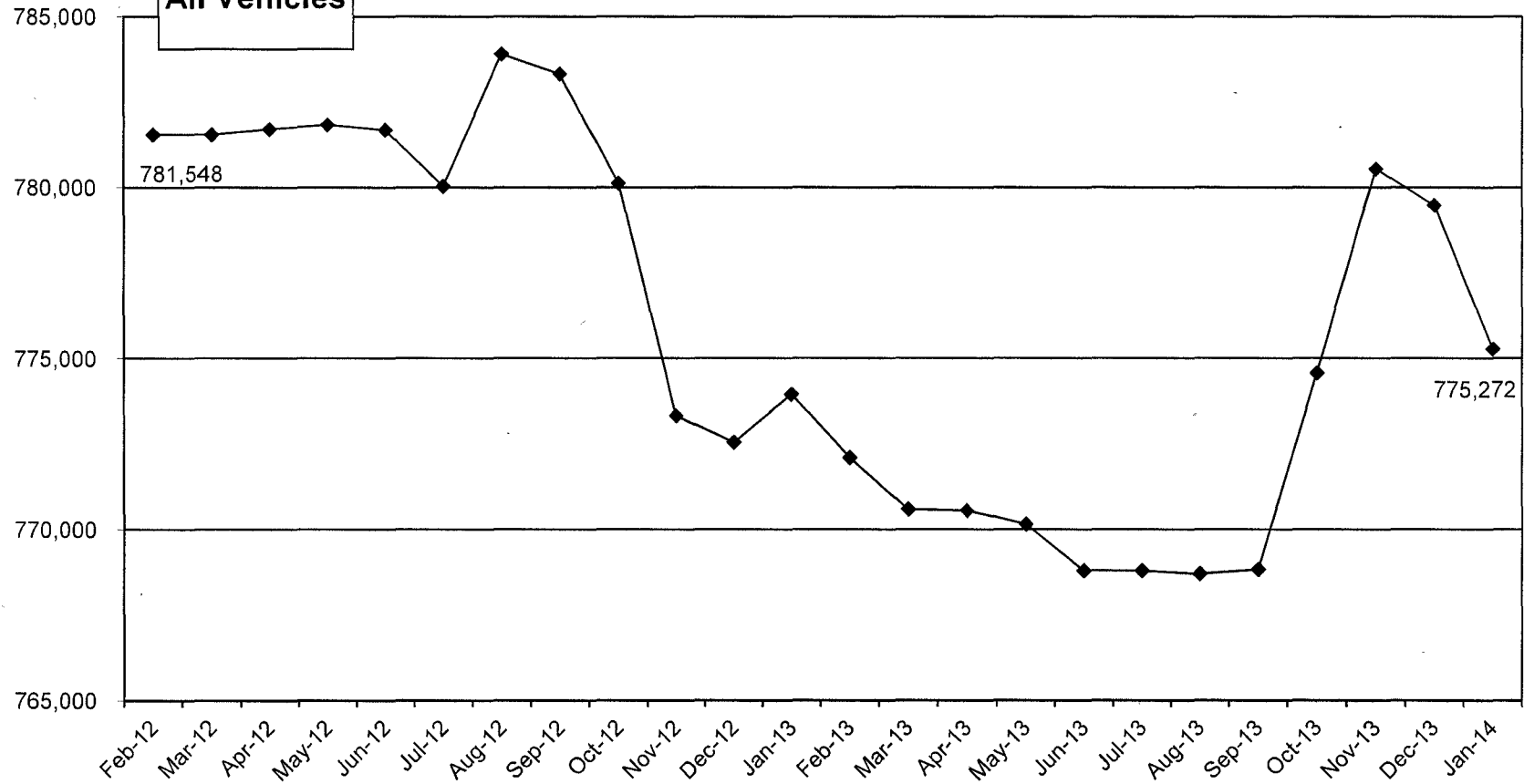
MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending January 2014



Ex. 1

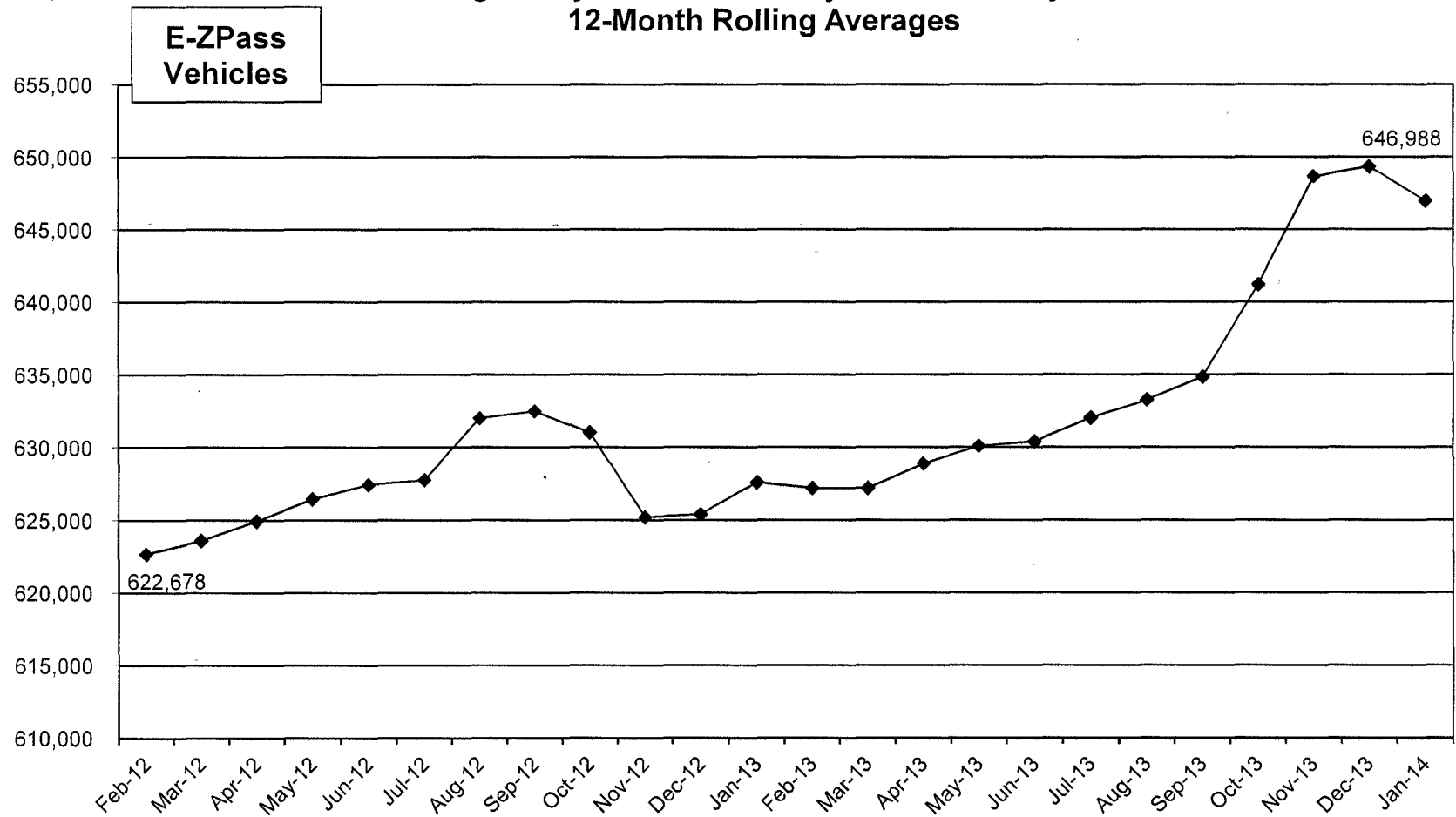
MTA Bridges and Tunnels
Average Daily Traffic: February 2012 - January 2013
12-Month Rolling Averages

All Vehicles

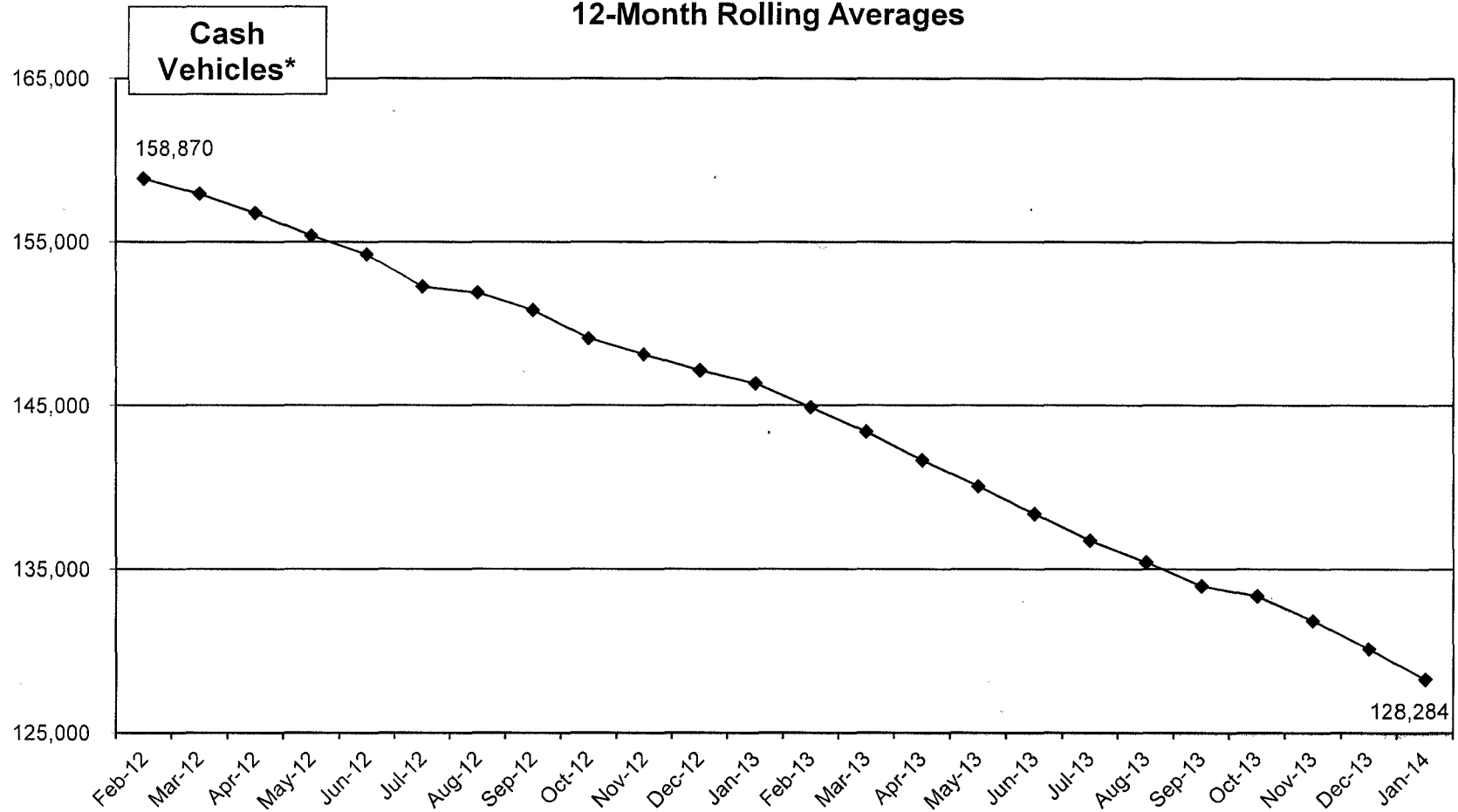


Ex. 2

MTA Bridges and Tunnels Average Daily Traffic: February 2012 - January 2014 12-Month Rolling Averages



MTA Bridges and Tunnels
Average Daily Traffic: February 2012 - January 2014
12-Month Rolling Averages

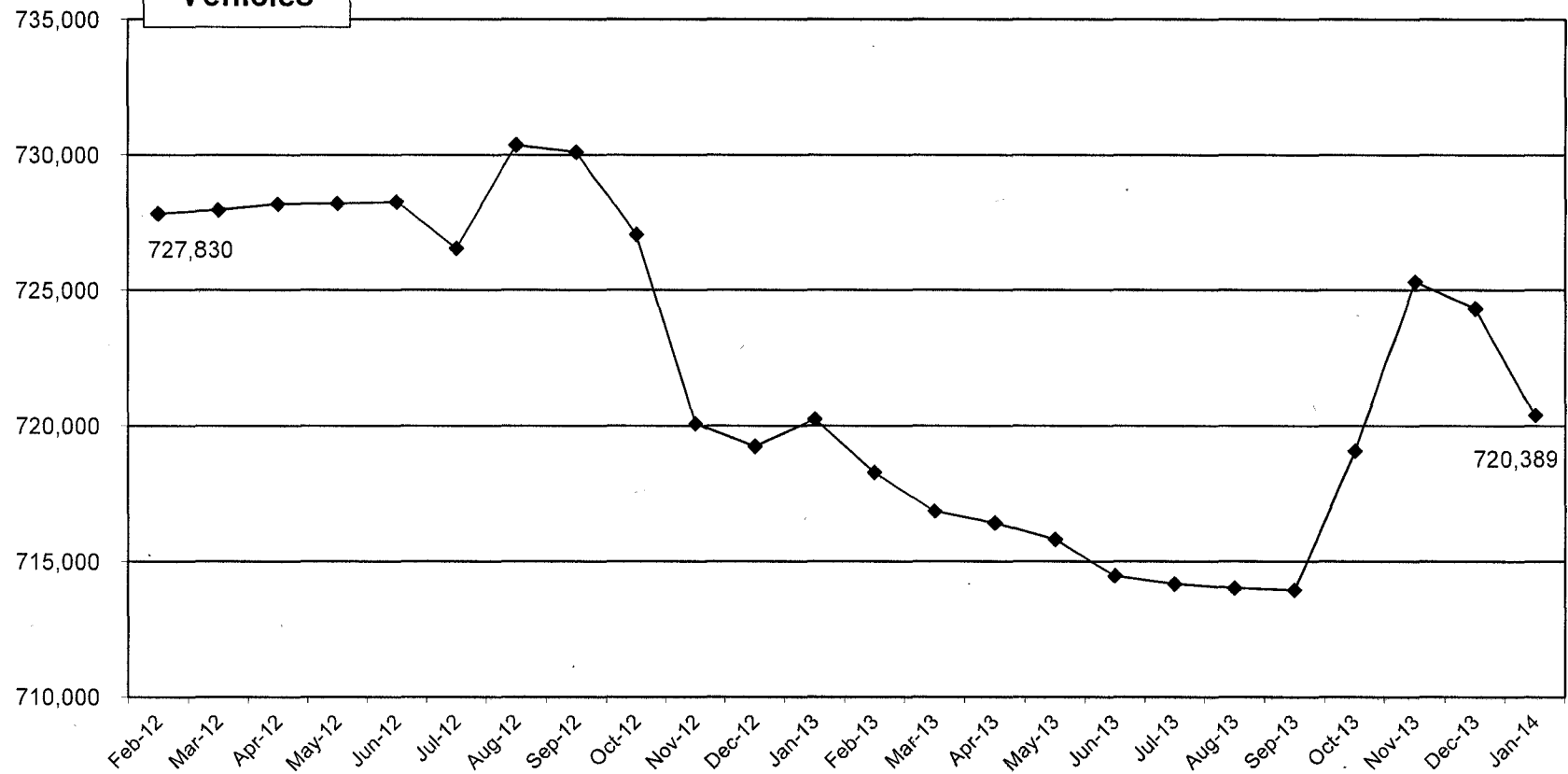


*Includes token, ticket and Tolls by Mail transactions.

Ex. 4

MTA Bridges and Tunnels
Average Daily Traffic: February 2012 - January 2014
12-Month Rolling Averages

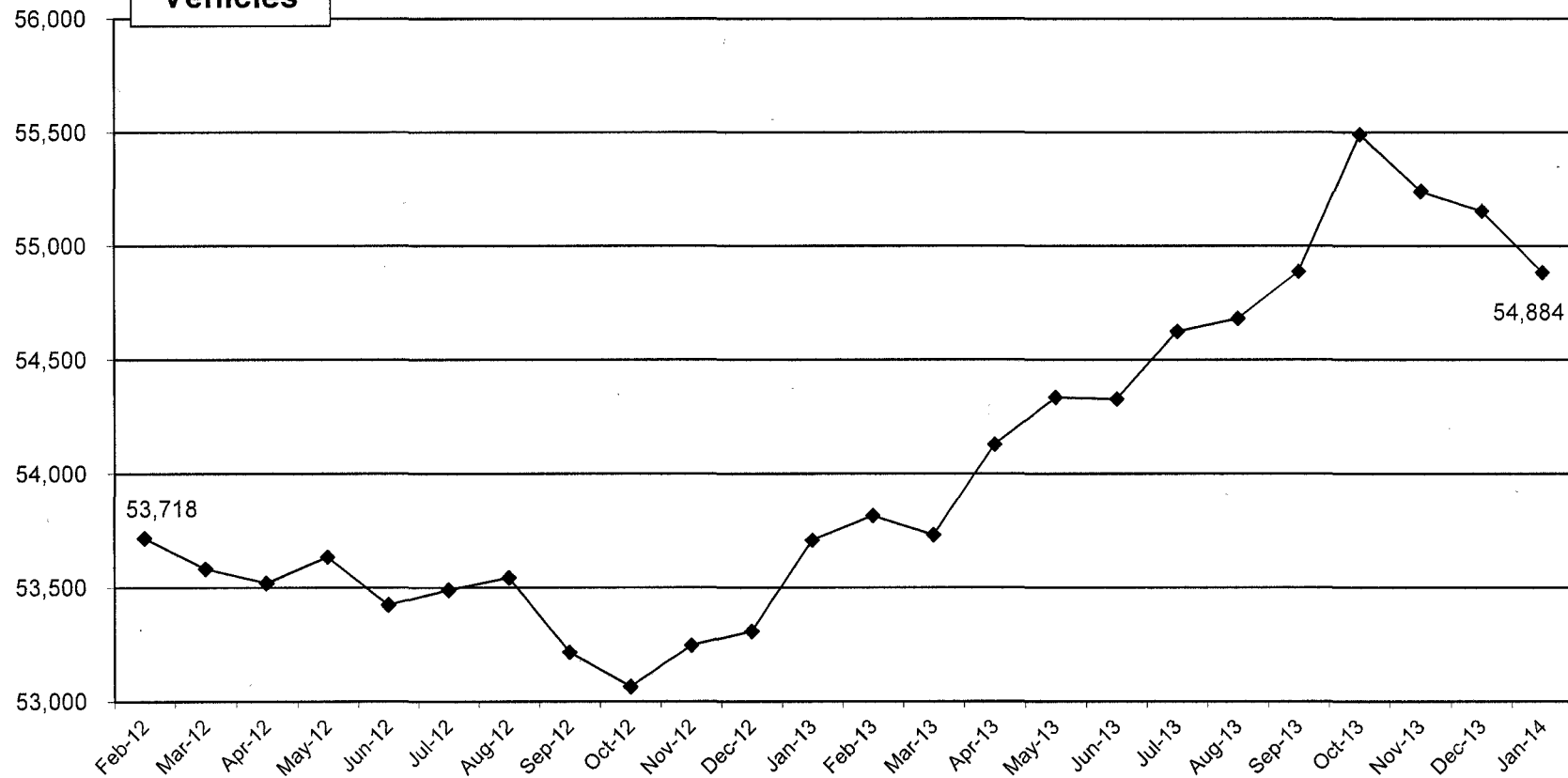
**Passenger
Vehicles**



Ex. 5

MTA Bridges and Tunnels
Average Daily Traffic: February 2012 - January 2014
12-Month Rolling Averages

**Other
Vehicles**



Ex. 6

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

| Corridor | Toll Media | January ⁽¹⁾ | 3 Months ⁽²⁾ (Nov-Jan) | 6 Months ⁽³⁾ (Aug-Jan) | 9 Months ⁽⁴⁾ (May-Jan) | 12 Months ⁽⁵⁾ (Feb-Jan) |
|--|---------------------|------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | -6.9% | 0.4% | 1.7% | 0.8% | 0.2% |
| | E-ZPass | -4.7% | 3.9% | 4.8% | 3.8% | 3.1% |
| | Cash ⁽⁶⁾ | -17.6% | -15.0% | -12.0% | -12.1% | -12.3% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -6.7% | -1.8% | 0.9% | 0.9% | 0.5% |
| | E-ZPass | -4.1% | 1.2% | 4.0% | 4.1% | 3.7% |
| | Cash ⁽⁶⁾ | -15.9% | -12.2% | -9.5% | -9.2% | -9.6% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁷⁾ | Total Vehicles | -3.1% | 11.2% | 7.1% | 3.4% | 1.6% |
| | E-ZPass | -1.4% | 13.3% | 9.1% | 5.4% | 3.8% |
| | Cash ⁽⁶⁾ | -13.2% | -1.3% | -4.3% | -8.1% | -10.0% |
| Verrazano-Narrows Bridge | Total Vehicles | -9.0% | -4.3% | -1.3% | -1.3% | -1.5% |
| | E-ZPass | -7.4% | -2.2% | 0.6% | 0.7% | 0.4% |
| | Cash ⁽⁶⁾ | -17.6% | -14.3% | -10.9% | -10.5% | -10.6% |
| Henry Hudson Bridge | Total Vehicles | -5.5% | 3.4% | 3.4% | 1.0% | -0.5% |
| | E-ZPass | -3.6% | 6.1% | 8.3% | 6.7% | 5.2% |
| | Cash ⁽⁸⁾ | -31.0% | -27.2% | -39.4% | -43.3% | -44.3% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | -18.4% | -14.6% | -6.7% | -3.8% | -1.3% |
| | E-ZPass | -13.6% | 1.6% | 2.4% | 2.9% | 4.3% |
| | Cash ⁽⁶⁾ | -40.8% | -58.2% | -39.2% | -29.0% | -23.5% |

(1) January 2014 vs. January 2013.

(2) November 2013 to January 2014 vs. November 2012 to January 2013.

(3) August 2013 to January 2014 vs. August 2012 to January 2013.

(4) May 2013 to January 2014 vs. May 2012 to January 2013.

(5) February 2013 to January 2014 vs. February 2012 to January 2013.

(6) Includes tokens and tickets.

(7) Formerly Brooklyn-Battery Tunnel.

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

Ex. 7

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

| Corridor | Vehicle Type | January ⁽¹⁾ | 3 Months ⁽²⁾ (Nov-Jan) | 6 Months ⁽³⁾ (Aug-Jan) | 9 Months ⁽⁴⁾ (May-Jan) | 12 Months ⁽⁵⁾ (Feb-Jan) |
|--|----------------|------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|
| All Facilities | Total Vehicles | -6.9% | 0.4% | 1.7% | 0.8% | 0.2% |
| | Passenger | -7.0% | 0.8% | 1.8% | 0.7% | 0.0% |
| | Other | -5.9% | -4.5% | 1.0% | 1.8% | 2.2% |
| RFK Bridge-Bronx Plaza Bronx-Whitestone Bridge Throgs Neck Bridge | Total Vehicles | -6.7% | -1.8% | 0.9% | 0.9% | 0.5% |
| | Passenger | -6.9% | -1.6% | 0.9% | 0.9% | 0.4% |
| | Other | -4.6% | -3.9% | 0.8% | 1.4% | 1.5% |
| RFK Bridge-Manhattan Plaza Queens Midtown Tunnel Hugh L. Carey Tunnel ⁽⁶⁾ | Total Vehicles | -3.1% | 11.2% | 7.1% | 3.4% | 1.6% |
| | Passenger | -3.2% | 10.9% | 6.9% | 3.2% | 1.5% |
| | Other | -0.5% | 15.1% | 9.2% | 5.7% | 3.9% |
| Verrazano-Narrows Bridge | Total Vehicles | -9.0% | -4.3% | -1.3% | -1.3% | -1.5% |
| | Passenger | -9.0% | -3.9% | -1.4% | -1.5% | -1.8% |
| | Other | -8.7% | -8.7% | -0.3% | 1.8% | 2.8% |
| Henry Hudson Bridge | Total Vehicles | -5.5% | 3.4% | 3.4% | 1.0% | -0.5% |
| | Passenger | -5.6% | 3.3% | 3.2% | 0.9% | -0.6% |
| | Other | 19.4% | 12.0% | 21.2% | 20.7% | 18.3% |
| Marine Parkway Bridge Cross Bay Bridge | Total Vehicles | -18.4% | -14.6% | -6.7% | -3.8% | -1.3% |
| | Passenger | -17.3% | -10.8% | -5.0% | -3.1% | -1.1% |
| | Other | -32.5% | -49.5% | -28.5% | -14.1% | -4.4% |

(1) January 2014 vs. January 2013.

(2) November 2013 to January 2014 vs. November 2012 to January 2013.

(3) August 2013 to January 2014 vs. August 2012 to January 2013.

(4) May 2013 to January 2014 vs. May 2012 to January 2013.

(5) February 2013 to January 2014 vs. February 2012 to January 2013.

(6) Formerly Brooklyn-Battery Tunnel

Ex. 8

Supplemental Data Page for the Report on Operations

| Traffic & Average Gas Price ¹ | | | Weather ² | | | Precipitation |
|--|-------------------|---------------|----------------------------|--------------------|--------------------|---------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Days</u> |
| Feb-12 ³ | 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 ⁴ | 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 ⁵ | 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 |
| Oct-13 | 25,056,350 | \$3.55 | 61 | 0.4 | - | 5 |
| Nov-13 | 23,176,134 | \$3.50 | 46 | 2.8 | 0.2 | 11 |
| Dec-13 | 23,022,202 | \$3.61 | 38 | 4.5 | 7.6 | 12 |
| Jan-14 | 20,755,701 | \$3.59 | 29 | 2.4 | 16.7 | 14 |

Note: Bold numbers are preliminary.

TABLE 2 - Year-over-Year Differences⁶

| Traffic & Gas Monthly Inc/(Dec) | | | Weather Monthly Inc/(Dec) | | | Precipitation |
|---------------------------------|----------------|------------|----------------------------|--------------------|--------------------|---------------|
| <u>Month</u> | <u>Traffic</u> | <u>Gas</u> | <u>Average Temperature</u> | <u>Rain Inches</u> | <u>Snow Inches</u> | <u>Days</u> |
| 2013 vs. 2012 | | | | | | |
| 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) |
| 2014 vs. 2013 | | | | | | |
| January | (1,534,522) | (\$0.10) | (7) | (0.3) | 15.7 | 4 |

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

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

3. 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

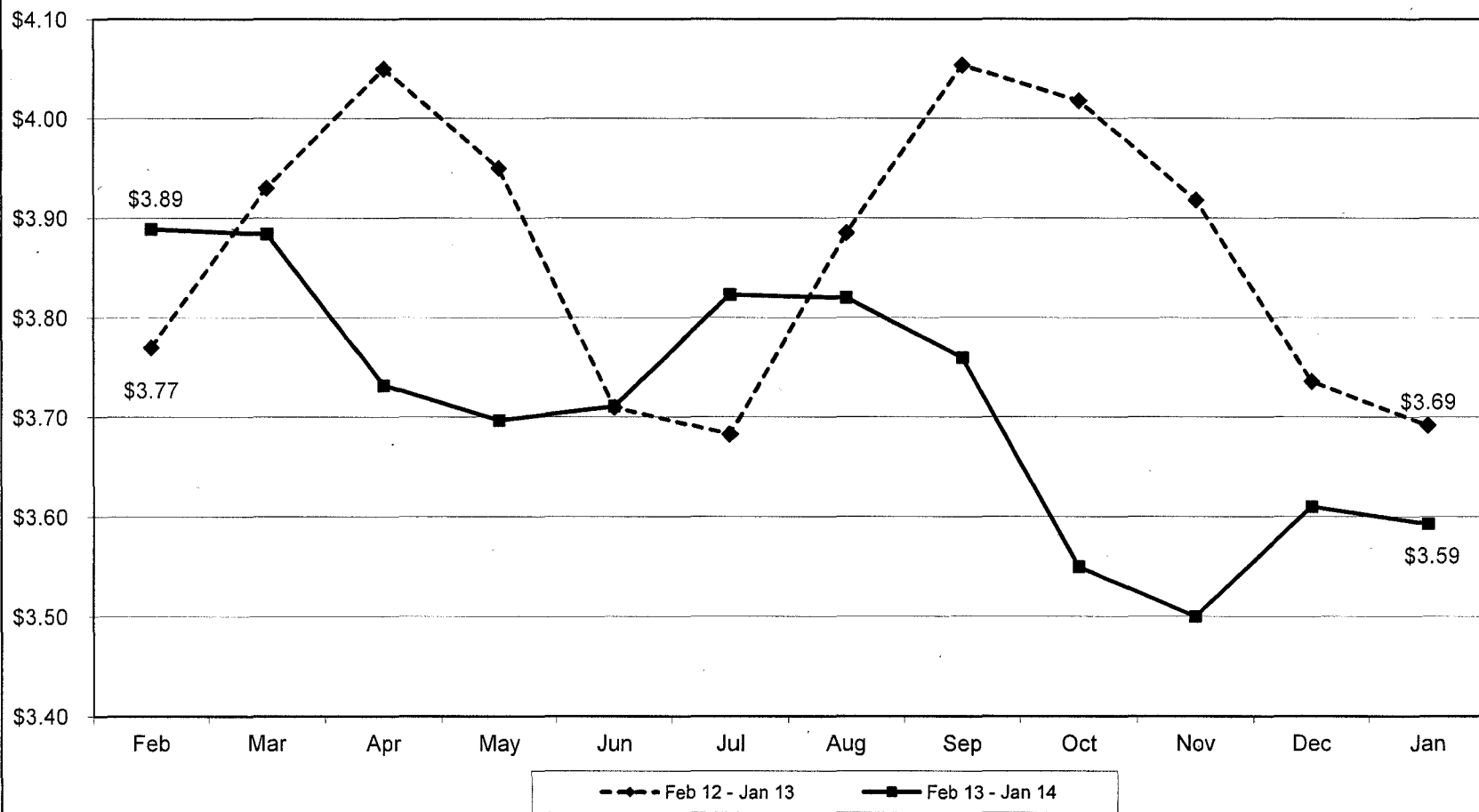
Average Daily Traffic: 12-Month Rolling Averages

| <u>Month</u> | <u>All Vehicles¹</u> | <u>E-ZPass</u> | <u>Cash²</u> | <u>Passenger</u> | <u>Other</u> |
|---------------------|--|-----------------------|--------------------------------|-------------------------|---------------------|
| 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 |
| Jan-14 | 775,272 | 646,988 | 128,284 | 720,389 | 54,884 |

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
February 2012 - January 2014





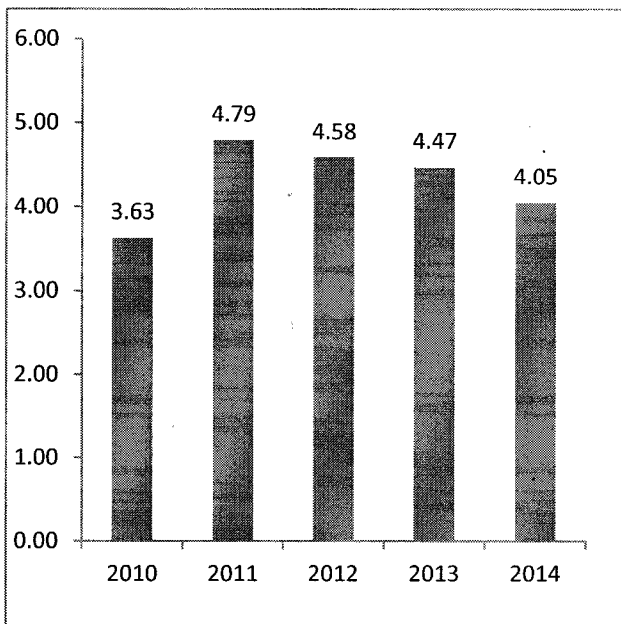
Bridges and Tunnels

Safety Report January 2014



Bridges and Tunnels

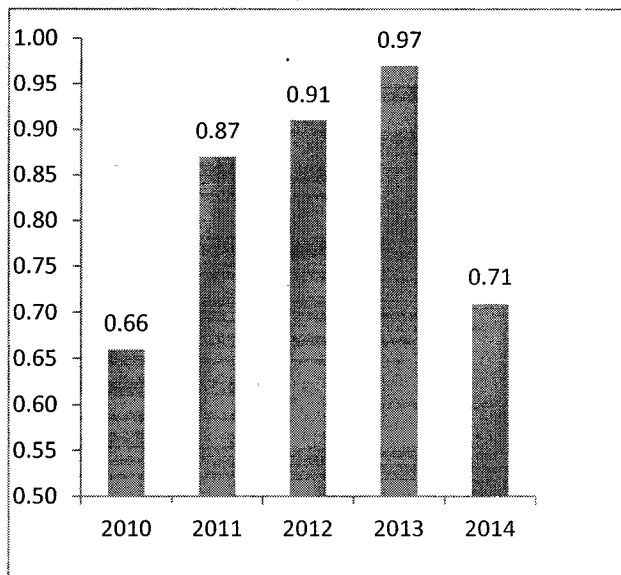
5 Yr Summary of Customer Collisions & Injuries thru January



Total Customer Collisions

| Year | Total Collisions | Collision Rate/M Vehicles |
|------|------------------|---------------------------|
| 2010 | 82 | 3.63 |
| 2011 | 99 | 4.79 |
| 2012 | 101 | 4.58 |
| 2013 | 101 | 4.47 |
| 2014 | 85 | 4.05 |

% change from last year: -9.4%
5 year Average 4.30



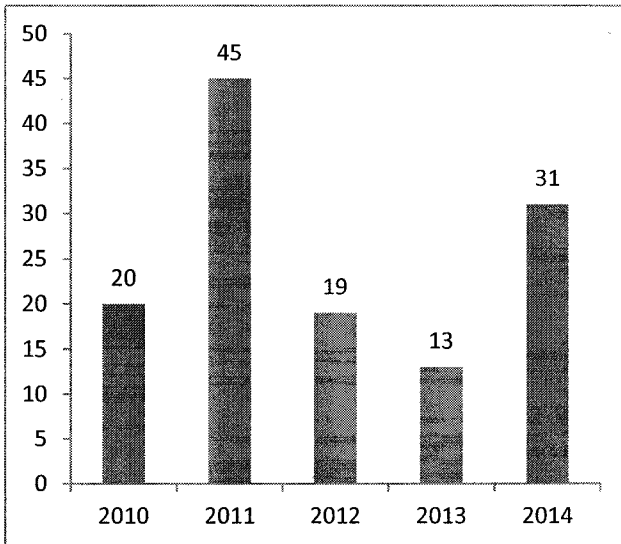
Total Injury Collisions

| Year | Injury Collisions | Injury Rate/M Vehicles |
|------|-------------------|------------------------|
| 2010 | 15 | 0.66 |
| 2011 | 18 | 0.87 |
| 2012 | 20 | 0.91 |
| 2013 | 22 | 0.97 |
| 2014 | 15 | 0.71 |

% change from last year: -26.8%
5 year Average 0.82

MTA Bridges and Tunnels

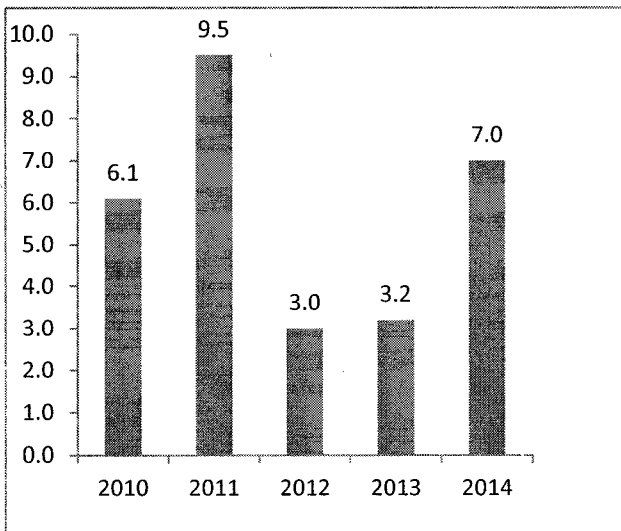
5 Yr Summary of Employee Accident Reports & Injuries thru January



Total Employee Accident Reports (C-2's)

| Year | Total |
|------|-------|
| 2010 | 20 |
| 2011 | 45 |
| 2012 | 19 |
| 2013 | 13 |
| 2014 | 31 |

% change from last year: 138.5%
5 year Average 26



Employee Lost Time Injuries

| Year | Lost Time Injuries | Frequency Rate (Per 200,000 Hours) |
|------|--------------------|------------------------------------|
| 2010 | 9 | 6.1 |
| 2011 | 13 | 9.5 |
| 2012 | 4 | 3.0 |
| 2013 | 4 | 3.2 |
| 2014 | 9 | 7.0 |

% change from last year: 118.8%
5 year Average 5.76



Bridges and Tunnels

E-ZPass Performance Report January 2014



MTA Bridges and Tunnels
E-ZPASS Performance Report
January 2014
Preliminary data subject to final audit

| E-ZPass Performance at All B&T Facilities | | | |
|--|--------------|--------------|--------------|
| | January 2014 | Year to Date | January 2013 |
| Total E-ZPass Traffic ¹ | 17,600,860 | 17,600,860 | 18,459,791 |
| E-ZPass Market Share: Total | 84.8% | 84.8% | 82.8% |
| Cars | 84.1% | 84.1% | 82.1% |
| Trucks | 92.9% | 92.9% | 91.6% |

| Weekday E-ZPass Performance by Facility² | | | |
|--|---|----------------------|----------------------|
| Facility | January Average E-ZPass Weekday Traffic and Market Share | | |
| | 2014 Average Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 75,495 | 81.1% | 78.8% |
| Cross Bay Veterans Memorial Bridge | 16,361 | 87.2% | 81.8% |
| Henry Hudson Bridge | 51,869 | 95.3% | 94.0% |
| Hugh L. Carey Tunnel | 40,469 | 90.9% | 89.7% |
| Marine Parkway-Gil Hodges Memorial Bridge | 16,213 | 89.1% | 84.2% |
| Queens Midtown Tunnel | 66,025 | 89.6% | 88.6% |
| Robert F. Kennedy Bridge - Bronx Plaza | 53,778 | 78.0% | 75.8% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 65,727 | 86.3% | 84.7% |
| Throgs Neck Bridge | 80,649 | 85.4% | 83.7% |
| Verrazano-Narrows Bridge ¹ | <u>138,830</u> | <u>87.2%</u> | <u>85.8%</u> |
| All Facilities ¹ | 605,416 | 86.3% | 84.5% |

Notes:

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

MTA Bridges and Tunnels
E-ZPASS Performance Report
January 2014
Preliminary data subject to final audit

| Weekday Peak Hour E-ZPass Performance by Facility³ | | | | |
|--|------------------------------|-----------------|-----------------|-----------------|
| Facility | January E-ZPass Market Share | | | |
| | 2014 AM Peak | 2013 AM Peak | 2014 PM Peak | 2013 PM Peak |
| Bronx-Whitestone Bridge | 86.4% | 83.9% | 82.2% | 79.6% |
| Cross Bay Veterans Memorial Bridge | 90.2% | 92.9% | 88.4% | N/A |
| Henry Hudson Bridge | 96.5% | 92.3% | 95.3% | 90.3% |
| Hugh L. Carey Tunnel | 93.3% | 85.3% | 91.0% | 81.8% |
| Marine Parkway-Gil Hodges Memorial Bridge | 92.2% | 86.0% | 89.4% | N/A |
| Queens Midtown Tunnel | 91.3% | 90.6% | 90.0% | 88.7% |
| Robert F. Kennedy Bridge - Bronx Plaza | 83.9% | 81.1% | 79.0% | 77.0% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 89.0% | 87.3% | 86.8% | 85.1% |
| Throgs Neck Bridge | 90.2% | 88.5% | 85.9% | 84.1% |
| Verrazano-Narrows Bridge ⁴ | N/A | N/A | 90.1% | 89.2% |
| All Facilities | 89.8% | 87.5% | 87.4% | 85.2% |

| Weekend E-ZPass Performance by Facility | | | |
|--|--|----------------------|----------------------|
| Facility | January Average E-ZPass Weekend Traffic and Market Share | | |
| | 2014 Avg. Traffic | 2014 Market Share | 2013 Market Share |
| Bronx-Whitestone Bridge | 65,223 | 74.6% | 72.0% |
| Cross Bay Veterans Memorial Bridge | 11,972 | 83.2% | 78.4% |
| Henry Hudson Bridge | 42,237 | 93.7% | 91.2% |
| Hugh L. Carey Tunnel | 26,268 | 87.5% | 85.2% |
| Marine Parkway-Gil Hodges Memorial Bridge | 11,342 | 86.7% | 82.3% |
| Queens Midtown Tunnel | 49,779 | 85.9% | 83.4% |
| Robert F. Kennedy Bridge - Bronx Plaza | 41,294 | 70.1% | 67.2% |
| Robert F. Kennedy Bridge - Manhattan Plaza | 49,601 | 81.5% | 80.2% |
| Throgs Neck Bridge | 68,115 | 80.1% | 77.8% |
| Verrazano-Narrows Bridge ¹ | <u>115,904</u> | 81.8% | 80.1% |
| All Facilities ¹ | 481,735 | 81.0% | 78.7% |

Notes:

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

**MTA Bridges and Tunnels
E-ZPASS Performance Report
January 2014**

Preliminary data subject to final audit

E-ZPass Interoperability Statistics

| B&T E-ZPass Transactions From Other Agencies ⁵ | | | |
|--|---|---|---|
| Customer's E-ZPass Agency | January 2014 Total B&T E-ZPass Transactions | January 2014 Percentage of B&T Total Transactions | January 2013 Percentage of B&T Total Transactions |
| New York State Thruway Authority ⁶ | 1,468,991 | 8.00% | 7.74% |
| Port Authority of NY and NJ | 1,020,470 | 5.56% | 5.41% |
| New Jersey Toll Agencies ⁷ | 993,659 | 5.41% | 5.47% |
| Massachusetts Turnpike Authority ⁸ | 103,421 | 0.56% | 0.54% |
| Pennsylvania Turnpike Commission | 66,852 | 0.36% | 0.33% |
| Maryland Transportation Authority | 27,898 | 0.15% | 0.15% |
| Virginia Department of Transportation ⁹ | 18,507 | 0.10% | 0.09% |
| New Hampshire Department of Transportation | 11,911 | 0.06% | 0.05% |
| Delaware Department of Transportation | 9,617 | 0.05% | 0.05% |
| Delaware River Joint Toll Bridge Commission | 8,489 | 0.05% | 0.06% |
| Other ¹⁰ | <u>33,708</u> | <u>0.18%</u> | <u>0.18%</u> |
| Total | 3,763,523 | 20.49% | 20.07% |

| Other Agency B&T E-ZPass Transactions | | | |
|--|----------------|----------------|----------------|
| Agency Used By B&T Customers | January 2014 | YTD 2014 | January 2013 |
| New York State Thruway Authority ⁶ | 2,138,554 | 2,138,554 | 2,144,910 |
| Port Authority of NY and NJ | 2,774,039 | 2,774,039 | 2,954,748 |
| New Jersey Toll Agencies ⁷ | 4,170,784 | 4,170,784 | 4,254,761 |
| New York State Bridge Authority | 196,378 | 196,378 | 199,058 |
| Massachusetts Turnpike Authority ⁸ | 407,238 | 407,238 | 396,681 |
| Pennsylvania Turnpike Commission | 194,236 | 194,236 | 198,977 |
| Maryland Transportation Authority | 206,629 | 206,629 | 205,231 |
| Virginia Department of Transportation ⁹ | 112,149 | 112,149 | 98,912 |
| New Hampshire Department of Transportation | 69,632 | 69,632 | 73,074 |
| Delaware Department of Transportation | 177,226 | 177,226 | 180,204 |
| Delaware River Joint Toll Bridge Commission | 171,471 | 171,471 | 180,844 |
| Other ¹⁰ | <u>216,673</u> | <u>216,673</u> | <u>223,132</u> |
| Total | 10,835,009 | 10,835,009 | 11,110,532 |

Notes:

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

E-ZPASS Performance Report
January 2014
Preliminary data subject to final audit

E-ZPass Customer Service Statistics

| MTA Bridges and Tunnels Customers | | | |
|---|--------------|--------------|--------------|
| | January 2014 | YTD 2014 | YTD 2013 |
| Accounts Opened: | | | |
| Internet | 6,188 | 6,188 | 4,044 |
| Walk-In | 1,512 | 1,512 | 1,582 |
| Mail/Phone ¹¹ | 250 | 250 | 942 |
| On-The-Go | <u>5,404</u> | <u>5,404</u> | <u>7,114</u> |
| Total Accounts Opened | 13,354 | 13,354 | 13,682 |
| Total Active Accounts | | 2,560,325 | 2,415,500 |
| Number of E-ZPass Tags Issued ¹² | 34,396 | 34,396 | 33,161 |
| Total Active Tags ¹³ | | 4,179,250 | 3,928,428 |
| Total Reload Cards Distributed | 2,791 | 80,682 | 42,199 |
| Reload Card % of Cash Replenishments | 14.64% | 14.64% | 10.54% |

| Customer Service Indicators | | | |
|--|----------------|----------------|----------------|
| | January 2014 | YTD 2014 | YTD 2013 |
| Phone Calls Answered by Customer Service Center: | | | |
| Customer Service Representatives | 220,952 | 220,952 | 219,682 |
| Automated System | <u>404,014</u> | <u>404,014</u> | <u>319,372</u> |
| Total Phone Calls Answered | 624,966 | 624,966 | 539,054 |
| Average Phone Call Waiting Time (in min.): | | | |
| Customer Service Representatives | 0.82 | 0.82 | 0.18 |
| Commercial Unit | 0.45 | 0.45 | 0.32 |
| Avg. Monthly B&T E-ZPass Trips Per Account | 5.35 | 5.95 | 6.03 |
| Average Number of Active Tags Per Account | 1.63 | 1.63 | 1.63 |

| E-ZPass Tag Replacement Program | | | |
|--|--------------|----------|-----------|
| | January 2014 | YTD 2014 | 2011-2014 |
| Number of Replacement Tags Mailed | 69,584 | 69,584 | 1,497,276 |
| Number of Tags Returned ¹⁴ | 47,775 | 47,775 | 1,437,350 |
| Number of Tags Pending Return | N/A | N/A | 59,926 |

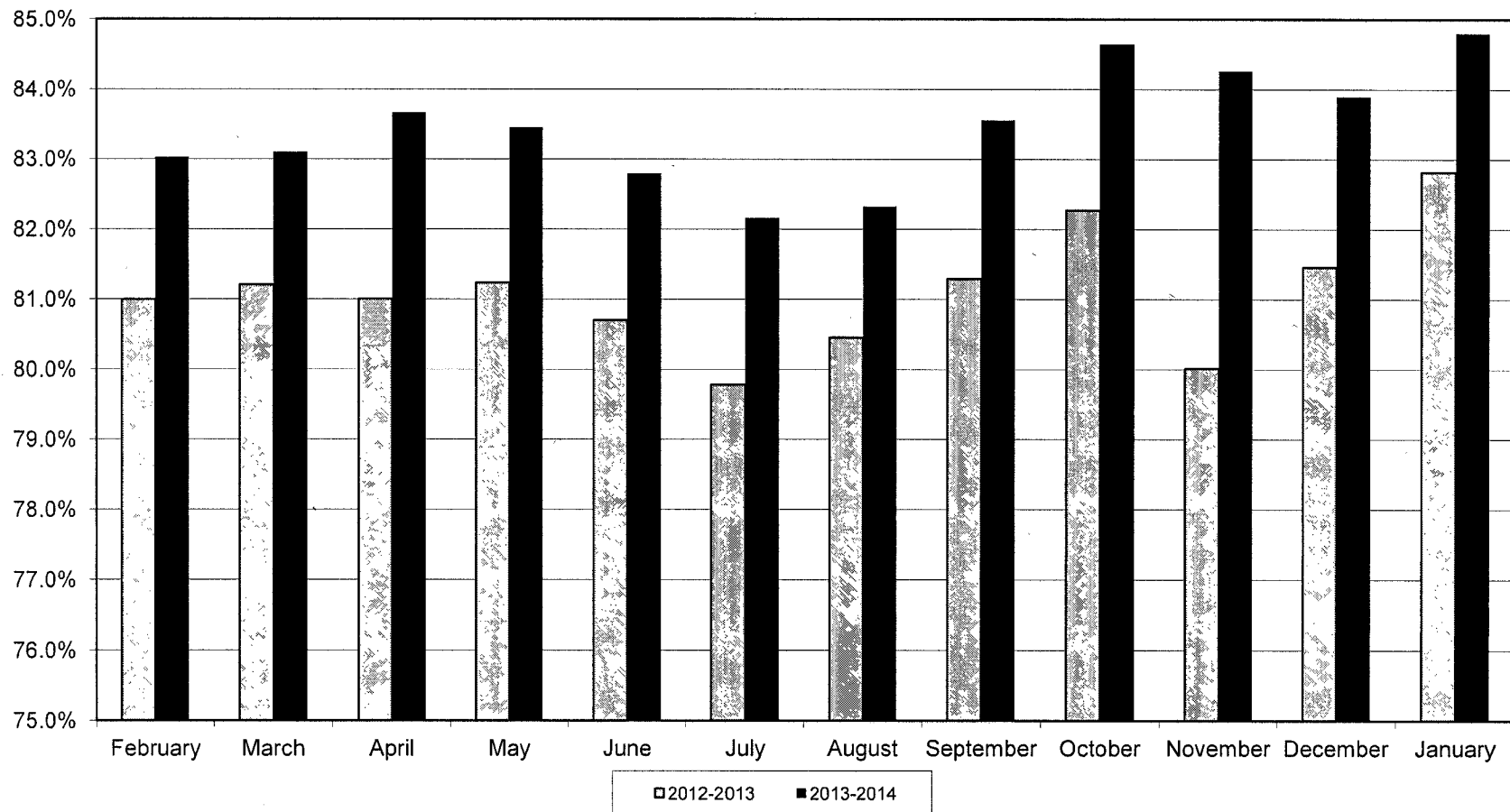
11. Phone enrollment for private accounts ended June 15, 2013.

12. 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.

13. 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.

14. Includes tags returned, reported as lost or stolen by the customer, and deactivated. Also, includes tags mailed in 2013 but returned in 2014.

**MTA Bridges and Tunnels
E-ZPass Market Shares
February 2012 through January 2014**





Bridges and Tunnels

Financial Report January 2014



MTA BRIDGES & TUNNELS**STATEMENT OF NET POSITION****As of January 31, 2014**

(in thousands)

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

| | |
|-------------------------------|----------|
| Cash-Unrestricted | \$17,037 |
| Investments: | |
| Unrestricted | 159,983 |
| Restricted | 411,934 |
| Accrued interest receivable | 649 |
| Accounts receivable | 13,740 |
| Tolls due from other agencies | 25,066 |
| Prepaid expenses | 17,179 |
| | <hr/> |
| Total current assets | 645,588 |

NONCURRENT ASSETS:

| | |
|---|-----------|
| Investments: | |
| Restricted | 103,306 |
| Insurance recovery receivable | 126,325 |
| Facilities, less acc.dep of \$1,180,593 | 4,159,400 |
| Capital lease 2 Broadway net acc. dep. | 43,474 |
| Derivative Hedge Assets | 90,345 |
| Security Deposits | 11,510 |
| | <hr/> |
| Total noncurrent assets | 4,534,360 |

TOTAL ASSETS: 5,179,948**DEFERRED OUTFLOWS OF RESOURCES:**

| | |
|---|---------|
| Accumulated decreases in fair value of derivative instruments | 10,004 |
| Defeasance costs | 229,217 |
| | <hr/> |

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 239,221**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES** \$5,419,169

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of January 31, 2014
(in thousands)

LIABILITIES

CURRENT LIABILITIES:

| | |
|--|-----------|
| Current portion-long term debt | \$175,515 |
| Interest Payable | 64,254 |
| Accounts Payable | 48,993 |
| Payable to MTA-CAP | 31,639 |
| Due to MTA-Operating Expenses | 7,894 |
| Due to NYCTA-Operating Expenses | 575 |
| Accrued salaries | 39,969 |
| Accrued Vac & Sick Benefits | 16,778 |
| Current portion of estimated liability arising from injury | 20,743 |
| Current portion of capital lease obligation | 6,223 |
| Pollution remediation projects | 1,829 |
| Due to New York City Transit Authority | 38,721 |
| Due to Metropolitan Transportation Authority | 72,712 |
| Unredeemed Tolls | 144,338 |
| Tolls due to other agencies | 37,495 |
| E-ZPass Airport Toll Liability | 4,655 |
| | <hr/> |
| Total current liabilities | 712,333 |

NONCURRENT LIABILITIES:

| | |
|---|-----------|
| Long term debt | 8,613,340 |
| Other postemployment benefits other than pensions | 435,978 |
| Estimated liability arising from injury | 8,468 |
| Capital lease obligations | 135,584 |
| Derivative Hedge Liabilities | 101,603 |
| Security deposits-Contra | 11,510 |
| | <hr/> |
| Total noncurrent liabilities | 9,306,483 |

TOTAL LIABILITIES 10,018,816

NET POSITION (4,599,647) *

TOTAL LIABILITIES & NET POSITION \$5,419,169

*The negative Net Position of \$4,599,647 consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2014

(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|-------------------|------------------|----------------------------|--------------|-------------------|----------------|----------------------------|---------------|-------------------|------------------|----------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 123.622 | 121.828 | (1.794) | (1.5) | 0.000 | 0.000 | 0.000 | - | 123.622 | 121.828 | (1.794) | (1.5) |
| Other Operating Revenue | 1.269 | 2.311 | 1.042 | 82.1 | 0.000 | 0.000 | 0.000 | - | 1.269 | 2.311 | 1.042 | 82.1 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 1.802 | 0.889 | (0.913) | (50.7) | 1.802 | 0.889 | (0.913) | (50.7) |
| Investment Income | 0.014 | 0.008 | (0.006) | (41.8) | 0.000 | 0.000 | 0.000 | - | 0.014 | 0.008 | (0.006) | (41.8) |
| Total Revenue | \$124.905 | \$124.147 | (\$0.758) | (0.6) | \$1.802 | \$0.889 | (\$0.913) | (50.7) | \$126.707 | \$125.036 | (\$1.671) | (1.3) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$10.588 | \$9.578 | \$1.010 | 9.5 | \$0.827 | \$0.339 | \$0.488 | 59.0 | \$11.415 | \$9.917 | \$1.498 | 13.1 |
| Overtime | 2.126 | 2.318 | (0.192) | (9.0) | 0.034 | 0.000 | 0.034 | 100.0 | 2.160 | 2.318 | (0.158) | (7.3) |
| Health and Welfare | 2.544 | 2.214 | 0.330 | 13.0 | 0.185 | 0.085 | 0.100 | 54.0 | 2.729 | 2.299 | 0.430 | 15.8 |
| OPEB Current Payment | 1.347 | 1.295 | 0.052 | 3.9 | 0.000 | 0.000 | 0.000 | - | 1.347 | 1.295 | 0.052 | 3.9 |
| Pensions | 2.610 | 2.756 | (0.146) | (5.6) | 0.218 | 0.072 | 0.146 | 67.0 | 2.828 | 2.828 | 0.000 | 0.0 |
| Other Fringe Benefits | 2.075 | 1.776 | 0.299 | 14.4 | 0.106 | 0.041 | 0.065 | 61.2 | 2.180 | 1.817 | 0.363 | 16.7 |
| Reimbursable Overhead | (0.433) | (0.352) | (0.081) | (18.7) | 0.433 | 0.352 | 0.081 | 18.7 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$20.857 | \$19.585 | \$1.272 | 6.1 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$22.660 | \$20.474 | \$2.186 | 9.6 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$0.567 | \$0.558 | \$0.009 | 1.6 | \$0.000 | \$0.000 | \$0.000 | - | \$0.567 | \$0.558 | \$0.009 | 1.6 |
| Fuel | 0.376 | 0.245 | 0.131 | 34.8 | 0.000 | 0.000 | 0.000 | - | 0.376 | 0.245 | 0.131 | 34.9 |
| Insurance | 1.398 | 1.209 | 0.189 | 13.5 | 0.000 | 0.000 | 0.000 | - | 1.398 | 1.209 | 0.189 | 13.5 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 5.240 | 4.457 | 0.783 | 14.9 | 0.000 | 0.000 | 0.000 | - | 5.240 | 4.457 | 0.783 | 14.9 |
| Professional Service Contracts | 2.904 | 1.896 | 1.008 | 34.7 | 0.000 | 0.000 | 0.000 | - | 2.904 | 1.896 | 1.008 | 34.7 |
| Materials & Supplies | 0.365 | 0.218 | 0.147 | 40.3 | 0.000 | 0.000 | 0.000 | - | 0.365 | 0.218 | 0.147 | 40.3 |
| Other Business Expenses | 2.384 | 2.377 | 0.007 | 0.3 | 0.000 | 0.000 | 0.000 | - | 2.384 | 2.377 | 0.007 | 0.3 |
| Total Non-Labor Expenses | \$13.235 | \$10.960 | \$2.275 | 17.2 | \$0.000 | \$0.000 | \$0.000 | - | \$13.235 | \$10.960 | \$2.275 | 17.2 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$34.093 | \$30.545 | \$3.548 | 10.4 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$35.895 | \$31.434 | \$4.461 | 12.4 |
| Depreciation | \$8.866 | \$8.644 | \$0.222 | 2.5 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.644 | \$0.222 | 2.5 |
| OPEB Obligation | 6.836 | 4.633 | 2.203 | 32.2 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.633 | 2.203 | 32.2 |
| Total Expenses after Non-Cash Liability Adjs. | \$49.794 | \$43.822 | \$5.972 | 12.0 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$51.597 | \$44.711 | \$6.886 | 13.3 |
| Less Depreciation | \$8.866 | \$8.644 | \$0.222 | 2.5 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.644 | \$0.222 | 2.5 |
| Less OPEB Obligation | 6.836 | 4.633 | 2.203 | 32.2 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.633 | 2.203 | 32.2 |
| Total Expenses | \$34.093 | \$30.545 | \$3.548 | 10.4 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$35.895 | \$31.434 | \$4.461 | 12.4 |
| Net Surplus/(Deficit) | \$90.812 | \$93.602 | \$2.790 | 3.1 | (\$0.000) | \$0.000 | \$0.000 | 100.0 | \$90.812 | \$93.602 | \$2.790 | 3.1 |

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2014
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------------|--------|----------|---------|----------------------------|--------|----------|---------|----------------------------|---------------|--------------|---------|
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$90.812 | \$93.602 | \$2.790 | 3.1 |
| Less Capitalized Assets | | | | | | | | | 1.487 | 0.264 | 1.223 | 82.2 |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$87.167 | \$91.180 | \$4.013 | 4.6 |
| Less Debt Service | | | | | | | | | 49.664 | 47.814 | 1.850 | 3.7 |
| Income Available for Distribution | | | | | | | | | \$37.503 | \$43.366 | \$5.863 | 15.6 |
| Distributable To: | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.014 | 0.008 | (0.006) | (41.8) |
| MTA - Distributable Income | | | | | | | | | 23.196 | 26.324 | 3.128 | 13.5 |
| NYCTR - Distributable Income | | | | | | | | | 14.293 | 17.034 | 2.741 | 19.2 |
| Total Distributable Income | | | | | | | | | \$37.503 | \$43.366 | \$5.863 | 15.6 |
| <u>Support to Mass Transit:</u> | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 126.707 | 125.036 | (1.671) | (1.3) |
| Less Total Operating Expenses | | | | | | | | | <u>35.895</u> | <u>31.434</u> | <u>4.461</u> | 12.4 |
| Net Operating Income/(Deficit) | | | | | | | | | \$90.812 | \$93.602 | \$2.790 | 3.1 |
| Deductions from Net Operating Income | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 1.487 | 0.264 | 1.223 | 82.2 |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 20.060 | 17.144 | 2.916 | 14.5 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$23.705 | \$19.566 | \$4.139 | 17.5 |
| Total Support to Mass Transit | | | | | | | | | \$67.107 | \$74.036 | \$6.929 | 10.3 |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|-------------------|----------------------------|-----------|---------|-------------------|----------------------------|-----------|---------|-------------------|----------------------------|-----------|---------|
| | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | | Adopted Budget | Favorable (Unfavorable) | | |
| | | Actual | Variance | Percent | | Actual | Variance | Percent | | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 123.622 | 121.828 | (1.794) | (1.5) | 0.000 | 0.000 | 0.000 | - | 123.622 | 121.828 | (1.794) | (1.5) |
| Other Operating Revenue | 1.269 | 2.311 | 1.042 | 82.1 | 0.000 | 0.000 | 0.000 | - | 1.269 | 2.311 | 1.042 | 82.1 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 1.802 | 0.889 | (0.913) | (50.7) | 1.802 | 0.889 | (0.913) | (50.7) |
| Investment Income | 0.014 | 0.008 | (0.006) | (41.8) | 0.000 | 0.000 | 0.000 | - | 0.014 | 0.008 | (0.006) | (41.8) |
| Total Revenue | \$124.905 | \$124.147 | (\$0.758) | (0.6) | \$1.802 | \$0.889 | (\$0.913) | (50.7) | \$126.707 | \$125.036 | (\$1.671) | (1.3) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$10.588 | \$9.578 | \$1.010 | 9.5 | \$0.827 | \$0.339 | \$0.488 | 59.0 | \$11.415 | \$9.917 | \$1.498 | 13.1 |
| Overtime | 2.126 | 2.318 | (0.192) | (9.0) | 0.034 | 0.000 | 0.034 | 100.0 | 2.160 | 2.318 | (0.158) | (7.3) |
| Health and Welfare | 2.544 | 2.214 | 0.330 | 13.0 | 0.185 | 0.085 | 0.100 | 54.0 | 2.729 | 2.299 | 0.430 | 15.8 |
| OPEB Current Payment | 1.347 | 1.295 | 0.052 | 3.9 | 0.000 | 0.000 | 0.000 | - | 1.347 | 1.295 | 0.052 | 3.9 |
| Pensions | 2.610 | 2.756 | (0.146) | (5.6) | 0.218 | 0.072 | 0.146 | 67.0 | 2.828 | 2.828 | 0.000 | 0.0 |
| Other Fringe Benefits | 2.075 | 1.776 | 0.299 | 14.4 | 0.106 | 0.041 | 0.065 | 61.2 | 2.180 | 1.817 | 0.363 | 16.7 |
| Reimbursable Overhead | (0.433) | (0.352) | (0.081) | (18.7) | 0.433 | 0.352 | 0.081 | 18.7 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$20.857 | \$19.585 | \$1.272 | 6.1 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$22.660 | \$20.474 | \$2.186 | 9.6 |
| Non-Labor | | | | | | | | | | | | |
| Electric Power | \$0.567 | \$0.558 | \$0.009 | 1.6 | \$0.000 | \$0.000 | \$0.000 | - | \$0.567 | \$0.558 | \$0.009 | 1.6 |
| Fuel | 0.376 | 0.245 | 0.131 | 34.9 | 0.000 | 0.000 | 0.000 | - | 0.376 | 0.245 | 0.131 | 34.9 |
| Insurance | 1.398 | 1.209 | 0.189 | 13.5 | 0.000 | 0.000 | 0.000 | - | 1.398 | 1.209 | 0.189 | 13.5 |
| Claims | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 5.240 | 4.457 | 0.783 | 14.9 | 0.000 | 0.000 | 0.000 | - | 5.240 | 4.457 | 0.783 | 14.9 |
| Professional Service Contracts | 2.904 | 1.896 | 1.008 | 34.7 | 0.000 | 0.000 | 0.000 | - | 2.904 | 1.896 | 1.008 | 34.7 |
| Materials & Supplies | 0.365 | 0.218 | 0.147 | 40.3 | 0.000 | 0.000 | 0.000 | - | 0.365 | 0.218 | 0.147 | 40.3 |
| Other Business Expenses | 2.384 | 2.377 | 0.007 | 0.3 | 0.000 | 0.000 | 0.000 | - | 2.384 | 2.377 | 0.007 | 0.3 |
| Total Non-Labor Expenses | \$13.235 | \$10.960 | \$2.275 | 17.2 | \$0.000 | \$0.000 | \$0.000 | - | \$13.235 | \$10.960 | \$2.275 | 17.2 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$34.093 | \$30.545 | \$3.548 | 10.4 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$35.895 | \$31.434 | \$4.461 | 12.4 |
| Depreciation | \$8.866 | \$8.644 | \$0.222 | 2.5 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.644 | \$0.222 | 2.5 |
| OPEB Obligation | 6.836 | 4.633 | 2.203 | 32.2 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.633 | 2.203 | 32.2 |
| Total Expenses after Non-Cash Liability Adjs. | \$49.794 | \$43.822 | \$5.972 | 12.0 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$51.597 | \$44.711 | \$6.886 | 13.3 |
| Less: Depreciation | \$8.866 | \$8.644 | \$0.222 | 2.5 | \$0.000 | \$0.000 | \$0.000 | - | \$8.866 | \$8.644 | \$0.222 | 2.5 |
| Less: OPEB Obligation | 6.836 | 4.633 | 2.203 | 32.2 | 0.000 | 0.000 | 0.000 | - | 6.836 | 4.633 | 2.203 | 32.2 |
| Total Expenses | \$34.093 | \$30.545 | \$3.548 | 10.4 | \$1.802 | \$0.889 | \$0.913 | 50.7 | \$35.895 | \$31.434 | \$4.461 | 12.4 |
| Net Surplus/(Deficit) | \$90.812 | \$93.602 | \$2.790 | 3.1 | (\$0.000) | \$0.000 | \$0.000 | 100.0 | \$90.812 | \$93.602 | \$2.790 | 3.1 |

Differences are due to rounding

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|-------------------|--------|----------------------------|---------|-------------------|--------|----------------------------|---------|-------------------|---------------|----------------------------|---------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Net Income/(Deficit) | | | | | | | | | \$90.812 | \$93.602 | \$2.790 | 3.1 |
| Less: Capitalized Assets | | | | | | | | | 1.487 | 0.264 | \$1.223 | 82.2 |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| Adjusted Net Income/(Deficit) | | | | | | | | | \$87.167 | \$91.180 | \$4.013 | 4.6 |
| Less: Debt Service | | | | | | | | | 49.664 | 47.814 | 1.850 | 3.7 |
| Income Available for Distribution | | | | | | | | | \$37.503 | \$43.366 | \$5.863 | 15.6 |
| Distributable To | | | | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | 0.014 | 0.008 | (0.006) | (41.8) |
| MTA - Distributable Income | | | | | | | | | 23.196 | 26.324 | 3.128 | 13.5 |
| NYCTR - Distributable Income | | | | | | | | | 14.293 | 17.034 | 2.741 | 19.2 |
| Total Distributable Income | | | | | | | | | \$37.503 | \$43.366 | \$5.863 | 15.6 |
| Support to Mass Transit: | | | | | | | | | | | | |
| Total Revenues | | | | | | | | | 126.707 | 125.036 | (1.671) | (1.3) |
| Less: Total Operating Expenses | | | | | | | | | <u>35.895</u> | <u>31.434</u> | <u>4.461</u> | 12.4 |
| Net Operating Income/(Deficit) | | | | | | | | | \$90.812 | \$93.602 | \$2.790 | 3.1 |
| Deductions from Net Operating Income: | | | | | | | | | | | | |
| Capitalized Assets | | | | | | | | | 1.487 | 0.264 | 1.223 | 82.2 |
| Reserves | | | | | | | | | 2.158 | 2.158 | 0.000 | 0.0 |
| B&T Debt Service | | | | | | | | | 20.060 | 17.144 | 2.916 | 14.5 |
| GASB Reserves | | | | | | | | | 0.000 | 0.000 | 0.000 | - |
| Total Deductions From Operating Income | | | | | | | | | \$23.705 | \$19.566 | \$4.139 | 17.5 |
| Total Support to Mass Transit | | | | | | | | | \$67.107 | \$74.036 | \$6.929 | 10.3 |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
|---|---|--------|--|---|--------|------------------------|
| | \$ | % | | \$ | % | |
| | | | | | | |
| Nonreimbursable | | | | | | |
| Vehicle Toll Revenue | (1,794) | -1.5% | Lower toll revenue due to 1.8% decrease in traffic primarily due to unfavorable weather. | (1,794) | -1.5% | Same as month |
| Other Operating Revenue | 1,042 | 82.1% | Higher Other Operating Revenue primarily due to higher E-ZPass administrative fees (\$0.968M) | 1,042 | 82.1% | Same as month |
| Investment Income | (0,006) | -41.8% | Minor variance. | (0,006) | -41.8% | Same as month |
| Payroll | 1,010 | 9.5% | Lower payroll expenses against the monthly adopted budget allocation due to vacancies. | 1,010 | 9.5% | Same as month |
| Overtime | (0,192) | -9.0% | See overtime tables | (0,192) | -9.0% | Same as month |
| Health and Welfare | 0,330 | 13.0% | Lower Welfare Plan expenses primarily due to vacancies and the timing of expenses against the monthly adopted budget allocation. | 0,330 | 13.0% | Same as month |
| OPEB Current Payment | 0,052 | 3.9% | Minor variance | 0,052 | 3.9% | Same as month |
| Pensions | (0,146) | -5.6% | Minor variance. | (0,146) | -5.6% | Same as month |
| Other Fringe Benefits | 0,299 | 14.4% | Lower than planned BTO uniform allotment (\$0.230M) due to vacancies | 0,299 | 14.4% | Same as month |
| Electric Power | 0,009 | 1.6% | Minor variance. | 0,009 | 1.6% | Same as month |
| Fuel | 0,131 | 34.8% | Lower fuel expenses against the monthly forecast allocation. | 0,131 | 34.9% | Same as month |
| Insurance | 0,189 | 13.5% | Lower expenses primarily due to timing of expenses for Liability Insurance (\$0.088M) and Property Insurance (\$0.059M) against the monthly adopted budget allocation. | 0,189 | 13.5% | Same as month |
| Maintenance and Other Operating Contracts | 0,783 | 14.9% | Lower expenses primarily for E-ZPass Customer Service Center costs (\$0.490M), Facility Maintenance & Repair Services (\$0.119M), Maintenance and Repair for Sandy-related expenses (\$0.111M), and other expenses, offset by higher expense for Real Estate Services (-\$0.128M). | 0,783 | 14.9% | Same as month |
| Professional Service Contracts | 1,008 | 34.7% | Lower expenses primarily for Office Equipment Maintenance & Repair Services (\$0.188M), Planning Studies Consultants (\$0.150M), IT Consulting Services (\$0.149M), Bond Issuance Costs (\$0.114M), Engineering Services (\$0.105M) and other expenses. | 1,008 | 34.7% | Same as month |
| Materials & Supplies | 0,147 | 40.3% | Lower expenses across a variety of small equipment and supply categories against the monthly adopted budget allocation. | 0,147 | 40.3% | Same as month |
| Other Business Expense | 0,007 | 0.3% | Minor variance | 0,007 | 0.3% | Same as month |
| Depreciation | 0,222 | 2.5% | Minor variance | 0,222 | 2.5% | Same as month |
| Other Post Employment Benefits | 2,203 | 32.2% | Lower OPEB Expense due to new actuarial valuation | 2,203 | 32.2% | Same as month |
| Reimbursable | | | | | | |
| Capital and Other Reimbursements | (0,913) | -50.7% | Lower capital reimbursements against the monthly adopted budget allocation. | (0,913) | -50.7% | Same as month |
| Payroll | 0,488 | 59.0% | Lower than planned reimbursable expenses against the monthly adopted budget allocation | 0,488 | 59.0% | Same as month |
| Overtime | 0,034 | 100.0% | See overtime tables | 0,034 | 100.0% | Same as month |
| Health and Welfare | 0,100 | 54.0% | Lower than planned reimbursable expenses against the monthly adopted budget allocation | 0,100 | 54.0% | Same as month |
| OPEB Current Payment | 0,000 | - | No variance | 0,000 | - | Same as month |
| Pensions | 0,146 | 67.0% | Lower than planned reimbursable expenses against the monthly adopted budget allocation. | 0,146 | 67.0% | Same as month |
| Other Fringe Benefits | 0,065 | 61.2% | Lower than planned reimbursable expenses against the monthly adopted budget allocation. | 0,065 | 61.2% | Same as month |
| Reimbursable Overhead | 0,081 | 18.7% | Lower than planned reimbursable expenses against the monthly adopted budget allocation. | 0,081 | 18.7% | Same as month |

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

| | January | | | | | | January Year-to-Date | | | | | |
|--|----------------|----------------|---------------|----------------|---------------------|------------------|----------------------|----------------|---------------|----------------|---------------------|------------------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 3,728 | \$0.218 | 2,901 | \$0.162 | 827 | \$0.056 | 3,728 | \$0.218 | 2,901 | \$0.162 | 827 | \$0.056 |
| | | | | | 22.2% | 25.6% | | | | | 22.2% | 25.6% |
| <u>Unscheduled Service</u> | 1,280 | \$0.075 | 805 | \$0.046 | 476 | \$0.029 | 1,280 | \$0.075 | 805 | \$0.046 | 476 | \$0.029 |
| | | | | | 37.2% | 38.6% | | | | | 37.2% | 38.6% |
| <u>Programmatic/Routine Maintenance</u> | 80 | \$0.006 | 55 | \$0.004 | 26 | \$0.002 | 80 | \$0.006 | 55 | \$0.004 | 26 | \$0.002 |
| | | | | | 32.2% | 25.9% | | | | | 32.2% | 25.9% |
| <u>Unscheduled Maintenance</u> | 1,998 | \$0.147 | 1,229 | \$0.099 | 769 | \$0.048 | 1,998 | \$0.147 | 1,229 | \$0.099 | 769 | \$0.048 |
| | | | | | 38.5% | 32.8% | | | | | 38.5% | 32.8% |
| <u>Vacancy/Absentee Coverage</u> | 14,401 | \$0.890 | 11,675 | \$0.678 | 2,726 | \$0.212 | 14,401 | \$0.890 | 11,675 | \$0.678 | 2,726 | \$0.212 |
| | | | | | 18.9% | 23.8% | | | | | 18.9% | 23.8% |
| <u>Weather Emergencies</u> | 4,772 | \$0.327 | 6,185 | \$0.446 | (1,412) | (\$0.119) | 4,772 | \$0.327 | 6,185 | \$0.446 | (1,412) | (\$0.119) |
| | | | | | -29.6% | -36.3% | | | | | -29.6% | -36.3% |
| <u>Safety/Security/Law Enforcement</u> | 3,383 | \$0.202 | 1,551 | \$0.090 | 1,832 | \$0.113 | 3,383 | \$0.202 | 1,551 | \$0.090 | 1,832 | \$0.113 |
| | | | | | 54.2% | 55.7% | | | | | 54.2% | 55.7% |
| <u>Other</u> | 799 | \$0.052 | 60 | \$0.005 | 739 | \$0.047 | 799 | \$0.052 | 60 | \$0.005 | 739 | \$0.047 |
| | | | | | 92.6% | 90.8% | | | | | 92.6% | 90.8% |
| <u>*All Other Departments and Accruals</u> | | \$0.208 | | \$0.788 | | (\$0.580) | | \$0.208 | | \$0.788 | | (\$0.580) |
| | | | | | | -279.3% | | | | | | -279.3% |
| Subtotal | 30,442 | \$2.126 | 24,459 | \$2.318 | 5,983 | (\$0.192) | 30,442 | \$2.126 | 24,459 | \$2.318 | 5,983 | (\$0.192) |
| | | | | | 19.7% | -9.0% | | | | | 19.7% | -9.0% |
| REIMBURSABLE OVERTIME | 459 | \$0.034 | 0 | \$0.000 | 459 | \$0.034 | 459 | \$0.034 | 0 | \$0.000 | 459 | \$0.034 |
| | | | | | 100.0% | 100.0% | | | | | 100.0% | 100.0% |
| TOTAL OVERTIME | 30,900 | \$2.160 | 24,459 | \$2.318 | 6,442 | (\$0.158) | 30,900 | \$2.160 | 24,459 | \$2.318 | 6,442 | (\$0.158) |
| | | | | | 20.8% | -7.3% | | | | | 20.8% | -7.3% |

Figures are preliminary

Totals may not add due to rounding

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

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

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

| | Monthly | | | Year-to-Date | | |
|---|---------------------|---------------------|--|---------------------|---------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| OPERATIONS & MAINTENANCE | | | | | | |
| <u>Scheduled Service</u> | 827 22.2% | \$0.056 25.6% | Lower than planned expenses | 827 22.2% | \$0.056 25.6% | Lower than planned expenses |
| <u>Unscheduled Service</u> | 476 37.2% | \$0.029 38.6% | Lower than planned expenses | 476 37.2% | \$0.029 38.6% | Lower than planned expenses |
| <u>Programmatic/Routine Maintenance</u> | 26 32.2% | \$0.002 25.9% | Lower than planned expenses | 26 32.2% | \$0.002 25.9% | Lower than planned expenses |
| <u>Unscheduled Maintenance</u> | 769 38.5% | \$0.048 32.8% | Lower than planned expenses | 769 38.5% | \$0.048 32.8% | Lower than planned expenses |
| <u>Vacancy/Absentee Coverage</u> | 2,726 18.9% | \$0.212 23.8% | Reduced absenteeism through managerial efforts to monitor and manage availability | 2,726 18.9% | \$0.212 23.8% | Reduced absenteeism through managerial efforts to monitor and manage availability |
| <u>Weather Emergencies</u> | (1,412) -29.6% | (\$0.119) -36.3% | Higher than planned expenses due to above normal snowfall and below normal temperatures | (1,412) -29.6% | (\$0.119) -36.3% | Higher than planned expenses due to above normal snowfall and below normal temperatures |
| <u>Safety/Security/Law Enforcement</u> | 1,832 54.2% | \$0.113 55.7% | More efficient use of law enforcement related overtime | 1,832 54.2% | \$0.113 55.7% | More efficient use of law enforcement related overtime |
| <u>Other</u> | 739 92.6% | \$0.047 90.8% | Lower than planned expenses | 739 92.6% | \$0.047 90.8% | Lower than planned expenses |
| *All Other Departments and Accruals | | (\$0.580) | Primarily due to adjustments for the 28-day OT payroll lag | | (\$0.580) | Primarily due to adjustments for the 28-day OT payroll lag |
| *All Other Departments and Accruals | | -279.3% | | | -279.3% | |
| Subtotal | 5,983 19.7% | (\$0.192) -9.0% | | 5,983 19.7% | (\$0.192) -9.0% | |
| REIMBURSABLE OVERTIME | 459 100.0% | \$0.034 100.0% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program | 459 100.0% | \$0.034 100.0% | Lower than planned overtime needed on projects eligible for reimbursement from the capital program |
| TOTAL OVERTIME | 6,442 | (\$0.158) | | 6,442 | (\$0.158) | |

Figures are preliminary.

Totals may not add due to rounding

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

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

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)**

Month of January

Year to date ending January 2014.

Comparison Current Year vs. Prior Year:

| Prior Year* | | Current Year | | Percentage Change | | | Prior Year* | | Current Year | | Percentage Change | |
|-------------|---------|--------------|---------|-------------------|---------|---------------------|-------------|---------|--------------|---------|-------------------|---------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 3.1 | \$19.0 | 2.8 | \$19.3 | -9.2% | 1.7% | Bronx-Whitestone | 3.1 | \$19.0 | 2.8 | \$19.3 | -9.2% | 1.7% |
| 0.6 | 1.3 | 0.5 | 1.1 | -16.6% | -14.3% | Cross Bay | 0.6 | 1.3 | 0.5 | 1.1 | -16.6% | -14.3% |
| 1.7 | 4.3 | 1.6 | 4.7 | -5.5% | 8.0% | Henry Hudson | 1.7 | 4.3 | 1.6 | 4.7 | -5.5% | 8.0% |
| 1.3 | 6.7 | 1.2 | 7.2 | -4.2% | 7.1% | Hugh L. Carey | 1.3 | 6.7 | 1.2 | 7.2 | -4.2% | 7.1% |
| 0.6 | 1.2 | 0.5 | 1.1 | -20.2% | -13.6% | Marine Parkway | 0.6 | 1.2 | 0.5 | 1.1 | -20.2% | -13.6% |
| 2.1 | 11.8 | 2.1 | 13.1 | -0.4% | 10.7% | Queens Midtown | 2.1 | 11.8 | 2.1 | 13.1 | -0.4% | 10.7% |
| 2.1 | 13.5 | 2.0 | 14.7 | -3.6% | 8.7% | RFK - Bronx | 2.1 | 13.5 | 2.0 | 14.7 | -3.6% | 8.7% |
| 2.3 | 12.7 | 2.2 | 13.5 | -4.9% | 6.6% | RFK - Manhattan | 2.3 | 12.7 | 2.2 | 13.5 | -4.9% | 6.6% |
| 3.1 | 20.2 | 2.9 | 21.2 | -6.3% | 4.8% | Throgs Neck | 3.1 | 20.2 | 2.9 | 21.2 | -6.3% | 4.8% |
| 5.2 | 26.0 | 4.8 | 26.0 | -9.0% | 0.1% | Verrazano-Narrows | 5.2 | 26.0 | 4.8 | 26.0 | -9.0% | 0.1% |
| 22.3 | \$116.8 | 20.8 | \$121.8 | -6.9% | 4.3% | Total | 22.3 | \$116.8 | 20.8 | \$121.8 | -6.9% | 4.3% |
| \$5.238 | | \$5.870 | | 12.1% | | Revenue Per Vehicle | \$5.238 | | \$5.870 | | 12.1% | |

*Toll increase implemented March 3, 2013

Note: Numbers may not add due to rounding

Comparison Actual vs. Adopted Budget:

| Jan Budget | | Jan Actual | | Percentage Change | | | YTD Budget | | YTD Actual | | Percentage Change | |
|------------|---------|------------|---------|-------------------|---------|---------------------|------------|---------|------------|---------|-------------------|---------|
| Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| 21.1 | 123.6 | 20.8 | 121.8 | -1.8% | -1.5% | Total All | 21.1 | \$123.6 | 20.8 | \$121.8 | -1.8% | -1.5% |
| \$5.849 | | \$5.870 | | 0.3% | | Revenue Per Vehicle | \$5.849 | | \$5.870 | | 0.3% | |

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2014

| Department | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|----------------------------------|----------------|--------------|----------------------------------|--|
| Administration | | | | |
| Executive | 2 | 2 | - | |
| Law ⁽¹⁾ | 20 | 19 | 1 | 1 Professional vacancy |
| CFO ⁽²⁾ | 21 | 24 | (3) | 1 Managerial and 2 Professional overages |
| Labor Relations | 5 | 5 | - | |
| Staff Services ⁽³⁾ | 35 | 27 | 8 | 4 Managerial vacancies and 4 Professional vacancies |
| EEO | 1 | 1 | - | |
| Total Administration | 84 | 78 | 6 | |
| Operations | | | | |
| Revenue Management | 41 | 38 | 3 | 3 Professional vacancies |
| Operations (Non-Security) | 728 | 581 | 147 | 116 BTO vacancies, 32 Superior Officer vacancies, and 3 Professional Overages, |
| Total Operations | 769 | 619 | 150 | 2 Managerial vacancies |
| Maintenance | | | | |
| Maintenance | 171 | 163 | 8 | 2 Managerial vacancies, 3 Professional vacancies and 3 Maintainer vacancies |
| Operations - Maintainers | 172 | 160 | 12 | 12 Maintainer vacancies |
| Technology | 52 | 50 | 2 | 1 Managerial and 1 Professional vacancy |
| Internal Security - Tech Svcs | 8 | 10 | (2) | 2 Maintainer overages |
| Total Maintenance | 403 | 383 | 20 | |
| Engineering/Capital | | | | |
| Engineering & Construction | 172 | 155 | 17 | 7 Managerial vacancies and 10 Professional vacancies |
| Law ⁽¹⁾ | 16 | 11 | 5 | 1 Managerial and 4 Professional vacancies |
| Health & Safety | 10 | 8 | 2 | 2 Professional vacancies |
| CFO-Planning & Budget Capital | 23 | 13 | 10 | 3 Managerial vacancies and 7 Professional vacancies |
| Total Engineering/Capital | 221 | 187 | 34 | |
| Public Safety | | | | |
| Operations (Security) | 232 | 232 | - | |
| Internal Security - Operations | 37 | 35 | 2 | 1 Maintainer and 1 Managerial vacancy |
| Total Public Safety | 269 | 267 | 2 | |
| Total Positions | 1,746 | 1,534 | 212 | |
| Non-Reimbursable | 1,658 | 1,446 | 212 | |
| Reimbursable | 88 | 88 | - | |
| Total Full-Time | 1,746 | 1,534 | 212 | |

(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
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2014

| | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-------------------------------------|-------------------|--------------|--|---|
| Administration | | | | |
| Managers/Supervisors | 20 | 17 | 3 | 4 vacancies in Staff Services and 1 overage in CFO |
| Professional, Technical, Clerical | 64 | 61 | 3 | 4 vacancies in Staff Services, 1 vacancy in Law, and 2 overages in CFO |
| Operational Hourlies | - | - | - | |
| Total Administration | 84 | 78 | 6 | |
| Operations | | | | |
| Managers/Supervisors | 56 | 54 | 2 | 2 Managerial vacancies in Operations |
| Professional, Technical, Clerical | 35 | 35 | - | |
| Operational Hourlies ⁽¹⁾ | 678 | 530 | 148 | 116 BTO vacancies and 32 Superior Officer vacancies |
| Total Operations | 769 | 619 | 150 | |
| Maintenance | | | | |
| Managers/Supervisors | 33 | 31 | 2 | 2 vacancies in Maintenance and 1 in Technology |
| Professional, Technical, Clerical | 51 | 46 | 5 | 3 vacancies in Maintenance and 3 in Technology |
| Operational Hourlies ⁽²⁾ | 319 | 306 | 13 | 12 Maintainer vacancies in Operations, 3 vacancies in Maintenance and 2 overages in Internal Security |
| Total Maintenance | 403 | 383 | 20 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 50 | 39 | 11 | 7 vacancies in Engineering, 1 in Law and 3 in Planning and Budget |
| Professional, Technical, Clerical | 171 | 148 | 23 | 10 vacancies in Engineering, 2 in Health and Safety, 4 in Law, and 7 in Planning and Budget |
| Operational Hourlies | - | - | - | |
| Total Engineering/Capital | 221 | 187 | 34 | |
| Public Safety | | | | |
| Managers/Supervisors | 7 | 6 | 1 | 1 vacancy in Internal Security |
| Professional, Technical, Clerical | 28 | 28 | - | |
| Operational Hourlies ⁽³⁾ | 234 | 233 | 1 | 1 Maintainer vacancy in Internal Security |
| Total Public Safety | 269 | 267 | 2 | |
| Total Positions | | | | |
| Managers/Supervisors | 166 | 147 | 19 | |
| Professional, Technical, Clerical | 349 | 318 | 31 | |
| Operational Hourlies | 1,231 | 1,069 | 162 | |
| Total Positions | 1,746 | 1,534 | 212 | |

(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

Capital Program Project Status Report



MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
STATUS REPORT
FEBRUARY 28, 2014

Introduction

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

Year to Date Progress

Commitments

In February there were seven commitments made with a total value of \$13.7 million (See *Attachment 1, 2014 Commitment Chart; Attachment 7 – 2014 Commitment Plan*). Year-to-date commitments total of \$14.9 million against a plan year-to-date total of \$1.1 million. The most notable commitment(s) made in February are:

- **MP06**, Substructure and Underwater Scour Protection, Construction of North and South Abutments for \$1.3 million
- **VN87**, Substation #1 Rehabilitation – Design/Build for \$12.1 million

Completions

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

Close-outs

There were no task level closeouts in February. Year-to-date there have been zero task level closeouts (See *Attachment 6 – 2014 Task Level Closeouts*).

Award Date Changes for Remaining Commitments

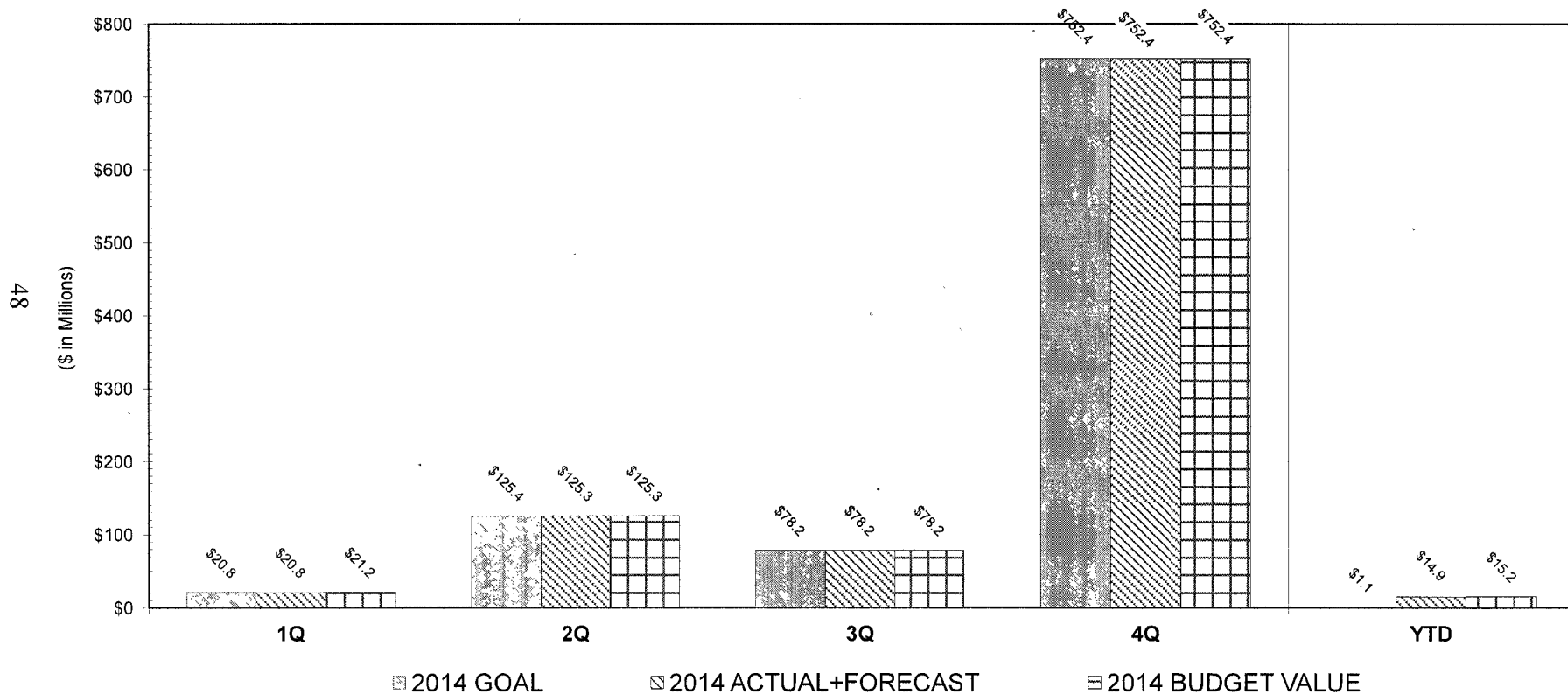
There are no date changes to report for any commitments (See *Attachment 7 – 2014 Commitment Plan*).

Completion Date Changes for Remaining Projects

There were no changes for remaining completions (See *Attachment 5 - 2014 Completion Plan*).

MTA Bridges and Tunnels
Commitments as of February 28, 2014

| | | |
|----------------------|---------|-----------------------|
| 2014 Budget Goal: | \$976.8 | |
| 2014 Annual Forecast | \$976.8 | |
| YTD Goal: | \$1.1 | |
| YTD Actual: | \$14.9 | (1405.1% of YTD Goal) |
| YTD Budgeted Value: | \$15.2 | (1435.5% of YTD Goal) |
| Left to Commit: | \$961.9 | |



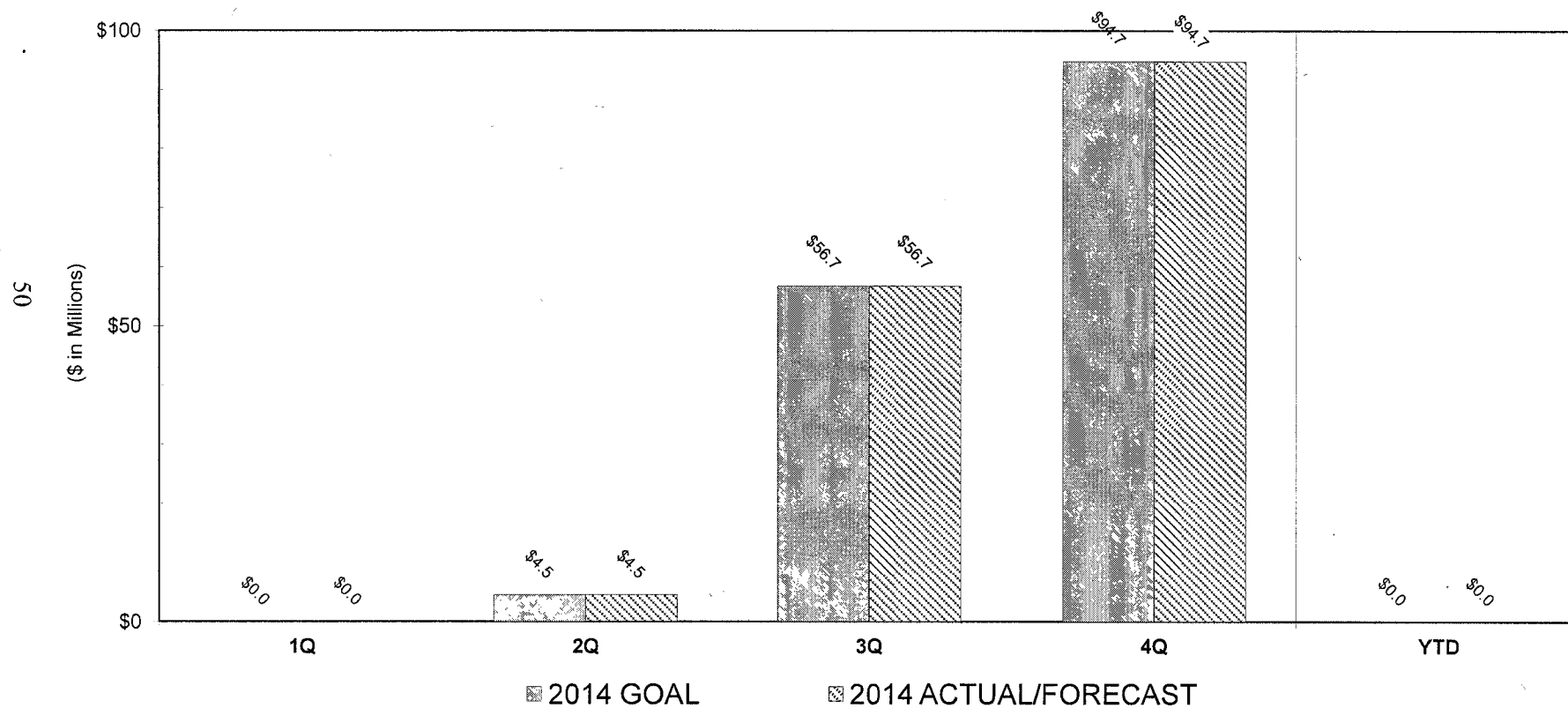
MTA Bridges and Tunnels: Status of Major Commitments as of February 28, 2014

| 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 | \$98.5 | Dec-14 | Jul-14 | Dec-14 | F |
| D601RK76 | Miscellaneous Structural Repair - Construction | \$12.0 | \$12.0 | \$12.0 | Dec-14 | Jul-14 | Dec-14 | F |
| D602BB54 | Replacement Brooklyn Plaza Structural Slab - Construction | \$23.7 | \$23.7 | \$23.7 | Nov-14 | Jun-14 | Nov-14 | F |
| D602HH88 | Replace Upper & Lower Level Plaza & Southbnd. Appr. - Construction | \$23.5 | \$23.5 | \$23.5 | Dec-14 | Jul-14 | Dec-14 | F |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - Training Facility, Design/Build | \$11.8 | \$11.8 | \$11.8 | Jun-14 | Dec-13 | Jun-14 | F |
| D602RK65 | Deck Replacement - Bronx Toll Plaza - 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 | Feb-14 | A |
| 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 February 28, 2014

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



MTA Bridges and Tunnels: Status of Major Completions as of February 28, 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 (RK65R2) | \$56.7 | \$56.7 | 83% | 0% | Sep-14 | Sep-14 | F | |
| D601BW97 Concrete Anchorage Repairs (RK65R2) | \$8.0 | \$8.0 | 64% | 0% | Oct-14 | Oct-14 | F | |
| D602RK73 Deck Replacement - RFK MQ Ramp (RK65R2) | \$63.6 | \$63.6 | 74% | 0% | Nov-14 | Nov-14 | F | |
| D602RK65 Deck Replaement - Bronx Manhattan Ramps/ Toll Plaza - Maintenance Facility Design Build (RK65R2) | \$23.1 | \$23.1 | 47% | 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 |
| | | | Apr-14 Total | \$4,506,839 | \$4,506,839 | | | | |
| D604BB45 | Replace Electrical Switchgear & Equipment | Construction | Sep-14 | \$56,736,824 | \$56,736,824 | | | Sep-14 | \$56,736,824 |
| | | | Sep-14 Total | \$56,736,824 | \$56,736,824 | | | | |
| D601BW97 | Concrete Anchorage Repairs | Construction - (Bronx Anchorage) | Oct-14 | \$8,036,222 | \$8,036,222 | | | Oct-14 | \$8,036,222 |
| | | | Oct-14 Total | \$8,036,222 | \$8,036,222 | | | | |
| D602RK73 | Deck Replacement - RFK MQ Ramp | Design/Build Construction | Nov-14 | \$63,589,165 | \$63,589,165 | | | Nov-14 | \$63,589,165 |
| D602RK65 | Deck Replacement - 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 |
| | | | Nov-14 Total | \$86,692,249 | \$86,692,249 | | | | |
| | | | Grand Total | \$155,972,134 | \$155,972,134 | Total | \$0 | | |
| | | | | | | | | Remaining | \$155,972,134 |

* 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 |
|---------|---------------------|------|------------------|-----------------|---------------------|-----------------------|
|---------|---------------------|------|------------------|-----------------|---------------------|-----------------------|

| | | |
|-------|---|--------|
| Total | 0 | \$0.00 |
|-------|---|--------|

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|---|--------|--|-----------------|--------------|--------------|-------------------|--------------|---------------------|----------------|
| 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 | | |
| | | | | Jan-14 Total | \$1,059,943 | \$1,059,943 | | | | |
| 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 | Feb-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 | Design during CNS-CSS | 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 | Feb-14 | \$753,816 | | |
| D601MP06 | Substructure and Underwater Scour protection | D03167 | Const - South Abutment - SBMP - MP06B | Mar-14 | \$1,006,635 | \$1,006,635 | Feb-14 | \$560,293 | | |
| 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 | | |
| | | | | Mar-14 Total | \$19,741,807 | \$19,741,807 | | | | |
| 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/Toll Plaza | D03135 | RK65R2-CM-Training Fac | Apr-14 | \$1,764,000 | \$1,764,000 | | | Apr-14 | \$1,764,000 |
| D602HH88 | Replace Upper & Lower Level Plaza & Southbnd. Appr. | 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 | E01999 | 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 |
| | | | | Apr-14 Total | \$19,518,758 | \$19,518,758 | | | | |
| 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 |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|---------------------|---|--------|-------------------------------------|-----------------|---------------------|---------------------|-------------------|--------------|---------------------|----------------|
| 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 Plaza & 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/Toll Plaza | 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/Toll Plaza | 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 |
| ED040207 | Replace MPB Electrical Equipmt at North Abutment | E02157 | PM Design/Build F/A | Jul-14 | \$212,250 | \$212,250 | | | Jul-14 | \$212,250 |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|----------|---|--------|---|-----------------|---------------|---------------|-------------------|--------------|---------------------|----------------|
| 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 |
| | | | | Jul-14 Total | \$12,483,478 | \$12,483,478 | | | | |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | 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 |
| | | | | Aug-14 Total | \$8,234,712 | \$8,234,712 | | | | |
| 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/Toll Plaza | 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 |
| | | | | Sep-14 Total | \$57,503,799 | \$57,503,799 | | | | |
| 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/Toll Plaza | D02699 | RK65A-Construction | Oct-14 | \$190,000,000 | \$190,000,000 | | | Oct-14 | \$190,000,000 |
| D602RK65 | Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza | 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 |
| | | | | Oct-14 Total | \$228,999,282 | \$228,999,282 | | | | |

MTA BRIDGES & TUNNELS
CAPITAL PROGRAM
2014 CAPITAL MILESTONE BACK-UP - PROJECT AWARDS

| ACEP | Project Description | Task | Task Description | Goal Start Date | Goal Value | Budget Value | Actual Start Date | Actual Value | Forecast Start Date | Forecast Value |
|------------------------------|---|--------|---|-----------------|---------------|---------------|-------------------|--------------|---------------------|----------------|
| 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 Plaza & 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 | S8MP-Cns Phil (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 |
| | | | | Nov-14 Total | \$385,387,600 | \$385,387,600 | | | | |
| 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 Plaza & Southbnd. Appr | D03063 | Construction | Dec-14 | \$23,500,000 | \$23,500,000 | | | Dec-14 | \$23,500,000 |
| D602HH88 | Replace Upper & Lower Level Plaza & Southbnd. Appr | D03064 | Construction Admin | Dec-14 | \$2,000,000 | \$2,000,000 | | | Dec-14 | \$2,000,000 |
| D602HH88 | Replace Upper & Lower Level Plaza & 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 Plaza & 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 |
| | | | | Dec-14 Total | \$138,033,000 | \$138,033,000 | | | | |
| | | | | Grand Total | \$976,833,285 | \$976,833,285 | | | | |
| <u>Unplanned Commitments</u> | | | | | | | | | | |
| D604AW80 | | D02531 | AW80 Equipment Purchase | | | \$42,000 | Feb-14 | \$42,000 | | |
| D604AW28 | | D03208 | HH07A Scope Development | | | \$62,467 | Feb-14 | \$62,467 | | |
| D604AW26 | | D03198 | TN54 Scope Development of Lower Garage | | | \$78,158 | Feb-14 | \$78,158 | | |
| D604AW28 | | D03199 | TN53 Scope Development for Seismic Retrofit | | | \$115,574 | Feb-14 | \$115,574 | | |
| | | | | Grand Total | \$976,833,285 | \$977,131,484 | YTD Total | \$14,893,300 | Remaining | \$961,915,658 |
| | | | | | | | | | Grand Total | \$976,808,958 |



Bridges and Tunnels

Procurements

March 2014

Staff Summary

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

| | |
|--------------------------------|---------------|
| Date | March 3, 2014 |
| Vendor Name | |
| Contract Number | |
| Contract Manager Name | |
| Table of Contents Ref # | |

| Board Action | | | | | |
|--------------|-------------------|---------|-------------------------------------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | 3/6/14 | <input checked="" type="checkbox"/> | | |
| 2 | MTA B&T Committee | 3/24/14 | | | |
| 3 | MTA Board | 3/26/14 | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--------------------------|-------|---------------------------|
| Order | Approval | Order | Approval |
| | President | | VP Operations |
| | 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 F | Personal Service Contracts | 3 | \$14.002M |
| Schedule H | Modifications to Personal/Miscellaneous Service Contracts | 1 | \$ 1.677M |
| TOTAL | | 4 | \$15.679M |

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
MARCH 2014

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

F: Personal Service Contracts

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

- | | | | |
|----|--|------------------------------|--------------------------------------|
| 1. | Hardesty & Hanover, LLC | \$2,689,843.00 | <u>Staff Summary Attached</u> |
| | HNTB NY Engineering and Architecture, PC | \$2,001,010.29 | |
| | URS Corporation – NY | \$2,890,830.99 | |
| | WSP USA Corp. | <u>\$1,384,209.51</u> | |
| | Contract No. PSC-13-2944A-D | \$8,965,893.79 | |
| | 2 yr. 9 mo. contract – Competitive RFP – 7 Proposals | | |
| | Provide biennial bridge inspection and miscellaneous design services at the Robert F. Kennedy and Verrazano-Narrows Bridges. | | |
| | | | |
| 2. | Atkins, P.A. | \$3,000,000.00 | <u>Staff Summary Attached</u> |
| | Contract No. PSC-13-2941B | | |
| | 5 yr. contract – Competitive RFP – 3 Proposals | | |
| | Provide miscellaneous toll collection consultant support services on an as-needed basis. | | |
| | | | |
| 3. | Hatch Mott MacDonald NY, Inc. | \$2,035,896.00 | <u>Staff Summary Attached</u> |
| | Contract No. PSC-13-2942X | | |
| | 2 yr. contract – Competitive RFP – 3 Proposals | | |
| | Provide design and construction support services for Project QM-81, Control System and Control Room Rehabilitation at the Queens Midtown Tunnel. | | |

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

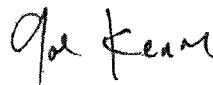
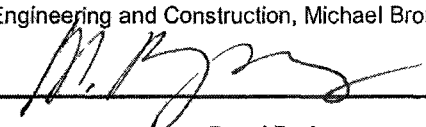





(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval)

- | | | | |
|----|---|-----------------------|--------------------------------------|
| 4. | Weidlinger Associates Inc./Parsons Brinckeroff, J.V. | \$1,677,276.71 | <u>Staff Summary Attached</u> |
| | Contract No. PSC-11-2897 | | |
| | Perform investigations and design of a prototype steel deck section on the suspended span of the Throgs Neck Bridge and supplementary wind evaluations during and after orthotropic deck replacement under Project TN-49. | | |



Staff Summary

Page 1 of 3

| | | | | | |
|---|---|---------|---|------|-------|
| Item Number 1 (Final) | | | | | |
| Dept & Dept Head Name: Engineering and Construction, Joe Keane, P.E.  | | | | | |
| Division & Division Head Name: Engineering and Construction, Michael Bronfman, P.E.  | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 3/6/14 |  | | |
| 2 | MTA B&T Committee | 3/24/14 | | | |
| 3 | MTA Board | 3/26/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer  | 4 | Executive Vice President | | |
| 2 | General Counsel  | 5 | President  | | |
| 3 | Chief Procurement Officer  | | | | |

| | |
|---|---|
| SUMMARY INFORMATION | |
| Vendor Name A) Hardesty & Hanover, LLC B) HNTB C) URS Corporation - NY D) WSP USA Corp. | Contract Number PSC-13-2944A PSC-13-2944B PSC-13-2944C PSC-13-2944D |
| Description 2014 Biennial Bridge Inspections and Design of Miscellaneous Structural Repairs at the RFK and VN Bridges | |
| Total Amount PSC-13-2944A, \$2,689,843.00; PSC-13-2944B, \$2,001,010.29; PSC-13-2944C, \$2,890,830.99; PSC-13-2944D, \$1,384,209.51 | |
| Contract Term (including Options, if any) Two years, nine months (through 12/31/16) | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input checked="" type="checkbox"/> Operating <input 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 four personal service contracts for the 2014 Biennial Bridge Inspections at the: (i) RFK Bridge – Main Span (Contract PSC-13-2944A) to Hardesty & Hanover, LLC (H&H), (ii) RFK Bridge – Harlem River Lift Span (Contract PSC-13-2944B) to HNTB NY Engineering and Architecture, PC (HNTB), (iii) Verrazano Narrows Bridge – Main Span (Contract PSC-13-2944C) to URS Corporation – NY (URS), and (iv) Verrazano Narrows Bridge Approaches (Contract PSC-13-2944D) to WSP USA Corp. (WSP). The negotiated contract amounts are: (A) \$2,689,843.00 (B) \$2,001,010.29 (C) \$2,890,830.99 and (D) \$1,384,209.51. Each contract will be for a duration of approximately two years, nine months through December 31, 2016.

II DISCUSSION

B&T requires the services of four consultant firms to provide biennial bridge inspection and miscellaneous design services at the: RFK Bridge – Main Span, RFK Bridge – Harlem River Lift Span, Verrazano Narrows Bridge – Main Span and Verrazano Narrows Bridge Approaches. The inspections are required by the New York State Department of Transportation.

The requirements were publicly advertised. Ten firms submitted qualification information for review and evaluation by the selection committee. Seven firms: Ammann & Whitney Consulting Engineers, P.C. (A&W); HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS); H&H; HNTB; TranSystems Architect & Engineer, P.C. (TS); URS; and WSP were chosen to receive the RFP based on a review of those qualifications and all seven firms submitted proposals. The proposals were evaluated against established criteria set forth in the RFP including technical work proposed, depth of understanding of the project, qualifications of the firm for specific personnel proposed and cost. Based on the

Staff Summary

Page 2 of 3

committee's review of all submittals and its consideration of proposed costs, the committee selected H&H for Group A (RFK Bridge – Main Span), HNTB for Group B (RFK Bridge - HRLS), the use of Best and Final Offers (BAFOs) for the final selection of Group C, and WSP for Group D (Verrazano Narrows Bridge Approaches).

Based on the detailed review of all submittals and its consideration of proposed costs, the Selection Committee recommended that negotiations be conducted with A&W, HAKS, and URS for Group C (Verrazano Narrows Bridge Main Spans) and that these firms submit BAFOs. After review of the BAFOs from these firms the Committee unanimously recommended award to URS.

The Committee's final selections were based on the following:

- H&H proposed an inspection team which has the necessary experience and qualified personnel for Group A with extensive experience working at various B&T structures. H&H demonstrated an in-depth understanding of the inspection requirements and related field issues as well as excellent past performance at the RFK Bridge. H&H demonstrated that it has sufficient resources to perform a biennial inspection of the magnitude required for Group A. H&H's proposed cost was 5.72% below the estimate.
- HNTB's proposed inspection team has the necessary experience and qualified personnel for Group B (RFK Bridge - HRLS) with extensive experience and knowledge of the inspection requirements for this facility. HNTB demonstrated it has the resources necessary to perform this Biennial Inspection and special tasks as outlined in the RFP including in-depth electrical and mechanical inspection of the Lift Span mechanisms. HNTB's proposed cost was 6% above the estimate.
- WSP demonstrated a wide range of experience with B&T and other agencies throughout the region including major bridge inspections. WSP has the resources necessary to perform the Biennial Inspection at the Verrazano Narrows Bridge Approaches (Group D). WSP's proposed cost was 10% above the estimate.
- URS demonstrated: (i) a thorough understanding of the complicated nature and large scale of the inspection, and the coordination required for this work; (ii) a well planned and cost effective approach for the work sequence, and (iii) quality and availability of technical personnel with proper training committed to the project. Additionally, URS' revised BAFO proposal is 15% less than the Engineer's estimate and overall was deemed to be the best value for Group C.
- Overall, A&W and HAKS are considered technically qualified. However, the BAFO proposals from A&W and HAKS were not considered to have the same final value as the BAFO from URS.
- Though considered technically qualified, the technical and cost proposal from TS was rated lower than those of the selected firms.

The overall cost (excluding allowances) of the four recommended 2014 Biennial Contracts is an increase of 3.7% compared with the preceding 2012 Biennial Contracts (PSC-11-2899). The following represents a summary of costs incurred in the 2012 Biennial Contracts, the costs proposed, estimated and negotiated for the recommended 2014 Biennial Contracts.

| Group | 2012 Contracts | 2014 Contracts | | | Comparisons | |
|-------|----------------|----------------|----------------|----------------|--------------------------|------------------------------|
| | Amount | B&T Estimate | Proposed | Negotiated | 2014 Negotiated vs. 2012 | 2014 Negotiated vs. Estimate |
| A | \$1,920,587.54 | \$2,166,000.00 | \$2,042,124.00 | \$1,939,843.00 | 1% | -10% |
| B | \$1,352,039.00 | \$1,481,000.00 | \$1,577,094.24 | \$1,501,010.29 | 11% | 1.4% |
| C | \$2,032,173.72 | \$2,290,000.00 | \$2,082,531.47 | \$1,940,830.99 | -4.5% | -15% |
| D | \$835,797.00 | \$937,000.00 | \$1,042,845.66 | \$984,209.51 | 18% | 5% |

* All costs above exclude allowances.

The negotiated cost for Group B is 11% higher than the 2012 contract primarily because this cycle includes an in-depth electrical and mechanical evaluation of the Harlem River Lift Span and the inclusion of the prototype computerized inspection data collection and asset management system. The negotiated cost (BAFO) for Group C is 15% lower than the estimate in part because the estimate was based on this consultant sharing the traveler at the VNB with a painting contractor, however, the painting work is complete and consultants were able to assume full access to the traveler. The

Staff Summary

Page 3 of 3

negotiated cost for Group D is 18% higher than the 2012 Contract in part due to the inclusion of the new Lily Pond Ramp which opened to traffic late 2013.

Based on the above, the negotiated amounts are considered fair and reasonable. H&H, HNTB, URS and WSP are each considered to be responsible consultants.

| Summary of 2014 Proposed Contracts | | | |
|------------------------------------|-------------------|--------------|--------------------------------|
| Group | Negotiated Amount | Allowance | Contract Amount with Allowance |
| A | \$1,939,843.00 | \$750,000.00 | \$2,689,843.00 |
| B | \$1,501,010.29 | \$500,000.00 | \$2,001,010.29 |
| C | \$1,940,830.99 | \$950,000.00 | \$2,890,830.99 |
| D | \$984,209.51 | \$400,000.00 | \$1,384,209.51 |

The total amount for each contract will include the assigned allowances as shown in the table above. Services under these allowances are to provide support based on the results of the inspection and include: (i) interim or special inspections; (ii) spalling concrete removal supervision; (iii) sign gantries and light pole inspections; (iv) auxiliary design services for the repair of defective structural conditions; (v) preliminary design investigations toward alternative solutions; and (vi) auxiliary testing services for elements such as concrete cores, steel coupons, and cable wires. These services will be provided via work orders on an as-needed basis. The allowances are based on historical costs and will permit B&T to quickly respond to the needs of each facility. The services being performed under the allowances will typically be performed at the rates negotiated for overhead and profit.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established goals of 10% MBE and 10% WBE for each of these contracts. The contracts will not be awarded until the M/WBE requirements are satisfied. H&H, HNTB, URS, and WSP, have each achieved their MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING






Funding in the amount of \$8,965,893.79 is available in the Operating Budget under GFM-502, General Ledger #711101.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not have the resources required to perform these New York State inspection requirements.

Staff Summary

Page 1 of 2

| | | | | | |
|---|--|--------------|---|-------------|--------------|
| Item Number 2 (Final) | | | | | |
| Dept & Dept Head Name: | | | | | |
| New Toll Initiatives, Robert Redding, Senior Director | | | | | |
| Division & Division Head Name: | | | | | |
| New Toll Initiatives, Robert Redding, Senior Director | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 3/6/14 |  | | |
| 2 | MTA B&T Committee | 3/24/14 | | | |
| 3 | MTA Board | 3/26/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer  | 4 | Executive Vice President | | |
| 2 | General Counsel  | 5 | President  | | |
| 3 | Chief Procurement Officer  | | | | |

| | |
|---|------------------------|
| SUMMARY INFORMATION | |
| Vendor Name | Contract Number |
| Atkins, P.A. | PSC-13-2941B |
| Description | |
| Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis | |
| Total Amount | |
| \$3,000,000.00 | |
| Contract Term (including Options, if any) | |
| Five (5) 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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal contract, Contract PSC-13-2941B, for Miscellaneous Toll Collection Consultant Support Services on an As-Needed Basis to Atkins, P.A. in the not-to-exceed amount of \$3,000,000 over a period of five (5) years.

II. DISCUSSION

B&T requires the services of multi-disciplined toll consulting firms to provide the following services on an as-needed basis: (i) evaluation of existing toll collection systems implemented by other tolling authorities in order to determine which features of such systems might be incorporated in to B&T's operations; (ii) conceptual design, planning and scoping for toll system capital projects; (iii) assist in the development of marketing strategies based on the most current available technology in conjunction with automatic toll or managed lane projects; (iv) assess potential upgrades to our current toll collection system; and (v) provide support in developing and testing B&T's business continuity plans as they relate to toll collection and violation enforcement. The required services will be assigned on an as-needed basis through the issuance of work orders which will be based on the consultant's current workload, available personnel and expertise. Each work order will be negotiated separately using the labor, overhead and profit rates negotiated in each contract. The total amount of all work orders under the contracts will not exceed \$3,000,000.

Staff Summary

Page 2 of 2

The service requirements were publicly advertised. Sixty-seven (67) firms were sent a copy of the solicitation notice, five (5) firms requested a copy of the Request for Proposal (RFP) and three (3) proposals were submitted as follows: Traffic Technology, Inc. (TTI); Atkins, P.A. (Atkins); and Jacobs Civil Consultants, Inc. (Jacobs). The proposals were evaluated against established criteria set forth in the RFP including the qualifications of the firm's personnel, qualifications of the management team, understanding of the project and cost. The evaluation committee determined that of the three firms, Atkins' and Jacobs' proposals most closely met B&T's requirements and were determined to be in the competitive range. Each selected firm presented detailed, organized technical proposals. Both firms demonstrated that they possess a significant level of experience and knowledge in the discipline of toll collection. The committee additionally considered each firm's personnel to be exceptionally well qualified.

The committee elected to waive oral presentations and conducted a more in-depth review of each firm's cost proposal. The consultant, in its base proposal, was requested to quote labor, overhead, profit and escalation rates against a sample scope of work using predetermined job titles and applicable hourly rates. Following the committee's evaluation of the information presented, the committee recommended that negotiations with each firm be conducted. In comparison with the rates for the same or similar job titles under prior B&T contracts the negotiated rates are considered fair and reasonable. Atkins has performed satisfactorily under a previous B&T contract and is deemed to be a responsible consultant. The not-to-exceed amount for this contract is \$3,000,000. At this time Jacobs' proposal is undergoing further evaluation and an award recommendation for this firm will be presented to the Board at a later date.

III. D/M/WBE INFORMATION

The MTA DDCR has established M/WBE goals of 10% and 10%, respectively, for this contract. This contract will not be awarded without approval of MTA DDCR. Atkins has achieved its previous M/WBE goals on its prior contract with B&T.

IV. IMPACT ON FUNDING

Funding is available in both the Operating Budget and the 2010-2014 Capital Program under Project AW-48 (WAR Certificates will be requested on a Work Order basis).

V. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

Staff Summary

Page 1 of 2

| | | | | | |
|---|--------------------------------------|---------|------------------------------|------|-------|
| Item Number 3 (Final) | | | | | |
| Dept & Dept Head Name: <i>Joe Keane</i> Engineering and Construction, Joe Keane, P.E. | | | | | |
| Division & Division Head Name: <i>Romolo DeSantis</i> Engineering and Construction, Romolo DeSantis, P.E. | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | 3/6/14 | <i>[Signature]</i> | | |
| 2 | MTA B&T Committee | 3/24/14 | | | |
| 3 | MTA Board | 3/26/14 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 1 | Chief Financial Officer <i>OS</i> | 4 | Chief of Staff | | |
| 2 | General Counsel <i>MMT</i> | 5 | Executive Vice President | | |
| 3 | Chief Procurement Officer <i>GMM</i> | 6 | President <i>[Signature]</i> | | |

| | |
|--|--|
| SUMMARY INFORMATION | |
| Vendor Name Hatch Mott MacDonald NY, Inc. | Contract Number PSC-13-2942X |
| Description: Design and Construction Support Services for Project QM-81, Control System and Control Room Rehabilitation at the Queens Midtown Tunnel | |
| Total Amount \$2,035,896 | |
| Contract Term (including Options, if any) Two (2) 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 type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency Guidelines for Procurement of Services to award a personal services contract for Design and Construction Support Services for Project QM-81, Control Systems and Control Room Rehabilitation at the Queens Midtown Tunnel (QMT) to Hatch Mott MacDonald NY, Inc. (HMM) for a period of two (2) years. The total cost of the Contract is \$2,035,896.

II. DISCUSSION

B&T requires the services of a consultant to provide design and construction support services for the control system and control room rehabilitation for the Queens Midtown Tunnel. The Project requires the selected consultant to upgrade existing electronic control systems to improve operational awareness, improve customer and employee safety, and increase operational efficiencies, reliability and maintenance planning. Design services to include: control room and service building renovations, phased demolition and replacement of existing control boards and systems integration. At a future date, the cost for construction support services will be negotiated and presented to the Board for approval.

Staff Summary

Page 2 of 2

The service requirements were publicly advertised; four firms submitted qualification information and all firms were invited to submit proposals based on a review of their qualifications. Three firms, AECOM USA, Inc., HMM, and Parsons Brinckerhoff (PB) submitted proposals. The fourth firm Ove Arup and Partners, P.C. determined that they could not submit a competitive proposal based on the technical requirements. The proposals were evaluated against established criteria set forth in the RFP, including an understanding of the technical requirements and expertise, proposed personnel, oral presentations and cost. The Selection Committee recommended that B&T enter into negotiations with HMM, the highest rated firm. HMM's proposal reflected a thorough understanding of the Project scope and design requirements, and its Project Team demonstrated extensive control room rehabilitation design experience. PB's proposal demonstrated control room design and tunnel experience but did not reflect the depth of project understanding in comparison with HMM's proposal. AECOM has relevant design experience but did not demonstrate an extensive understanding of the existing tunnel systems in QMT as exhibited by HMM.

HMM submitted a proposal in the amount of \$2,274,244. The Engineer's estimate is \$2,047,466. During negotiations it was determined that HMM overstated its proposal in connection with the Task 2-Investigation and Data Collection and Task 3-Preliminary Design. The consultant's proposed hours were consequently reduced in order to properly reflect the level of effort in terms of hours to satisfy these requirements. B&T and HMM agreed to the negotiated amount of \$2,035,896, which is 0.6% below the estimate and is fair and reasonable. HMM is deemed to be a responsible consultant.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding is available under Project QM-81 in the amount of \$2,035,896 in the 2010-2014 Capital Budget.

IV. ALTERNATIVES

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

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

Item Number: 4 (Final)

| | | | |
|--|--|--|---------------------------|
| Vendor Name (& Location) Weidlinger Associates Inc./Parsons Brinckerhoff, J.V.: NY, NY | | Contract Number PSC-11-2897 | AWO/Modification # |
| Description Design and Construction Support Services for Project TN-49, Rehabilitation/Replacement of the Suspended Span at the Throgs Neck Bridge | | | |
| Contract Term (including Options, if any) March 20, 2012 – September 19, 2017 | | Original Amount: \$4,837,206.14 | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | Prior Modifications: N/A | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | Prior Budgetary Increases: N/A | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | | Current Amount: \$4,837,206.14 | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | | This Request: \$1,677,276.71 | |
| Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joe Keane, P.E., VP/Chief Engineer | | % of This Request to Current Amount: 34.7% | |
| | | % of Modifications (including This Request) to Original Amount: 34.7% | |

Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend this contract with Weidlinger Associates Inc./Parsons Brinckerhoff, A Joint Venture (WA/PB) for additional funding to perform the following: (i) investigations and design of a prototype steel deck section for a future fatigue testing program and (ii) supplementary wind evaluations for opened side barriers, movable center median barrier, traveling vehicles, construction staging and protective fencing to ensure aerodynamic stability during and after deck replacement construction on the suspended spans of the Throgs Neck Bridge. Additionally, the fabrication of a prototype deck panel and the testing and evaluation of its aerodynamic performance is required to ensure fatigue resistance of the fabrication details for the deck structure over its designed life span. The total negotiated amount is \$1,677,276.71. Consistent with the Procurement Guidelines this amendment constitutes a substantial change.

WA/PB submitted a proposal in the amount of \$1,677,276.71. The Engineer's estimate is \$1,694,367. The Authority accepted the WA/PB proposal in the amount of \$1,677,276.71, which is 1.0% below the estimate as fair and reasonable. Funding for this amendment is available in the 2010 – 2014 Capital Program under Project TN-49.



Bridges and Tunnels

Diversity Report Fourth Quarter 2013



The Agency has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the Agency's December 31, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities, explain the reasons, or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2013 FOURTH QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

WORKFORCE UTILIZATION ANALYSIS AS OF 12/31/2013

| JOB CATEGORY | FEMALES* | | | BLACKS | | | HISPANICS | | | ASIANS | | | AI/AN** | | | NHOP*** | | | OTHER | | |
|----------------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|-----------|----------|--------------------|
| | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) | Est Avail | Actual % | Met Avail (Yes/No) |
| Officials & Administrators | 30.0% | 21.8% | No | 10.0% | 18.6% | Yes | 4.0% | 5.9% | Yes | 6.0% | 10.6% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 1.0% | 1.1% | Yes |
| Professionals | 31.0% | 37.0% | Yes | 10.0% | 20.0% | Yes | 6.0% | 16.2% | Yes | 10.0% | 20.8% | Yes | 0.0% | 0.4% | Yes | 0.0% | 0.0% | Yes | 1.0% | 1.1% | Yes |
| Technicians | 10.0% | 19.7% | Yes | 9.0% | 18.9% | Yes | 6.0% | 18.0% | Yes | 1.0% | 4.9% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 1.0% | 0.0% | No |
| Protective Services | 18.0% | 20.9% | Yes | 16.0% | 32.4% | Yes | 21.0% | 23.3% | Yes | 2.0% | 4.3% | Yes | 0.0% | 0.2% | Yes | 0.0% | 0.0% | Yes | 1.0% | 0.0% | No |
| Paraprofessionals | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes |
| Administrative Support | 61.0% | 54.9% | No | 18.0% | 54.9% | Yes | 19.0% | 25.4% | Yes | 4.0% | 5.6% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 2.0% | 0.0% | No |
| Skilled Craft | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes |
| Service Maintenance | 2.0% | 1.1% | No | 14.0% | 14.0% | Yes | 18.0% | 11.9% | No | 2.0% | 3.9% | Yes | 0.0% | 0.0% | Yes | 0.0% | 0.0% | Yes | 2.0% | 0.4% | No |

*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2013 FOURTH QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

NEW HIRES As 012/31/2013

| JOB CATEGORY | TOTAL ¹ | FEMALES ² | | Minorities | | Non-Minorities | | BLACKS | | HISPANICS | | ASIANS | | AI/AN | | NHOPI | | OTHER | |
|----------------------------|--------------------|----------------------|-------|------------|-------|----------------|-------|--------|-------|-----------|-------|--------|-------|-------|------|-------|------|-------|------|
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 15 | 4 | 26.7% | 3 | 20.0% | 12 | 80.0% | 1 | 6.7% | | 0.0% | 2 | 13.3% | | 0.0% | | 0.0% | | 0.0% |
| Professionals | 47 | 20 | 42.6% | 28 | 59.6% | 19 | 40.4% | 6 | 12.8% | 9 | 19.1% | 11 | 23.4% | | 0.0% | 1 | 2.1% | 1 | 2.1% |
| Technicians | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Protective Services | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Paraprofessionals | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Administrative Support | 3 | 2 | 66.7% | 2 | 66.7% | 1 | 33.3% | 1 | 33.3% | 1 | 33.3% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Skilled Craft | | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Service Maintenance | 14 | | 0.0% | 3 | 0.0% | 11 | 0.0% | 2 | 0.0% | 1 | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Total | 79 | 26 | 32.9% | 36 | 45.6% | 43 | 54.4% | 10 | 12.7% | 11 | 13.9% | 13 | 16.5% | 0 | 0.0% | 1 | 1.3% | 1 | 1.3% |

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

2013 FOURTH QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO AND TITLE VI COMPLAINTS AS OF 12/31/2013

| Category | Race | Disability | Gender | National Origin | Age | Sexual Harassment | Religion | Other ¹ | Total Issues ² | Total Cases | Status (# Open) |
|---------------------|------|------------|--------|-----------------|-----|-------------------|----------|--------------------|---------------------------|-------------|-----------------|
| EEO | | | | | | | | | | | |
| External Complaints | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 4 |
| Internal Complaints | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | NONE |

| Category | Race | National Origin | Color | Total Issues ³ | Total Cases | Status (# Open) |
|----------|------|-----------------|-------|---------------------------|-------------|-----------------|
| Title VI | 0 | 0 | 0 | 0 | 0 | 0 |

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

³ In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

2013 FOURTH QUARTER EEO REPORT

AGENCY NAME: Bridges and Tunnels

EEO DISCRIMINATION COMPLAINT RESOLUTIONS

From 1/1/13 to 12/31/13

| | Decided in Favor of Agency | Decided in Favor of Complainant | Administrative Closure | Withdrawn | Dismissed | Resolved/Settled | Total |
|---------------------|-------------------------------|------------------------------------|---------------------------|-----------|-----------|------------------|-------|
| EEO | | | | | | | |
| Internal Complaints | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| External Complaints | 2 | 0 | 0 | 0 | 0 | 0 | 2 |